

MAINE STATE LEGISLATURE

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PUBLIC DOCUMENTS OF MAINE:

1908

BEING THE

ANNUAL REPORTS

OF THE VARIOUS

Departments and Institutions

For the Year 1907

VOLUME III

FORTY-NINTH 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, 1907, INCLUDING
PETITIONS,

DECISIONS AND RULES OF THE BOARD

MADE DURING THE YEAR ENDED NOVEMBER 30.

1907

AUGUSTA

KENNEBEC JOURNAL PRINT

1907

BOARD OF RAILROAD COMMISSIONERS.

JOSEPH B. PEAKS, *Chairman*, DOVER, ME.

PARKER SPOFFORD, BUCKSPORT, ME.

FRANK KEIZER, ROCKLAND, 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, application shall be made to the Board, and the manner and conditions of such crossings determined, before corporations shall enter upon the construction of such railroads.

5. Applications or petitions may be presented to the Chairman, or addressed to, or delivered to the Clerk of the Board, at Augusta, Maine.

6. The Clerk of the Board shall keep a Journal of its proceedings and a full and correct record of all petitions and applications filed, and of all orders and decisions of the Board. Said record shall be open for inspection to all persons interested, and certified copies thereof, on application therefor, shall be furnished by said Clerk for a reasonable compensation.

7. In all hearings the Board will be governed, so far as applicable, by the rules of the Supreme Judicial Court of Maine, and the petitioner or applicant will in all cases be entitled to open and close.

STATE OF MAINE.

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

The forty-ninth annual report of the Board of Railroad Commissioners is herewith submitted, comprising reports of the corporations of twenty steam railroads, seventeen 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 194.87 miles.

The total mileage of the steam roads on June 30, 1907, was 2,144.77, an increase in mileage of 51.28 miles since the report of 1906.

This increase is made up by the construction of the Schoodic Stream Railroad, from Millinocket to Medway, eight miles, (a branch of the Bangor and Aroostook Railroad), additional branch track, of the Boston and Maine Railroad, in Portland, .56 miles, a branch track of the Canadian Pacific Railway at Greenville, 1.28 miles, a branch track of the Franklin and Megantic Railway, at Alder Stream, 2.30 miles, the extension of the Somerset Railway to Kineo Station, 32.65 miles, a branch track of the Washington County Railway, at Woodland, .75 miles, an adjustment of the mileage of "spurs," so called, the taking up of .24 miles track by the Washington County Railway, making an additional mileage of 5.74 miles, or a total of 51.28 miles increase in mileage.

The number of street railways in operation in 1906, was sixteen. In this report the number is given as eighteen. This is accounted for by the addition of the Rockland, South Thomaston and Owl's Head Railway, and the Lewiston, Augusta and Waterville Street Railway, the former being operated by a receiver, and the latter a new corporation which purchased the

Augusta, Winthrop and Gardiner Railway, and the Lewiston, Brunswick and Bath Street Railway, operating for two months each of those roads. While reports were made by eighteen different corporations, there were in fact but seventeen street railways in operation at the close of the year, June 30, 1907.

The total mileage of the street railways is now 383.64 miles. The report of 1906 gives the mileage of street railways as 389.12.

The reduction in mileage from that of 1906 is 5.48 miles, and is accounted for as follows:

Remeasurement of the Lewiston, Brunswick and Bath Street Railway, 4.87 miles, the Rockland, South Thomaston & Owl's Head Railway, .55 miles, Waterville & Oakland Street Railway, .35 miles, Rockland, Thomaston and Camden Street Railway, .11 miles, and a gain in the mileage of the Portland and Brunswick Street Railway, .40 miles, making a net loss of 5.48 miles.

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, 1907, were \$16,601,145.83, against \$15,394,457.19 in 1906, an increase in earnings of \$1,206,688.64.

Passengers Carried.

The number of passengers carried for the year ending June 30, 1907, was 8,234,730, against 8,221,384 in 1906, an increase in passengers carried of 13,346.

Tons of Freight Hauled.

The number of tons of freight hauled in 1907, was 12,321,006, against 11,841,376 in 1906, an increase in tons hauled of 479,630.

Passengers Carried One Mile.

The number of passengers carried one mile for the year ending June 30, 1907, was 234,909,905, against 222,419,214 in 1906, a gain in passengers carried one mile of 12,490,691.

Tons of Freight Hauled One Mile.

The number of tons of freight hauled one mile for the year ending June 30, 1907, was 1,093,921,734, against 1,001,259,839 in 1906, a gain in tons hauled one mile of 92,661,895.

Passenger Train Mileage.

The total passenger train mileage for the year ending June 30, 1907, was 3,676,556, against 4,457,947, a decrease in passenger train mileage of 781,391 miles.

Freight Train Mileage.

The total freight train mileage for 1907 was 3,517,870, against 4,320,050 in 1906, a decrease in freight train mileage of 802,180 miles.

Mixed Train Mileage.

The total mixed train mileage for the year was 409,681, against 482,408 in 1906, a decrease in mixed train mileage of 72,727 miles.

Non-Revenue Train Mileage.

The total non-revenue train mileage for the year ending June 30, 1907, was 1,102,885, against 1,648,001 in 1906, a decrease in non-revenue train mileage of 545,116 miles.

The total mileage of all trains for the year ending June 30, 1907, was 8,706,992, against 10,908,406 in 1906, a decrease in the mileage of all trains of 2,201,414 miles.

It will be seen by the following table, that the increase under the head of "Maintenance of Way and Structures," "Maintenance of Equipment," "Conducting Transportation," and "General Expenses," was \$4,289,085.12 greater than in 1906. Eight companies reduced their operating expenses \$543,111.31 and twelve companies increased the same \$4,832,196.43. Of this increased amount, the Boston and Maine Railroad expended \$1,615,028.89 and the Grand Trunk Railway \$2,515,310.18, or \$4,130,339.07, which must have been largely outside of Maine. This left \$701,857.36 expended mostly in Maine, of which the Bangor and Aroostook Railroad expended \$586,625.05, leaving only \$115,232.31 expended by other companies more than in 1906.

It may be well to state here, that the "Gross Earnings from Operations" of all the roads were \$89,377,514.72 in 1907, and \$83,549,680.36 in 1906, an increase in earnings of \$6,320,836.09. The operating expenses were \$64,840,765.41 in 1907, and \$60,549,680.36 in 1906, an increase in operating expenses of \$4,291,085.05. The percentage of operating expenses to earnings being 72.55 in 1907, and 72.90 in 1906, showing that the operating expenses did not increase at a greater rate per cent than did the earnings.

The following table shows the amounts expended for "Maintenance of Way and Structures," "Equipment," "Conducting Transportation," "General Expenses," for years 1906 and 1907, increase or decrease for the year ending June 30, 1907, upon steam railroads doing business in Maine.

Railroads.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	Increase or decrease* over 1906.
	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.	\$391,564 80	\$550,009 95	\$210,503 25	\$343,999 89	\$829,732 76	\$1,093,464 95	\$112,568 78	\$143,519 88	\$586,625 05
Boston & Maine R. R.	5,353,301 95	4,905,226 84	4,415,440 58	4,305,914 48	18,665,029 95	20,830,959 32	889,596 09	926,296 82	1,615,028 89
Bridgton & Saco River R. R.	8,492 30	6,662 57	4,031 18	5,401 56	17,912 33	19,364 12	1,917 19	1,946 82	1,022 07
Canadian Pacific R'y.	210,040 53	225,360 48	122,803 04	152,918 65	464,571 20	487,502 86	41,850 42	34,201 78	60,718 58
Franklin & Megantic R'y.	10,115 63	12,063 11	1,603 16	1,657 73	17,332 90	20,479 71	3,512 29	3,515 14	5,151 71
Georges Valley R. R.	3,820 54	3,803 19	304 91	669 14	5,764 91	5,729 42	797 90	762 27	275 76
Grand Trunk R'y.	4,441,959 13	3,899,881 83	5,152,085 97	6,557,838 89	11,195,582 51	12,639,180 42	713,445 00	921,451 65	2,515,310 18
Kennebec Central R. R.	2,532 99	2,624 14	982 77	1,133 61	7,112 95	6,929 52	705 50	760 50	113 56
Lime Rock R. R.	10,183 58	15,873 81	14,586 90	8,317 06	23,154 17	19,853 89	5,908 14	4,827 02	*4,961 51
Maine Central R. R.	1,583,408 02	1,076,193 09	1,535,441 27	1,303,215 23	2,667,162 62	3,017,175 79	247,074 19	267,588 86	*368,913 13
Monson R. R.	1,675 92	2,401 05	2,184 82	729 68	4,401 91	5,235 39	742 47	637 37	*1 63
Phillips & Rangeley R. R.	29,336 91	19,205 69	14,098 76	6,087 64	33,309 76	27,380 35	1,808 91	1,923 05	*23,957 61
Portland & Rumford Falls R'y	100,356 76	72,447 42	50,624 33	35,624 82	179,890 05	156,679 58	29,464 59	27,556 62	*68,027 29
Rumford Falls & Rangeley Lakes R. R.	34,209 19	32,737 11	14,881 81	6,670 49	33,495 37	29,125 44	5,561 12	5,040 88	*14,574 07
Sandy River R. R.	7,934 06	8,379 38	7,806 30	6,343 59	22,223 47	24,077 61	3,895 45	3,289 30	230 54
Sebasticock & Moosehead R R	6,064 61	7,232 05	305 36	15 46	9,543 11	9,801 48	1,729 99	2,031 68	1,438 20
Somerset Railway.	29,885 83	27,725 50	15,317 89	20,326 58	42,382 33	77,871 25	9,386 30	17,263 18	46,214 16
Washington County R'y.	155,568 30	106,291 65	31,202 00	34,403 92	160,590 30	152,587 34	11,631 04	10,819 41	*54,889 32
Wiscasset, Waterville & Farmington R. R.	17,491 17	16,746 14	7,224 92	11,817 28	22,880 90	113,640 80	3,820 67	12,045 76	*7,786 75
Wiscasset, Waterville & Farmington R'y. ....	.....	\$5,300 80	.....	\$550 91	.....	\$12,243 43	.....	\$1,285 79	
York Harbor & Beach R R ...	13,839 80	12,290 40	.....	.....	18,378 18	19,994 50	351 91	352 72	67 73
Total	\$12,441,781 42	\$10,998,456 20	\$11,601,679 31	\$12,793,636 61	\$34,420,451 68	\$38,669,226 67	\$2,085,767 95	\$2,377,446 00	\$4,289,085 12

RAILROAD COMMISSIONERS' REPORT.

† 10 months operation.

† 6 months operation ending December 31, 1906.

‡ 6 months operation ending June 30, 1907.

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 operated.					
Bangor and Aroostook Railroad:											
Aroostook Junction to Caribou.....	154.95	} 485.53	} 485.53	} 144.43	} 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 Katahdin Iron Works....	18.95										
Patten Jc. to Patten.....	5.67										
Caribou to Limestone.....	15.72										
Ashland to Fort Kent.....	51.00										
Branches.....	10.81										
Northern Maine Seaport, Searsport to S. LaGrange.....											
Schoodic Stream Railroad.....	54.13	} 157.99	} 2,288.08	} 511.48	} 1,273.96	} 202.01					
Boston and Maine Railroad:											
Western Division.....	8.00										
Eastern Division.....	44.00										
Worcester, Nashua and Portland Div.	53.68										
Old Orchard Branch.....	50.86										
Union Branch.....	3.27										
Kennebunk and Kennebunkport R.R.	1.12										
Western and Eastern Div. Tracks...	4.50										
Branch, Alder Stream.....	.56										
Bridgton and Saco River Railroad*		21.25	21.25		1.50						
Canadian Pacific Railway:											
Aroostook River Branch.....	144.50	} 177.98	} 9,153.90	} 125.20	} 1,784.20	} 1,980.88					
Houlton Branch.....	29.20										
Greenville Branch.....	3.00										
Franklin and Megantic Railway.*	1.28	†66.10									
Strong to Kingfield.....	15.00	} 35.00									
Mount A Branch.....	1.70										
Kingfield to Dead River (K.&D.R.R.R.)	16.00										
Branch, Alder Stream.....	2.30										
Georges Valley Railroad.....											
Grand Trunk Railway:		8.50	8.50								
Portland to Boundary Line.....	82.60	} 89.51	} 3,534.83	} 670.09	} 1,182.93						
Lewiston Branch.....	5.41										
Norway Branch.....	1.50										
Kennebec Central Railroad.....											
Lime Rock Railroad.....		5.00	5.00								
Maine Central Railroad:											
Portland to Bangor.....	136.60	} 764.99	} 931.40	} 50.75	} 302.71	} 7.32					
Brunswick to Bath.....	3.90										
Cumberland Jc. to Skowhegan.....	91.20										
Brunswick to Farmington.....	62.60										
Crowley's Jc. to Lewiston.....	4.80										
Brewer Jc. to Mt. Desert Ferry.....	41.13										
Union Station to Thompson's Point..	.74										
Gardiner Jc. to Copsecook Mill.....	1.15										
Woolwich to Rockland.....	47.13										
Rockland to Wharf.....	1.44										
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										
Montague to Howland.....	.73										
Bangor Junction to Bucksport.....	18.80										
Rumford Junction to Rumford Falls..	52.86										
Canton to Livermore Falls.....	10.27										
Rumford Falls to Kennebago Farm..	38.36										
Rumford to Rumford Falls.....	.72										
Portland to N. H. state line.....	51.12										
Industrial tracks.....	12.20										
Monson Railroad*.....											
Phillips and Rangeley Railroad*.....	28.60						8.16	8.16			‡2.00
Madrid Railroad.....	6.40						50.00	50.00			1.44
Eustis Railroad.....	15.00						18.00	18.00			2.00
Sandy River Railroad*.....	15.00						15.00	15.00			.25
Somerset Railway:											
Oakland to Kineo.....	90.59	} 93.91	} 93.91		} 17.00	} ‡3.32					
Bangs to Dodlin Quarry.....	1.02										
Somerset Junction to Gravel Pit....	.88										
Austin Junction to Bingham.....	1.42										
Washington County Railway.....											
Ayers Junction to Eastport.....	102.49	} 133.68	} 138.78		} 14.96	} ‡36.29					
St. Croix Junction to Princeton....	12.75										
Woodland Junction to Woodland....	1.21										
Industrial tracks.....	.75										
Wiscasset, Waterville and Farmington R. R.											
Wiscasset, Waterville and Farmington R. R.		57.46	57.46		3.50						
York Harbor and Beach Railroad.....		11.51	11.51		1.08						
		2,144.77	16,833.88	1,357.52	4,729.96	2,505.92					

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

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

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

MILEAGE OF STEAM RAILROADS AND INCREASE FROM 1836 TO JUNE 30, 1907.

As nearly as can be ascertained the mileage of the steam railroads in Maine, from the first road built in 1836 to 1907, was as follows:

	Miles.	Increase.		Miles.	Increase.
1836.....	12.00		1881.....	1,036.15	12.83
1843.....	19.88	7.88	1882.....	1,051.64	15.49
1843.....	72.39	52.51	1883.....	1,063.27	11.63
1847.....	75.39	3.00	1884.....	1,132.27	69.00
1848.....	132.16	56.77	1885.....	1,132.27	
1849.....	211.49	79.33	1886.....	1,141.43	9.16
1850.....	232.59	21.10	1887.....	1,164.52	23.09
1851.....	260.61	48.02	1888.....	1,164.07	*.45
1852.....	319.74	39.13	1889.....	1,322.45	158.38
1853.....	330.74	11.00	1890.....	1,360.26	37.81
1854.....	333.74	3.00	1891.....	1,382.92	22.66
1855.....	352.84	19.10	1892.....	1,385.00	2.08
1856.....	370.75	17.91	1893.....	1,399.14	14.14
1857.....	390.82	20.07	1894.....	1,515.99	116.85
1859.....	411.29	20.47	1895.....	1,626.75	110.76
1861.....	441.99	30.70	1896.....	1,720.41	93.66
1867.....	444.49	2.50	1897.....	1,722.92	2.51
1868.....	516.45	71.96	1898.....	1,748.95	26.03
1869.....	601.65	85.20	1899.....	1,871.85	122.90
1870.....	650.20	48.55	1900.....	1,905.00	33.15
1871.....	772.63	122.43	1901.....	1,918.98	13.98
1873.....	814.63	42.00	1902.....	1,935.35	14.37
1874.....	846.43	31.80	1903.....	2,004.81	71.46
1875.....	865.71	19.28	1904.....	2,018.60	13.79
1876.....	881.33	15.62	1905.....	2,022.63	4.03
1879.....	911.23	29.90	1906.....	2,093.49	70.86
1880.....	1,023.32	112.09	1907.....	2,144.77	51.28

* 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, 1907.

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.....	\$3,221,696 02	\$2,190 73	\$3,223,886 75	\$2,133,294 67	\$893,926 73	\$196,665 35	\$71,840 00	4	\$124,825 35	
Boston and Maine Railroad.....	41,125,256 50	704,358 98	41,829,615 48	30,968,397 46	8,755,271 29	2,105,946 73	1,973,332 16	4	132,614 57	
Bridgton and Saco River Railroad \$.....	46,634 51	414 28	47,048 79	33,375 07	7,095 05	6,578 67	4,090 00	4	2,488 67	
Canadian Pacific Railway **.....	995,119 60		995,119 60	899,963 77	107,610 58	*12,474 75				\$12,474 75
Franklin and Megantic Railway\$.....	51,228 35	70 00	51,298 35	37,715 69	8,877 07	4,705 59	3,504 00	4	1,201 59	
Georges Valley Railroad.....	12,533 48		12,533 48	10,964 02	3,190 72	*1,621 26				1,621 26
Grand Trunk Railway.....	33,901,720 07	1,284,078 33	35,185,798 40	24,018,332 79	7,085,383 68	4,082,081 93	4,089,074 45			6,992 52
Kennebec Central Railroad \$.....	15,412 42		15,412 42	11,447 77	1,441 89	2,522 76	2,400 00	6	122 76	
Lime Rock Railroad.....	76,626 67	3,489 66	80,116 33	48,871 28	21,821 60	9,423 45	9,000 00	2	423 45	
Maine Central Railroad.....	8,348,139 15	97,130 37	8,445,269 52	5,664,172 97	2,271,633 73	509,462 82	348,369 00	7	161,093 82	
Monson Railroad\$.....	9,130 38	37 05	9,167 43	9,003 49	4,359 27	*4,195 33				4,195 33
Phillips and Rangeley Railroad \$.....	52,451 96		52,451 96	54,596 73	17,316 11	*19,460 88				19,460 98
Portland and Rumford Falls Railway \$\$.....	588,485 10	68,046 29	656,531 39	292,308 44	107,281 79	256,941 16	95,000 00	6	161,941 16	
Rumford Falls & Rangeley Lakes R.R. \$\$.....	127,435 81	1,520 39	128,956 20	73,573 42	31,887 34	23,495 44			23,495 44	
Sandy River Railroad \$.....	75,347 47	1,125 00	76,472 47	42,089 88	17,908 09	16,474 50	4,000 00	4	12,474 50	
Sebasticook and Moosehead Railroad.....	28,398 08		28,398 08	19,080 67	14,257 18	*4,939 77				4,939 77
Somerset Railway.....	190,859 58	33 67	190,893 25	143,186 51	55,085 97	1,620 77			1,620 77	
Washington County Railway.....	414,783 13	149 50	414,932 63	304,102 32	90,711 96	20,118 35			20,118 35	
Wiscasset, Waterville & Farm'n R. R. ††.....	24,166 91	59 86	24,226 77	24,249 91	138 39	*161 53				161 53
Wiscasset, Waterville & Farm'n R'y \$†.....	19,796 63	7 77	19,804 40	19,380 93	213 25	210 22			210 22	
York Harbor and Beach Railroad.....	43,292 95	1,396 98	44,689 93	32,637 62	798 84	11,253 47	6,000 00	2	5,253 47	
Total.....	\$89,377,514 77	\$2,164,108 86	\$91,541,623 63	\$64,840,765 41	19,496,210 53	\$7,204,647 69	\$6,606,609 61		\$647,884 12	\$19,846 04

* Deficit.

** Maine.

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

§ Narrow gauge.

§§ 10 months operation.

†† 6 months operation ending December 31, 1906.

§ 6 months operation ending June 30, 1907.

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, 1904, 1905, 1906 and 1907 upon all steam railroads doing business in Maine, except that portion of the Canadian Pacific Railway, outside of Maine.

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

	1906.	1907.
Gross earnings from operation.....	\$83,056,678 63	\$89,377,514 72
Operating expenses	60,549,680 36	64,840,765 41
Net earnings from operation	\$22,506,998 27	\$24,536,749 31
Per cent of expenses to earnings.....	72.90	72.55

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, 1907.

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.....	701,536	36.55	\$0.87794	\$0.02401	1,629,539	120.61	\$1.43622	\$0.0190
Boston and Maine Railroad.....	46,126,992	17.92	.31416	.01753	23,262,949	98.76	1.0679	.01082
Bridgton and Saco River Railroad *.....	29,427	13.86	.58481	.04212	20,207	16.60	1.0824	.0652
Canadian Pacific Railway.....	183,451	107.26	1.40269	.01302	822,877	163.32	.83943	.00514
Franklin and Megantic Railway *.....	20,172	15.42	.57756	.03745	41,580	16.67	.86862	.05210
Georges Valley Railroad.....	5,900	8.00	.35894	.04986	18,543	58.00	.5073	.06341
Grand Trunk Railway.....	10,982,086	.....	.89054	.....	16,828,649	181.12	1.29750	.00716
Kennebec Central Railroad*.....	49,568	4.84	.09688	.01997	6,878	5.00	1.4201	.28403
Lime Rock Railroad.....	.....	.....	.....	.....	301,427	.....	.23366	.....
Maine Central Railroad.....	3,717,849	85.77	.72837	.02036	5,536,829	88.56	.90199	.01018
Monson Railroad *.....	5,753	6.16	.42794	.06948	8,608	6.16	.77455	.12565
Phillips and Rangeley Railroad *.....	16,781	24.74	.86162	.03482	7,469	19.02	.61732	.03249
Portland and Rumford Falls Railway†.....	178,901	24.37	.56840	.02333	666,542	35.53	.67197	.01891
Rumford Falls and Rangeley Lakes Railroad†.....	23,782	25.37	.96369	.03798	160,082	27.70	.61416	.02218
Sandy River Railroad *.....	43,795	13.87	.51094	.03684	71,659	14.32	.66596	.04632
Sebasticook and Moosehead Railroad.....	23,737	9.44	.35810	.03792	30,396	12.10	.5570	.0460
Somerset Railway.....	67,275	24.77	.72613	.02931	213,649	26.36	.63999	.02503
Washington County Railway.....	285,696	23.65	.57547	.02433	224,417	64.36	.91283	.01418
Wiscasset, Waterville and Farmington Railroad*†.....	20,433	11.45	.32459	.02833	13,311	28.48	1.0747	.03773
Wiscasset, Waterville and Farmington Railway *§.....	8,762	10.69	.35594	.03329	11,606	30.26	1.1822	.03906
York Harbor and Beach Railroad.....	237,135	4.01	.10290	.02665	33,722	5.69	.52499	.09231
Total.....	62,729,014	.....	.....	.....	49,958,939	.....	.....	.....

* Narrow gauge. † 10 months operation. ‡ 6 months operation ending December 31, 1906. § 6 months operation ending June 30, 1907.

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, 1906 and 1907, by railroads doing business in Maine.

Railroads.	1906.				1907.			
	Passengers carried.	Average journey—miles.	Total passenger mileage.	Average passengers per train mile.	Passengers carried.	Average journey—miles.	Total passenger mileage.	Average passengers per train mile.
Bangor and Aroostook Railroad ...	581,595	37.73	21,945,851	29	701,536	36.55	25,646,449	32
Boston and Maine Railroad	44,597,405	17.90	739,950,909	63	46,126,992	17.92	762,517,704	62
Bridgton and Saco River Railroad.....	34,062	13.80	470,221	11	29,427	13.86	407,910	10
Canadian Pacific Railway.....	153,343	89.44	13,715,555	53	183,451	107.26	19,676,618	63
Franklin and Megantic Railway.....	19,025	15.76	299,796	2	20,172	15.42	311,104	2
Georges Valley Railroad	4,900	8.00	39,200	3	5,900	8.00	47,200	4
Grand Trunk Railway.....	10,372,628				10,982,086			
Kennebec Central Railroad	50,176	4.92	247,091	9	49,558	4.84	240,014	2
Lime Rock Railroad	Freight	traffic only						
Maine Central Railroad.....	3,585,158	35.79	128,306,840	58	3,717,849	35.77	132,969,286	58
Monson Railroad.....	4,636	6.16	28,896	1	5,753	6.16	35,438	2
Phillips and Rangeley Railroad	13,220	24.81	327,959	10	16,781	24.74	415,281	11
Portland and Rumford Falls Railway*.....	214,416	24.93	5,346,184	49	178,901	24.37	4,359,203	49
Rumford Falls and Rangeley Lakes Railroad*.....	29,442	24.36	717,258	22	23,762	25.37	602,904	23
Sandy River Railroad.....	40,166	13.80	554,343	14	43,798	13.87	607,439	12
Sebasticook and Moosehead Railroad.....	21,787	9.06	197,571	1	23,737	9.44	224,134	1
Somerset Railway.....	63,256	23.78	1,503,973	25	67,275	24.77	1,666,589	24
Washington County Railway	311,662	22.37	6,972,884	34	285,696	23.65	6,757,836	32
Wiscasset, Waterville and Farmington Railroad †.....	29,052	11.06	326,463	6	20,433	11.45	234,058	3
Wiscasset, Waterville and Farmington Railway †.....					8,762	10.69	93,664	
York Harbor and Beach Railroad.....	227,425	4.13	940,025	41	237,135	4.01	951,234	40
Total.....	60,353,531		921,891,020		62,729,014		957,764,065	

* 10 months operation.

† Six months operation ending June 30, 1907.

† Six months operation ending December 31, 1906.

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, 1906 and 1907, on railroads doing business in Maine.

Railroads.	1906.				1907.			
	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 Aroostok Railroad.....	1,377,155	106.26	146,348,568	192	1,629,539	120.61	196,544,091	221.26
Boston and Maine Railroad.....	22,549,467	89.16	2,010,500,035	211	23,262,949	98.74	2,296,970,964	226.51
Bridgton and Saco River Railroad.....	19,357	15.82	306,170	7	20,207	16.60	335,872	7
Canadian Pacific Railway.....	797,722	172.56	137,653,928	230	822,877	163.32	134,393,142	230
Franklin and Megantic Railway.....	34,670	21.55	747,296	30	41,580	16.67	693,263	8
Georges Valley Railroad.....	21,336	8.00	170,688	16	18,543	8.00	148,360	14
Grand Trunk Railway.....	15,178,162	186.84	2,835,991,210	256	16,828,649	181.12	3,047,981,836	266
Kennebec Central Railroad.....	7,489	5.00	37,445	15	6,572	5.00	34,390	8
Lime Rock Railroad.....	427,371	.....	.....	.....	301,427	.....	.....	.....
Maine Central Railroad.....	5,114,891	87.66	448,482,992	283	5,536,829	88.56	490,360,187	279.73
Monson Railroad.....	10,000	6.16	61,600	*5	8,608	6.16	53,025	*3
Phillips and Rangeley Railroad.....	88,080	20.06	1,766,532	35	55,469	19.02	1,054,764	11
Portland and Rumford Falls Railway.....	799,743	31.13	26,495,848	300	666,542	35.53	23,679,822	298.86
Rumford Falls and Rangeley Lakes Railroad †.....	194,037	26.16	5,078,070	107	160,082	27.76	4,433,658	106.84
Sandy River Railroad.....	83,340	14.77	1,230,664	45	71,659	14.38	1,030,244	41.61
Sebasticook and Moosehead Railroad.....	28,475	12.47	355,164	.....	30,396	12.10	367,967	.....
Somerset Railway.....	187,160	23.05	4,303,656	75	213,649	26.36	5,632,538	94.15
Washington County Railway.....	244,899	64.44	15,780,493	101	224,417	64.36	14,442,992	106.46
Wiscasset, Waterville and Farmington Railroad.....	27,144	25.77	699,836	*12	§ 13,311	§28.48	319,147	.....
Wiscasset, Waterville and Farmington Railway.....	.....	.....	.....	.....	† 11,606	30.26	351,247	.....
York Harbor and Beach Railroad.....	22,891	4.65	106,407	16.21	33,722	5.69	191,783	35.46
Total.....	48,216,936	.....	5,636,116,602	.....	49,958,939	.....	6,219,018,792	.....

* Mixed trains. † Ten months operation. ‡ Six months operation ending June 30, 1907. § Six months operation ending December 31, 1906.

The following tables, 1 and 2, give the average rate per mile and rate per ton mile of the leading standard gauge roads for years 1897 to 1907.

TABLE No. 1.

Average passenger rate per mile on the following standard gauge roads for years 1897 to 1907.

Railroads.	Year.	Rate— cents.	Year.	Rate— cents.	Year.	Rate— cents.	Year.	Rate— cents.	Year.	Rate— cents.	Year.	Rate— cents.	Year.	Rate— cents.	Year.	Rate— cents.	Year.	Rate— cents.				
Bangor and Aroostook Railroad	1897	2.443	1898	2.549	1899	2.449	1900	2.47	1901	2.480	1902	2.48	1903	2.56	1904	2.457	1905	2.465	1906	2.483	1907	2.401
Boston and Maine Railroad	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	1907	1.753
Canadian Pacific Railway	1897	2.012	1898	1.742	1899	1.509	1900	1.417	1901	1.526	1902	1.685	1903	1.48	1904	1.344	1905	1.349	1906	1.140	1907	1.308
Grand Trunk Railway	1897	2.189	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	1907	2.036
Maine Central Railroad	1897	2.357	1898	2.232	1899	2.265	1900	2.228	1901	2.155	1902	2.065	1903	2.05	1904	2.506	1905	2.510	1906	2.378	1907	2.333
Portland & Rumford Falls Railway ..	1897	2.814	1898	2.753	1899	2.592	1900	2.500	1901	2.567	1902	2.501	1903	2.44	1904	2.793	1905	2.736	1906	2.865	1907	2.931
Somerset Railway	1897	3.642	1898	3.547	1899	3.588	1900	3.602	1901	3.439	1902	2.834	1903	2.94	1904	2.94	1905	2.94	1906	2.865	1907	2.931
St. Croix and Penobscot Railroad	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	1907	2.433
Washington County Railway	1897	.....	.....	.....	1899	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

† Estimated.

TABLE No. 2.

Average freight rate per ton mile on the following standard gauge roads for years 1897 to 1907.

Railroads.	Year.	Rate— cents.	Year.	Rate— cents.	Year.	Rate— cents.	Year.	Rate— cents.	Year.	Rate— cents.	Year.	Rate— cents.	Year.	Rate— cents.	Year.	Rate— cents.	Year.	Rate— cents.	Year.	Rate— cents.	Year.	Rate— cents.
Bangor and Aroostook Railroad	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	1907	1.900
Boston and Maine Railroad	1897	1.450	1898	1.482	1899	1.430	1900	1.439	1901	1.134	1902	1.111	1903	1.13	1904	1.178	1905	1.152	1906	1.162	1907	1.082
Canadian Pacific Railway	1897	0.595	1898	0.527	1899	0.505	1900	0.467	1901	0.503	1902	.....	1903	0.46	1904	0.467	1905	0.522	1906	0.478	1907	0.514
Grand Trunk Railway	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	1907	0.716
Maine Central Railroad	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	1907	1.018
Portland & Rumford Falls Railway ..	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	1907	1.891
Somerset Railway	1897	3.324	1898	3.249	1899	2.724	1900	2.656	1901	2.600	1902	2.732	1903	2.56	1904	2.740	1905	2.736	1906	2.755	1907	2.503
St. Croix and Penobscot Railroad	1897	6.389	1898	5.611	1899	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Washington County Railway	1897	.....	.....	.....	1899	2.289	1900	1.863	1901	1.758	1902	1.397	1903	1.51	1904	1.333	1905	1.272	1906	1.252	1907	1.418

NARROW (TWO FEET) GAUGE RAILROADS.

The following tables, Nos. 1 and 2, give the average passenger rate per mile and freight rate per ton mile upon the narrow gauge railroads for years 1897 to 1907.

TABLE No. 1.

Average passenger rate per mile on all narrow gauge railroads for years 1897 to 1907.

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 . . .	1897	4.72	1898	5.01	1899	4.52	1900	4.60	1901	4.89	1902	4.600	1903	4.58	1904	4.507	1905	4.559	1906	4.260	1907	4.218
Franklin and Megantic Railway . . .	1897	3.69	1898	3.29	1899	3.22	1900	3.52	1901	3.79	1902	4.237	1903	3.62	1904	3.671	1905	3.728	1906	3.807	1907	3.745
Kennebec Central Railroad	1897	3.10	1898	3.05	1899	3.09	1900	2.91	1901	3.00	1902	2.000	1903	1.98	1904	1.990	1905	1.963	1906	1.981	1907	1.997
Monson Railroad	1897	5.48	1898	4.73	1899	4.91	1900	4.61	1901	4.55	1902	5.005	1903	6.50	1904	7.218	1905	10.294	1906	6.096	1907	6.943
Phillips and Rangeley Railroad	1897	3.89	1898	3.64	1899	3.54	1900	3.89	1901	3.53	1902	3.638	1903	3.33	1904	3.151	1905	3.421	1906	3.749	1907	3.482
Sandy River Railroad	1897	3.67	1898	3.73	1899	3.90	1900	3.88	1901	3.27	1902	3.749	1903	3.26	1904	3.529	1905	3.847	1906	3.654	1907	3.684
Wiscasset, Wat'ville & Farm'ton R.R.	1897	2.79	1898	3.09	1899	2.90	1900	2.40	1901	2.36	1902	2.570	1903	2.48	1904	2.543	1905	2.944	1906	3.050	1907	2.833

TABLE No. 2.

Average freight rate per ton on all narrow gauge railroads for years 1897 to 1907.

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 . . .	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	1907	6.520
Franklin and Megantic Railway	1897	6.56	1898	5.41	1899	3.66	1900	5.65	1901	2.82	1902	4.043	1903	4.90	1904	3.690	1905	3.758	1906	4.332	1907	5.210
Kennebec Central Railroad	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	23.68	1906	23.137	1907	23.403
Monson Railroad	1897	10.63	1898	9.48	1899	10.52	1900	9.18	1901	8.73	1902	7.869	1903	9.20	1904	8.463	1905	9.731	1906	12.541	1907	12.565
Phillips and Rangeley Railroad	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	2.846	1907	3.249
Sandy River Railroad	1897	5.06	1898	6.11	1899	5.35	1900	5.90	1901	4.67	1902	5.962	1903	5.03	1904	4.308	1905	4.102	1906	3.962	1907	4.632
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	3.785	1907	3.773

NARROW GAUGE RAILROADS.

Comparative statements of the mileage, cost and operations of narrow gauge roads, years 1906 and 1907.

Railways.	1906.							1907.						
	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 and Saco River ...	21.25	\$10,581 47	\$2,264 43	\$47,090 23	\$32,353 00	\$14,737 23	68.70	21.25	\$10,581 47	\$2,264 43	\$49,634 51	\$33,375 07	\$13,259 44	70.93
Franklin and Megantic.....	32.70	††9,177 72	669 59	46,850 98	32,563 98	14,287 00	69.51	35	††9,177 72	††669 59	*51,228 35	*37,715 69	*13,512 66	*73.62
Kennebec Central	5 00	12,303 46	4,012 26	16,204 44	11,334 21	4,870 23	69.95	5	12,303 46	4,250 07	15,412 42	11,447 77	3,964 65	74
Monson	8.16	7,461 60	2,307 83	10,737 59	9,305 12	1,732 47	83.89	8.16	7,461 60	2,367 83	9,130 38	9,003 49	126 89	99.81
Phillips and Rangeley	50.00	††8,354 35	1,943 65	66,079 36	78,554 34	||12,474 98	118.88	50.00	8,774 48	-1,943 65	52,451 96	54,596 73	2,144 77	104.08
Sandy River	18.00	12,355 11	4,289 15	73,619 32	41,859 34	31,759 98	56.86	18	12,335 11	4,289 16	75,347 47	42,089 88	33,257 59	55.86
Wiscasset, Waterville and Farmington.....	.....	.....	.....	.....	.....	.....	.....	\$57.46	†16,251 48	.....	24,166 91	24,249 91	||83 00	100
Wiscasset, Waterville and Farmington.....	57.46	†16,228 38	.....	42,649 74	51,417 66	||8,695 05	125.00	†57.46	†4,003 65	.....	19,796 63	19,380 93	415 70	98

* Applies to the Franklin & Megantic Railway and Kingfield & Dead River Railroad, 35 miles. † 6 months operation ending June 30, 1907.

† Includes equipment. ‡ 6 months operation ending December 31, 1906. †† Applies to Franklin & Megantic Railway, 16.70 miles.

‡† Applies to Phillips & Rangeley Railway, 28.60 miles. || Deficit.

PASSENGER AND FREIGHT RATES.

PASSENGER RATES.

Average passenger rate per mile on all standard gauge roads doing business in Maine for years 1880 and 1891 to 1907.

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
1907	1.819

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 1907.

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
1907	0.898

NARROW GAUGE ROADS.

The average freight rate per ton mile upon the seven narrow gauge roads was 4.766 cts., and the average passenger rate was 3.352 cts. for the year 1907.

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, 1907.

Railroads.	Total number.	Stone.	Steel, iron, or iron and steel.	Wooden.	Combination.	Aggregate length.		Trestles.		Aggregate length.		Overhead highway crossings.	Height of lowest above surface.		Overhead railway crossings.	Over street railway.	Under street railway.
						Ft.	In.	Ft.	In.	Ft.	In.		Ft.	In.			
Bangor and Aroostook Railroad	114	7	103	4	.....	12,374	1	33	6,063	3	2	15	6	1	1	1
Boston and Maine Railroad	74	16	49	9	.....	4,718	9	10	5,119	0	45	14	8	.....	4	14
Bridgton and Saco River Railroad	12	1	11	.....	.....	278	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
Canadian Pacific Railway	54	.....	29	24	1	5,218	11	23	1,316	6	.....	.....	.....	.....	.....	.....
Franklin and Megalloway Railway .....	.....	.....	.....	.....	.....	.....	.....	5	557	0	2	17	0	4	.....	.....
Georges Valley Railroad	2	.....	1	1	.....	194	0	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Trunk Railway in Maine	41	1	40	.....	.....	2,418	11	2	200	0	4	15	10	3	.....	2
Kennebec Central Railroad .....	.....	.....	.....	.....	.....	.....	.....	.....	87	.....	.....	.....	.....	.....	.....	.....
Lime Rock Railroad .....	.....	.....	.....	.....	.....	.....	.....	11	15,142	8	.....	.....	.....	.....	.....	.....
Maine Central Railroad	211	3	197	10	†	27,080	0	43	9,172	3	40	14	10	4	6	4	
Monson Railroad	2	.....	.....	.....	.....	40	0	.....	.....	.....	.....	.....	.....	.....	.....	.....
Phillips and Rangeley Railroad	22	.....	.....	22	.....	794	3	3	136	.....	1	16	0	.....	.....	.....
*Portland and Rumford Falls Railway .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
*Rumford Falls and Rangeley Lakes Railroad .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sandy River Railroad	6	.....	2	4	.....	423	1	2	186	.....	2	13	.....	.....	.....	.....
Sebastcook and Moosehead Railroad	2	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Somerset Railway	15	.....	11	4	.....	2,664	8	12	3,965	11	.....	.....	.....	1	.....	.....
Washington County Railway	16	.....	16	.....	.....	2,043	1	41	5,671	0	1	16	6	1	.....	1
Wiscasset, Waterville and Farmington Railroad	21	.....	1	20	.....	3,899	6	11	1,491	0	1	.....	.....	.....	.....	.....
York Harbor and Beach Railroad	2	.....	.....	2	.....	63	0	8	1,723	11	2	19	6	.....	.....	3
Total	594	28	462	102	2	62,209	11	206	50,831	6	100	.....	.....	14	11	25

† Reinforced concrete.

* Included in Maine Central Railroad.

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, 1907.

Railroads.	Crossing highways at grade.	Crossing over highways.	Crossing under highways.	Crossing steam roads at grade.	Crossing over steam roads.	Crossing under steam roads.	Crossing street railroads at grade.	Crossing over street railroads.	Crossing under street railroads.
Bangor and Aroostook Railroad.....	236	12	2	1	2	1	1	1	1
Boston and Maine Railroad.....	152	19	44	9			9	4	14
Bridgton and Saco River Railroad.....	16	1							
Canadian Pacific Railway.....	14	1		1	2	1			
Franklin and Megantic Railway.....	13	2							
Georges Valley Railroad.....	4								
Grand Trunk Railway.....	82	2	5	3		3	3		2
Kennebec Central Railroad.....	5								
Lime Rock Railroad.....	9			1			3		
Maine Central Railroad.....	670	28	39	10	3	2	29	6	4
Monson Railroad.....	3								
Phillips and Rangeley Railroad.....	17		1						
Sandy River Railroad.....	14	2							
Sebasticook and Moosehead Railroad...	9								
Somerset Railway.....	33	1				1			
Washington County Railway.....	79	1	2				1		1
Wiscasset, Waterville and Farmington Railroad.....	47		1	1					
York Harbor and Beach Railroad.....	17		2						3
Total.....	1,418	69	96	26	7	8	46	11	25

There were, as returned by the companies, operating railroads by steam, 1,418 crossings at grade, nine more than in 1906.

The foregoing table gives all crossings, whether at grade, "over or under," highways or railroads.

An examination of the returns of railroad companies, giving statements of accidents, declares the fact that only one, a trespasser, was killed, and five "other persons" injured, or one killed to 1,418 and one injured to 283 grade crossings.

When it is known that trains pass over these grade crossings, not less than 9,000,000 times during the year, it will be readily seen that there is but very little danger at the grade crossings in Maine.

That only one persons was killed by trains crossing highways at grade at least 9,000,000 times annually, and one injured by the crossing of trains 1,800,000 times, seems almost marvelous. Yet this is a low estimate of the proportion of casualties at grade crossings.

It is evident that the trains are handled with care at highway crossings and that the public generally realize the need of exercising care when crossing railroad tracks.

ASSETS AND LIABILITIES.

Steam railroads doing business in Maine, year ending June 30, 1907.

Railroads.	Construction and equipment.	Lands and other permanent property.	Cash and other assets.	Gross assets.	Capital stock.	Funded debt.	Current accrued and other liabilities.	Gross liabilities.
Bangor & Aroostook.....	\$14,352,404 24	\$3,990,604 56	\$2,328,585 33	\$20,671,594 15	\$1,550,000 00	\$17,642,000 00	\$1,125,172 89	\$20,317,172 89
Boston & Maine	57,294,454 29	11,607,739 98	16,450,055 38	85,352,229 85	*35,961,676 35	†30,606,500 00	13,867,709 79	80,435,886 14
Bridgton & Saco River.....	272,975 58		9,230 80	282,206 38	102,250 00	163,000 00	8,091 39	273,341 39
Canadian Pacific Railway.....	7,634,788 26	11,868 73		7,646,656 99	2,273,000 00	3,514,000 00	1,859,656 99	7,616,656 99
Franklin & Megantic Railway †.....	164,450 19	100 00	13,302 75	177,852 94	87,600 00	50,000 00	42,927 36	180,527 36
Georges Valley.....	85,154 36		3,441 27	88,595 63	100,000 00	50,000 00	12,511 09	162,511 09
Grand Trunk Railway.....	334,484,741 92	5,410,704 87	20,235,525 17	360,130,971 96	214,046,255 19	133,368,649 38	12,644,818 12	360,059,722 69
Kennebec Central.....	82,767 65		2,648 35	85,416 00	40,000 00	27,000 00	1,451 09	68,451 09
Lime Rock.....	526,178 84	463,425 00	34,289 11	1,023,892 95	450,000 00	425,000 00	27,795 70	902,795 70
Maine Central.....	17,180,436 78	1,395,941 00	3,016,324 08	21,592,701 86	4,988,000 00	11,892,192 00	2,131,025 88	19,011,217 88
Monson.....	79,726 63		1,005 67	80,732 30	70,000 00	70,000 00	95,491 91	235,491 91
Phillips & Rangeley.....	309,538 44		9,891 59	316,430 03	99,400 00	200,000 00	219,104 53	518,504 53
Portland & Rumford Falls Railway.....	2,592,697 17	21,701 32	1,227,601 51	3,842,000 00	2,000,000 00	1,842,000 00		3,842,000 00
Rumford Falls & Rangeley Lakes.....	929,777 14	3,792 17	66,520 69	1,000,000 00	300,000 00	700,000 00		1,000,000 00
Sandy River.....	299,596 57	270,187 82	31,536 39	601,320 78	100,000 00	300,000 00	250,931 50	650,931 50
Sebasticook & Moosehead.....								
Somerset Railway.....	2,898,115 16	93,074 97	505,721 96	3,496,912 09	736,648 76	2,541,500 00	84,857 74	3,363,006 50
Washington County.....	4,978,495 72		123,698 13	5,102,193 85	2,500,000 00	2,500,000 00	123,027 83	5,123,027 83
Wiscasset, Waterville & Farmington Ry. §.....	230,050 03		9,081 24	239,131 27	232,500 00		6,421 05	238,921 05
York Harbor & Beach.....	300,000 00		40,558 73	340,558 73	300,000 00		666 66	306,666 66
Total.....	\$444,693,348 97	\$23,269,050 42	\$44,108,998 35	\$512,071,397 74	\$265,937,330 30	\$205,891,841 38	\$32,501,661 52	\$504,330,833 20

* Includes \$4,939,510.65 premium on Boston & Maine Railroad common stock sold. † Includes \$120,000.00 premium on bonds sold.
 Sinking and other special funds not included in liabilities. § 6 months operation ending June 30, 1907, after reorganization.
 ‡ Narrow gauge.

ASSETS AND LIABILITIES.

The gross assets and liabilities of the steam railroad corporations doing business in Maine June 30, 1905, 1906 and 1907, are classified and given in the following tables :

Gross Assets June 30, 1905, 1906 and 1907.

Assets.	1905.	Increase.	1906.	Increase.	1907.	Increase.
Construction.....	\$351,826,217 20	\$3,682,964 66	\$354,618,314 49	\$2,792,097 29	\$357,760,455 27	\$3,142,140 78
Equipment.....	80,527,191 02	705,259 64	82,145,366 12	1,618,175 10	86,932,893 70	4,787,527 58
Other permanent property.....	20,494,195 93	744,700 71	24,163,436 48	3,669,240 55	23,269,050 42	789,386 06
Cash and current assets.....	21,807,605 42	1,504,024 88	29,961,148 01	8,153,542 59	27,892,813 25	72,088,334 76
Miscellaneous assets.....	10,751,432 16	1968,723 54	11,453,310 86	701,878 70	16,216,185 10	4,762,874 24
Gross assets.....	\$485,406,641 73	\$4,178,824 93	\$502,341,575 96	\$16,934,934 23	\$512,071,397 74	\$9,729,821 78

Gross Liabilities June 30, 1905, 1906 and 1907.

Liabilities.	1905.	Increase.	1906.	Increase.	1907.	Increase.
Capital stock.....	\$253,493,381 12	\$2,825,100 00	\$259,332,769 88	\$5,839,388 76	\$265,937,330 30	\$6,604,560 42
Funded debt.....	199,696,649 10	1806,823 59	203,374,269 10	3,677,560 00	205,891,840 88	2,517,631 78
Real estate mortgages.....	594,800 00	.....	594,800 00	.....	594,800 00	.....
Current liabilities.....	16,361,748 24	207,297 06	21,442,975 39	5,081,227 15	25,494,377 80	4,051,402 41
Accrued liabilities.....	8,400,197 12	802,658 92	8,833,004 40	432,807 28	7,007,283 72	71,825,720 68
†Gross liabilities.....	\$478,546,775 58	\$3,028,232 39	\$493,577,758 77	\$15,030,983 19	\$504,330,832 70	\$10,753,073 93
Surplus.....	6,859,866 15	1,150,592 54	8,765,817 19	1,903,951 04	7,740,565 04	\$1,023,252 15
Sinking and other special funds.....	2,336,456 58	† 1,260,029 92	3,999,177 68	1,662,721 19	2,799,329 43	†1,199,848 25

† Decrease.

† Sinking funds and other special funds not included.

§ Deficit.

**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 indebted- ness.	Total stock and indebted- ness.
Bangor and Aroostook.....	\$24,129 59	\$5,925 91	\$8,356 76	\$38,412 26	\$3,681 42	\$39,300 51	\$42,981 93
Boston and Maine.....	68,763 49	19,581 62	17,898 53	106,243 64	47,835 00	77,735 37	125,570 37
Bridgton and Saco River.....	10,581 47	2,264 44	.....	12,845 91	4,811 76	8,051 35	12,863 11
Canadian Pacific.....	40,116 90	3,090 72	67 15	43,274 77	12,863 51	30,411 18	43,274 79
Franklin and Megantic.....	9,177 72	693 59	5 86	9,853 17	5,246 00	5,444 75	10,690 75
Georges Valley.....	9,527 29	490 87	.....	10,018 16	11,764 70	7,354 24	19,118 94
Grand Trunk.....	\$113,831 11	.....	1,841 35	115,672 46	72,844 00	49,690 98	122,534 98
Kennebec Central.....	12,303 46	4,250 07	.....	16,553 53	8,000 00	5,690 02	13,690 02
Lime Rock.....	35,544 21	11,020 20	41,011 06	87,575 47	39,823 00	40,070 41	79,893 41
Maine Central.....	36,436 02	6,549 46	3,492 64	46,478 12	12,480 00	35,086 11	47,566 11
Monson.....	7,461 60	2,307 83	.....	9,770 43	8,578 00	20,280 87	28,858 87
Phillips and Rangeley.....	8,774 48	1,943 65	.....	10,718 13	3,475 52	14,654 00	18,129 52
Portland and Rumford Falls.....	33,884 95	5,493 80	331 27	39,710 02	30,377 00	27,977 00	58,354 00
Rumford Falls and Rangeley Lakes*.....	22,798 36	1,429 89	96 51	24,334 70	7,820 00	18,248 00	26,065 00
Sandy River.....	12,355 11	4,289 16	15,010 43	31,654 70	5,556 00	30,607 30	36,163 30
Sebasticook and Moosehead.....	.....	.....	.....	.....	.....	.....	.....
Somerset.....	27,419 31	3,441 25	991 10	31,851 66	7,844 00	27,966 75	35,810 75
Washington County.....	34,460 62	1,412 67	.....	35,873 29	18,014 00	18,900 61	36,914 61
Wiscasset, Waterville and Farmington †.....	\$16,251 48	.....	.....	16,251 48	4,244 69	15,635 45	19,880 14
Wiscasset, Waterville and Farmington †.....	4,177 68	.....	.....	4,177 68	4,046 29	4,177 68	8,223 97
York Harbor and Beach.....	26,064 29	.....	.....	26,064 29	26, 64 29	26,130 90	52,195 19

* Ten months operation.

† Six months operation ending December 31, 1906.

‡ Includes equipment.

† Six months operation ending June 30, 1907.

Comparative statements of condition and operations of steam railroads—Continued.

Railroads.	EARNINGS AND EXPENSES PER MILE OPERATED.			EARNINGS AND EXPENSES PER REVENUE-TRAIN MILE.		
	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Gross earnings from operation.	Operating expenses.	Net earnings from operation.
Bangor & Aroostook	\$6,690 54	\$4,430 21	\$2,260 30	\$2.010	\$1.331	\$0.679
Boston and Maine.....	17,973 76	13,534 67	4,439 08	1.834	1.379	.455
Bridgton and Saco River.....	2,194 56	1,570 59	623 97	1.148	.821	.327
Canadian Pacific.....	4,265 41	3,857 63	407 78	1.278	1.156	.122
Franklin and Megantic	1,463 67	1,077 59	386 08	.802	.590	.212
Georges Valley	1,474 52	1,289 88	184 64	1.170	1.023	.147
Grand Trunk.....	9,590 76	6,794 76	2,796 00	1.692	1.119	.573
Kennebec Central	3,082 42	2,289 55	792 87	.545	.405	.140
Lime Rock	6,096 06	3,887 30	2,208 10	Data not given.		
Maine Central	9,881 09	6,704 27	3,176 82			.675
Monson	1,480 58	1,461 60	18 98	2.098	1.423	.675
Phillips and Rangeley.....	1,049 04	1,091 94	* 42 90	.570	.561	.009
Portland and Rumford Falls	8,402 13	4,173 45	4,228 68	.620	.646	*.026
Rumford Falls and Rangeley Lakes	3,203 51	1,849 50	1,354 01	3.508	1.742	1.766
Sandy River.....	4,185 97	2,332 33	1,847 64	2.319	1.338	.981
Sebasticook and Moosehead.....	1,893 20	1,272 04	621 16	1.291	.721	.570
Somerset	2,783 56	1,994 24	789 32	1.433	.963	.470
Washington County.....	2,988 78	2,191 25	797 53	1.542	1.105	.437
Wiscasset, Waterville and Farmington †.....	420 66	423 84	* 3 18	1.365	.999	*.364
Wiscasset, Waterville and Farmington †.....	344 52	337 29	7 23	.630	.632	*.002
York Harbor and Beach.....	3,761 33	2,835 59	925 74	.665	.661	.004
				1.493	1.126	.367

* Deficit.

† Six months operation ending December 31, 1906.

‡ Six months operation ending June 30, 1907.

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	\$0.1668	\$0.0362	\$0.0085	\$0.0327	\$0.0393	\$0.1975	\$0.2259	\$0.1609
Boston and Maine .....	.1061	.0075	.0086	.0522	.0883	.1750	.3366	.1613
Bridgton and Saco River.....	.1440	.....	.0028	.0521	.0217	.0548	.3234	.0890
Canadian Pacific.....	.2017	.0312	.0080	.0667	.1248	.0942	.1992	.2259
Franklin and Megantic.....	.1283	.....	.0136	.0010	.0004	.0501	.1513	.6836
Georges Valley.....	.2716	.....	.0656	.0481	.0023	.....	.2809	.1551
Grand Trunk.....	.1108	.0295	.0086	.1314	.0809	.2068	.2573	.1883
Kennebec Central.....	.0841	.....	.....	.0310	.0060	.0331	.1448	.0459
Lime Rock.....	.....	.....	.....	Data not given.		.....	.....	.....
Maine Central.....	.1977	.0159	.0086	.0836	.0602	.3962	.3391	.2152
Monson.....	.1263	.....	.....	.....	.....	.0281	.0805	.0390
Phillips and Rangeley.....	.1920	.....	.0020	.0293	.0225	.0490	.1680	.0853
Portland and Rumford Falls.....	.2717	.0081	.0264	.0829	.0484	.0995	.2866	.2195
Rumford Falls and Rangeley Lakes.....	.3862	.0416	.0335	.0252	.0626	.1117	.1401	.1964
Sandy River.....	.1104	.....	.0001	.0488	.0430	.0712	.2074	.0834
Sebasticook and Mooshead.....	.3574	.....	.2044	.0007	.....	.....	.2227	.1200
Somerset.....	.1692	.....	.0026	.0508	.0091	.1311	.2037	.2036
Washington County.....	.2179	.0020	.0202	.0492	.0219	.0791	.2231	.0168
Wiscasset, Waterville and Farmington.....	.1658	.....	.0240	.0383	.0949	.0049	.2033	.0877
Wiscasset, Waterville and Farmington.....	.1622	.....	.....	.0102	.0890	.0039	.2479	.1009
York Harbor and Beach.....	.2585	.0428	.0365	.....	.....	.....	.2547	.1631

| 10 months operation.

| 6 months operation ending December 31, 1906.

|| 6 months operation ending June 30, 1907.

Comparative statements of condition and operations of steam railroads—Continued.

Railroads.	EARNINGS AND EXPENSES OF OPERATING.							Per cent operating expenses to gross earnings from operation.
	Passenger earnings.	Freight earnings.	Other earnings from operation.	Gross earnings from operations.	Operating expenses.	Net earnings from operation.		
Bangor and Aroostook.....	\$700,788 57	\$2,340,359 57	\$180,517 88	\$3,221,696 02	\$2,133,294 67	\$1,088,401 35	66.21	
Boston and Maine.....	15,623,495 01	25,212,842 85	288,918 64	41,125,256 50	30,968,397 46	10,156,859 04	75.30	
Bridgton and Saco River.....	24,761 21	21,873 30		46,634 51	33,375 07	13,259 44	70.93	
Canadian Pacific.....	304,368 68	690,750 92		995,119 60	899,953 77	95,165 83	90.43	
Franklin and Megantic.....	15,111 19	36,117 16		51,228 35	37,715 69	13,512 66	73.62	
Georges Valley.....	3,097 70	9,435 78		12,533 48	10,964 02	1,569 46	87.46	
Grand Trunk.....	11,311,558 02	21,895,233 61	754,928 44	33,901,720 07	24,018,332 79	9,883,387 28	70.85	
Kennebec Central.....	5,526 42	9,767 09	115 31	15,412 42	11,447 77	3,964 65	74.00	
Lime Rock.....		70,431 17	6,195 50	76,626 67	48,871 22	27,755 39	63.78	
Maine Central.....	3,181,219 29	5,051,768 46	115,151 40	8,348,139 15	5,664,172 97	2,683,966 18	67.85	
Monson.....	2,461 95	6,608 43		9,130 38	9,003 49	126 89	99.81	
Phillips and Rangeley.....	18,101 85	34,270 11	80 00	52,451 96	54,596 73	*2,144 77	104.08	
Portland and Rumford Falls †.....	117,823 35	458,577 72	12,079 03	588,488 10	292,308 44	296,176 66	49.67	
Rumford Falls and Rangeley Lakes †.....	26,303 83	98,681 20	2,460 78	127,435 81	73,573 42	53,862 39	57.73	
Sandy River.....	27,625 45	47,722 02		75,347 47	42,088 88	33,257 59	55.86	
Sebasticook and Moosehead.....	11,467 00	16,931 08		28,398 08	19,080 67	9,317 41	67 00	
Somerset.....	55,616 48	141,005 76	2,237 34	199,859 58	143,166 51	56,693 07	71.65	
Washington County.....	196,197 45	211,604 68	6,981 00	414,783 13	304,102 32	110,680 81	73.32	
Wiscasset, Waterville and Farmington †.....	9,861 42	14,305 49		24,166 91	21,249 91	*53 00	100.00	
Wiscasset, Waterville and Farmington §.....	6,075 50	13,721 13		19,796 63	19,380 93	415 70	98.00	
York Harbor and Beach.....	25,378 86	17,703 80	210 29	43,292 95	32,637 62	10,655 33	75.39	

* Deficit. † Ten months operation. ‡ Six months operation ending December 31, 1906. § Six months operation ending June 30, 1907.

Comparative statements 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	\$886 38	\$359 82	\$40 55	36 55	120 61	32	221
Boston and Maine	1,598 78	627 85	53 51	17 92	98 74	62	227
Bridgton and Saco River.....	550 34	147 23	39 10	13 86	16 60		
Canadian Pacific.....	5,291 40	.....	54 13	107 26	163 32	63	233
Franklin and Megantic.....	40 59	4 07	36 28	15 42	16 67	8	22
Georges Valley.....	515 73	25 00	.....	8 00	8 00	4	
Grand Trunk.....	3,197 82	859 38	82 55	.....	181 12	.....	266
Kennebec Central.....	450 78	31 47	5 74	4 84	5 00	8	15
Lime Rock.....	328 05	.....	12 13	.....	.....	.....	.....
Maine Central.....	173 22	482 15	96 80	35 77	88 56	58	280
Monson.....	.....	.....	20 45	6 16	6 16	2	3
Phillips and Rangeley.....	398 90	170 05	18 96	24 74	19 02	11	23
Portland and Rumford Falls	1,228 79	431 10	25 95	24 37	35 53	49	299
Rumford Falls and Rangeley Lakes	416 10	17 88	37 08	25 37	27 70	23	107
Sandy River.....	497 44	181 00	14 40	13 87	14 38	12	42
Sebasticot and Moosehead.....	7 73	.....	.....	9 44	12 10		
Somerset.....	498 63	39 78	15 72	24 77	78 45	24	94
Washington County.....	1,115 73	168 23	22 77	23 65	64 36	32	106
Wiscasset, Waterville and Farmington	367 87	26 02	2 46	11 45	28 48		
Wiscasset, Waterville and Farmington	66 33	17 58	1 55	10 69	30 26		
York Harbor and Beach.....	.....	.....	.....	4 01	5 69	40	35

† 10 months operation ending April 30, 1907. ‡ 6 months operation ending December 30, 1906. § 6 months operation ending June 30, 1907.

EARNINGS IN MAINE, OF STEAM RAILROADS.
1895-1907.

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 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 1907, the passenger revenue has increased from \$2,553,242.21 to \$4,418,860.10. The freight revenue has increased during the same period from \$3,635,262.39 to \$8,569,737.07. The gross earnings being \$6,217,652.47 in 1895 and \$13,314,317.92 in 1907.

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	3,388,254 62	35,675 16	6,661,856 43
1898	2,717,512 69	3,788,349 07	53,843 78	6,559,705 54
1899	3,457,574 09	4,204,456 90	70,755 28	7,732,786 27
1900	3,112,799 51	4,971,749 09	34,902 39	8,119,450 99
1901	3,237,328 17	5,220,358 01	88,993 99	8,546,680 17
1902	3,403,373 39	5,721,465 95	176,199 05	9,301,038 39
1903	3,670,977 27	6,113,743 41	249,814 46	10,034,535 14
1904	3,790,822 67	6,484,403 21	228,676 11	10,503,901 99
1905	3,910,510 63	6,977,104 46	239,268 74	11,126,883 83
1906	4,209,574 11	7,738,558 57	269,518 32	12,217,651 21
1907	4,418,560 10	8,569,737 07	326,020 75	13,314,317 92

Increase of passenger revenue, 1907, over 1906, 4.73 per cent, and increase of freight revenue, 9.70 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, 1907, 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 of 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 3.97 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 7.64 per cent. If the Boston & Maine Railroad, (which pays 7 per cent on common and 6 per cent on preferred stock,) were included it 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	\$71,840 00	4	\$893,926 73	\$124,825 35	
Bridgton & Saco River...	102,250 00	4,090 00	4	7,095 05	2,488 67	
Franklin & Megantic.....	87,600 00	3,504 00	4	8,877 07	1,201 59	
Georges Valley.....	100,000 00	.....	.....	3,190 72	.....	\$1,621 26
Kennebec Central.....	40,000 00	2,400 00	6	1,441 89	122 76	
Lime Rock.....	450,000 00	*22,500 00	5	21,821 60	423 45	
Maine Central.....	4,988,000 00	348,369 00	7	2,271,633 73	161,093 82	
Monson.....	70,000 00	.....	.....	4,359 27	.....	4,195 33
Phillips & Rangeley.....	99,400 00	.....	.....	17,316 11	.....	19,460 83
Portland & Rumford Falls	2,200,000 00	95,000 00	6	107,281 79	161,941 16	
Rumford Falls & Rangeley Lakes.....	300,000 00	.....	.....	31,887 34	23,495 44	
Sandy River.....	100,000 00	4,000 00	4	17,908 09	12,474 50	
Sebastcook & Moosehead	180,000 00	.....	.....	14,257 18	.....	4,939 77
Somerset.....	736,648 76	.....	.....	55,035 97	1,620 77	
Washington County.....	2,500,000 00	.....	.....	90,711 96	20,118 35	
Wiscasset, Waterville & Farmington.....	.....	.....	.....	.....	.....
Wiscasset, Waterville & Farmington.....	232,500 00	.....	.....	213 25	210 22	
York Harbor & Beach.....	300,000 00	6,000 00	2	798 84	5,253 47	
Total.....	\$14,036,398 76	\$557,703 00	.....	\$3,547,806 59	\$515,209 55	\$30,217 24

* A dividend of 3%. = \$13,500, was declared from the surplus.

† Six months operation ending December 31, 1906.

‡ Six months operation ending June 30, 1907.

ACCIDENTS IN MAINE UPON STEAM RAILROADS.

BY MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

The casualties arising from the movement of trains, locomotives or cars, as shown by the returns of railroad companies for the year ending June 30, 1907, were as follows:

There were four (4) passengers killed and eighty-eight (88) injured.

Two (2) were killed and eight (8) injured by "jumping on or off trains, locomotives or cars," one (1) killed "at stations," one (1) killed and twenty-five (25) injured from "other causes," twenty-eight (28) injured from "collisions," twenty-two (22) injured from "derailments," and five (5) from "falling from trains, locomotives or cars."

In 1906, two (2) passengers were killed and fifty-three (53) injured.

The ratio of passengers killed and injured for the year 1907 was one (1) killed to every 2,056,492, and one (1) injured to 93,477 carried.

The ratio of passengers killed was one to 58,704,060 and one injured to 2,668,346 passenger miles accomplished.

TRAINMEN.

The number of trainmen killed and injured during the same period was eighteen (18) killed and one hundred and thirteen (113) injured.

Three (3) were killed and nineteen (19) injured from "coupling and uncoupling," four (4) killed and sixteen (16) injured from "collisions," four (4) injured from "derailments," one (1) killed from "parting of trains," one (1) injured from "locomotives or cars breaking down," two (2) killed and four-

teen (14) injured from "falling from trains, locomotives or cars," one (1) killed and twenty-two (22) injured from "jumping on or off locomotives or cars," three (3) killed and two (2) injured from being "struck by trains, locomotives or cars," three (3) killed and four (4) injured from "overhead obstructions," one (1) killed and thirty-one (31) injured from "other causes." "Other Employees," eight (8) killed and fifty-two (52) injured.

There was one (1) trainman killed to 127, and one (1) injured to 20 employed. The total number killed and injured from the "movement of trains, locomotives or cars" was fifty-two (52) killed and three hundred and four (304) injured.

There was three more trainmen killed and two less injured than in 1906.

TRESPASSERS.

During the same period, twenty-one (21) trespassers were killed and seventeen (17) injured; "not trespassing," twelve (12) injured. In the postal, express and pullman service, one (1) was killed and twenty-two (22) 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.													
	Train-men.		Switch tenders, crossing tenders, and watchmen.		Sta-tion men.	Shop-men.	Track-men.	Tele-graph em- ployees		Other em- ployees		Total.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or un-coupling.....	3	19		1								1	3	21
Collisions.....	4	16							1	2	16	6	3	33
Deraillments.....		4												4
Parting of trains.....	1												1	
Locomotives or cars breaking down.....		1												1
Falling from trains, locomotives or cars.....	2	14									1	1	3	15
Jumping on or off trains, locomotives or cars.....	1	22				1	1					1	2	24
Struck by trains, locomotives or cars.....	3	2					1	1			1		5	3
Overhead obstructions.....	3	4		2									3	6
Other causes.....	1	31		3	1	2		2		13		1	7	3
Total.....	18	113		6	1	2		3	2	14		1	5	26
														165

Kind of Accident	Passengers.		Postal clerks, express messengers, Pullman employees, etc.		OTHER PERSONS.						
	Killed.	Injured.	Killed.	Injured.	Trespassing		Not trespassing.		Total.		
					Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Collisions.....		28		8							
Deraillments.....		22		14							
Falling from trains, locomotives or cars.....		5	1		1					1	
Jumping on or off trains, locomotives or cars.....	2	8			1	7				1	7
Struck by trains, locomotives or cars—											
At highway crossings ..					1			5		1	5
At stations ..	1				3	2				3	2
At other points along track ..									7	15	12
Other causes.....	1	25				3					3
Total.....	4	88	1	22	21	17		12		21	29

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.....		2						4		6	
Handling tools, machinery, etc.....				37		3		10		50	
Handling supplies, etc.....		1		8		10	1	21	1	40	
Getting on or off locomotives or cars at rest.....						1		1		2	
Other causes.....				4		4		15		23	
Total.....		3		49		18	1	51	1	121	
SUMMARY. TABLES A AND B.										Total.	
										Killed.	Injured.
Table A:											
Railway employees.....										26	165
Passengers.....										4	58
Postal clerks, etc.....										1	22
Other persons.....										21	29
Table B:											
Railway employees.....										1	121
Grand total.....										53	425

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 for 1907.

Railroads.	Passengers.		Trainmen.		Postal clerks, express messengers, Pullman employees, etc.		Other employees.		Other Persons.				Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Trespassing.		Not trespassing.		Killed.	Injured.
									Killed.	Injured.	Killed.	Injured.		
Bangor and Aroostook	1	4	2	16	1			3					4	23
Boston and Maine			1						4				5	12
Canadian and Pacific		1		8				1			2			1
Franklin and Megantic							1							1
Grand Trunk		4	3	6			1	15						4
Lime Rock			1											1
Maine Central	1	7	10	77		23	6	30	16	15		10	33	232
Portland and Rumford Falls				5				2				1		2
Rumford Falls and Rangeley Lakes												1		1
Sandy River		1												1
Somerset Railway	1			1										1
Washington County	1		1						1					2
Wiscasset, Waterville & Farmington							1							1
Total	4	28	18	113	1	23	8	52	21	17		12	52	304

THE FOLLOWING TABLE SHOWS THE CASUALTIES FOR THE YEAR 1906.

Railroads.	Passen- gers.		Train- men.		Other employees		Other Persons.				Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Tres- passing.		Not tres- passing.		Killed.	Injured.
							Killed.	Injured.	Killed.	Injured.		
Bangor & Aroostook	4	1	23	9	1	2	2	2	2	2	2	*40
Boston & Maine	1	5	1	5	1	5	1	11	1	1	1	1
Bridgton & Saco River			2									2
Canadian Pacific	1	1	3	3			1	1	2	1	2	8
Franklin & Megantic			1									1
Grand Trunk	4	1	12	1		3		1	20	1	20	1
Lime Rock			1									1
Maine Central	1	44	7	64	2	8	11	15	11	21	142	
Portland & Rumford Falls			3			1			1	3		3
Washington County			4			1			1	1		†7
York Harbor & Beach			1			2						3
Total	2	53	15	115	2	23	18	19	1	15	38	223

* Includes two from the postal express or pullman service.

† Includes one from the postal express or pullman service.

COMPARATIVE SUMMARY OF RAILWAY ACCIDENTS IN MAINE FOR THE YEARS ENDED JUNE 30, 1895-1907.

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	146
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	53	19	35	38	228
1907	26	165	4	88	22	51	52	304
Total	189	1,329	24	446	238	443	450	2,314

The following issued by the Interstate Commerce Commission for years ending June 30, 1904 to 1907, gives the number of passengers and employees, killed and injured for each of the years named.

It appears from this statement that 647 passengers were killed and 13,597 injured, and that 4,353 employees were killed and 62,689 injured. The report of the commission states that "The salient facts in the tables for the year are, first, that there have been heavy increases in all of the items, except accidents in car coupling and from striking against overhead obstructions, and, second, that the number of passengers killed and injured in collisions and derailments has increased to an alarming degree." "The general increase in all classes has already been referred to, in this and preceding bulletins, as connected with the great expansion of railroad traffic, though this is not to be regarded as the complete explanation."

	1907.		1906.		1905.		1904.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers:								
In train accidents.....	410	9,070	182	6,778	350	6,498	270	4,945
Other causes.....	237	4,527	236	4,407	187	3,542	150	3,132
Total.....	647	13,597	418	11,185	537	10,040	420	8,077
Employees:								
In train accidents.....	1,011	8,924	879	7,483	798	7,052	544	6,990
In coupling accidents.....	302	3,948	311	3,503	243	3,110	278	3,441
Overhead obstructions, etc.....	134	1,591	132	1,497	92	1,185	116	1,210
Falling from cars, etc.....	790	12,565	713	11,253	633	9,237	700	9,371
Other causes.....	2,116	35,661	1,772	31,788	1,495	24,842	1,429	22,254
Total.....	4,353	62,689	3,807	55,524	3,261	45,426	3,367	48,266
Total passengers and employees.....	5,000	76,286	4,225	66,709	3,798	55,466	3,787	51,343

The reports of accidents to passengers and employees in Maine, as shown in the tables herein published, give the number of passengers killed, 4, and 88 injured, and 26 employees killed and 165 injured.

ACCIDENTS UPON STREET RAILWAYS.

For the year ending June 30, 1907, it will be seen by the following table that five (5) passengers were killed and forty-nine injured. Many of the injuries to passengers were very slight. Of "employees" six (6) were injured, and "others," three (3) were killed and ten (10) injured. Total eight (8) killed and sixty-five (65) injured. In 1906 there were seven (7) killed and forty-eight (48) injured.

Railway.	Passengers.		Employees.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Augusta, Winthrop and Gardiner		2		1		2		5
Bangor Railway and Electric Co	1	6		3			1	9
Benton and Fairfield				1				1
Biddeford and Saco		1						1
Lewiston, Brunswick and Bath Street	2	4			1	3	3	7
Lewiston, Augusta & Waterville	2	6		1	1	5	3	12
Portland Railroad		24			1		1	24
Somerset Traction Co		6						6
Total	5	49		6	3	10	8	65

EMPLOYEES AND WAGES.

The total number of employees, by steam railroads in Maine, during the year ending June 30, 1907, including general officers, was 10,543, being 1,698 more than in 1906. The total number of employees, excluding general officers, was 10,457, an increase in employees of 1,676.

The number of days worked, excluding general officers, was 2,950,100, against 2,549,607 in 1906, an increase in days worked of 400,493 days.

The total amount paid for wages, not including general officers, was \$5,880,585.71, and including general officers, \$6,061,183.79, an increase of wages paid of \$976,991.97.

The average daily wages, not including general officers, were \$1.99 against \$1.93 in 1906, an increase of six cents per day. The average daily wages including general officers were \$2.04 against \$1.98 in 1906.

The average daily wages of workmen have increased thirty-one (31) cents per day since 1901.

STREET RAILWAYS.

The number of men employed by the street railways was 1,549 against 1,336 in 1906, an increase in the number employed of 213.

The total amount paid in wages was \$902,065.52 against \$834,464.35 in 1906, an increase in wages paid of \$67,601.17.

The total compensation paid for wages by both steam and street railways was \$6,963,249.31 against \$5,918,656.17 in 1906, an increase in wages paid of \$1,044,593.14.

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 Eliot, Berwick, York Corner, Salmon Falls and Dover, N. H.	73.91
Auburn & Turner Railroad, Auburn to Turner	8.50
Bangor Railway & Electric Company. In Bangor and to Oldtown, Winterport and to Charleston	56.04
Benton & Fairfield Railway. Fairfield to pulp mills in Benton	4.12
Biddeford & Saco Railroad. City of Biddeford and to Old Orchard	7.61
Calais Street Railway. In city of Calais and to St. Stephen, N. B.	7.00
Fryeburg Horse Railroad. Maine Central Railroad, Fryeburg to West Oxford Agricultural Fair Grounds and Chatauquan grounds	3.00
Lewiston, Augusta & Waterville Street Railway. Cities of Lewiston and Auburn, branch to Sabattus, Lewiston, Topsham, Brunswick and Bath, also Augusta to Gardiner, Augusta to Togus and Augusta to Winthrop via Lake Cobbosseecontee	79.56
Norway & Paris Street Railway. From Norway to South Paris	2.13
Portland & Brunswick Street Railway. From Brunswick to Yarmouth via Freeport; connects with Portland Railroad at Yarmouth	15.80
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, South Thomaston & Owl's Head Railway. From Rockland to Crescent Beach	3.80
Rockland, Thomaston & Camden Street Railway. City of Rockland to Camden, to Thomaston and town of Warren	21.17
Somerset Traction Company. From Skowhegan to Madison	12.20
Waterville and Fairfield Railway & Light Company. In city of Waterville to Fairfield	4.90
Waterville & Oakland Street Railway. From city of Waterville to Oakland	5.40
Total	388.64

VOLUME OF TRAFFIC.

The following table shows the number of fare passengers carried as returned by the companies for years 1900-1907

Railways.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
Atlantic Shore Line		73,709	92,758	90,806	226,165	1,428,690	2,493,562	4,722,413
Auburn and Turner							57,672	59,379
Augusta, Winthrop and Gardiner	788,951	825,903	1,192,748	1,815,356	1,791,657	1,894,011	2,059,296	1,673,938
Bangor, Hampden and Winterport	464,722	397,336	435,721	512,144	503,923	\$431,013		
Bangor and Northern							45,189	
Bangor, Ovono and Old Town	984,700	1,028,874	1,152,848	1,213,513	1,730,301	\$960,564		
Bangor Street	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	4,607,694
Benton and Fairfield	47,740	45,357	52,282	55,593	52,416	50,580	48,162	47,176
Biddeford and Saco	442,665	615,874	728,909	784,457	788,840	828,230	872,491	930,815
Calais Street	482,004	482,241	546,760	606,660	554,608	550,425	576,733	561,363
Fryeburg Horse Railroad	10,017	10,931	14,744	10,606	10,773	7,040	8,000	8,000
Kittery and Elliot Street				204,483	†			
Lewiston, Augusta and Waterville Street								1,225,656
Lewiston, Brunswick and Bath Street	3,416,141	4,231,885	4,237,065	4,351,114	4,332,258	4,333,961	4,625,182	3,933,048
Mousam River Railroad	24,809					*		
Norway and Paris Street	143,235	110,064	139,900	144,527	163,259	159,702	184,414	193,352
Penobscot Central		12,216	245,548		311,801	276,965	†35,328	
Portland and Brunswick Street				532,880	668,950	693,088	703,200	753,118
Portland Railroad	7,729,072	8,410,293	10,839,056	12,336,160	13,352,092	13,314,983	14,085,467	14,656,599
Portland and Cape Elizabeth	†							
Portland and Yarmouth Electric	1,094,864	1,241,898	†					
Portsmouth, Dover and York Street					1,960,486	2,312,046	††1,989,633	
Portsmouth, Kittery and York Street	1,320,840	1,448,953	1,506,611	1,429,243	739,336	†		
Rockland, Thomaston and Camden Street	1,089,790	1,348,389	1,370,129	1,569,273	1,544,200	1,597,830	1,661,461	
Sanford and Cape Porpoise	488,219	370,483	845,157	854,394	627,856	*		1,633,994
Skowhegan and Norridgewock	55,254	54,323	62,296	60,339	**			
Somerset Traction Company	108,506	120,780	164,647	148,576	144,488	111,062	132,429	143,258
Waterville and Fairfield	430,276	517,895	609,994	630,422	659,292	659,316	702,170	752,061
Westbrook, Windham and Naples	161,610	163,256	†					
Waterville and Oakland					487,101	502,242	628,360	682,703
Total	20,845,872	22,720,848	25,495,398	29,123,714	31,766,095	31,926,653	35,026,404	36,590,087
Increase	2,349,498	1,874,976	2,774,550	3,628,316	2,642,381	160,558	3,099,751	1,563,683

* 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, gross earnings from operation, operating expenses, per cent of expenses to income, net earnings from operation per mile of road operated to June 30, 1906, and 1907, of the street railways doing business in Maine.

Earnings, expenses, income, per cent of operating expenses to income from operation.

Railways.	1906.					1907.				
	Miles operated.	Earnings from operation per mile.	Expenses of operation per mile.	Net earnings from operation per mile.	Per cent of operating expenses to earnings from operation.	Miles operated.	Earnings from operation per mile.	Expenses of operation per mile.	Net earnings from operation per mile.	Per cent of operating expenses to earnings from operation.
Atlantic Shore Line	73.91	\$3,841 28	\$2,255 11	\$1,586 17	58.73	73.91	\$3,993 39	\$2,177 95	\$1,815 44	54.50
Augusta, Winthrop and Gardiner	26.66	3,885 10	2,327 20	1,557 90	59.90	26.66	*3,303 14	2,025 62	1,274 51	62.26
Auburn and Turner Railroad	8.50	1,639 32	1,042 46	645 86	61.70	8.50	1,971 32	1,618 28	353 04	82
Bangor Railway and Electric Company	56.03	4,430 03	2,604 62	1,825 41	58.57	56.04	4,676 97	2,835 61	1,843 36	60.60
Benton and Fairfield	4.12	2,472 24	1,982 46	459 78	79.00	4.12	2,817 87	2,459 94	362 93	57.00
Biddeford and Saco Railroad	7.61	3,342 96	3,752 33	2,590 63	69.00	7.61	3,850 70	5,496 38	2,354 32	74.00
Calais Street	7.00	3,979 28	3,271 57	707 71	82.21	7.00	4,066 57	3,845 62	220 95	94.56
Fryeburg Horse Railroad	3.00									
Lewiston, Augusta and Waterville Street†						79.56	†821 51	†565 01	†255 50	70.00
Lewiston, Brunswick and Bath Street	52.90	4,644 29	3,102 51	1,532 78	66.82	52.90§	*4,024 40	*3,555 60	*1,438 80	65.51
Norway and Paris Street	2.13	4,458 07	2,327 80	2,130 27	52.21	2.13	4,679 62	3,202 94	1,476 68	68.44
Portland Railroad	78.50	9,273 31	5,667 91	2,595 40	72.00	78.50	9,679 51	7,086 32	2,593 19	73.00
Portland and Brunswick Street	15.40	2,329 28	1,863 43	465 85	80.00	15.80	2,401 71	1,889 10	512 61	78.00
Rockland, South Thomaston and Owls Head	21.28	4,981 92	3,917 61	2,064 31	58.56	3.80	1,154 41	513 32	641 09	44.46
Rockland, Thomaston and Camden Street	12.20	1,757 12	1,159 24	697 88	60.00	12.17	4,984 18	3,095 36	1,888 82	63.82
Somerset Traction Company	4.90	7,492 55	6,467 99	1,084 56	85.00	4.90	†1,636 82	†2,215 02	†421 80	71.00
Waterville and Fairfield	4.75	5,136 58	3,334 94	1,801 64	64.00	4.90	7,918 93	6,264 24	1,654 64	71.30
Waterville and Oakland Street	4.75	5,136 58	3,334 94	1,801 64	64.00	5.40	5,588 69	3,770 72	1,817 97	67.00

* Ten months operation.

† Two months operation of the A. W. & G. Railway and L. B. & B. Street Railway.

‡ Formerly A. W. & G. Railway and L. B. & B. Street Railway.

§ Included in Lewiston, Augusta and Waterville Street Railway.

EARNINGS, CHARGES, INCOME, DIVIDENDS.

The following table shows the transportation earnings, other earnings, charges, net divisible income, dividends paid, per cent, surplus or deficit from operations for the year ending June 30, 1907.

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.....	\$230,759 45	\$64,392 64	\$3,125 00	\$298,277 09	\$160,972 52	\$93,649 93	\$254,622 45	\$43,654 64	\$675 45	.....	.....	\$43,079 19
Auburn and Turner R. R....	15,740 38	1,015 88	.....	16,756 26	13,755 41	3,260 75	17,016 16	**259 90	.....	\$1,750 00	5	**2,009 90
Augusta, Winthrop and Gardiner.....	86,368 97	1,192 79	.....	88,061 76	54,083 28	18,043 39	72,126 67	15,935 09	.....	3,000 00	1	*12,935 09
Bangor Railway and Electric Company.....	254,752 32	7,410 66	108,114 83	370,277 81	158,879 13	93,614 04	252,493 17	117,784 64	32,964 56	68,698 40	5	16,121 68
Benton and Fairfield.....	11,588 63	21 00	.....	11,609 63	10,114 37	1,858 49	11,972 86	**363 23	.....	.....	.....	**363 23
Biddeford and Saco.....	60,497 20	70 85	.....	67,582 20	49,437 50	7,320 96	56,758 46	10,823 74	.....	5,000 00	5	5,823 74
Catais Street.....	28,030 90	435 10	.....	28,466 00	26,919 39	5,468 78	32,388 17	**3,922 17	.....	.....	.....	**3,922 17
Fryeburg Horse Railroad estimated.....	600 00	.....	.....	600 00	600 00	.....	600 00	.....	.....	.....	.....	.....
Lewiston, Augusta and Waterville Street.....	165,280 07	.....	.....	65,280 07	44,952 38	14,407 45	59,359 83	5,920 24	.....	.....	.....	5,920 24
Lewiston, Brunswick and Bath Street.....	*202,733 57	10,157 69	.....	212,891 26	136,778 45	48,533 55	185,312 00	27,579 26	.....	.....	.....	27,579 26
Norway and Paris Street.....	9,367 63	99 96	5,753 73	15,221 32	6,822 78	6,144 36	12,967 14	2,754 18	.....	.....	.....	2,754 18
Portland Railroad.....	750,607 00	9,234 84	30 00	759,871 84	556,276 61	110,880 42	667,157 03	92,714 81	.....	79,944 00	.....	12,770 81
Portland and Brunswick St. Rockland, So. Thomaston and Ows Head.....	37,547 16	400 00	7,500 00	45,447 16	29,847 77	12,584 50	42,432 27	3,014 89	.....	.....	.....	3,014 89
Rockland, Thomaston and Camden Street.....	4,386 76	-	-	4,386 76	1,950 62	263 75	2,214 37	2,172 39	.....	.....	.....	2,172 39
Somerset Traction Co.....	103,427 64	2,072 70	\$27,932 25	133,432 59	65,519 67	37,422 29	102,941 96	30,490 63	.....	20,000 00	5	10,490 63
Waterville and Fairfield.....	18,658 47	1,310 76	154 92	20,124 15	14,823 37	5,593 43	20,416 80	**292 65	.....	.....	.....	**292 65
Waterville and Oakland St.	37,604 05	1,198 72	5,083 60	43,886 37	30,694 80	12,805 02	43,499 82	386 55	.....	.....	.....	386 55
	30,038 95	140 00	2,158 68	32,337 64	20,361 90	6,842 31	27,204 21	5,133 43	.....	5,000 00	.....	133 43
Total.....	\$1,948,989 15	\$106,167 74	\$159,853 02	\$2,215,009 91	\$1,382,789 95	\$478,693 42	\$1,861,483 57	\$353,526 54	\$33,540 01	\$183,392 40	.....	\$136,594 13

*Ten months operation. † One per cent on \$300,000. § Net earnings from gas plant and interest on deposits. ** Deficit.
 ‡ Two months operations of A. W. & G. St. R'y and L. B. & B. St. R'y under above name, Lewiston, Augusta and Waterville Street Railway.

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, 1906, and 1907, 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	66	403,997 73
1900	1,218,929 29	888,968 84	73	329,960 45
1901	1,302,738 87	903,229 13	69	399,509 94
1902	1,573,993 90	1,016,653 06	65	557,340 84
1903	1,790,418 03	1,182,007 42	60	608,410 61
1904	1,888,952 14	1,243,289 39	60	645,662 75
1905	1,936,360 59	1,259,982 74	65	676,377 85
1906	2,100,632 52	1,306,384 19	62	794,248 33
1907	2,214,269 91	1,382,189 95	62	832,079 96

STREET RAILWAYS.

The following tables, 1, 2 and 3 give the mileages, hours, passengers carried, fares, earnings and expenses per car mile and hour, percentages, etc., on the street railways operated in Maine for the year ending June 30, 1907.

Table No. 1.

Railways.	Passenger car mileage.	Freight, mail and express car mileage.	Total car mileage.	Passenger car hours.	Freight, mail and express car hours.	Total car hours.	Fare passengers carried.	Transfer passengers carried.	Total passengers carried.
Atlantic Shore Line	1,059,622	77,132	1,136,754	96,601	9,823	106,424	4,722,413	706,805	5,519,218
Auburn and Turner	86,640	16,335	102,979	4,904	1,092	5,996	59,879	.....	59,879
Augusta, Winthrop and Gardiner	360,814	.....	360,814	35,108	.....	35,108	1,678,835	17,324	1,696,262
Bangor Railway and Electric Company	1,060,340	62,305	1,122,645	115,848	6,312	122,160	4,607,694	375,148	4,982,842
Benton and Fairfield	9,086	15,900	27,986	6,120	3,650	9,770	53,793	.....	53,793
Bideford and Saco	322,779	.....	322,779	.....	.....	.....	930,815	95,513	1,026,328
Calais Street	183,960	.....	183,960	6,411	.....	6,411	561,363	22,251	583,614
Fryeburg Horse Railroad .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lewiston, Augusta and Waterville Street	276,583	.....	276,583	28,696	.....	28,696	1,225,665	76,812	1,302,477
Lewiston, Brunswick and Bath Street	953,336	.....	953,336	110,149	.....	110,149	3,933,048	.....	3,933,048
Norway and Paris Street	43,122	.....	43,122	.....	.....	.....	193,352	.....	193,352
Portland and Brunswick Street	236,875	.....	236,875	14,800	.....	14,800	753,118	.....	753,118
Portland Railroad	3,313,387	.....	3,313,387	.....	.....	.....	14,656,599	2,404,038	17,060,637
Rockland, South Thomaston and Owls Head .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rockland, Thomaston and Camden Street	426,675	48,257	474,932	45,115	10,472	55,587	1,633,994	.....	1,633,994
Somerset Traction Company	100,276	2,900	103,176	8,356	242	8,598	143,258	.....	143,258
Waterville and Fairfield Railway and Light Company	123,773	.....	123,773	13,555	.....	13,555	752,081	3,859	755,940
Waterville and Oakland Street	163,620	.....	163,620	15,150	.....	15,150	682,703	.....	682,703

Table No. 2.

Railways.	Average fare, revenue passengers.	Average fare, all passengers including transfer passengers.	Car earnings per car mile.	Miscellaneous earnings per car-mile.	Gross earnings per car mile.	Car earnings per car hour.	Miscellaneous earnings per car hour.	Gross earnings per car hour.
Atlantic Shore Line	\$0.04886	\$0.04181	\$0.2380	\$0.0213	\$0.2590	\$2.545	\$0.228	\$2.773
Auburn and Turner .....	.0500	.0500	.1528	.0098	.1626	2.621	.169	2.790
Augusta, Winthrop and Gardiner .....	.0499	.0493	.2406	.0033	.2439	2.470	.030	2.500
Bangor Railway and Electric Company .....	.0500	.0460	.2180	.0140	.2320	1.990	.130	2.120
Benton and Fairfield .....	.0500	.040	.3148	.....	.3148	1.180	.....	1.180
Biddeford and Saco .....	.0649	.0589	.1870	.0122	.2892	.....	.....	.....
Calais Street .....	.0499	.0485	.1525	.0023	.1548	4.370	.067	4.430
Fryeburg Horse Railroad .....	.....	.....	.....	.....	.....	.....	.....	.....
Lewiston, Augusta and Waterville Street .....	.0489	.0460	.2283	.0077	.2362	2.200	.070	2.270
Lewiston, Brunswick and Bath Street .....	.0492	.....	.2126	.0106	.2232	1.840	.090	1.930
Norway and Paris Street .....	.0500	.....	.2280	.0020	.2300	.....	.....	.....
Portland and Brunswick Street .....	.0472	.0472	.1590	.0010	.1600	2.530	.030	2.560
Portland Railroad .....	.0510	.0440	.2270	.0020	.2290	.....	.....	.....
Rockland, South Thomaston and Owls Head .....	.....	.....	.....	.....	.....	.....	.....	.....
Rockland, Thomaston and Camden Street .....	.0500	.....	.2180	.0040	.2220	1.861	.037	1.898
Somerset Traction Company .....	.1300	.....	.1920	.0010	.1930	2.316	.014	2.324
Waterville and Fairfield Railway and Light Company .....	.0500	.0500	.2935	.0078	.3013	2.788	.075	2.863
Waterville and Oakland Street .....	.0440	.....	.1830	.0010	.1840	1.980	.010	1.990

Table No. 3.

Railways.	Operating expenses per car mile.	Operating expenses and taxes per car mile.	Operating expenses per car hour.	Operating expenses and taxes per car hour.	Operating expenses per cent of gross earnings.	Operating expenses and taxes per cent of gross earnings.	Net earnings per car mile.	Net earnings per car hour.
Atlantic Shore Line	\$0.1410	\$0.144	\$1.510	\$1.540	54.50	55.70	\$0.1180	\$1.2630
Auburn and Turner .....	.1330	.135	2.294	2.317	82.00	82.90	.0296	.4960
Augusta, Winthrop and Gardiner .....	.1499	.1520	1.540	1.560	61.42	62.26	.0940	.9600
Bangor Railway and Electric Company .....	.1360	.1450	1.250	1.370	60.60	64.10	.0960	.8700
Benton and Fairfield .....	.4900	.5100	1.030	1.050	87.00	88.00	.2400	1.1500
Bildeford and Saco .....	.1531	.1561	.....	.....	73.00	74.00	.....	.....
Calais Street .....	.1466	.1488	4.080	4.270	91.00	96.00	.0082	.3500
Fryeburg Horse Railroad .....	.....	.....	.....	.....	.....	.....	.....	.....
Lewiston, Augusta and Waterville Street .....	.1626	.1653	1.560	1.590	68.86	70.00	.0736	.7100
Lewiston, Brunswick and Bath Street .....	.1424	.1463	1.240	1.260	64.24	65.51	.0798	.6900
Norway and Paris Street .....	.1580	.....	.....	.....	68.40	.....	.....	.0720
Portland and Brunswick Street .....	.1250	.1300	2.010	2.100	78.00	82.00	.0350	.5500
Portland Railroad .....	.1680	.1730	.....	.....	73.00	75.00	.0610	.....
Rockland, South Thomaston and Owls Head .....	.....	.....	.....	.....	.....	.....	.....	.....
Rockland, Thomaston and Camden Street .....	.1380	.1420	1.180	1.210	62.10	63.83	.0840	.7180
Somerset Traction Company .....	.1430	.1440	1.720	1.730	74.00	74.62	.0500	.6040
Waterville and Fairfield Railway and Light Company .....	.2383	.2495	2.260	2.406	71.30	82.80	.0630	.6030
Waterville and Oakland Street .....	.1240	.1280	1.340	1.380	67.00	69.00	.0600	.6500

INSPECTION, PHYSICAL CONDITIONS.

BANGOR AND AROOSTOOK RAILROAD.

The management of this road is not content with anything but the best obtainable condition of road-bed, track and rolling stock.

Although a comparatively new road, wonders have been accomplished in perfecting its track and facilities for operation.

Large sums have been expended in order to lessen the cost of train movements.

The extension from South Lagrange to Searsport, built as the Northern Maine Seaport Railroad, has been double-tracked from the junction with the Maine Central Railroad to South Lagrange—all the work being done in the most thorough manner. A line has also been constructed with the same easy grades and light curves from South Lagrange to Seboeis.

This line is about twenty-eight miles in length and very direct. It passes between Seboeis and Schoodic lakes and avoids several bad grades encountered by the route through Milo and Brownville. All the heavy traffic will pass over this new line, which with the old line constitutes a double-track road; thus giving some fifty-four miles of double track between Seboeis and the Northern Maine Junction. All new track is laid with steel rails weighing eighty-five pounds to the yard with Weber joints.

It is expected that the heaviest freight engines will now draw fifty to sixty loaded cars between Stockton Springs and Millinocket.

A new branch from Millinocket to East Millinocket has been built under the name of the Schoodic Stream Railroad. It has been very thoroughly built, laid with an eighty-pound rail, and liberally ballasted.

A second track from Millinocket to the point of junction with a second bridge over Main stream insures safety in operation.

All the lines of the Bangor and Aroostook system are in very excellent condition.

A large amount of ballast is added each year with a renewal of ties wherever required. On the extension from Caribou to Van Buren concrete culverts have been built the past season in the several trestles which have been filled, or soon will be.

Several crossing sidings have been lengthened to accommodate the longer trains which the improved track and heavier engines will make it possible to move. At Northern Maine Junction extensive improvements have been and are being made. A new engine house and turn table have been built, an abundant water supply provided, and a large amount of track laid, to facilitate the large interchange of traffic at this point with the Maine Central Railroad.

BOSTON AND MAINE RAILROAD.

Eastern Division.

This division has been improved by building a second track from Eliot to Butler's siding and extending the second track from West Biddeford to Kennebunk, adding some ten miles to the double track of this division in Maine.

In connection with this work several bridges over highways have been built or renewed. At Eliot station the highway has been carried under the track, thus eliminating a grade crossing, and other eliminations are contemplated in the near future.

The station at North Berwick was destroyed by fire and has been replaced by a commodious and attractive new building.

The York Harbor and Beach, and the Kennebunk branches are in good condition for the light summer service required of them. Three large trestles upon the former branch have been largely displaced by solid embankments.

Western Division.

While there have been no radical improvements or changes upon this division, the whole roadbed and track are in most excellent condition and have only required careful attention and work of the trackmen, which they have received.

W. N. and P. Division.

This division has been practically rebuilt during the past three or four years and some \$350,000 expended upon it.

The track has been relaid with a 75-pound rail and the whole line liberally ballasted.

The old Phoenix truss bridge over the Saco river has been replaced by a heavy plate girder deck bridge, a very desirable change.

There are several wooden truss bridges of short spans, strongly built and protected by coverings.

CANADIAN PACIFIC RAILWAY.

We were impressed with the very excellent condition of the roadbed and track of this foreign corporation for its entire length through Maine.

The alignment and surface of the track have received special attention and it is a pleasure to ride over it.

The road has been so liberally ballasted in previous years that but little work of that kind has been required the past year.

The heavy winter traffic demands ample crossing facilities for the long freight trains and 2500 feet has been adopted as the standard length for passing tracks. The old sidings have been lengthened and several new ones put in. An "interchange" track has been put in at Mattawamkeag 1200 feet in length to facilitate the interchange of cars with the M. C. R. R., and a standard passing track about four miles east of there.

The standard steel rail of 80 pounds section is now laid upon all but two miles of the main line through Maine.

Twenty thousand linear feet of drain tile have been laid in the ditches of the cuttings and have proved to be very effective as a means of drainage, encouraging a still further use of it.

A spur track about 1200 feet in length has been laid through the village of Greenville to a large mill.

Considerable ditching of cuts and widening of embankments has been done.

A large amount of portable snow fence has been built for use where it is necessary to place it upon lands outside of the right-of-way. It can be easily erected and removed.

Extensive repairs have been made upon stations and other buildings and all structures are well cared for.

The Aroostook County branches from Presque Isle following the Aroostook river via Caribou and Ft. Fairfield to the State line, and Aroostook Junction, and the track from Houlton across the State line to Debec Junction are laid with a lighter rail and are not so heavily ballasted as the main line, but the track is in fine condition and well adapted to the service required of it.

Pile trestles have been very generally displaced by concrete culverts and earth filling. A feature of construction largely used is concrete pipe for draining where the amount of water is small.

This pipe is made by the Railway Co., and is proving very durable and serviceable.

At Caribou and Presque Isle extensive repairs have been made upon the station buildings and a number of potato warehouses have been built to meet the growing requirements of shippers.

At Houlton a new freight house 135x30 feet has been built, also a one-stall engine house 80x30 feet.

GEORGES VALLEY RAILROAD.

This short road of 8½ miles is perhaps in as good condition as can be expected from the small volume of business it obtains.

With a track force of seven men, no large amount of work can be expected. Sixteen hundred ties have been put into the track the past year and some expenditures made upon the bridge and culverts. Some cinder has been used in the cuts but the road sadly needs ballast.

The track when examined was in fair surface and line and safe for the limited speed at which the one train is run.

Its equipment of one engine and a combination car is carefully handled and well cared for.

GRAND TRUNK RAILWAY.

This road is now most thoroughly ballasted, a large amount having been put under the track the previous year. There is now an 80-pound steel rail upon the whole of it, laid broken jointed and fastened with heavy angle bars bearing six bolts at each joint.

Passing tracks have been lengthened at Bethel, North Yarmouth, and Falmouth, to meet the requirements of the increased length of freight trains.

At Bethel, a summit has been lowered several feet, thus relieving the grades on either side. In connection with this work a new highway bridge has been built to span two tracks, thus constituting an important improvement at this point.

The condition of the road in all respects has never been better than at present.

A contemplated elimination of the important grade crossing at Danville Junction by putting the county road under the tracks both of the Grand Trunk and the Maine Central roads, will add greatly to the safety of the traveling public and remove a cause of serious annoyance and risks to the railroads.

The bridges are all of recent construction and built to carry safely the heavy locomotives used to move the large winter traffic.

The buildings are all neatly kept with perhaps the exception of the station at Danville Junction. With the changes of highways to be made there, it is expected that a fine union station will be erected in the near future.

LIME ROCK RAILROAD.

About \$16,000 has been expended upon the maintenance of way and structures and about \$8,000 upon maintenance of equipment.

This road is operated for freight traffic only, but is kept in fine condition.

The equipment consists of four locomotives and 436 dump cars.

MAINE CENTRAL RAILROAD.

The mileage of the M. C. R. R. has been increased during the past year by the acquisition of the Portland and Rumford Falls and the Rumford Falls and Rangeley Lakes Railroads, having a mileage of 104.24 miles. This makes the mileage in Maine 764.99 miles.

The whole system is in remarkably good condition as to its roadbed and tracks, we think better than in any previous year.

The policy has been to continually improve and strengthen track and structures.

The Waterville and Bangor section has been improved by the completion of a second track from East Newport to Etna, giving a continuous double track from Etna to Pittsfield, about 16 miles.

In connection with this work, grades have been reduced and curvature eliminated, making a model piece of track.

Great improvements have been inaugurated in Bangor. A fine depot building, commodious, convenient and attractive, has been completed with a large train shed attached, so arranged that trains going north and east can start from a terminal platform, with no necessity for crossing tracks by passengers.

A very heavy double track drawbridge has been put across Kenduskeag stream and an entire rearrangement of tracks made in the yard, which has been greatly enlarged by removing the ledge on the north side and erecting a concrete wall upon the line of Washington Street.

The old passenger depot which has been in use since the construction of the road has been demolished and the yard will be used for freight business alone.

At Northern Maine Junction, this company has put in two receiving tracks of 2,500 feet each and a long delivery track. In all some 2½ miles of track have been built upon the north side, and 1½ miles upon the south side. A long crossing track has also been put in 5 miles above Augusta.

Perhaps the most important advance in modern railroad operation made by this road is the installation of the block system of electric signals, of the most modern type. The system was working from Portland to Gardiner when we made an inspection, and was to be extended to Waterville before the close of the year. It has also been installed between Bangor and Old Town and there are single electric semaphores (working automatically) at Lewiston Fair Grounds and Cumberland Junction on the line to Lewiston.

Rangeley Division.

The road from Rumford Junction to Rumford Falls is nearly all laid with an 80-pound rail, is well ballasted, and the bridges are all new and strong enough to carry the heaviest traffic.

The road from Rumford Falls to Oquossoc is laid with a lighter rail and more cheaply built. Since the M. C. R. R. leased this extension, renewals of ties have been made and much ballast put under them, and the road is fast being made to correspond with the other branches of the M. C. R. R., in general condition.

Buildings.

Beside the new station in Bangor, a fine large two-story combination depot and hotel has been completed at Vanceboro since our last report. New buildings have been erected at Veazie and at Clinton; the latter to replace the depot destroyed by fire.

The Union Station in Portland, not a M. C. structure, is being greatly enlarged by additions at each end, to be used as baggage rooms. The stone and style of construction are uniform with the building, and the additional room will be greatly appreciated by the traveling public.

Equipment.

The equipment has been increased by 29 locomotives of great weight and modern type, 986 box freight cars, 178 flat cars and 54 coal cars. With the extensive and well-fitted shops at Portland and Waterville, the management is able to keep all its equipment in good order.

SEBASTICOOK AND MOOSEHEAD RAILROAD.

The roadbed and track are in fair condition, having been considerably improved during the year.

The bridges are substantial structures and well maintained.

The road has been in the hands of a receiver for some time who has operated it as well as circumstances permitted.

SOMERSET RAILWAY.

The controlling interest in the stock of this road has been purchased by the M. C. R. R. and it is now under the efficient management of that company.

The standard rail from Oakland to Bingham is of the 75-pound section, while from Austin Junction to Kineo, the new extension, a 70-pound rail has been laid.

The track from Oakland to Deadwater, some 60 miles, is in excellent line and surface and the remainder of the track is very good for a new road; but there are still remaining some temporary structures to be replaced by permanent structures or filling.

There are several pieces of work worthy of special mention. The bridge over the Kennebec is a fine truss of 194 feet clear span resting on concrete abutments, which, with a retaining wall of the same material, are a very creditable piece of work.

A bridge at Black Brook is a 64-foot girder resting upon handsome abutments of concrete.

Another good structure is a concrete arch of 12 feet span at Indian Point.

When the work of the extension is entirely completed it will fulfill the requirements of the engineering department of the M. C. R. R., under whose direction the work is being completed.

A wharf on Moosehead lake, 300 feet in length, provides good terminal facilities and landing for small steamers and boats. The extension is built through the forest the entire distance, consequently the station houses are a combination of depot and house for the agents. Neat buildings of two stories, especially designed to meet this condition, are being erected and when completed will present an attractive appearance.

WASHINGTON COUNTY RAILWAY.

The main line from Washington Junction to Calais is now thoroughly ballasted and in excellent surface and line.

The Eastport branch was not so well ballasted when inspected in June but has been liberally ballasted since.

Substantial improvements are contemplated upon this branch, including the filling of trestles and a possible change of line.

The Princeton branch has been much improved and is much better than ever before. The new line or diversion made necessary by the construction of the big dam at Sprague's Falls and consequent raising of the water in the St. Croix river, is substantially built with favorable grades and alignment, as is also the branch to Woodland, the new village being built up by the Publishers' Paper Co.

The mill is turning out a large tonnage of paper and is the principal factor in the traffic of the road.

Three trestle bridges of an aggregate length of about one thousand feet, have been recently filled.

Not much can be added to our report of last year regarding the general condition of this road, which is under the management and policy of the Maine Central Railroad Company.

YORK HARBOR AND BEACH RAILROAD.

This road, 11.17 miles, is operated from Kittery to York Beach, with a spur from Kittery Navy Yard Station to the United States Navy Yard.

All necessary expenditures have been made to keep this road in good condition.

The equipment is furnished by the Boston and Maine Railroad.

NARROW GAUGE RAILROADS.

BRIDGTON AND SACO RIVER RAILROAD.

No especial work or improvements have been made upon this road the past year.

The general condition of roadbed and track is very creditable. If a heavier rail could be substituted for the present light rail, the change would be very beneficial.

One hundred and fourteen tons of fifty-pound rail have been put in this year, thus making a commencement of the change.

The equipment has been increased by adding two new engines, one built by the Baldwin Works and the other by the Portland Company.

All the cars, both passenger and freight, have been equipped with automatic couplers and air brakes.

The bridges are now all built of stone and steel and there are but comparatively few of them.

FRANKLIN AND MEGANTIC RAILWAY.

This narrow gauge road is an important link in the Sandy River system and operated as a part of it.

As shown by our former reports, much work has been done in rebuilding parts of the road and reducing grades, so that the road is now in very good condition.

Further improvement might be made by filling a long trestle about five miles from Strong.

The track is in excellent order.

The Kingfield and Dead River branch of this road runs from Kingfield to Bigelow, sixteen miles. It follows the Carrabasset stream for several miles and the roadbed is protected for a

long distance by wooden crib-work, which will have to be renewed in the near future.

With two exceptions the bridges are of wood, but are of short spans and in good condition.

Heavy grades are made necessary by the rapid fall of the stream, but they are favorable to the chief traffic, which is taking the lumber from the big sawmill at Bigelow.

KENNEBEC CENTRAL RAILROAD.

There is nothing to add to our report of last year.

The road has been well cared for and a moderate sum expended in repairs. Three coal cars have been added to the equipment.

Surface and alignment are good.

MONSON RAILROAD.

The roadbed is well ditched and drained. The track is in good alignment and surface.

About 700 new ties have been laid during the season.

The limited equipment answers all the requirements of the traffic, which is chiefly freight.

PHILLIPS AND RANGELEY RAILROAD.

This road has been in the hands of a receiver. The returns show that the sum of \$19,205 was expended in repairs during the fiscal year, and \$6,000 upon equipment, so that the general condition of the road is very much improved.

The Howe truss bridge over Sandy river has had new chords of hard pine, top and bottom.

The bridges are all of wood, but the spans are short and the stringers of ample dimensions to give the required strength.

Buildings.

A very pretty little station has been built on the shore of the lake, near the hotel, and the track extended to it.

A new combination station also has been built near the site of the former one. A small depot building has been built at Eustis Junction.

All buildings are well taken care of and well painted.

SANDY RIVER RAILROAD.

This road is in most excellent condition in every respect, and its roadbed and track compare favorably with any standard gauge road.

There are but five bridges upon the road and two of them are short spans.

One is a deck Howe truss with trestle approaches.

One is a 105 feet span riveted truss and the other is a pin connected truss of 157 feet span.

The equipment consists of six locomotives, four passenger cars, one parlor car, one combination car, two baggage, express and mail car, forty box cars and eighty-one flat cars, all apparently in good order.

The buildings at Strong and Phillips are all that are required and neatly painted.

WISCASSET, WATERVILLE AND FARMINGTON RAILROAD.

This road was purchased at receiver's sale by Carson C. Peck of New York in December, 1906, and by him transferred to the "Wiscasset, Waterville and Farmington Railway Company."

The change of ownership appears to have operated in favor of this road, which has passed through so many vicissitudes.

More money has been expended upon the roadbed and rolling stock this year than for many years previous. Ballasting has been done, and many new ties—some twenty thousand—have been put in. A mile of new sidings has been built.

A machine shop has been fitted up at Wiscasset with some five thousand dollars worth of machinery, so that repairs can be made there, which formerly have been done in foreign shops.

One Mogul engine of forty-two tons for freight work, and one passenger engine of thirty tons have been purchased, and also ten new flat cars.

The north end of the pile bridge has been filled for some two hundred feet, and a new top has been put upon the rest of it, with new piles when necessary.

Another trestle bridge, $2\frac{1}{2}$ miles north of Weeks' Mills, 180 feet in length has been filled, and another 96 feet in length near Winslow.

The bridges have all been overhauled and new timber liberally used when required.

Several new culverts have also been put in and cattle passes rebuilt. Iron pipe has been freely used when the area of drainage is limited. Some fifteen miles of track has been lifted from six to eighteen inches and a mile of new fifty-six-pound steel has been laid, the old being used for sidings.

In fact the road has never been in so good condition for doing business as the present time.

We look for better times for it in the future.

STREET RAILROADS.

ATLANTIC SHORE LINE RAILWAY.

This road has now a continuous line from Biddeford to York Beach, connecting there with the lines of the Portsmouth, Dover and York Street Railway, which are now a part of it.

The Sanford and Cape Porpoise Railway running from Sanford to Cape Porpoise is also a part of this system, making a total mileage of about 74 miles, about three miles of which are in New Hampshire. The line from Kennebunk to York Beach was opened the present year and is of the latest and best construction, with heavy rail and joints and having several miles of private right of way. The overhead work is of the very best construction.

The line from Kennebunk to Biddeford is also modern with heavy rail and a large part of it is built on private right of way. The original line from Kittery to York Beach was poorly built with bad alignment and grades and light rail. It has been very much improved, but radical changes would be necessary to make it equal to the later branches.

The line from York Corner to Dover with the branch to South Berwick is excellently constructed, largely on private right of way. Plans for eliminating a grade crossing of the Boston and Maine Railroad at South Berwick have been under consideration for several years without practical results. There is still hope that this dangerous crossing by both highway and electric railway may be eliminated by putting them under the railroad.

At present the crossing is well protected by signals, and a derailing switch which must be thrown by the conductor before the cars can pass over the tracks.

The entire road is well cared for as regards its roadbed and track.

The bridges have been carefully looked after and repaired when needed. The buildings are adequate for the business and well painted.

The rolling-stock consists of forty-four passenger cars and thirteen freight cars and six freight motors.

The passenger cars are generally eight-wheelers of the most improved type and latest construction, equipped with four powerful motors.

Some thirty thousand dollars was received from transportation of freight during the fiscal year.

AUBURN AND TURNER RAILROAD.

This road, which is operated from Lake Grove, Auburn, to Turner Village, a distance of 8.50 miles, was opened for traffic November 4, 1905, and placed in a receiver's hands May 15, 1907.

From the time it was placed under a receivership to October the road has been operated without the issuance of receiver's certificates.

The roadbed and track are in good condition in all particulars.

BANGOR RAILWAY AND ELECTRIC COMPANY.

As stated in our last report, this company is a consolidation of all the electric roads in Bangor and running out therefrom.

The most work has been put upon the line formerly known as the Penobscot Central. Two years ago the line was put in good shape as far as North Bangor. The past year the work has been continued as far as East Corinth and this part of the road has been wholly new tied and well ballasted.

It is intended to continue this work to Charleston next year, thus putting the whole line in condition for rapid and comfortable riding. Fortunately a 60-pound rail was used in its construction which has not been injured by the neglect of the previous years.

Business has increased greatly and several freight cars are taken over the road daily by two powerful motor cars.

The company has erected a fine new steel bridge over Kenduskeag stream of sufficient width for both railway and highway.

The line between Bangor and Old Town is in excellent shape, being very well ballasted a year or more ago.

A mile of new ties have been put in. The rail is rather light, 49 pounds to the yard.

The one objectionable feature on this line is the antiquated bridge at Orono. We have used our influence to procure a modern structure in its place and have prohibited the carrying of passengers over it. At this date the question of repairing the old bridge is under advisement. While such strengthening of the bridge may be possible, we should very much prefer a new steel bridge.

In the city of Bangor a double track of girder rails has been laid at recent date from Union street through Main and Exchange to near the new depot. New 70-pound rails, double track, have been laid from Cedar street to Thatcher street on Main. From Hammond street out Ohio to the end of the line, and from Union street out Hammond street to Fifth street, a heavy rail has been laid. From Fifth to the end of the line is all new tied.

It is the policy of the company to put in a mile of 70-pound rail each year until all the lines are laid with it.

All the machinery on the lines in use for generating, transforming and transmitting, are of the best made, and the power is ample for the prompt operation on all lines.

The cars are of the most approved and modern type, equipped with powerful motors.

BENTON AND FAIRFIELD RAILWAY.

This road is but little more than 4 miles in length, running from Fairfield to Benton Falls. It crosses the municipal bridges over the Kennebec River, and a fine deck truss bridge over the Sebasticook, carried by piers of steel cylinders filled with concrete or cement.

The track has been ballasted the past year with cinders and raised eight or ten inches, greatly improving it. The equipment consists of one second hand passenger car and nine freight cars.

with two motor cars. The passenger business is very light, but the freight movement between the mills is of considerable consequence.

The track is in fairly good condition.

BIDDEFORD AND SACO RAILROAD.

The roadbed and track are in good condition in all particulars.

The equipment is good and has been well maintained.

All necessary expenditures have been made to keep this road up to a high standard of efficiency.

CALAIS STREET RAILWAY.

The roadbed and track on this line are in very good condition. The contemplated improvements in the maintenance of the track and roadway have been made to quite an extent and considerable expenditure has been laid out upon cars and electric equipment, which is in very good condition. The bridges over the St. Croix river are those of the municipalities and are kept in good, safe condition.

FRYEBURG HORSE RAILROAD.

This is the only street railroad in the State operated by horse power. It extends from the Maine Central Railroad, in Fryeburg, to the West Oxford Agricultural Fair Grounds, and to the resort, formerly that of the Chautauquan Assembly. The road is three miles in length and is operated from June first to October first.

The roadbed and track are in good condition, having been put in good order since our last report. The rolling stock consists of three open and three closed cars. The car barns are sufficient for the storage of the equipment.

It is the intention of the company to extend this road to Lovell on the north, which extension would accommodate a large section of the country, much needing such transportation facilities as this would bring it, and to extend it southwardly to a connection with a proposed road at Cornish.

LEWISTON, AUGUSTA AND WATERVILLE STREET RAILWAY.

The Lewiston, Augusta and Waterville Street Railway, purchased by authority of the 73d Legislature, April 24th, 1907, the Lewiston, Brunswick and Bath Street Railway and the Augusta, Winthrop and Gardiner Railway, and extended its system from Washington Street and Minot Avenue, in the city of Auburn, through Minot and Poland to Mechanic Falls, a distance of nine miles. The rails on this extension are of 70 pounds weight, the ties are standard, two feet on centers with double ties at joints. The rails are laid broken jointed with Weber joints. The road is bonded with twin terminal bonds.

The overhead construction is 00 grooved trolley wire with aluminum 0000 feed cable. The storage system has a capacity of 180 ampere-hours. The maximum grade is five and one-half per cent with a compensating grade. There is one bridge 122 feet span designed to carry two seventy-ton standard freight cars, loaded. The abutments are first-class concrete. The bridge is laid on a grade to conform to the grade at each end.

The Lewiston, Brunswick and Bath Street Railway division of this system is handicapped by many heavy grades, especially between Lewiston and Bath, requiring a large amount of electric power in operation. Some of the grades have been relieved slightly by raising the grade line in the hollows and filling in trestle bridges.

Still further improvements are contemplated by relieving the summits and raising the sags.

The policy of the new organization is to bring all its lines to a high standard of perfection as rapidly as possible. With this end in view rails of 70 pounds per yard are being used upon all new lines and gradually replacing the light rails originally laid. This has been done upon the line to the Fair Grounds, and about one-half of the lines of this road have the 70-pound rail. Wherever the streets are paved, a girder rail weighing 95 pounds to the yard has been put in. There is a double track in fine line and surface upon Main and Lisbon streets, Lewiston, and extending across the bridge and for some distance in Auburn.

The lines upon Auburn streets and out to Lake Auburn have been well kept up and are well lined and surfaced.

The Sabattus line, which will constitute a part of the line from Lewiston to Gardiner, has received a good share of attention and is materially improved.

In Bath a standard girder has been laid in the paved streets, and a new T rail, fastened with Weber joints, has been laid upon the south line, so called. Upon the whole, the entire system is in a very satisfactory condition and will be gradually made better by the replacing of all light rails by the standard 70-pound rail.

The bridges upon this road show evidence of careful oversight by the maintenance department.

Very fine up-to-date, semi-convertible cars of large seating capacity, equipped with four 40-horsepower motors, are used upon the rural lines and contribute greatly to the comfort of the patrons of the road.

The Augusta, Winthrop and Gardiner Railway division of this system, from Augusta to Togus, and from Augusta to Winthrop, are of modern construction with a heavy rail and only need thorough ballasting to make them as smooth as the ordinary steam road.

As previously reported, the line between Augusta and Gardiner is laid with a light rail and has several heavy grades to contend with, so that we can say that it is in very good condition for a road so constructed. Undoubtedly some changes will be made when it becomes a part of a through line. The crossings of the Maine Central Railroad at the foot of the steep hills known as Louden and Rines hills are still a menace to the traveling public, which we still hope may some time and somehow be removed.

This company has under construction a road from Gardiner to Sabattus and from Augusta to Waterville, the work being well advanced. When the lines are completed the new company will have a line of railway extending from Waterville to Bath and connecting with other lines, so that it will soon be possible for a person to travel by electric railway from Waterville to Boston and beyond. The missing link will be completed next season.

NORWAY AND PARIS STREET RAILWAY.

This road is 2.13 miles in length, running from Norway to South Paris, connecting those two flourishing villages.

Sufficient expenditures for keeping the roadbed and track in good condition have been made from time to time, so that it may be said that they are in good repair. The equipment is well cared for. The one bridge upon the line is that of the town of Norway, and is in good condition.

PORTLAND RAILROAD.

The roadbed and track of this line are in the best condition. Since our last report \$51,001.94 has been expended upon "way and structures," and \$61,978.98 upon "equipment," which plainly indicates that the company intends and does keep the road up to a high standard of excellence.

The bridges are in a safe condition, those built and owned by the company being good substantial structures.

The demand for commodious cars on the part of the traveling public is recognized and liberally provided for. The summer tourist travel is very large and is constantly increasing.

PORTLAND AND BRUNSWICK STREET RAILWAY.

It is evident that but little work has been done upon the track the past season.

Widening of the roadbed and additional ballast would greatly improve its condition.

Still the track has a good rail which is well laid and the cars run quite rapidly upon it, without very much motion.

The new line in Yarmouth, leaving the track of the Portland Railroad Company near the Grand Trunk station, passing over private right of way and crossing Royal river upon a steel bridge, erected last summer, is a great improvement over the line as formerly run, and crossing upon a municipal bridge, to which there was much objection by the highway travel.

ROCKLAND, SOUTH THOMASTON AND OWL'S HEAD RAILWAY.

This line is operated by a receiver under the direction of the court.

The line is three and eighty-hundredths miles in length, running from Rockland to Crescent Beach.

The roadbed and track are in fair condition, seemingly safe for public travel.

ROCKLAND, THOMASTON AND CAMDEN STREET RAILWAY.

This road extends from Rockland to Camden and from Rockland to Thomaston and thence to the town of Warren, a little more than twenty-one miles in all.

The road is well managed and kept in good repair in all its departments. Reasonable repairs are seasonably made, removing the necessity of any extraordinary outlay in any one year.

The trestle bridges on the Warren line are carefully looked after and kept safe for travel.

SOMERSET TRACTION COMPANY.

The company has since our last report expended \$3,124.22 on "way and structures," and \$1,539.56 on "equipment," which at the close of the year ending June 30, showed the roadbed and track and equipment to be in good condition.

This line extends from the large village of Skowhegan to Lakewood, a summer resort, thence to Madison, and serves the public well.

WATERVILLE AND FAIRFIELD RAILWAY AND LIGHT COMPANY.

This line is operated in the city of Waterville and to Fairfield.

Sufficient outlay has been made upon its roadbed and track and its equipment to keep the same in very good condition.

WATERVILLE AND OAKLAND STREET RAILWAY.

This road, five and forty-hundredths miles in length, runs from the city of Waterville to the flourishing village of Oakland.

Needed expenditures upon roadbed and track and upon equipment have been made, so that both are in good condition. It has two fine steel bridges, which are ample for the operation of the road.

Respectfully submitted,

JOSEPH B. PEAKS,
PARKER SPOFFORD,
FRANK KEIZER,

Railroad Commissioners of Maine.

November 30, 1907.

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, 1907.

EXPENDITURES.

Operating expenses.....	2,133,294 67	30,068,397 46	33,375 07	899,983 77
Interest on funded and other debts.....	779,471 19	1,445,511 51	6,520 00	60,440 00
Taxes.....	14,829 93	1,674,835 61	575 05	43,680 77
Rentals paid.....		5,112,890 29		1,680 00
Other charges upon income.....	99,625 61	522,033 88		1,809 81
Dividends paid.....	71,840 00	1,973,332 16	4,090 00	
Gross expenditures.....	3,099,061 40	41,697,000 91	44,560 12	1,007,594 35

CONDENSED EXHIBIT FOR THE YEAR.

Net income from operation.....	1,088,401 35	10,156,859 04	13,259 44	95,135 83
Income from other sources.....	2,190 73	704,358 98	414 28	
Total income above operating expenses.....	1,090,592 08	10,861,218 02	13,673 72	95,135 83
Interest, taxes, rentals, and other charges.....	893,926 73	8,755,271 29	7,095 05	107,610 58
Net divisible income.....	196,665 35	2,105,946 73	6,578 67	†12,474 75
Amount of dividends declared.....	71,840 00	1,973,332 16	4,090 00	
Percentage of dividends declared.....	4%	*	4%	

SURPLUS.

Surplus June 30, 1906.....	400,866 62	2,591,590 56	8,864 99	
Surplus for the year.....	124,825 35	132,614 57	2,488 67	†12,474 75
Additions during the year.....		713,323 06		
Deductions during the year.....	171,270 73		2,488 67	
Total surplus June 30, 1907.....	354,421 24	3,437,528 19	8,864 99	†12,474 75

VOLUME OF TRAFFIC, ETC.

Passengers carried.....	701,536	46,126,992	29,427	183,451
Passengers average length of journey.....	36.55	17.92	13.86	107.26
Total passenger mileage.....	25,646,449	762,517,704	407,910	19,676,618
Average fare per mile on local tickets.....	3 cts.	1.726 cts.	4.078 cts.	
Average fare for commutation tickets.....	1.43 cts.	\$	3.5 cts.	
Average fare for mileage tickets.....	2.27 cts.	2 cts.		
Average fare for season tickets.....		.724 cts.		
Average fare for joint tickets.....	2.59 cts.	1.912 cts.	4.003 cts.	
Tons of freight hauled.....	1,629,539	23,262,949	20,207	822,877
Tons of freight average length of haul.....	120.61	98.74	16.66	163.32
Total freight mileage.....	196,544,091	2,296,970,964	335,372	184,393,142
Miles run by revenue passenger trains.....	714,157	12,158,394		200,225
Miles run by revenue freight trains.....	802,203	10,015,586		466,057
Miles run by revenue mixed trains.....	86,099	125,159	40,610	111,983
Total mileage of trains earning revenue.....	1,602,459	22,299,139	40,610	778,265
Total non-revenue train mileage.....	700,977	10,361,141	1,570	14,605

* 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.....	85	1,073	4	10
Number of passenger and combination cars.....	53	1,227	3	
Number of dining, parlor and sleeping cars.....	2	22		
Number of baggage, express and mail cars.....	23	308	2	
Number of other passenger service cars.....		*152	1	
Number of freight cars (basis 8 wheels).....	4,326	20,376	57	1,000
Number of officers' and pay cars.....	2	7		
Number of gravel and other cars.....	135	945		6
MISCELLANEOUS.				
Whole number of stockholders.....	28	7,718	85	50
Whole number in Maine.....	21	721	74	17
Amount of stock held in Maine.....	\$1,526,100 00	\$1,267,300 00	\$89,650 00	\$7,500 00
Total miles of road operated.....	485.53	2,288.08	21.25	9,153.90
Total miles of roads operated in Maine.....	485.53	157.99	21.25	233.30
Highway grade crossings in Maine.....	236	152	16	14
Number of highway crossings over railroad.....	2	44		
Number of highway crossings under railroad.....	12	19	1	1
Number of railroad crossings, other steam railroads at grade.....	1	9		1
Number of crossings over other steam railroads.....	2			2
Number of crossings under other steam railroads.....	1			1
Number of crossings street railways at grade.....	1	9		
Number of railroad crossings over street railways.....	1	4		
Number of railroad crossings under street railways.....	1	14		
Average number of employes.....	2,081	27,038	44	†620
Total number of freight cars equipped with grab irons.....	4,326	All	26	1,006
Total number of freight cars equipped with automatic couplers.....	4,326	22,025	57	1,006
Total number of engines equipped with "driving wheel" brakes.....	85	1,073		10
Total number of engines equipped with "air brakes".....	85	1,073	4	10

RAILROAD COMMISSIONERS' REPORT.

* Includes 65 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	*\$334,484,741 92	\$61,517 32
Equipment	11,182 23	4,172 86		21,250 33
Other permanent property	100 00		5,410,704 87	
Total permanent investments	164,550 19	\$5,154 36	339,895,446 79	82,767 65
Cash and current assets	12,258 51	2,835 06	16,527,091 30	2,303 75
Miscellaneous assets	1,044 24	606 21	3,708,433 87	344 60
Gross assets	177,852 94	28,595 63	360,130,971 96	85,416 00
LIABILITIES				
Capital stock, common	87,600 00	100,000 00	109,363,014 47	40,000 00
Capital stock, preferred			104,683,240 72	
Total capital stock	87,600 00	100,000 00	214,046,255 19	40,000 00
Funded debt	50,000 00	50,000 00	133,368,649 38	27,000 00
Real estate mortgages				
Current liabilities	42,302 36	13,511 09	11,117,125 38	1,311 09
Accrued liabilities	625 00		1,527,692 74	140 00
Total indebtedness	92,927 36	62,511 09	146,013,467 50	28,451 09
Sinking and other special funds				
Gross liabilities	180,527 36	162,511 09	360,059,722 69	68,451 09
INCOME.				
Revenue from passengers	11,650 54	2,117 80	9,779,986 19	4,792 45
Revenue from mails	1,471 56	366 96	422,815 11	227 44
Revenue from express	1,857 24	612 94	1,108,756 72	506 53
Revenue from extra baggage and storage	122 05			
Revenue from other passenger service	9 80			
Total passenger earnings	15,111 19	3,097 70	11,311,558 02	5,526 42
Revenue from freight	36,117 16	9,407 67	21,835,233 61	9,767 69
Revenue from other freight service		28 11		
Total freight earnings	36,177 16	9,435 78	21,835,233 61	9,767 69
Total passenger and freight earnings	51,228 35	12,533 48	33,146,791 63	15,294 11
Other earnings from operation			754,928 44	118 31
Gross earnings from operation	51,228 35	12,533 48	33,901,720 07	15,412 42
Income from other sources	70 00		1,284,078 33	
Gross income	51,298 35	12,533 48	35,185,798 40	15,412 42

* Includes equipment.

† Gross earnings, Maine.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

Operating Railroads.	5—Franklin and Meganitic.	6—Georges Valley.	7—Grand Trunk.	8—Kennebec Central.
EXPENDITURES.				
Operating expenses	\$37,715 69	\$10,964 02	\$24,018,332 79	\$11,447 77
Interest on funded and other debts	4,409 07	3,055 33	5,269,785 44	1,120 00
Taxes	395 77	135 39	548,798 30	321 89
Rentals paid	4,072 23		755,336 22	
Other charges upon income			571,463 72	
Dividends paid	3,504 00		4,089,074 45	2,400 00
Gross expenditures	50,096 76	14,154 74	35,192,790 92	15,289 66
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation	13,512 66	1,569 46	9,883,387 28	3,964 65
Income from other sources	70 00		1,284,078 33	
Total income above operating expenses	13,582 66	1,569 46	11,167,465 61	3,964 65
Interest, taxes, rentals and other charges	8,877 07	3,190 72	7,085,383 68	1,441 89
Net divisible income	4,705 59	*1,621 26	4,082,081 93	2,522 76
Amount of dividends declared	3,504 00		4,089,074 45	2,400 00
Percentage of dividends declared	4%			6%
SURPLUS.				
Surplus June 30, 1906	*3,876 01	*72,294 20	78,241 79	16,842 15
Surplus for the year	1,201 59	*1,621 26	*6,992 52	122 76
Additions during the year				
Deductions during the year				
Total surplus June 30, 1907	*2,674 42	*73,915 46	71,249 27	16,964 91
VOLUME OF TRAFFIC, ETC.				
Passengers carried	20,172	5,900	10,982,086	49,568
Passengers average length of journey	15.42	8.00		4.84
Total passenger mileage	311,104	47,200		240,014
Average fare per mile on local tickets		5c	2.017c	2c
Average for commutation tickets			1.647c	
Average for mileage tickets	†3.745c		2c	
Average for season tickets			1.014c	
Average for joint tickets		5c	1.899c	
Tons of freight hauled	41,580	18,543	16,828,649	6,878
Average length of haul	16.67	8.00	181.12	5.00
Total freight mileage	693,263	148,360	3,047,981,836	34,390

* Deficit. † All tickets.

Miles run by revenue passenger trains.....	32,774		8,587,865	26,030
Miles run by revenue freight trains.....	26,737		10,817,315	
Miles run by revenue mixed trains.....	4,339	10,712	620,273	2,250
Total mileage of trains earning revenue.....	63,870	10,712	20,025,453	28,280
Total non-revenue train mileage.....	14,536		1,096,416	730
EQUIPMENT.				
Number of locomotives.....	2	1	868	2
Number of passenger and combination cars.....	3	1	556	3
Number of dining, parlor and sleeping cars.....			23	
Number of baggage, express and mail cars.....	1		222	
Number of other passenger service cars.....				2
Number of freight cars (basis 8 wheels).....	43		28,662	13
Number of officers' and pay cars.....			10	
Number of gravel and other cars.....	1	2	1,881	
MISCELLANEOUS.				
Whole number of stockholders.....		102	1,688	70
Number in Maine.....	3	99	137	62
Amount of stock held in Maine.....	\$87,600 00	\$89,000 00	\$13,700 00	\$37,200 00
Total miles of road operated.....	35	8.50	3,534.83	5.00
Total miles of road operated in Maine.....	35	8.50	89.37	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 crossings street railways at grade.....			2	
Number of railroad crossings over street railways.....				11
Number of railway crossings under street railways.....				
Average number of employees.....	52	11	*746	
Total number of freight cars equipped with grab irons.....			28,662	
Total number of freight cars equipped with automatic couplers.....			28,662	
Total number of engines equipped with "driving wheel" brakes.....	2		810	
Total number of engines equipped with "air brakes".....	2	1	868	2

* Maine.

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

Operating Railroads.	9—Lime Rock.	10—Maine Central.	11—Monson.	12—Phillips and Rangeley.
ASSETS.				
Construction	\$401,650 44	\$14,562,748 85	\$60,886 68	\$250,950 16
Equipment	124,328 40	2,617,687 93	18,839 95	55,588 28
Other permanent property	463,425 00	1,395,941 00		
Total permanent investments	389,603 84	18,576,377 78	79,726 63	306,538 44
Cash and current assets	26,313 50	1,319,982 28	1,005 67	9,710 64
Miscellaneous assets	7,975 61	1,696,341 80		180 95
Gross assets	1,023,892 95	21,592,701 86	80,732 30	316,430 03
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	27,795 70	1,690,773 62	95,491 91	190,622 58
Accrued liabilities		440,252 86		28,481 95
Total indebtedness	452,795 70	14,023,217 88	165,491 91	419,104 53
Sinking and other special funds		1,314,573 31		
Gross liabilities	902,795 70	20,325,791 19	235,491 91	518,504 53
INCOME.				
Revenue from passengers		2,708,063 54	1,873 23	14,458 81
Revenue from mails		228,265 82	111 75	1,241 88
Revenue from express		181,921 45	355 71	2,187 76
Revenue from extra baggage and storage		47,922 10	121 26	183 40
Revenue from other passenger service		15,046 38		30 00
Total passenger earnings		3,181,219 29	2,461 95	18,101 85
Revenue from freight	70,431 17	4,994,145 72	6,668 43	34,270 11
Revenue from other freight service		57,622 74		
Total freight earnings	70,431 17	5,051,768 46	6,668 43	34,270 11
Total passenger and freight earnings	70,431 17	8,232,987 75	9,130 38	52,371 96
Other earnings from operation	6,195 50	115,151 40		80 00
Gross earnings from operation	76,626 67	8,348,139 15	9,130 38	52,451 96
Income from other sources	3,489 66	97,130 37		
Gross income	80,116 33	8,445,269 52	9,167 43	52,451 96

EXPENDITURES.

Operating expenses	48,871 28	5,664,172 97	9,003 49	54,596 73
Interest on funded and other debts	17,000 00	617,960 00	4,200 00	16,858 19
Taxes	4,821 60	310,074 99	159 27	457 92
Rentals paid		605,852 42		
Other charges upon income		737,746 32		
Dividends paid	9,000 00	348,369 00		
Gross expenditures	79,692 88	8,284,175 70	13,362 76	71,912 84

CONDENSED EXHIBIT FOR THE YEAR.

Net income from operation	27,755 39	2,683,966 18	126 89	*2,144 77
Income from other sources	3,429 66	97,130 37	37 05	
Total income above operating expenses	31,245 05	2,781,096 55	163 94	*2,144 77
Interest, taxes, rentals and other charges	21,821 60	2,271,633 73	4,359 27	17,316 11
Net divisible income	9,423 45	509,462 82	*4,195 33	*19,460 88
Amount of dividends declared	9,000 00	348,369 00		
Percentage of dividends declared	2%	7%		

SURPLUS.

Surplus June 30, 1906	136,173 80	1,176,992 83	*150,564 28	*182,613 62
Surplus for the year	423 45	161,093 82	*4,195 33	*19,460 88
Additions during the year		89,317 84		
Deductions during the year	113,500 00	161,093 82		
Total surplus June 30, 1907	121,097 25	1,266,910 67	*154,759 61	*202,074 50

VOLUME OF TRAFFIC, ETC.

Passengers carried		3,717,849	5,753	16,781
Passengers, average length of journey		35.77	6.16	24.74
Total passenger mileage		132,969,286	35,438	415,281
Average fare per mile on local tickets			5.9 cts.	3.482 cts.
Average fare for commutation tickets				3.482 cts.
Average fare for mileage tickets				3.482 cts.
Average fare for season tickets				
Average fare for joint tickets		‡2.036 cts.		
Tons of freight hauled	301,427	5,536,829	8,608	55,469
Average length of haul		88.56	6.16	19.02
Total freight mileage		490,360,187	53,025	1,054,767
Miles run by revenue passenger trains		2,224,697		37,714
Miles run by revenue freight trains		1,674,948		46,784
Miles run by revenue mixed trains		78,059	16,024	
Total mileage of trains earning revenue		3,977,664	16,024	84,498
Total non-revenue train mileage		235,065	1,800	10,749

* Deficit. † All tickets. ‡ 3% extra dividends declared from surplus.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

Operating Railroads.	9—Lime Rock.	10—Maine Central.	11—Monson.	12—Phillips and Rangeley.
EQUIPMENT.				
Number of locomotives	4	202	2	7
Number of passenger and combination cars		194	1	3
Number of dining, parlor and sleeping cars		3		
Number of baggage, express and mail cars		79		1
Number of other passenger service cars		2	22	1
Number of freight cars (basis 5 wheels)	*436	7,175		121
Number of officers' and pay cars		2		
Number of gravel and other cars	8	546		4
MISCELLANEOUS.				
Whole number of stockholders	8	753	13	34
Whole number in Maine	4	384	5	26
Amount of stock held in Maine	\$400 00	\$1,300,900 00		\$98,100 00
Total miles of road operated	12.57	931.40	8.16	50
Total miles of roads operated in Maine	12.57	764.99	8.16	50
Highway grade crossings in Maine	9	670	3	8
Number of highway crossings over railroad		39		1
Number of highway crossings under railroad		28		
Number of railroad crossings, other steam railroads at grade	1	10		
Number of crossings over other steam railroads		3		
Number of crossings under other steam railroads		2		
Number of railroad crossings, street railways at grade	3	29		
Number of railroad crossings over street railways		6		
Number of railroad crossings under street railways		4		
Average number of employees	54	4,470	13	76
Total number of freight cars equipped with grab irons	435	6,990		
Total number of freight cars equipped with automatic couplers		6,990		
Total number of engines equipped with "driving wheel" brakes	4	202		1
Total number of engines equipped with "air brakes"		202		7

* Dump cars.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

Operating Railroads.	13—Portland and Rumford Falls.*	14—Rumford Falls & Rangeley Lakes.*	15—Sandy River.	16—Sebastiack and Moosehead.
ASSETS.				
Construction	\$2,230,985 18	\$874,542 97	\$222,391 89	
Equipment	361,711 99	55,234 17	77,204 68	
Other permanent property	21,701 32	3,702 17	270,187 82	
Total permanent investments	2,614,398 49	933,479 31	569,784 39	
Cash and current assets			30,856 39	
Miscellaneous assets	1,227,601 51	66,520 69	680 00	
Gross assets	3,842,000 00	1,000,000 00	601,320 78	
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	700,000 00	300,000 00	
Real estate mortgages				
Current liabilities			249,264 83	
Accrued liabilities			1,666 67	
Total indebtedness	1,842,000 00	700,000 00	550,931 50	
Sinking and other special funds				
Gross liabilities	3,842,000 00	1,000,000 00	650,931 50	
INCOME.				
Revenue from passengers	101,687 31	22,899 16	22,378 11	\$8,500 98
Revenue from mails	6,164 93	1,628 92	1,455 86	740 80
Revenue from express	8,267 29	1,670 90	3,129 01	2,225 22
Revenue from extra baggage and storage	1,375 49	54 85	268 72	
Revenue from other passenger service	353 33	50 00	393 75	
Total passenger earnings	117,828 35	26,303 83	27,625 45	11,467 00
Revenue from freight	447,895 22	98,316 70	47,722 02	16,931 08
Revenue from other freight service	10,682 50	364 50		
Total freight earnings	458,577 72	98,681 20	47,722 02	16,931 08
Total passenger and freight earnings	576,406 07	124,985 03	75,347 47	28,398 08
Other earnings from operation	12,079 03	2,450 78		
Gross earnings from operation	588,485 10	127,435 81	75,347 47	28,398 08
Income from other sources	68,046 29	1,520 39		
Gross income	656,531 39	128,956 20	76,472 47	28,398 08

*Ten months operation.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

Operating Railroads.	13—Portland and Rumbold Falls.*	14—Rumbold Falls & Rangeley Lakes.*	15—Sandy River.	16—Sebastcook and Mooshead.
EXPENDITURES.				
Operating expenses	\$292,308 44	\$73,573 42	\$42,089 88	\$19,080 67
Interest on funded and other debts	63,102 24	26,417 34	16,249 44	1,764 81
Taxes	26,124 00	2,470 00	1,658 65	270 82
Rentals paid				
Other charges upon income	18,055 55	3,000 00		12,221 55
Dividends paid	95,000 00		4,000 00	
Gross expenditures	494,590 23	105,460 76	63,997 97	33,337 85
CONDENSED EXHIBIT OF THE YEAR.				
Net income from operation	296,176 66	53,862 39	33,257 59	9,317 41
Income from other sources	68,046 29	1,520 39	1,125 00	
Total income above operating expenses	364,222 95	55,382 78	34,382 59	9,317 41
Interest, taxes, rentals and other charges	107,281 79	31,887 34	17,908 09	14,257 18
Net divisible income	256,941 16	23,495 44	16,474 50	†4,939 77
Amount of dividends declared	95,000 00		4,000 00	
Percentage of dividends declared	6%		4%	
SURPLUS.				
Surplus June 30, 1906	\$10,290 34	49,929 68	†62,285 22	
Surplus for the year	161,941 16	23,495 44	12,474 50	†4,939 77
Additions during the year		7,333 89	260 00	
Deductions during the year	875,793 80			
Total surplus June 30, 1907	96,437 70	80,759 01	†49,610 72	†4,939 77
VOLUME OF TRAFFIC, ETC.				
Passengers carried	178,901	23,762	43,798	23,737
Passengers, average length of journey	24.37	25.37	13.87	9.44
Total passenger mileage	4,359,203	602,904	607,439	224,134
Average fare per mile on local tickets	2.17 cts.	3.69 cts.		4.5 cts.
Average fare for commutation tickets	0.8 cts.	1.06 cts.		3.3 cts.
Average fare for mileage tickets	2 cts.			
Average fare for season tickets				
Average fare for joint tickets	2.94 cts.	4.63 cts.		
Tons of freight hauled	666,542	160,082	71,659	30,39
Tons of freight, average length of haul	35.53	27.70	14.38	12.1
Total freight mileage	23,679,822	4,433,658	1,030,244	367,967

* Ten months operation.

† Deficit.

Miles run by revenue passenger trains.....	88,509	13,450	33,600	10,421
Miles run by revenue freight trains	79,234	28,474	9,063	
Miles run by revenue mixed trains.....		13,023	15,697	9,390
Total mileage of trains earning revenue.....	167,743	54,947	58,360	19,811
Total non-revenue train mileage.....	24,940	11,047	2,676	
EQUIPMENT.				
Number of locomotives	13	4	6	2
Number of passenger and combination cars	8	2	5	2
Number of dining, parlor and sleeping cars			1	
Number of baggage, express and mail cars.....	2		2	
Number of other passenger service cars				
Number of freight cars (basis 8 wheels).....	304	125	121	5
Number of officers' and pay cars.....				
Number of gravel and other cars	32	8	1	1
MISCELLANEOUS.				
Whole number of stockholders.....	74	25		5
Whole number in Maine	57	21	3	4
Amount of stock held in Maine		\$264,000 00	\$100,000 00	\$400 00
Total miles of road operated.....	70.04	39.78	18	15
Total miles of roads operated in Maine.....	70.04	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 crossings over other steam railroads	2			
Number of crossings under other steam railroads				
Number of crossings street railways at grade				
Number of railroad crossings over street railways				
Number of railroad crossings under street railways				
Average number of employees.....	288	69	53	
Total number of freight cars equipped with grab irons.....	332	40		5
Total number of freight cars equipped with automatic couplers	332	40		5
Total number of engines equipped with "driving wheel" brakes	12	4	6	2
Total number of engines equipped with "air brakes".....	12	2	6	2

Tabulated Statements from Returns of Railroad Corporations—Continued.

Operating Railroads.	17—Somerset Railway.	18—Washington County.	19—Wiscasset, Waterville and Farmington.*	20—Wiscasset, Waterville and Farmington.†	21—York Harbor and Beach.
ASSETS.					
Construction	\$2,574,947 04	\$4,782,444 73	\$933,810 25	\$230,050 03	\$300,000 00
Equipment	323,168 12	196,050 99			
Other permanent property	93,074 97				
Total permanent investments	2,991,190 13	4,978,495 72	933,810 25	250,050 03	300,000 00
Cash and current assets	443,339 49	86,396 91	40,705 89	6,281 12	40,558 73
Miscellaneous assets	62,352 47	37,301 22	267 70	2,800 12	
Gross assets	3,496,912 09	5,102,193 85	974,783 84	239,131 27	340,558 73
LIABILITIES.					
Capital stock, common	736,648 76	2,500,000 00	243,900 00	100,000 00	300,000 00
Capital stock, preferred				132,500 00	
Total capital stock	736,648 76	2,500,000 00	243,900 00	232,500 00	300,000 00
Funded debt	2,541,500 00	2,500,000 00	671,800 00		
Real estate mortgages					
Current liabilities	79,524 41	121,190 17	226,623 37	6,421 05	666 66
Accrued liabilities	5,333 33	1,837 66			
Total indebtedness	2,626,357 74	2,623,027 83	898,423 37	6,421 05	666 66
Sinking and other special funds	5,940 60				
Gross liabilities	3,368,947 10	5,123,027 83	1,142,323 37	238,921 05	399,666 66
INCOME.					
Revenue from passengers	48,850 69	164,408 84	6,632 42	3,118 82	24,401 42
Revenue from mails	3,424 36	17,057 60	1,873 32	1,766 84	
Revenue from express	3,637 46	10,746 86	1,223 18		
Revenue from extra baggage and storage	704 57	3,504 15		70 00	853 33
Revenue from other passenger service		480 00	132 50	2,956 88	124 11
Total passenger earnings	56,616 48	196,197 45	9,861 42	6,075 50	25,378 86
Revenue from freight	141,005 76	204,854 75	14,305 49	13,721 13	17,703 80
Revenue from other freight service		6,749 93			
Total freight earnings	141,005 76	211,604 68	14,305 49	13,721 13	17,703 80
Total passenger and freight earnings	197,622 24	407,802 13	24,166 91	19,796 63	43,082 66
Other earnings from operation	2,237 34	6,981 00			210 29
Gross earnings from operation	199,859 58	414,783 13	24,166 91	19,796 63	43,292 95
Income from other sources	33 67	149 50	59 86	7 77	1,396 98
Gross income	199,893 25	414,932 63	24,226 77	19,804 40	44,689 93

* Six months operation ending December 31, 1906. † Six months operation ending June 30, 1907. § Includes equipment.

EXPENDITURES.						
Operating expenses.....	143,186 51	304,102 32	24,249 91	19,380 93	32,637 62	
Interest on funded and other debts.....	53,167 61	88,310 97	17,260 41			
Taxes.....	1,253 74	2,400 90	138 39	213 25	798 84	
Rentals paid.....						
Other charges upon income.....	664 62					
Dividends paid.....					6,000 00	
Gross expenditures.....	198,272 48	394,814 28	41,648 71	19,594 18	39,436 46	
CONDENSED EXHIBIT FOR THE YEAR.						
Net income from operation.....	56,673 07	110,680 81	||83 00	415 70	10,655 33	
Income from other sources.....	33 67	149 50	59 86	7 77	1,396 98	
Total income above operating expenses.....	56,706 74	110,830 31	||23 14	413 47	12,052 31	
Interest, taxes, rentals and other charges.....	55,085 97	90,711 96	17,398 80	213 25	798 84	
Net divisible income.....	1,620 77	20,118 35	||17,421 94	210 22	11,253 47	
Amount of dividends declared.....					6,000 00	
Percentage of dividends declared.....					2%	
SURPLUS.						
Surplus June 30, 1906.....	126,921 72	||42,962 80	||150,117 59		34,638 60	
Surplus for the year.....	1,620 77	20,118 35	||17,421 94	210 22	5,253 47	
Additions during the year.....		2,010 47				
Deductions during the year.....	577 50					
Total surplus June 30, 1907.....	127,964 99	||20,833 98	||167,539 53	210 22	39,892 07	
VOLUME OF TRAFFIC, ETC.						
Passengers carried.....	67,275	285,696	20,433	8,762	237,185	
Passengers, average length of journey.....	24.77	23.65	11.45	10.69	4.01	
Total passenger mileage.....	1,666,589	6,757,836	234,058	93,664	951,234	
Average fare per mile on local tickets.....				3.75 cts.	3 cts.	
Average fare for commutation tickets.....				3 cts.	1 3/4 cts. to 2 3/4 cts.	
Average fare for mileage tickets.....	†2.931 cts.	†2.433 cts.				
Average fare for season tickets.....						
Average fare for joint tickets.....					about 1 cent.	
Tons of freight hauled.....	213,649	224,417	13,311	11,606	33,722	
Tons of freight average length of haul.....	26.36	64.36	28.48	30.26	5.69	
Total freight mileage.....	5,632,538	14,442,994	319,147	351,247	191,783	
Miles run by revenue passenger trains.....	69,706	168,652	1,644	1,184	23,574	
Miles run by revenue freight trains.....	59,828	96,141	6,001	6,204	5,409	
Miles run by revenue mixed trains.....		39,520	30,761	22,359		
Total mileage of trains earning revenue.....	129,534	304,313	38,316	29,747	28,983	
Total non-revenue train mileage.....	27,256	12,866	103	2,764	3,343	

† All tickets. || Deficit.

Tabulated Statements from Returns of Steam Railroad Corporations—Concluded.

Operating Railroads.	17—Somerset Railway.	18—Washington County.	19—Wiscasset, Waterville and Farmington.*	20—Wiscasset, Waterville and Farmington.†	21—York Harbor and Beach.
EQUIPMENT.					
Number of locomotives	16	14	4	5	
Number of passenger and combination cars	11	18	4	5	
Number of dining, parlor and sleeping cars					
Number of baggage, express and mail cars	5	4	1	1	
Number of other passenger service cars			1		
Number of freight cars, (basis 8 wheels)	499	458	73	73	
Number of officers' and pay cars					
Number of gravel and other cars	34	25	24	24	
MISCELLANEOUS.					
Whole number of stockholders	21	3		5	83
Number in Maine	20	3		4	31
Amount of stock held in Maine	\$703,200 00	\$2,500,000 00		\$400 00	\$23,450 00
Total miles of road operated	93.91	138.78	57.46	59.71	11.51
Total miles of roads operated in Maine	93.91	133.68	57.46	59.71	11.51
Highway grade crossings in Maine	33	79		47	17
Number of highway crossings over railroad		2		1	2
Number of highway crossings under railroad	1	1			17
Number of railroad crossings, other steam railroads at grade				1	
Number of crossings over other steam railroads					
Number of crossings under other steam railroads	1				
Number of railroad crossings, street railways at grade		1			
Number of railroad crossings over street railways					
Number of railroad crossings under street railways		1			3
Average number of employees	186	244		75	38
Total number of freight cars equipped with grab irons	199	272		36	
Total number of freight cars equipped with automatic couplers	199	272			
Total number of engines equipped with "driving wheel" brakes	16	14			
Total number of engines equipped with "air brakes"	16	14			

* Six months operation ending December 31, 1906.

† Six months operation ending June 30, 1907.

TABULATED AND COMPARATIVE STATEMENTS

COMPILED FROM THE

Reports of Street Railway Companies

FOR THE

Year Ending June 30, 1907.

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.

Street Railways.	ASSETS JUNE 30, 1907.						
	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	\$5,100,919 54			\$5,100,919 54	\$77,082 80	\$67,091 37	\$5,245,093 71
Auburn and Turner	227,355 04			227,355 04	1,953 09		229,308 13
Augusta, Winthrop and Gardiner*	819,277 66		\$1,000 00	820,277 66	30,002 14		850,279 80
Bangor Railway and Electric Company	2,680,871 62		15,301 00	2,696,172 62	176,290 11		2,872,462 73
Benton and Fairfield	50,602 31			50,602 31	5,040 36		55,642 67
Biddeford and Saco	257,651 57			257,651 57	1,122 16		258,773 73
Calais Street	200,000 00			200,000 00	293 52		200,293 52
Fryeburg Horse	5,587 00			5,587 00			5,587 00
Lewiston, Augusta and Waterville Street	2,276,279 05		1,000 00	2,277,279 05	122,014 56		2,399,293 61
Lewiston, Brunswick and Bath Street*	1,802,313 24			1,802,313 24	73,393 74		1,875,706 98
Norway and Paris Street	43,177 96		128,481 42	171,659 38	7,909 84		179,569 22
Portland and Brunswick Street	567,854 67			567,854 67	3,294 30		571,148 97
Portland Railroad	4,496,356 19		1,000 00	4,497,356 19		3,199 66	4,500,555 85
Rockland, South Thomaston and Owl's Head							
Rockland, Thomaston and Camden Street	619,186 27		587,697 27	1,206,883 54	42,875 38		1,249,758 92
Somerset Traction Company	134,606 17		22,349 95	156,956 12	2,428 47		159,384 59
Waterville and Fairfield Railway and Light Company	497,374 41			497,374 41	34,953 14	3,000 00	535,327 55
Waterville and Oakland Street	230,125 43			230,125 43	10,072 60		240,198 03
Total	\$20,009,538 13		\$756,829 64	\$20,766,367 77	\$588,726 21	\$73,291 03	\$21,428,385 01

* April 24, 1907, became the property of the Lewiston, Augusta and Waterville Street Railway.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	LIABILITIES JUNE 30, 1907.						
	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	\$2,071,000 00		\$110,054 50	\$14,976 72		\$5,196,031 22.
Auburn and Turner.....	100,000 00	125,000 00		3,902 97	51 25		228,954 22
Augusta, Winthrop and Gardiner*	300,000 00	500,000 00		949 68	7,531 38		808,481 06
Bangor Railway and Electric Company.....	1,499,968 00	1,655,000 00		205,734 72	37,492 27	\$13,956 97	3,412,151 96
Benton and Fairfield	20,000 00	33,000 00		2,718 24			55,718 24
Biddeford and Saco.....	100,000 00	150,000 00		6,500 00			256,500 00
Calais Street.....	100,000 00	100,000 00			16,266 80		216,266 80
Fryeburg Horse.....	5,175 00						5,175 00
Lewiston, Augusta and Waterville Street.....	621,650 00	1,500,000 00		250,220 86	21,502 51		2,393,373 37
Lewiston, Brunswick and Bath Street.....	633,300 00	1,000,000 00		186,172 56	15,610 90		*1,835,083 46
Norway and Paris Street.....	50,000 00	118,000 00		4,934 88	1,296 67		174,231 55
Portland and Brunswick Street	300,000 00	225,000 00		32,674 45	3,750 00		561,424 45
Portland Railroad	1,999,538 31	2,250,000 00		113,636 49			4,363,174 80
Rockland, South Thomaston and Owl's Head							
Rockland, Thomaston and Camden Street	400,000 00	800,000 00		20,113 56	982 62		1,221,096 18
Somerset Traction Company	30,000 00	75,000 00		42,886 23			147,886 23
Waterville and Fairfield Railway and Light Company	200,000 00	240,000 00	\$4,731 90	105,604 10	3,773 30		554,109 30
Waterville and Oakland Street.....	100,000 00	125,000 00		1,823 32	1,562 50		228,385 82
Total	\$9,459,631 31	\$10,967,060 00	\$4,731 90	\$1,087,926 56	\$124,796 92	\$13,956 97	\$21,658,043 66

* To April 30, 1907.

RAILROAD COMMISSIONERS' REPORT.

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.....	\$260,455 00		\$260,455 00
Auburn and Turner.....	2,570 54		2,570 54
Augusta, Winthrop and Gardiner.....	5,139 13	\$147 12	4,992 01
Bangor Railway and Electric Company.....	152,336 83	61,434 14	90,902 69
Benton and Fairfield.....	15 80		15 80
Biddeford and Saco.....	59 34	327 50	*268 16
Calais Street.....			
Fryeburg Horse Railroad.....			
Lewiston, Augusta and Waterville Street.....	46,951 41		46,951 41
Lewiston, Brunswick and Bath Street.....			
Norway and Paris Street.....	1,141 22		1,141 22
Portland and Brunswick Street.....	5,312 09		5,312 09
Portland Railroad.....	85,489 84		85,489 84
Rockland, South Thomaston and Owl's Head.....			
Rockland, Thomaston and Camden Street.....	3,481 46		3,481 46
Somerset Traction Company.....	782 75		782 75
Waterville and Fairfield Railway and Light Company.....	3,248 43	1,726 25	1,522 18
Waterville and Oakland Street.....	2,364 00		2,364 00
Total.....	\$569,347 84	\$63,635 01	\$505,712 83

* Net deduction.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	INCOME FOR THE YEAR ENDING JUNE 30, 1907.						
	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	\$230,759 45	\$40,147 98	\$24,244 66	\$295,152 09	.....	\$3,125 00	\$298,277 09
Auburn and Turner	10,778 20	4,962 18	1,015 88	16,756 26	.....	.....	16,756 26
Augusta, Winthrop and Gardiner*	83,722 86	3,146 11	1,192 79	88,061 76	.....	.....	88,061 76
Bangor Railway and Electric Company	230,142 30	24,610 02	7,410 66	262,162 98	.....	168,114 83	370,277 81
Benton and Fairfield	2,358 80	9,229 83	21 00	11,609 63	.....	.....	11,609 63
Biddeford and Saco Railroad	60,497 20	.....	7,085 00	67,582 20	.....	.....	67,582 20
Calais Street	28,030 90	.....	435 10	28,466 00	.....	.....	28,466 00
Fryeburg Horse Railroad .....	.....	.....	.....	.....	.....	.....	.....
Lewiston, Augusta and Waterville Street†	59,938 31	3,185 76	2,156 00	65,280 07	.....	.....	65,280 07
Lewiston, Brunswick and Bath Street	193,592 36	9,141 21	10,157 69	212,891 26	.....	.....	212,891 26
Norway and Paris Street	9,667 63	200 00	89 96	9,967 59	.....	5,753 73	15,721 32
Portland and Brunswick Street	35,547 16	2,000 00	400 00	37,947 16	.....	7,500 00	45,447 16
Portland Railroad	750,607 00	2,837 57	6,397 27	759,841 84	.....	30 00	759,871 84
Rockland, South Thomaston and Owl's Head	4,386 76	.....	.....	4,386 76	.....	.....	4,386 76
Rockland, Thomaston and Camden Street	81,699 69	21,727 95	2,072 70	105,500 34	.....	27,932 25	133,432 69
Somerset Traction Company	18,658 47	1,186 83	123 83	19,969 23	.....	154 92	20,124 15
Waterville and Fairfield Railway and Light Company	37,604 05	192 95	1,005 77	38,802 77	.....	5,083 60	43,886 37
Waterville and Oakland Street	30,038 95	.....	.....	30,038 95	.....	2,158 69	32,197 64
Total	\$1,868,030 09	\$122,568 49	\$63,818 31	\$2,054,416 89	.....	\$159,863 02	\$2,214,269 91

* 10 months operation,

† Two months operation.

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1907.						
	25—Main- tenance of track and roadway.	26—Main- tenance of electric line.	27—Main- tenance of buildings and fixture.	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.....	\$6,702 28	\$4,708 47	\$1,175 44	\$12,586 19	\$629 76	\$241 56	\$7,382 41
Auburn & Turner.....	93 09	4 60	.....	97 69	.....	27 86	472 97
Augusta, Winthrop and Gardiner*.....	5,432 31	1,671 75	379 56	7,483 62	75 29	121 91	1,911 09
Bangor Railway & Electric Company.....	8,599 13	4,455 77	2,346 65	15,401 55	2,234 18	1,406 56	†10,432 17
Benton & Fairfield.....	937 26	152 18	7 25	1,096 69	†2,354 65	.....	.....
Biddeford and Saco.....	1,625 67	976 15	46 24	2,648 06	1,016 48	624 31	1,248 38
Calais Street.....	2,144 81	92 40	116 93	2,354 14	447 51	45 15	908 20
Fryeburg Horse.....	.....	.....	.....	.....	.....	.....	.....
Lewiston, Augusta & Waterville Street.....	7,689 41	1,029 18	83 27	8,801 86	460 55	398 30	2,519 46
Lewiston, Brunswick and Bath Street.....	9,847 88	2,393 58	245 11	12,486 57	1 00	461 59	5,952 70
Norway and Paris Street.....	827 36	191 19	69 59	1,088 14	.....	.....	1,490 15
Portland & Brunswick Street.....	1,790 13	876 47	195 24	2,861 84	\$221 90	.....	1,977 56
Portland Railroad.....	35,890 94	11,049 95	4,060 54	51,001 43	3,923 03	.....	35,720 99
Rockland, South Thomaston and Owl's Head.....	.....	.....	.....	.....	.....	.....	.....
Rockland, Thomaston and Camden Street.....	7,413 58	2,982 41	351 72	10,747 71	1,332 56	336 72	1,732 77
Somers-et Traction Company.....	2,587 27	536 43	52	3,124 22	.....	.....	725 71
Waterville and Fairfield Railway and Light Company.....	3,322 69	.....	23 23	3,345 92	.....	.....	1,887 26
Waterville & Oakland Street Railway.....	950 59	159 94	362 56	1,473 09	431 85	434 93	1,340 85
Total.....	\$95,854 40	\$31,280 47	\$9,463 85	\$136,598 72	\$13,128 76	\$4,098 89	\$75,702 67

* Ten months operation.

† Covers maintenance of electric plant and cars.

‡ Includes \$2,920.79 for water power plant.

§ Covers electric plant.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1907—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.....	\$6,715 79	\$361 53	\$1,245 11	\$16,576 16	\$9,945 73	\$10,856 52	
Auburn & Turner.....	116 74			617 57	1,439 49		
Augusta, Winthrop and Gardiner*.....	913 85	25 04	2,137 86	5,185 04	4,256 70	10,565 63	
Bangor Railway & Electric Co.....	8,420 96	1,007 57	959 67	24,461 11	8,604 90	4,274 35	
Benton and Fairfield.....		108 30		2,462 95			\$1,800 00
Biddeford and Saco.....	2,067 95	56 35		4,953 47	3,583 56	15,190 21	676 14
Calais Street.....	1,640 83	1 70	106 42	3,149 81	1,026 75	7,524 53	150 00
Fryeburg Horse.....							
Lewiston, Augusta & Waterville.....	2,212 10	133 05	885 32	6,608 78	1,806 61	2,112 54	5,350 42
Lewiston, Brunswick and Bath Street.....	5,573 42	1,516 70	1,337 14	14,842 55	5,572 49	73 63	28,067 31
Norway and Paris Street.....	240 64			1,730 79			
Portland & Brunswick Street.....	2,532 93			4,732 45	1,702 10		
Portland Railroad.....	20,631 79	338 18	1,314 99	61,978 98	19,884 71	72,120 04	4,468 80
Rockland, So. Thomaston and Owl's Head.....							
Rockland, Thomaston and Camden Street.....	1,673 37		311 82	5,387 24	3,956 36	8,361 11	715 54
Somerset Traction Company.....	690 75	168 55	14 55	1,539 56			
Waterville and Fairfield Railway and Light Company.....			1,187 13	3,074 39	2,890 36	684 53	
Waterville & Oakland Street.....	1,790 33			3,997 96	642 50		
Total.....	\$55,181 51	\$3,656 97	\$9,530 01	\$161,298 81	\$65,312 26	\$131,763 09	\$41,228 21

* 10 months operation.

† Operation of power plant and storage battery expense.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1907—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	\$708 87	\$314 78	\$17,460 80	\$39,286 70	\$2,020 50	†\$32,361 35	
Auburn & Turner Railroad			4,400 10	5,839 59		1,576 86	\$1,359 07
Augusta, Winthrop and Gardiner*	232 17	110 74		15,165 24		6,084 15	6,084 15
Bangor Railway and Electric Company	268 34	681 40		13,778 99	3,890 67	20,319 40	23,053 01
Benton & Fairfield				1,800 00	334 62	†3,488 32	
Biddeford and Saco Railroad	356 37	148 90		19,955 18		6,098 47	6,161 65
Calais Street	170 76	7 50		8,579 54	355 00	2,755 70	2,662 45
Fryeburg Horse Railroad							
Lewiston, Augusta & Waterville Street	69 80	40 27		9,379 64	388 37	†9,881 65	
Lewiston, Brunswick and Bath Street	131 94	229 04		34,074 41	1,338 05	35,829 82	
Norway and Paris Street				556 43		916 87	916 87
Portland & Brunswick Street	175 84		8,604 54	10,482 48		3,023 61	3,023 61
Portland Railroad	1,954 22	1,757 36	8,000 03	108,185 16	7,020 16	90,976 44	92,127 90
Rockland, South Thomaston and Owl's Head .....					||1,950 62		
Rockland, Thomaston and Camden Street	385 05	529 65		13,927 71	1,200 00	8,478 84	8,544 13
Somerset Traction Company			2,271 05	2,271 05		1,620 51	1,620 51
Waterville and Fairfield Railway and Light Company	149 36	1,954 26	\$3,675 58	9,354 09		2,058 42	2,058 43
Waterville & Oakland Street	25 60	178 59	3,685 19	4,531 88		2,546 15	2,546 16
Total	\$4,608 32	\$5,902 49	\$48,653 72	\$297,468 09	\$18,497 99	\$228,016 56	\$150,157 94

* Ten months operation.

† Includes motormen.

‡ Includes motormen and \$20.74, tolls for trackage.

§ Includes \$2,304.06 for machinery.

|| Covers operation of cars and hired power.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1907—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.....	\$1,308 03	\$5,491 26	\$1,540 23	\$2,288 00	†\$9,417 03	\$1,250 28	\$4,129 07
Auburn & Turner.....							402 72
Augusta, Winthrop and Gardiner*.....		608 71	39 82	1,905 82	‡1515 46	41 25	3,253 75
Bangor Railway & Electric Co.....	3,742 24	2,828 85	1,213 32	4,277 83		1,530 52	5,994 51
Benton & Fairfield.....							184 85
Biddeford and Saco.....		1,249 50	335 48			253 40	893 03
Calais Street.....		1,567 80		21 45		1 03	896 80
Fryeburg Horse.....							
Lewiston, Augusta & Waterville Street.....	548 76	336 75	517 00	297 05	‡567 79	248 92	‡864 42
Lewiston, Brunswick and Bath Street.....	2,928 06	1,148 77	1,496 00	3,514 07	‡2,316 77	666 97	‡7,213 18
Norway and Paris Street.....				179 53			479 75
Portland & Brunswick Street.....	206 72	818 16					606 01
Portland Railroad.....		19,200 78	2,080 66	7,544 88		7,655 09	23,820 66
Rockland, No. Thomaston and Owl's Head.....							
Rockland, Thomaston and Camden Street.....	113 80	3,143 28		554 73		‡5,178 17	1,700 22
Somerset Traction Company.....		800 00	128 96	216 65		50 64	271 75
Waterville and Fairfield Railway and Light Company.....		2,126 92	12 40		2,628 96		676 11
Waterville & Oakland Street.....	403 29				109 75		593 83
Total.....	\$9,250 90	\$39,320 78	\$7,363 87	\$20,800 01	\$15,555 76	\$16,866 27	\$51,980 76

* 10 months operation.

† Freight and express.

‡ Includes waiting rooms, signals and telephones.

‡ Operation of freight dept.

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1907—Continued.						
	53--Total operation of cars.	54--Salaries of general officers.	55--Salaries of clerks.	56--Printing and stationery.	57--Miscellaneous office expenses.	58--Stores expenses.	59--Stable expenses.
Atlantic Shore Line	\$59,805 75	\$4,730 79	\$3,780 63	||\$1,236 15	†\$13,344 42		
Auburn and Turner	3,338 65	1,200 00	314 17	72 70	182 45		
Augusta, Winthrop and Gardiner*	18,533 11	1,402 26	753 22	||678 90		\$32 82	
Bangor Railway and Electric Company	66,840 35	8,445 25	4,052 76	†2,713 21		581 51	\$438 68
Benton and Fairfield	4,007 79		174 56		8 30		
Biddeford and Saco	14,991 53	2,400 00		95 45			125 90
Calais Street	8,260 23	1,845 00	163 50	34 45	101 83		
Fryeburg Horse							
Lewiston, Augusta and Waterville Street	13,650 71	562 18	433 00	428 68		208 70	48 64
Lewiston, Brunswick and Bath Street	56,451 69	3,632 61	2,596 27		1,811 09	563 87	196 15
Norway and Paris Street	2,493 02		601 90		104 00		
Portland and Brunswick Street	7,678 11	1,792 67			324 72		
Portland Railroad	250,426 57	\$17,384 00		587 31	1,232 78		7,133 50
Rockland, South Thomaston and Owl's Head	1,950 62						
Rockland, Thomaston and Camden Street	28,913 17	1,279 34	920 33	305 17			
Somerset Traction Company	4,709 02	1,000 00	207 04	9 65	85 36		
Waterville and Fairfield Railway and Light Company	9,561 24	1,962 46	806 25		506 10		
Waterville and Oakland Street	6,199 28	\$1,393 83		||341 90			
Total	\$557,810 84	\$48,940 39	\$14,803 63	\$6,503 57	\$17,701 05	\$1,386 90	\$7,942 87

* 10 months operation.

|| Includes miscellaneous office expenses.

† Includes miscellaneous expenses.

‡ Includes clerks.

† Maintenance and operation of ferry.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1907—Continued.							
	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.	67—Insur- ance.
Atlantic Shore Line.....	\$1,342 93	\$1,676 22	\$586 25		\$5 00	\$383 36	\$899 57	\$4,732 30
Auburn & Turner.....	168 96	70 14				187 50	1,118 64	547 35
Augusta, Winthrop and Gardiner*.....	770 87	1,689 89	1,444 38		137 50			806 43
Bangor Railway & Electric Company.....	5,266 23	2,692 57	7,154 58		1,332 45	2,391 00		3,328 89
Benton & Fairfield.....		32 58	421 50			5 00	50 00	55 00
Biddeford and Saco.....	83 35	557 10	1,106 45	\$994 22		202 50		1,324 29
Calais Street.....		152 35		500 00	500 00			978 54
Fryeburg Horse.....								
Lewiston, Augusta & Waterville Street.....	1,491 08	481 35	1,498 45		400 00			959 31
Lewiston, Brunswick and Bath Street.....	2,490 53	1,301 00	12,529 11		500 00			3,302 60
Norway & Paris Street.....		164 24						84 26
Portland & Brunswick.....	35 00	674 54	30 00			344 38		981 58
Portland Railroad.....	13,262 44	6,065 49	18,388 49	3,514 25	649 45	4,136 71	114,000 00	8,330 05
Rockland, So. Thomaston and Owl's Head.....								
Rockland, Thomaston and Camden Street.....	129 25	1,680 55	1,217 00		181 55			830 75
Somerset Traction Company.....	756 71	131 82	478 80			199 92		310 22
Waterville and Fairfield Railway and Light Company.....		462 20	83 75		364 34			1,174 06
Waterville & Oakland Street.....	187 45	1,074 51	12 50				400 00	749 50
Total.....	\$25,984 80	\$18,906 55	\$34,951 26	\$5,008 47	\$4,070 29	\$7,850 37	\$6,468 21	\$28,495 13

*10 months operation.

†Including legal expenses.

‡Park expenses.

||Tukey's Bridge.

Tabulated Statements from Reports of Street Railway Companies—Continued.

Street Railways.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1907—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—Divi- dends paid.	74—Rate.	75—Gross expendi- tures.
Atlantic Shore Line.....	\$32,717 62	\$160,972 52	54.50	\$93,649 93	\$575 45			\$255,197 90
Auburn & Turner	3,861 91	13,755 41	32.00	3,260 75		\$1,750 00	5	18,766 16
Augusta, Winthrop and Gardiner*	7,716 27	54,083 28	61.42	18,043 39		3,000 00	1	75,126 67
Bangor Railway & Electric Company.....	38,397 13	158,879 13	60.06	93,614 04	32,964 56	68,698 40	15	354,156 13
Benton & Fairfield	746 94	10,114 37	87.00	1,858 49				11,972 86
Biddeford and Saco.....	6,889 26	49,437 50	73.00	7,320 96		5,000 00	5	61,758 46
Calais Street.....	4,275 67	26,919 39	91.00	5,468 78				32,388 17
Fryeburg Horse.....								
Lewiston, Augusta & Waterville Street ...	6,511 39	44,952 38	68.86	14,407 45				59,359 83
Lewiston, Brunswick and Bath Street....	18,923 23	136,778 45	64.24	48,533 55				185,312 00
Norway and Paris Street	954 40	6,822 78	68.40	6,144 36				12,967 14
Portland & Brunswick Street.....	4,092 89	29,847 77	78.70	12,584 50				42,432 27
Portland Railroad.....	\$4,684 47	556,276 61	73.00	110,880 42		79,944 00	4	747,101 03
Rockland, South Thomaston & Owl's Head		1,950 62	44.46	263 75				2,214 37
Rockland, Thomaston and Camden Street.	6,543 94	65,519 67	62.10	37,422 39		20,000 00	5	122,942 06
Somerset Traction Company	3,179 52	14,823 37	74.00	5,593 43				20,416 80
Waterville and Fairfield Railway and Light Company	5,359 16	30,694 80	71.30	12,805 02				43,499 82
Waterville & Oakland Street.....	4,159 69	20,361 90	67.00	6,842 31				27,204 21
Total	\$229,013 49	\$1,382,189 95		\$478,693 52	\$33,540 01	\$178,392 40		\$2,072,815 88

* Ten months operation.

† 5% on \$1,249,968 preferred stock and on \$1,499,968 common stock.

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	\$134,179 57	\$3,125 00	\$137,304 57	\$93,649 93	\$43,654 64	\$575 45		\$43,079 19
Auburn & Turner	3,000 85		3,000 85	3,260 75	†259 90		1,750 00	
Augusta, Winthrop and Gardiner*	33,978 48		33,978 48	18,043 39	15,935 09		3,000 00	12,935 09
Bangor Railway and Electric Company ..	103,283 85	108,114 83	211,398 68	93,614 04	117,784 64	32,964 56	68,698 40	16,121 68
Benton & Fairfield	1,495 26		1,495 26	1,858 49	†363 23			
Biddeford and Saco	18,144 70		18,144 70	7,320 96	10,823 74		5,000 00	5,823 74
Calais Street	1,546 61		1,546 61	5,468 78	†3,922 17			
Fryeburg Horse								
Lewiston, Augusta and Waterville Street.	20,327 69		20,327 69	14,407 45	5,920 24			5,920 24
Lewiston, Brunswick and Bath Street....	76,112 81		76,112 81	48,533 55	27,579 26			27,579 26
Norway and Paris Street	3,144 81	5,753 73	8,898 54	6,144 36	2,754 18			2,754 18
Portland & Brunswick Street	8,069 39	7,500 00	15,569 39	12,584 50	3,014 89			3,014 89
Portland Railroad	203,565 23	30 00	203,595 23	110,880 42	92,714 81		79,944 00	12,770 81
Rockland, South Thomaston & Owl's Head	2,436 14		2,436 14	263 75	2,172 39			2,172 39
Rockland, Thomaston and Camden Street.	39,980 67	27,932 25	67,912 92	37,422 29	30,490 63		20,000 00	10,490 63
Somerset Traction Company	5,145 86	154 92	5,300 78	5,593 43	†292 65			
Waterville and Fairfield Railway and Light Company	8,107 97	5,083 60	13,191 57	12,805 02	386 55			386 55
Waterville and Oakland Street	9,817 05	2,158 69	11,975 74	6,842 31	5,133 43		5,000 00	133 43
Total	\$672,306 94	\$159,853 02	\$832,219 96	\$478,693 42	\$363,526 54	\$33,540 01	\$183,392 40	\$143,182 08

* Ten months operation.

† Deficit.

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, 1906.	86—Deficit June 30, 1906.	87—Credits during year.	88—Debits during year.	89—Surplus June 30, 1907.	90—Deficit June 30, 1907.
Atlantic Shore Line		\$5,983 30				\$49,062 49	
Auburn & Turner	\$2,009 90	2,363 81				353 91	
Augusta, Winthrop and Gardiner*		44,336 17			15,472 52	41,798 74	
Bangor Railway and Electric Co.		10,493 20		16,898 67	8,277 66	35,235 89	
Benton & Fairfield	363 23		712 34	1,000 00			\$75 57
Biddeford and Saco		449 99			4,000 00	2,273 73	
Calais Street	3,922 17		12,051 11				15,973 28
Fryeburg Horse							
Lewiston, Augusta & Waterville Street						15,920 24	
Lewiston, Brunswick & Bath Street		13,152 67		825 89	934 30	40,623 52	
Norway and Paris Street		1,953 49				4,707 67	
Portland & Brunswick Street		6,709 63				9,724 52	
Portland Railroad		126,610 24				139,381 05	
Rockland, So. Thomaston and Owl's Head						2,172 39	
Rockland, Thomaston and Camden Street		18,171 47		64		28,662 74	
Somerset Traction Company	292 65	11,791 01				11,498 36	
Waterville and Fairfield Railway and Light Company			19,023 49		144 81		18,781 75
Waterville & Oakland Street		11,678 78				11,812 21	
Total	\$6,587 95	\$253,693 76	\$31,786 94	\$18,725 20	\$28,829 29	\$383,227 46	\$34,830 60

* 10 months operation.

† Two months operation.

Tabulated Statements from Reports of Street Railway Companies—Concluded.

Street Railways.	ACCIDENTS DURING THE YEAR ENDING JUNE 30, 1907.						
	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							\$1
Auburn and Turner							
Augusta, Winthrop and Gardiner*	2	1	2		5	5	
Bangor Railway and Electric Company	7	3		1	9	10	‡16
Benton and Fairfield		1			1	1	
Biddeford and Saco	1				1	1	3
Calais Street							
Fryeburg Horse			*				
Lewiston, Augusta and Waterville Street	8	1	6	3	12	15	
Lewiston, Brunswick and Bath Street	6		4	3	7	10	3
Norway and Paris Street							
Portland and Brunswick Street							
Portland Railroad	24		1	1	24	25	31
Rockland, South Thomaston and Owl's Head							
Rockland, Thomaston and Camden Street							
Somerset Traction Company	6				6	6	1
Waterville and Fairfield Railway and Light Company							
Waterville and Oakland Street							
Total	54	6	13	6	65	73	55

* 10 months operation.

‡ Includes 3 injured on Bangor & Northern Railroad.

† Operated two months.

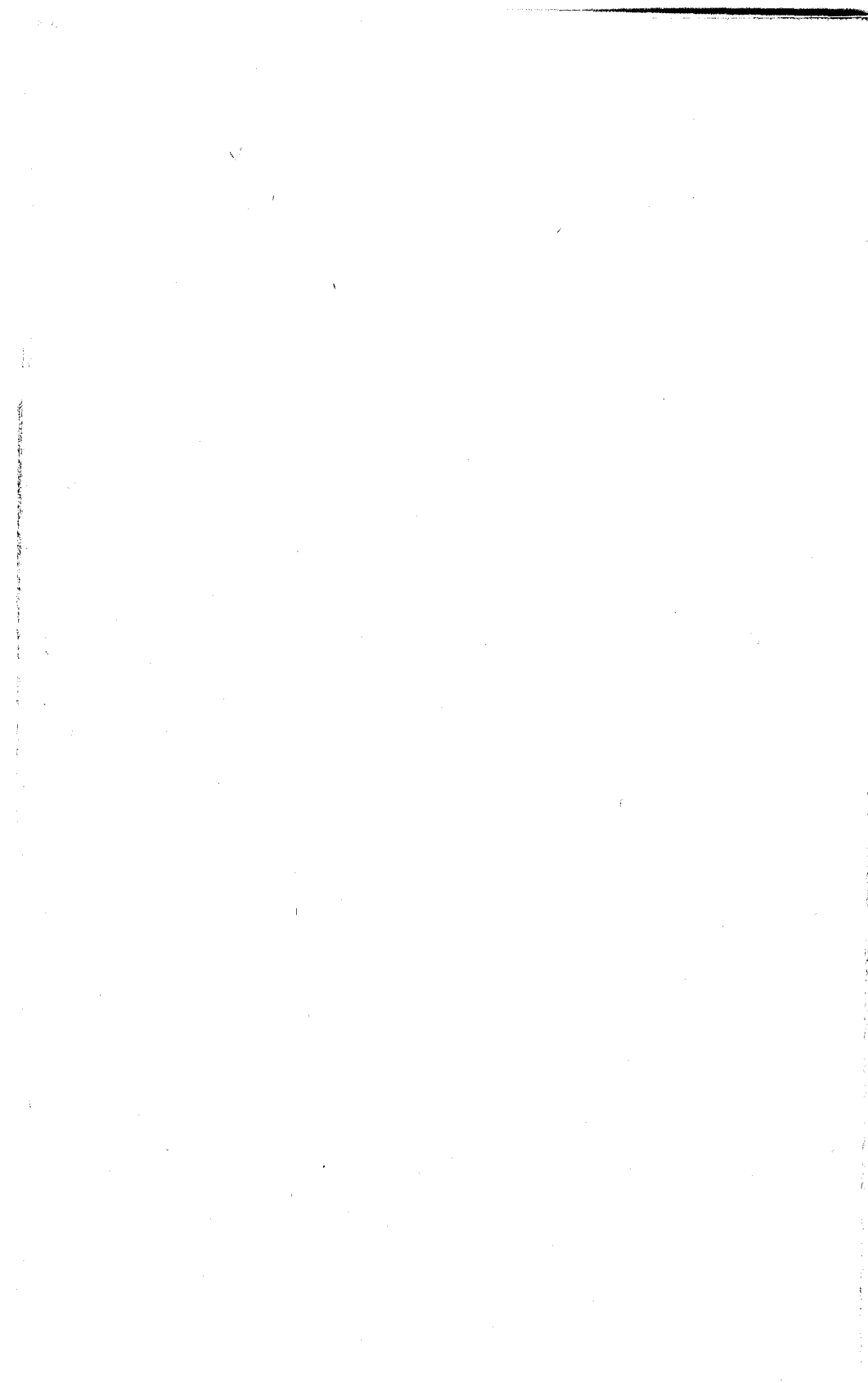
§ Includes 1 killed on Portsmouth, Dover & York Street Railway.

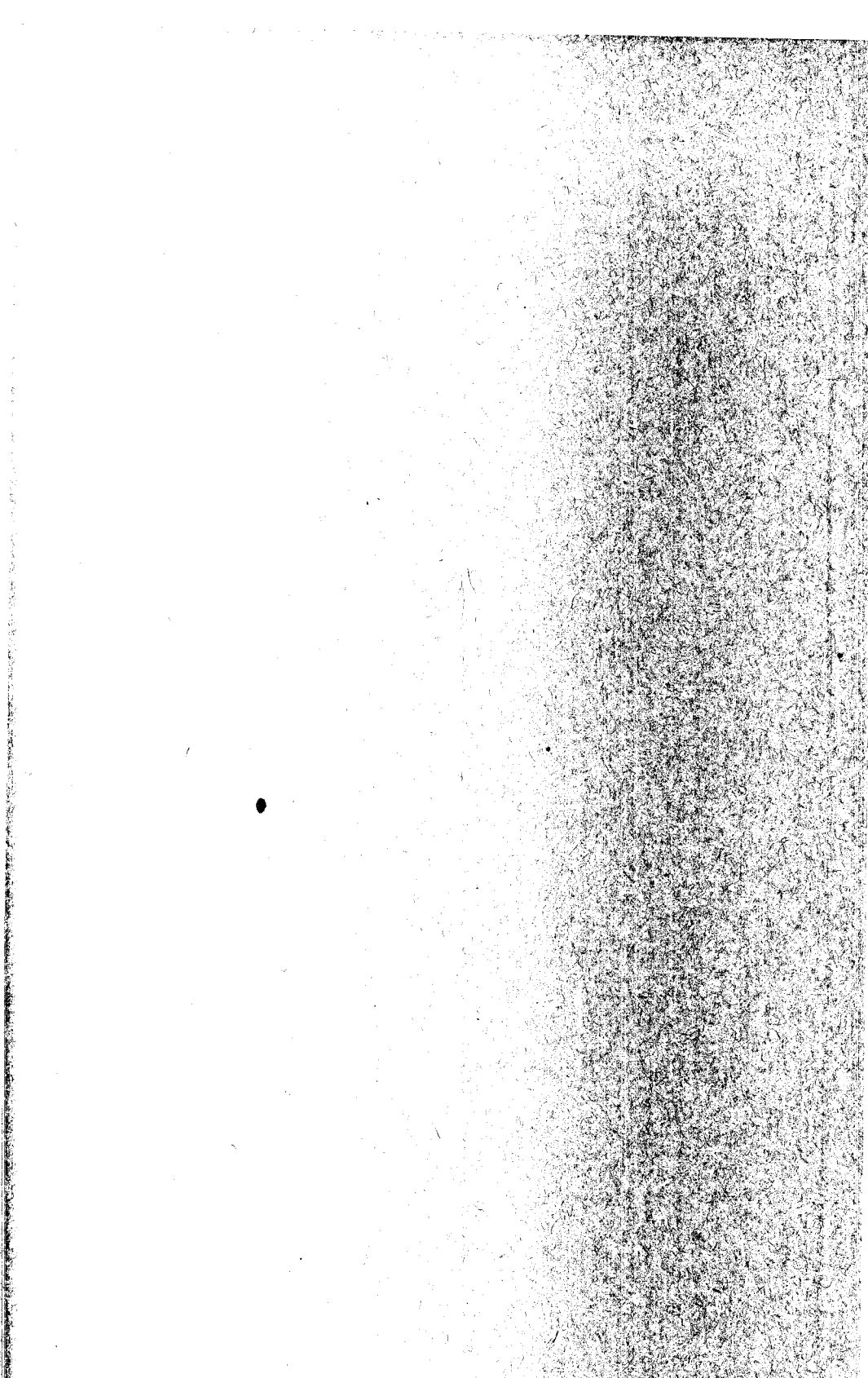
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PETITIONS AND DECISIONS OF THE BOARD.

AUGUSTA, WINTHROP & GARDINER RAILWAY.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of an extension of the Augusta, Winthrop & Gardiner Railway, in Winthrop, to the Maine Central Railroad, a distance of .02 miles, hereby certify that we have found the same so constructed as to be safe for public travel.

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

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the selectmen of the town of Milo, for approval of a highway crossing the B. & A. R. R., and the decision of the Board thereon. December 1st, 1906.

To Hon. Joseph B. Peaks, Benjamin F. Chadbourne, and Parker Spofford, Railroad Commissioners of the State of Maine:

The undersigned, Lewis H. Wilder, Albion L. Ward and Alphonso Bradeen, Selectmen of the town of Milo, in the County of Piscataquis, and said State, respectfully represent that on the fourth day of October, A. D. 1906, the following petition was presented to them, to wit:

To the Honorable Board of Selectmen of the town of Milo:

The undersigned, citizens of Milo, respectfully petition your honorable body that a town way be laid out beginning at the easterly terminus of the County road leading to the land of Mrs. Ida Mooers in said Milo; thence across the tracks of the Bangor and Aroostook Railroad Company at a point between the "Y" switch and the semaphore north of Milo Junction to land of said Company east of said Company's right-of-way.

Dated at Milo this fourth day of October, A. D. 1906.

F. E. McIntosh and ten others.

Upon which said petition the following notice was given, to wit:

Notice is hereby given that it is the intention of the Selectmen of the town of Milo upon the application of F. E. McIntosh and ten others to lay out a town way in said town for the use of said town, beginning at the easterly terminus of the County road leading to the land of Mrs. Ida Mooers in said Milo, thence across the track of the Bangor and Aroostook Railroad Company at a point between the "Y" switch and the semaphore north of Milo Junction to land east of said Company's right-of-way, and that they will meet for said purpose at the post office at Milo Junction on Saturday, the twentieth day of October, 1906, at ten o'clock in the forenoon, and all persons interested will govern themselves accordingly.

Given under our hands at Milo, Maine, this twelfth day of October, A. D. 1906.

L. H. Wilder,

A. L. Ward,

A. Bradeen,

Selectmen of Milo.

In pursuance of said petition and notice the said Selectmen met at said time and place and viewed said route and laid out a way to extend from the easterly terminus of the County road near the homestead of Ida Mooers easterly across the right-of-way of the Bangor and Aroostook Railroad Company to land of said railroad company east of said company's right-of-way; and now said Selectmen respectfully request your Honorable Board to determine whether said way shall be permitted to cross the track of said Bangor and Aroostook Railroad Com-

pany at grade or not, and the manner and conditions of crossing the same, together with the expense of building and maintaining so much thereof as is within the limits of said railroad, and whether the same shall be borne by said railroad company or said town of Milo, or be apportioned between said company and said town in accordance with Section 29 of Chapter 23 of the Revised Statutes of Maine.

October 23, A. D. 1906.

Lewis H. Wilder,
Alphonso Bradeen,
Selectmen of Milo.

On the foregoing petition,

Ordered, That notice be given to the Bangor & Aroostook Railroad Company, by serving a copy of the same upon F. W. Cram, its president, five days before Saturday, the first day of December, on which day the Board of Railroad Commissioners will be in session at the office of J. B. & F. C. Peaks, in Dover, at ten o'clock in the forenoon, for the purposes named in said petition.

JOSEPH B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this twenty-fourth 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.

Mr. M. L. Durgin appeared for the petitioners.

Messrs. Appleton & Chaplin appeared for the Bangor & Aroostook Railroad Company.

There being no opposition to the crossing as prayed for in said petition, we hereby decree that said crossing may be made at grade. That within the said railroad location the said Bangor & Aroostook Railroad Company shall construct and hereafter maintain said crossing so that the same shall be safe and convenient for travelers with horses, teams and carriages. Suitable provision shall be made for surface drainage.

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

Dated at Augusta this 1st day of December, A. D. 1906.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the County Commissioners of Piscataquis County for a change in a certain highway leading from Abbot to Monson, which highway crosses the B. & A. R. R. used for station purposes, and decision of the Board thereon. December 1st, 1906.

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

On the eighth day of October, A. D. 1906, a petition signed by J. B. Greenleaf and six others was filed with the undersigned, the Board of County Commissioners for the County of Piscataquis, representing that public convenience and necessity required the relocation of a part of the highway leading from Abbot to Monson. Beginning at a point on the county road where the road now traveled to Monson Junction leaves said road, thence on or near the line between land of B. & A. R. R. Co. and land of J. W. Tewksbury, thence across the Monson Railroad to a point where the road from Monson Junction to Monson joins the county road, and further asked that that piece of county road between these two points be discontinued when said new piece of road should be laid out and built. Upon which petition, we ordered due notice, and after due notice and hearing of all the evidence, and after a view of the premises, and after due consideration, we are satisfied that public convenience and necessity do require the alteration prayed for in said petition, and that a portion of said road to be laid out ought to cross the land of the Bangor and Aroostook Railroad Company, used for station purposes. Said Board of County Commissioners have jurisdiction of the laying out and alteration prayed for.

Wherefore, we petition you, in accordance with Section 31, of Chapter 23 of the Revised Statutes of Maine, for your adjudication thereunder on the question whether public convenience and necessity require such road to cross said land of said railroad company.

Dover, Me., Nov. 17, 1906.

Henry S. Turner,
Edw. P. Blanchard,
County Commissioners of Piscataquis County.

On the foregoing petition,

Ordered, That notice be given to the Bangor & Aroostook Railroad Company, by serving a copy of the same upon F. W. Cram, its president, five days before Saturday, the first day of December, on which day the Board of Railroad Commissioners will be in session at the office of J. B. & F. C. Peaks, in Dover, at ten o'clock in the forenoon, for the purposes named in said petition.

JOSEPH B. PEAKS, Chairman,
For the Board of Railroad Commissioners of Maine.

Dated this twenty-fourth 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.

Mr. Henry S. Towne, Chairman, appeared for the Board of County Commissioners.

Messrs. Appleton & Chaplin appeared for the Bangor & Aroostook Railroad Company.

There was no objection to granting the petition as prayed for, and we hereby find that public convenience and necessity requires that the highway described in said petition shall be laid across a portion of the land used for station purposes by the Bangor & Aroostook Railroad Company, to wit:

Commencing at a stone post on the northerly side of said station grounds, about eleven hundred feet from the east end

of the station building; thence running westerly about five hundred feet to a point marked Letter C, taking a strip of land from the said station grounds as delineated on the map herewith filed, not exceeding in any place eleven feet in width.

And it is hereby decreed that said county commissioners may take the land as above described from the land used for station purposes by the Bangor & Aroostook Railroad for the relocation of the highway as prayed for in said petition.

Dated at Augusta this 1st day of December, A. D. 1906.

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

Railroad Commissioners of Maine.

MAINE CENTRAL RAILROAD COMPANY.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the new second track of the Maine Central Railroad Company from East Newport to Josselyn, a distance of 1.50 miles, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this 9th day of December, A. D. 1906.

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

Railroad Commissioners of Maine.

Petition of the Bangor & Aroostook Railroad Company, for approval of the location of a branch railroad track from its main line in Township 4, Range 9, in Piscataquis County, to near the junction of the St. Francis and St. John rivers, and decision of the Board thereon. December 27, 1906.

To the Railroad Commissioners of the State of Maine:

Respectfully represents the Bangor and Aroostook Railroad Company that it desires to build a branch to connect with its present railroad, commencing at a point of connection with the Bangor and Aroostook Railroad (main line) in Township 4, Range 9, N. W. P., in Piscataquis County, and extending to a point in St. Francis Plantation in Aroostook County, near the junction of the St. Francis and St. John Rivers. The length of said branch, as near as may be, is one hundred and forty-five miles. The names of the towns through which, or into which, it is desired to build said branch are:

Township 4, Range 9, N. W. P., Piscataquis Co.

Long A, Penobscot Co.

Indian 4, “

Township 1, Range 9, W. E. L. S., Piscataquis Co.

“	1,	“	10,	“
“	1,	“	11,	“
“	2,	“	11,	“
“	2,	“	12,	“
“	3,	“	12,	“
“	4,	“	12,	“
“	4,	“	11,	“
“	5,	“	11,	“
“	6,	“	11,	“
“	7,	“	11,	“
“	7,	“	12,	“
“	8,	“	12,	“
“	9,	“	12,	“
“	10,	“	12,	“
“	10,	“	13,	“
“	11,	“	13, W. E. L. S., Aroostook Co.	“
“	12,	“	13,	“
“	12,	“	12,	“

Township 13, Range 12, W. E. L. S., Aroostook Co.

“	14,	“	12,	“
“	14,	“	11,	“
“	15,	“	11,	“
“	15,	“	10,	“
“	16,	“	10,	“
“	16,	“	9,	“

St. Francis Plantation.

A map of the proposed route, as near as may be, of said branch on an appropriate scale accompanies this petition. All of said branch when built will be in that part of the Counties of Penobscot, Piscataquis and Aroostook, west of that part of the Bangor and Aroostook Railroad which runs from Brownville to Van Buren, and north of that part of the Canadian Pacific Railroad which extends from the west line of the State to said part of said Bangor and Aroostook Railroad.

This petition is presented pursuant to the provisions of Section 2 of Chapter 222 of the Private and Special Laws of 1903, entitled “An Act to authorize extensions of the Bangor and Aroostook Railroad in Aroostook, Piscataquis and Penobscot Counties.”

Your petitioner prays that after notice and hearing, as provided in said Section 2, the Board of Railroad Commissioners will find that public convenience or necessity requires the construction of said railroad, and having so found, that said Board of Railroad Commissioners will file with the Secretary of State a certificate of that fact, together with a copy of this petition, and will furnish said Bangor and Aroostook Railroad Company with a like certificate.

Bangor and Aroostook Railroad Company.

By FRANKLIN W. CRAM, President.

Bangor, Maine, December 13th, 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, a newspaper published at Bangor in the County of Penobscot, and in the Daily Commercial, a newspaper published at Bangor, in the County of Penobscot, the first publication in each paper to be at least

seven days before Thursday, the 27th day of December, A. D. 1906, on which day the Board of Railroad Commissioners will be in session at the Bangor House in Bangor, Maine, at ten o'clock in the forenoon, for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the County Commissioners of Piscataquis County, and of Aroostook County, and of Penobscot County.

JOSEPH B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 14th day of December, 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 said petition.

This is a petition under Chapter 222, Section 2, of the Private and Special Laws of 1903. The petitioner asks leave to extend its road from a place called Seboeis, Piscataquis County, to St. Francis, in the County of Aroostook.

The Commissioners hereby certify that all the provisions of the statutes have been complied with, that public convenience and necessity require the construction of this branch of the Bangor & Aroostook Railroad, and we hereby grant the prayer of the petitioner, and decree that said branch railroad may be constructed as proposed in said petition.

Dated at Augusta this 27th day of December, A. D. 1906.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Mount Desert Transit Company, asking approval of articles of association, and action of the Board thereon. January 1, 1907.

Articles of association of street railroad company organized under Chapter 53 of the Revised Statutes of the State of Maine, and Acts amendatory thereof and additional thereto.

We, the undersigned, Clement B. Newbold, a citizen of the Commonwealth of Pennsylvania, George B. Dorr, Robert Amory and Fred C. Lynam, citizens of the State of Maine, residing in the town of Eden, in said State, and John S. Kennedy, a citizen of the State of New York, residing at New York city in said State, do hereby associate ourselves together for the purpose of forming a corporation under the provisions of Chapter 53 of the Revised Statutes of the State of Maine, and Acts amendatory thereof and additional thereto, 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.

The name of said corporation shall be the Mount Desert Transit Company.

The gauge of road to be constructed and operated by said corporation shall be four feet and eight and one-half inches.

The places, cities and towns from which, in which and to which the said street railroad is to be constructed, maintained and operated, are as follows:

From Ellsworth to the line between the towns of Trenton and Eden at or near Mount Desert Narrows, so called; thence to Bar Harbor in the town of Eden; thence also (from said Trenton line) to Northeast Harbor in the town of Mt. Desert; thence also (from said Trenton line) to Manset in the town of Southwest Harbor, said road to be constructed, maintained and operated in the city of Ellsworth, and the towns of Trenton, Eden, Mt. Desert, Tremont and Southwest Harbor, all in the County of Hancock and State of Maine.

The length of such railroad as nearly as may be, is forty (40) miles.

The amount of capital stock is one hundred and sixty thousand dollars (\$160,000).

The number of shares of which said stock shall consist is sixteen hundred (1600).

The names and places of residence of three persons, a majority of whom are citizens of the State of Maine, who shall act as Directors of said corporation and shall manage its affairs until others are chosen in their places, are as follows:

George B. Dorr, residing at "Old Farm," Bar Harbor, Maine,
Robert Amory, residing at "The Eyrie," Bar Harbor, Maine,
and

Fred C. Lynam, residing at No. 8 High Street, Bar Harbor, Maine.

In witness whereof we, the subscribers, have hereunto signed our names and stated our residences, and opposite our names, respectively the number of shares which we, each of us have agreed to take in said company, this 26th day of December, A. D. 1906.

Names.	Residences.	No. of Shares.
John S. Kennedy,	6 West 57th St., New York City,	1,400
Clement B. Newbold,	Jenkintown P. O., Penna.,	50
Robert Amory,	Bar Harbor, Maine,	50
Fred C. Lynam,	Bar Harbor, Maine,	50
George B. Dorr,	Bar Harbor, Maine,	50

Affidavit of Directors of the Mount Desert Transit Company, as required by Section 3 of Chapter 53 of the Revised Statutes of the State of Maine.

We the undersigned, George B. Dorr, Robert Amory and Fred C. Lynam, being a majority of the Directors of the Mount Desert Transit Company, said Directors being named in the Articles of Association, to which this affidavit is annexed, hereby make affidavit that the stock of said corporation, as required by Sec. 2 of Chap. 53 of said Statutes as set forth in said Articles of Association, viz., one hundred and sixty thousand dollars (\$160,000) has been in good faith subscribed by responsible parties; that five per cent of the amount of said stock, to wit, the sum of eight thousand dollars (\$8,000) 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, main-

tain and operate the road mentioned in such Articles of Association.

George B. Dorr,
Robert Amory,
Fred C. Lynam.

STATE OF MAINE.

County of Hancock, ss.

Dec. 29th, A. D. 1906.

Subscribed and sworn to by the above named Fred C. Lynam,
Before me,

(Seal)

ALBERT H. LYNAM, Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

County of Suffolk, ss.

Dec. 27th, A. D. 1906.

Subscribed and sworn to by the above named George B. Dorr and Robert Amory.

Before me,

CHAS. HALL ADAMS,

(Seal) Commissioner for the State of Maine, residing
at Boston, in said County of Suffolk and
State of Massachusetts.

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 Mount Desert Transit Company.

Dated at Augusta this first day of January, A. D. 1907.

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

Railroad Commissioners of Maine.

Petition of the Lisbon, Durham and Freeport Street Railway, asking the approval of Articles of Association, and action of the Board thereon. January 1, 1907.

We the undersigned, Cyrus W. Davis of Waterville, Maine, E. J. Lawrence of Fairfield, Maine, S. A. Nye of said Fairfield, A. B. Page of said Fairfield and Amos F. Gerald of said Fairfield, 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 car traffic and for the conveyance of persons and property, and for that purpose do agree as follows:

The name of the company shall be Lisbon, Durham & Freeport Street Railway.

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

The place, cities and towns through which, in which and to which the road is to be constructed, maintained and operated are the towns of Lisbon, Durham and Freeport.

The length of the road, as nearly as may be, will be nine miles.

The amount of capital stock is forty thousand dollars.

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

The undersigned, Cyrus W. Davis of said Waterville, E. J. Lawrence of said Fairfield, S. A. Nye of said Fairfield, A. B. Page of said Fairfield and Amos F. Gerald of said Fairfield, 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 hands on this thirty-first day of December, A. D. 1906.

Cyrus W. Davis (80) eighty shares, E. J. Lawrence (80) eighty shares, A. B. Page (80) eighty shares, S. A. Nye (80) eighty shares, A. F. Gerald (80) eighty shares.

We the undersigned, Cyrus W. Davis, E. J. Lawrence, S. A. Nye, A. B. Page and Amos F. Gerald, named as directors in the said Articles of Association, of the said Lisbon, Durham & Freeport Street Railway, on oath, depose and say that four 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 thirty-first day of December, A. D. 1906.

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

STATE OF MAINE.

Kennebec, ss.

December 31st, 1906.

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

Before me,

R. M. GILMORE, Justice of the Peace.

To the Honorable Railroad Commissioners of the State of Maine:

The undersigned, Amos F. Gerald, Cyrus W. Davis, E. J. Lawrence, S. A. Nye and A. B. Page, who have been chosen directors of the company to be formed for the purpose of constructing and operating a street railroad in and through Lisbon, Durham and Freeport, to be known by the name of Lisbon, Durham & Freeport Street Railway, hereby respectfully request that your Honorable Board will approve the Articles of Asso-

ciation of said railroad company hereto annexed, and that you will endorse said approval in writing upon said articles.

Dated this thirty-first day of December, A. D. 1906.

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

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 Lisbon, Durham & Freeport Street Railway.

Dated at Augusta this first day of January, A. D. 1907.

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

SCHOODIC STREAM RAILROAD.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the Schoodic Stream Railroad from the junction of the Bangor and Aroostook Railroad to Burnt Land Rips a distance of about eight miles, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this first day of January, A. D. 1907.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Lewiston and Kennebec Railroad Company, for the revival of charter, and action of the Board thereon. January 2, 1907.

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

Your petitioners respectfully represent that they are the Directors of the Lewiston and Kennebec Railroad Company, a corporation duly organized under the laws of Maine.

That the Articles of Association of said company were duly endorsed by your Honorable Board with a certificate of your approval in writing, dated the third day of November, A. D. 1903, and that said Articles of Association and said certificate of approval were duly filed and recorded in the office of the Secretary of State for the State of Maine on the tenth day of November, A. D. 1903, and recorded in Volume 1, Page 407, and the certificate of the Secretary of State, dated the tenth day of November, A. D. 1903, was issued as required by law.

That Sidney M. Bird and Maynard S. Bird, two of the original directors of said company, have ceased to be directors

thereof, and that the undersigned George B. Bearce of Lewiston, in the County of Androscoggin and State of Maine, and Frank Ridlon of Brookline, in the County of Norfolk and Commonwealth of Massachusetts, have been duly elected directors of said corporation.

That by reason of unavoidable events, and with no lack of diligence on the part of said company, its officers or agents, said Lewiston and Kennebec Railroad Company has failed to begin the construction of its road and expend thereon ten per cent of its capital in the time limited by and as provided in Revised Statutes of Maine, Chapter fifty-three, Section ten.

That said Lewiston and Kennebec Railroad Company has ever intended and now intends in good faith to comply with the requirements of law, and to construct and operate its road.

Wherefore your petitioners, directors as aforesaid of the Lewiston and Kennebec Railroad Company, for and in behalf of said company, do make this application to your Honorable Board that you will revive the corporate existence and power of said Lewiston and Kennebec Railroad Company.

Dated at Lewiston, Maine, this eighteenth day of December, A. D. 1906.

Frank Ridlon,
E. W. Gross,
John D. Clifford,
Chas. C. Benson,
Geo. B. Bearce,

Directors of the Lewiston and Kennebec
Railroad Company.

Augusta, Maine, January 2, 1907.

The petitioners have leave to withdraw, as per letter attached.

J. B. PEAKS, *Chairman.*

Petition of the Augusta, Hallowell and Gardiner Railroad Company for approval of location of an extension of their road from Depot Square, Gardiner, to Steamboat wharf, and decision of the Board thereon. January 10, 1907.

To the Honorable Board of Railroad Commissioners:

Respectfully represents the Augusta, Hallowell and Gardiner Railroad Company that under chapter five hundred and twenty-eight of the Private and Special Laws of Maine for the year 1889 it was authorized to construct, maintain and use a street railroad in Augusta, Hallowell and Farmingdale and in the city of Gardiner from the north line of said city, thence upon and over Maine Street, otherwise called Causeway Street, to such point in Depot Square as the municipal officers of said Gardiner might designate. That the municipal officers long since designated such point in Depot Square which became the terminus under said charter. That by authority of the Legislature all the property and franchises of the said Augusta, Hallowell and Gardiner Railroad Company were long since sold to and are now owned by the Augusta, Winthrop and Gardiner Railway.

That under the authority of chapter thirty-six of the Public Laws of 1905 any street railroad corporation in this State may be authorized to extend, construct, maintain and operate its road to, into and through cities and towns other than and in addition to those named in its charter or Articles of Association and to other points or places within the cities or towns where built or located, on application to the Board of Railroad Commissioners and by compliance with and subject to the provisions of section seven of chapter fifty-three of the Revised Statutes.

Your petitioners desire to extend, construct, maintain and operate a road from the present railroad in Depot Square to a terminus on Steamboat Street in said Gardiner, said new terminus being another point or place within the city of Gardiner where your petitioners' railroad is now built and located; and this petition is filed as above permitted by law and as required for that purpose.

The place in which such extension is to be constructed, maintained and operated is the city of Gardiner. The length of such

extension is nine hundred and seventy-three (973) feet. The capital stock of your petitioners, as shown by the records of your office, is more than sufficient to cover such additional mileage.

The courses, distances and boundaries of said extension are as follows:

Beginning on the center line of the present road about ninety-three (93) feet northerly of its southern terminus, thence by a curve to the right with a radius of one hundred and sixty (160) feet a distance of sixty-seven (67) feet to station 0 plus 67; thence by a tangent south twenty-six (26) degrees west a distance of ten (10) feet, thence by a curve to the left with a radius of eighty (80) feet a distance of eighty-one (81) feet to station 1 plus 58, thence by a tangent south thirty-two (32) degrees east a distance of ninety-two (92) feet to station 2 plus 50, thence by a curve to the left with a radius of one hundred and fifty (150) feet a distance of seventy-eight and fifty-five hundredths (78.55) feet to station 3 plus 28.55, thence by a tangent south sixty-two (62) degrees east a distance of twenty-seven (27) feet to station 3 plus 55.55 under the trestle of the Maine Central Railroad Company, thence by a curve to the right with a radius of sixty (60) feet a distance of fifty-six and fifty-five hundredths (56.55) feet to station 4 plus 12.1, thence by a tangent south eight (8) degrees east a distance of sixty (60) feet to station 4 plus 72.1, thence by a curve to the left with a radius of twenty-eight hundred and sixty-five (2865) feet a distance of two hundred (200) feet to station 6 plus 72.1, thence by a tangent south twelve (12) degrees thirty (30) minutes east a distance of sixty (60) feet to station 7 plus 32.1, thence by a curve to the left with a radius of two hundred (200) feet a distance of fifty-five and eighty-five hundredths (55.85) feet to station 7 plus 87.95, thence by a tangent south twenty-eight (28) degrees thirty (30) minutes east a distance of one hundred and thirty-nine (139) feet to station 9 plus 26.95, thence by a curve to the left with a radius of one hundred (100) feet a distance of about forty-five (45) feet to the land of Eastern Steamship Company.

The foregoing description contains the courses and distances of the center line of the proposed extension. Said center line

is located in Depot Square, so called, in said Gardiner, then crosses land supposed to belong to Augustus Bailey, the heirs of Joshua Gray, the Hollingsworth and Whitney Company, Joseph C. Atkins and Antonio McCausland, and in addition crosses the location of the Maine Central Railroad Company where it now maintains a trestle, at the points indicated upon the map filed herewith, and is also on Steamboat Street in said Gardiner.

The following are the boundaries: In said public highways, five (5) feet on each side of said center line; from the south line of Depot Square to the west line of land owned or occupied by the Maine Central Railroad Company, ten (10) feet on each side of said center line; from said west line of land so owned or occupied by the Maine Central Railroad Company to the east line of land so owned or occupied by the Maine Central Railroad Company, a crossing right fifteen (15) feet on each side of said center line as delineated upon said map and as may be necessary for the maintenance of such piers and other works as this Honorable Board may order for the purpose of public safety under the statutes in such case made and provided; and the width of said location from said last described point, that is, the east line of land owned or occupied by the Maine Central Railroad Company where said crossing right terminates and thence southerly to the north line of Steamboat Street as delineated upon said map, and as above described is to be seven and one-half ($7\frac{1}{2}$) feet on the east side of said center line and upon the west side of said center line is to be bounded by the east line of such land as is owned or occupied by the Maine Central Railroad Company.

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

That public convenience requires the construction of said railroad.

That your petitioners made written application to the municipal officers of Gardiner to approve a route and location as to streets, roads or ways in said Depot Square and on said Steamboat Street and said municipal officers refused to approve such

a route and location, whereupon, as provided in section seven of chapter fifty-three of the Revised Statutes, an appeal was taken to the next term thereafter of the Supreme Judicial Court in the County of Kennebec and due proceedings had thereon as required by law and a committee appointed by said court as provided by law made their report to said court defining therein the route and location as to streets, roads or ways as determined by them, which report was accepted and entry of judgment made thereon and forthwith certified to your Honorable Board and by you received under said statute in lieu of the approval of the municipal officers; so that your petitioners, instead of filing herewith the written approval of the proposed route and location as to streets, roads and ways of the municipal officers of said Gardiner, respectfully refer this Honorable Board to the foregoing judgment of the said committee now on file in your office.

Your petitioners further file herewith a map of the aforesaid proposed route on an appropriate scale, defining its courses, distances and boundaries, also the judgment of said committee as aforesaid, together with a report and estimate prepared by William B. Getchell, a skilful engineer.

Your petitioners further represent that its tracks are to be constructed across and underneath the tracks of the Maine Central Railroad, the same being a railroad already built, and that such crossing is to be made, constructed and maintained in such manner and under such conditions as shall be ordered by your Honorable Board, the expense thereof to be borne as your Board may order. As required by law your petitioners hereby apply to your Honorable Board in writing, giving the location of the crossing desired as follows: Said location is delineated with technical accuracy upon the map herewith filed and made a part of this petition and crosses underneath the said Maine Central Railroad tracks at a point about one hundred and ninety (190) feet south of the platform of the passenger station of said railroad in Gardiner.

Wherefore, your petitioners pray that this Honorable Board will appoint a day for hearing hereon and that after such notice thereof shall be given by your petitioners as your Honorable Board deems reasonable and proper and after hearing hereon,

you will make the following decrees: that such location be approved, subject to the provisions of Section 12 of Chapter 53 of the Revised Statutes, that your Honorable Board will determine whether public convenience requires the construction of the extension aforesaid, that you will determine the manner and conditions of the construction and maintenance of said crossing underneath the present tracks of the Maine Central Railroad Company, and that you will find that it appears to be impracticable to locate such proposed extension within the limits of streets, roads and ways, and finally that you will make certificate of your determinations hereunder in writing in the manner by law required.

Dated this twenty-seventh day of October, A. D. 1906.

Augusta, Hallowell and Gardiner Railroad Company,

By HEATH & ANDREWS, Its Attorneys.

Augusta, Winthrop and Gardiner 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 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 twentieth day of November, A. D. 1906, on which day the Board of Railroad Commissioners will be in session at the Johnson House in Gardiner 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 Gardiner, and to Mr. Geo. F. Evans, General Manager of the Maine Central Railroad, Portland, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 2d day of November, A. D. 1906.

To the Honorable Board of Railroad Commissioners:

In the matter of the petition of the Augusta, Winthrop and Gardiner Railway and of the Augusta, Hallowell & Gardiner

Railroad Company for an extension in the city of Gardiner now pending, your petitioners, under the authority of Section 8 of Chapter 53 of the Revised Statutes, respectfully pray that said petition may be amended so that the description of the center line and of the courses, distances and boundaries thereof may be as follows:

Beginning on the center line of the present road about 93 feet northerly of its southern terminus, thence by a curve to the right with a radius of 160 feet a distance of 67 feet to station 0 plus 67, thence by a tangent south 26 degrees west a distance of 10 feet to station 0 plus 77, thence by a curve to the left with a radius of 80 feet a distance of 81 feet to station 1 plus 58, thence by a tangent S. 32 degrees E. a distance of 92 feet to station 2 plus 50, thence by a curve to the left with a radius of 150 feet a distance of 78.55 feet to station 3 plus 28.55, thence by a tangent S. 62 degrees east a distance of 27 feet to station 3 plus 55.55 under the trestle of the Maine Central Railroad Co., thence by a curve to the right with a radius of 60 feet a distance of 56.55 feet to station 4 plus 12.1, thence by a tangent S. 8 degrees east, a distance of 60 feet to station 4 plus 72.1, thence by a curve to the left with a radius of 2865 feet a distance of 200 feet to station 6 plus 72.1, thence by a tangent S. 12 degrees E. a distance of 35 feet to station 7 plus 07.1, thence by a curve to the left with a radius of 200 feet a distance of 59.34 feet to station 7 plus 66.44, thence by a tangent S. 29 degrees east a distance of 161 feet to station 9 plus 27.44, thence by a curve to the left with a radius of 100 feet a distance of 144.86 feet to station 10 plus 72.3, thence by a tangent N. 68 degrees east a distance of about 40 feet to station 11 plus 12.3 on the wharf of the Eastern Steamship Co.

The center line above described being located in the public highway in Depot Square (so called) and on the easterly line of Steamboat Street adjacent to the lots of the Eastern Steamship Co., and Antonio McCausland and Joseph C. Atkins. The width of the location in said Depot Square to be five feet on each side of said center line. The width of the location in said Steamboat Street to be five feet on the westerly side of said center line.

The center line above described after leaving Depot Square crosses land supposed to belong to Augustus Bailey, the heirs

of Joshua Gray, the Hollingsworth and Whitney Company, Joseph C. Atkins and Antonio McCausland, the Eastern Steamship Co., and in addition crosses the location of the Maine Central Railroad Company.

The following are the boundaries across the lands above mentioned from the south line of Depot Square to the north line of land of the heirs of Joshua Gray, the west line to be the west line of the Bailey lot and the east line to be the east line of the Bailey lot; from the north line of the land of the heirs of Joshua Gray to the west line of land owned or occupied by the Maine Central Railroad Company, ten feet on each side of said center line; from the west line of land owned or occupied by the Maine Central Railroad Company to the east line of land owned or occupied by the Maine Central Railroad Company, a crossing right 15 feet on each side of said center line and as may be necessary for the building and maintenance of such piers and other works as the Honorable Board of Railroad Commissioners may order for the purpose of public safety; and the width of said location from said east line of land owned or occupied by the Maine Central Railroad Company to the north line of land of the Hollingsworth and Whitney Company is to be 10 feet on the east side of said center line and upon the west side of said center line is to be bounded by the east line of such land as is owned or occupied by the Maine Central Railroad Company; from the north line of land of the Hollingsworth and Whitney Company to the end of the line the easterly boundary of the location is to be $7\frac{1}{2}$ feet easterly from the center line and the western boundary of the location to be the easterly line of the land owned or occupied by the Maine Central Railroad Company from the north line of land of the Hollingsworth and Whitney Company to Steamboat Street, then from the east line of Steamboat Street to the end of the line $7\frac{1}{2}$ feet southerly from the center line.

Your petitioners also file herewith a plan showing the foregoing amendment, which is marked, "Augusta, Winthrop and Gardiner Railway. Plan of survey for track extension to Eastern Steamship Company's wharf, Gardiner, Maine, September, 1904. Scale 1 inch equal 20 feet. Amended plan of the extension of the Augusta, Winthrop and Gardiner Ry. in Gardiner."

Inasmuch as all the parties interested in the foregoing amendment have appeared before your Honorable Board and had full hearing, your petitioners aver that the public interest would permit the granting of said amendment by your Honorable Board without notice, and they further pray that the same may be allowed without notice.

Your petitioners further pray that their petition, as hereby amended, may be allowed and that you will make the necessary findings and decrees as prayed for in the petition now on file, and as the law may require.

Dated January fifth, 1907.

Augusta, Winthrop and Gardiner Railway,
By HEATH & ANDREWS, Its Attys.
Augusta, Hallowell & Gardiner Railroad Company,
By HEATH & ANDREWS, Its Attys.

The foregoing amendment is hereby allowed.

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

January 10, 1907.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

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

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

Mr. C. A. Knight appeared for heirs of J. Gray, Hollingsworth & Whitney Co., J. C. Atkins, and Antonio McCausland.

Mr. C. A. Knight and Mr. W. C. Atkins appeared for the city of Gardiner.

Mr. A. C. Stilphen appeared for the Kennebec Central Railroad Company.

Mr. Augustus Bailey appeared personally.

We regard this petition only as the petition of the Augusta, Winthrop & Gardiner Railway, it having purchased all the

property and franchises of the Augusta, Hallowell & Gardiner Railroad.

At the hearing it appeared that Steamboat Street is too narrow, in the opinion of the Commissioners, to allow of the laying of a street railway within its limits, and the matter was continued open.

On the 7th day of January, A. D. 1907, the petitioners filed the foregoing amendment and asked that the same may be allowed. The amendment has been allowed on this 10th day of January, A. D. 1907, without further notice, as all the parties in interest were present by themselves or by counsel.

We now, therefore, decide that the said petitioner may extend its road from the present terminus at Gardiner to a terminus on the land of the Eastern Steamship Company near the wharf of said Steamship Company, according to the courses, distances and boundaries named in said petition and amendment; and may construct, maintain and operate its road as extended on the line prescribed in said petition and amendment.

And we find that public necessity and convenience require the extension of said road upon the lines as presented in said petition and amendment.

A portion of the location, as defined in said petition and amendment, is outside of the limits of any street, road or way. But it appears to be impracticable to locate said road within the limits of said streets, roads or ways. We therefore authorize said location to be made outside of said streets, roads or ways.

The said petitioning company may lay its tracks across the right of way of the Maine Central Railroad by an underpass of the said Maine Central Railroad tracks. The abutments and bridge over said pass shall be constructed by the Maine Central Railroad Company; but said petitioning company shall pay all the expense of said bridge and abutments. Said bridge and abutments shall be constructed to the satisfaction of the Board of Railroad Commissioners and to be approved by them.

Dated this 10th day of January, A. D. 1907.

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

Railroad Commissioners of Maine.

Petition of the Eastern Traction Company for the revival of their charter, and the action of the Board thereon. January 10, 1907.

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

Respectfully represents the undersigned, Forest J. Martin, Charles W. Mullen, Fred T. Dow, H. Franklin Bailey, Edgar B. Weeks, and William H. Waterhouse, all in the County of Penobscot and State of Maine.

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

That the articles of association of said company were duly endorsed by your Honorable Board, by a certificate of your approval in writing, dated the seventeenth day of December, A. D. 1903.

That said articles of association and said certificate of approval were duly filed and recorded in the office of the Secretary of State for the State of Maine, on the 23d day of December, A. D. 1903, and recorded in volume 1, page 411, and the certificate of the Secretary of State, dated the 23d day of December, A. D. 1903, was issued as required by law.

That the route of said railroad lies wholly within the city of Bangor, the towns of Hermon, Levant, Stetson, Exeter, Garland, and Dexter, and said route has been approved in writing as required by law by the municipal officers of said city and towns respectively.

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

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

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

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

Dated at Bangor, Maine, this twenty-fourth day of December, A. D. 1906.

Forest J. Martin,
H. Franklin Bailey,
William H. Waterhouse,
Fred T. Dow,
Charles W. Mullen,
Edgar B. Weeks,

Directors of the Eastern Traction Company.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily Commercial, a newspaper published at Bangor, in the County of Penobscot, the first publication in said paper to be at least five days before Thursday, the tenth day of January, A. D. 1907, on which day the Board of Railroad Commissioners will be in session at their office at Augusta, at ten o'clock in the forenoon, for the purposes indicated in said petition.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 2d day of January, A. D. 1907.

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 petitioner.

No one appeared in opposition.

We hereby revive the corporate existence, power and charter of the said Eastern Traction Company, 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, power and charter be and is hereby revived for the term of three years; and such company may take land in its prescribed location for the purpose of constructing said railway.

Dated at Augusta this 10th day of January, A. D. 1907.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the York and Oxford Railway for approval of articles of association, and action of the Board thereon.

January 15, 1907.

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

We, the undersigned, who have been chosen as directors of the company to be formed for the purpose of constructing, maintaining and operating a street railroad from the terminus of Atlantic Shore Line Railway in the village of Springvale, in the town of Sanford, York County, Maine, through the towns of Sanford, Shapleigh, Acton, Newfield, Limerick, Parsonsfield and Cornish, all in the County of York; and Porter and Hiram in the County of Oxford; and Baldwin in the County of Cumberland, to Bridgton Junction in said town of Hiram, all in said State of Maine, to be known as the York and Oxford Railway, request your Honorable Board to approve the articles of association of said company hereto annexed and endorse your approval in writing upon said articles.

Dated at Limerick, Maine, this twenty-fourth day of August, A. D. 1906.

Charles G. Moulton, Limerick, Maine; Ira H. Moore, Newfield, Me.; O. L. Stanley, Porter, Me.; Allen Garner, Parsonsfield, Me.; J. Merrill Lord, Parsonsfield, Me.; A. P. Towle, Newfield, Me.; Henry E. Eastman, Limerick, Me.; Fred J. Allen, Sanford, Maine; George W. Hanson, Sanford, Me.

Know all men by these presents: That we, Fred J. Allen, Geo. W. Hanson, Natt T. Abbott, Belle A. Leavitt all of Sanford, Ira H. Moore and A. P. Towle, both of Newfield, Charles G. Moulton and Henry E. Eastman both of Limerick, Allen Garner and J. Merrill Lord both of Parsonsfield, all in the County of York and O. L. Stanley of Porter in the County of Oxford, all in the State of Maine, citizens of the State of Maine, do hereby associate ourselves together to form a company for the purpose of constructing, maintaining and operating by electricity, compressed air or animal power, a street railway for public use for street traffic, for the conveyance of persons and property and for the accomplishment of that purpose do agree as follows:

First: The name of the company shall be the York and Oxford Railway.

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

Third: The places from which, in which and to which the road of said company is to be constructed, maintained and operated are as follows: Beginning at the terminus of Atlantic Shore Line Railway in the village of Springvale in the town of Sanford and then through the towns of Sanford, Shapleigh, Acton, Newfield, Limerick, Parsonsfield and Cornish in the County of York, and Porter and Hiram in the County of Oxford, and Baldwin in the County of Cumberland, to Bridgton Junction in the said town of Hiram.

Fourth: The length of said road, as near as may be, will be forty miles.

Fifth: The capital stock of said company shall be one hundred and sixty thousand dollars (\$160,000), divided into sixteen hundred shares of the par value of one hundred dollars (\$100) each.

Sixth: Fred J. Allen and Geo. W. Hanson of Sanford, Ira H. Moore and A. P. Towle of Newfield, Charles G. Moulton and Henry E. Eastman of Limerick, Allen Garner and J. Merrill Lord of Parsonsfield all in the County of York, and O. L. Stanley of Porter in the County of Oxford, all in the State of Maine, shall act as directors of said proposed company, and manage its affairs until others are chosen in their places.

We severally agree each to take the number of shares set against our respective names of the aforesaid capital stock,

and in token of our assent to the foregoing provisions, have hereunto subscribed our names on this twenty-fourth day of August, A. D. 1906.

Name.	Residence.	No. of Shares.
Fred J. Allen,	Sanford, Maine,	200
Charles G. Moulton,	Limerick, Maine,	200
Ira H. Moore,	Newfield, Me.,	200
Allen Garner,	Parsonsfield, Me.,	200
J. Merrill Lord,	Parsonsfield, Me.,	200
O. L. Stanley,	Porter, Me.,	100
Henry E. Eastman,	Limerick, Me.,	100
A. P. Towle,	Newfield, Me.,	100
Geo. W. Hanson,	Sanford, Me.,	200
Natt T. Abbott,	Sanford, Me.,	50
Belle A. Leavitt,	Sanford, Me.,	50

STATE OF MAINE.

We, the undersigned, Allen Garner, Fred J. Allen, O. L. Stanley, Ira H. Moore, Henry E. Eastman, A. P. Towle, Chas. G. Moulton and Geo. W. Hanson, being a majority of the directors named in the annexed articles of association of the proposed York and Oxford Railway, on oath depose and say, that the sixteen 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 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 Sec. 3 of Chap. 53 of the Revised Statutes of the State of Maine.

Limerick, Maine, August 24th, A. D. 1906.

Allen Garner,
 Fred J. Allen,
 O. L. Stanley,
 Ira H. Moore,
 Henry E. Eastman,
 A. P. Towle,
 Charles G. Moulton,
 Geo. W. Hanson.

STATE OF MAINE.

York, ss.

August 24, 1906.

Then personally appeared Allen Garner, Fred J. Allen, O. L. Stanley, Ira H. Moore, Henry E. Eastman, A. P. Towle, Chas. G. Moulton and Geo. W. Hanson, and made oath that the foregoing affidavit by them signed is true.

Before me,

J. MERRILL LORD, 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 York and Oxford Railway.

Dated at Augusta this 15th day of January, A. D. 1907.

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

Railroad Commissioners of Maine.

Petition of the Bangor & Aroostook Railroad Company for approval of the location of branch railroad tracks in Houlton, and the crossing of highways, and action of the Board thereon. January 17, 1907.

To the Railroad Commissioners of the State of Maine:

Bangor and Aroostook Railroad Company respectfully represents that by Chapter 38 of the Private and Special Laws of the year 1903 it is authorized to extend its yard tracks across the town way in Houlton in Aroostook County, leading from the Military Road to the Farmers' Starch Factory, to and upon land of Albert A. Burleigh, his consent in writing having been filed with said company.

Your petitioner is about to extend two of its yard tracks across said road, one beginning at a point on the northerly limit of the highway leading from the Military Road to the starch factory where the center line of track "M" in the Houlton station grounds of the Bangor and Aroostook crosses the north limit of said highway, said point being three hundred nine and two-tenths (309.2) feet, measured along the north limit of said highway, from the center of the Military Road; thence in a southerly direction and at right angles to the said highway one hundred fifty (150) feet more or less to the end of track; the other beginning at a point on the northerly limit of the highway leading from the Military Road to the starch factory where the center line of track "N" in the Houlton station grounds of the Bangor and Aroostook Railroad crosses the north limit of said highway, said point being three hundred forty-nine and two-tenths (349.2) feet, measured along the north limit of said highway, from the center of the Military Road; thence in a southerly direction and at right angles to the said highway one hundred fifty (150) feet more or less to the end of track. The consent of said Albert A. Burleigh in writing has been filed with the company, a copy of which accompanies this petition.

Your petitioner alleges that it is impossible for such tracks to cross said way other than at grade. They therefore pray that after notice and hearing you will allow said tracks to cross said way at grade and that you will prescribe the manner and

conditions of the crossing of said way by said tracks as provided in said Chapter 38.

Bangor and Aroostook Railroad Company,

By APPLETON & CHAPLIN, Its Attys.

January 4, 1907.

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 Thursday, the seventeenth day of January, A. D. 1907, 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 Albert A. Burleigh, Houlton, Maine, and to the municipal officers of the town of Houlton, three days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Messrs. Appleton & Chaplin appeared for the petitioner.

No one appeared to oppose said petition.

This is a petition under Chapter 38 of the Private and Special Laws for the year 1903.

We hereby approve said location of said track and prescribe the manner and condition of crossing of said highway by said railroad track to be at grade. Said railroad company shall plank said crossing so that it shall be safe and convenient for

travelers on said way, and shall hereafter maintain said crossing within the limits of the said railway.

Dated at Augusta this 17th day of January, A. D. 1907.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Atlantic Shore Line Railway for a determination of the manner and condition of crossing the Boston & Maine Railroad, on its line from Kennebunk to Wells, and decision of the Board thereon. January 23, 1907.

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

The Atlantic Shore Line Railway respectfully represents that in constructing its railway from Kennebunk to Wells, as authorized by its location approved by your Honorable Board and now on file, its tracks will be constructed across the tracks already built of the Boston & Maine Railroad, as appears by said location now on file, and by plan hereto annexed and made a part of this petition.

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

Dated October 29th, 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 Wednesday, the fourteenth day of November, A. D. 1906, on which day the Board of Railroad Commissioners will be in session at the place named in said petition, as the place of crossing the Boston

and Maine railroad, at ten-thirty o'clock in the forenoon, for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order of notice to Mr. Lucius Tuttle, President of the Boston and Maine Railroad, Boston, Mass., five 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 parties interested.

Mr. Fred J. Allen appeared for the Atlantic Shore Line Railway.

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

The location of the Atlantic Shore Line Railway approved by the Railroad Commissioners at the point named in this petition, is in the street or way over which the Boston and Maine Railroad has constructed a bridge, and the abutments of said bridge are within the location of said street or ways.

The track of the Atlantic Shore Line Railway must be constructed within the street and under the tracks of the Boston and Maine Railroad.

The bridge of the Boston and Maine Railroad must be lengthened, and the abutments must be constructed so as to allow the Atlantic Shore Line Railway to lay its tracks on its own location, under the bridge and under the tracks of the Boston and Maine Railroad.

We therefore decree that the westerly abutment shall be changed so as to admit the Atlantic Shore Line Railway to pass under the bridge at least fifteen feet below the bottom of said bridge.

All the work may be done by the Boston and Maine Railroad, and the Atlantic Shore Line Railway shall pay all the expense of said change and reconstruction.

We are asked to make an order for future maintenance of said bridge, and abutments, and to order a sum to be paid by the Atlantic Shore Line Railway to the Boston and Maine Railroad as compensation for future possible damages.

We shall expect a bridge to be constructed that will not require repairs for a great many years. If it ever does require repairs, and the Railroad Commissioners at that time believe the Atlantic Shore Line Railway should pay a portion of the expense of such repairs, they can then so decree. At present we see no occasion for making such decree.

Dated at Augusta this 23d day of January, A. D. 1907.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Portland & Ogdensburg Railway, for approval of the taking of certain parcels of land in the city of Portland, for side tracks and sidings, and the decision of the Board thereon. February 7, 1907.

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

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

That it is desirous of constructing and maintaining certain necessary tracks and side tracks in the City of Portland, in the County of Cumberland and State of Maine which tracks and side tracks are necessary for the reasonable accommodation of the traffic and appropriate business of the corporation.

The estate necessary to be taken for said purposes and the name of the person interested therein are as follows, viz:

A triangular parcel or lot of flats situated in said Portland near Powder House Lot, so called, described as follows, to wit:

Beginning at the intersection of the easterly line of location made by the Portland and Ogdensburg Railroad Company December 18th, 1869, recorded in County Commissioners Records, Book "Location of Railroads," page 45, and southerly line of the so-called Deborah Mills grant, being also the south-easterly line, extended southwestwardly, of land conveyed by Frederick W. Clark and Frederick A. Clark to Franklin J. Rollins by deed dated December 14th, 1885, and recorded in Cumberland Registry of Deeds, Book 519, Page 478; and by said Rollins conveyed to Maine Central Railroad Company and Boston and Maine Railroad by deed dated December 26, 1885 and recorded in said Registry, Book 523, Page 1; running thence northwestwardly along said easterly line of location three hundred and sixty (360) feet, more or less, to point forty-nine and one-half ($49\frac{1}{2}$) feet southwesterly from center of east-bound track as now operated for Union Station connection; thence southeastwardly, parallel to and forty-nine and one-half ($49\frac{1}{2}$) feet distant from said center of east-bound track, three hundred and sixty-five (365) feet, more or less, to said southerly line of so-called Deborah Mills grant; thence southwestwardly, one hundred (100) feet, more or less, to point of beginning.

Said parcel or lot of flats is owned by John F. Proctor of said City of Portland, or by persons unknown.

All of which is shown upon the plan accompanying, dated July 16th, 1906, and signed by Theo. L. Dunn, Chief Engineer of Maine Central Railroad Company.

Said The Portland and Ogdensburg Railway represents that it is necessary to take all the flats herein described for said purposes, that the owner of said flats does not consent thereto, wherefore it prays that, after due notice, your Honorable Board would then view the premises, hear the parties and determine how much, if any of said real estate is necessary for the reasonable accommodation of the traffic and appropriate business of the corporation.

Portland, Maine, November 6, 1906.

The Portland & Ogdensburg Railway,

By JAMES F. HAWKES, President.

SYMONDS, SNOW, COOK & HUTCHINSON,

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 last publication in said paper to be at least fourteen days before Thursday, the thirteenth day of December, 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 serve copies of the foregoing petition and order upon each land owner on whose land said tracks and side tracks are proposed to be constructed, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 23d 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 parties interested.

Messrs. Symonds, Snow, Cook and Hutchinson, and Mr. H. B. Cleaves appeared for the petitioner.

Mr. Charles P. Mattocks appeared for Mr. John F. Proctor.

Mr. C. W. Morrill appeared for the Estate of J. B. Brown.

This is a petition to take land of John F. Proctor for certain necessary tracks and side tracks in the City of Portland; which tracks and side tracks are necessary for the reasonable accommodation of the traffic and appropriate business of the corporation.

We hereby find that the land described in the petition is necessary to be taken for the purposes named in said petition; and we hereby decree that all of said land may be taken as described in said petition.

For the reasons given in another decision this day made between said railway company and said respondent in another

proceeding, we have no occasion to repeat the objections and our finding therein made.

Dated this 7th day of February, A. D. 1907.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Portland & Ogdensburg Railway for approval of location of a branch railroad track at Thompson's Point, and decision of the Board thereon. February 7, 1907.

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

The Portland and Ogdensburg Railway, a corporation established under the laws of the said 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 locating, constructing and maintaining branch railroad tracks in said Portland, extending from points in its main tracks southeast of Thompson's Point, so called, to the railroad station of the Portland Union Railway Station Company.

The center line of location of said branch railroad tracks is described as follows:

Commencing at a stake in the center line of the location made by the Portland and Ogdensburg Railroad Company December 18th, 1869, recorded in County Commissioners Records, Book "Location of Railroads", page 45, which stake is at station 87+85 of said location and marked 26+90.5; running thence on a course bearing south forty degrees fifteen minutes east (S. 40 degrees 15 minutes E.) being a prolongation of the tangent described in said location as bearing south forty-one degrees, forty-five minutes east (S. 41 degrees 45 minutes E.), a distance of eleven hundred sixty-six and one-tenth (1166.1) feet to station 15+24.4; thence on a curve to the left, or eastwardly, of seven hundred fifteen and five-tenths (715.5) feet radius, a distance of nine hundred ninety-one and seven-tenths (991.7) feet to station 5+32.7, stake at which station is about

twenty-five (25) feet northwardly from northerly line of land formerly of estate of J. B. Brown; thence on a curve to the left or northwardly of five hundred seventy-three and seven-tenths (573.7) feet radius, a distance of five hundred thirty-two and seven-tenths (532.7) feet to station 0, stake at which station is ninety-three and five-tenths (93.5) feet southwardly from a line drawn through the center of the most southwardly posts of train shed at the railway station of Portland Union Railway Station Company and in center of track numbered four (4).

This location is to cover land as follows:

Station 25+97.7 to 19+56, Boston and Maine Railroad and Maine Central Railroad Company or parties unknown, owners, forty-nine and one-half ($49\frac{1}{2}$) feet on each side of center line, location of said Portland and Ogdensburg Railroad Company being excepted.

Station 19+56 to 14+51, John F. Proctor or parties unknown, owner, forty-nine and one-half ($49\frac{1}{2}$) feet on each side of center line, a triangular tract of land next hereinafter described, owned by Boston & Maine Railroad and Maine Central Railroad Company and the location of said Portland and Ogdensburg Railroad Company being excepted.

Station 14+51, Boston and Maine Railroad and Maine Central Railroad Company, owners, forty-nine and one-half ($49\frac{1}{2}$) feet on easterly side of center line, land being a triangular tract, bounded southerly by land of said Maine Central Railroad Company; westerly by the center line of what was formerly the Cumberland and Oxford Canal; and easterly by the easterly line of the present location.

Station 14+51 to 3+15.5, Maine Central Railroad Company, owner, forty-nine and one-half ($49\frac{1}{2}$) feet on each side of center line, except that between stations 7+14.5 and 3+72 land is bounded on the south by land formerly of estate of J. B. Brown.

Station 3+15 to 0, Portland Union Railway Station Company, owner, six (6) feet on the right or easterly side and thirty (30) feet on the left or westerly side of the center line.

All of which is shown on the plan accompanying, dated July 16th, 1906, and signed by Theo. L. Dunn, Chief Engineer of Maine Central Railroad Company.

That consent has been granted to it by the City Council of said City of Portland, to locate, construct and maintain said tracks within the said city, a certified copy of which consent is hereto annexed and made part hereof as though fully set out herein.

Wherefore, the said The Portland and Ogdensburg Railway prays that your Honorable Board will approve said location, and that it may locate, construct and maintain said branch railroad tracks under the direction of said Board as provided by law.

Dated at Portland, Maine, November 6th, 1906.

The Portland and Ogdensburg Railway,
By JAMES F. HAWKES, President.
SYMONDS, SNOW, COOK & HUTCHINSON,
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 thirteenth day of December, 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 and to each land owner mentioned in said petition, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 23d 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 parties interested.

Messrs. Symonds, Snow, Cook & Hutchinson, and Mr. H. B. Cleaves, appeared for the petitioner.

Mr. Charles P. Mattocks appeared for Mr. John F. Proctor.

Mr. C. W. Morrill appeared for the Estate of J. B. Brown.

This is a petition of the Portland & Ogdensburg Railway asking permission to locate, construct and maintain branch railroad tracks southeast of Thompson's Point, so called, to the railroad station of the Portland Union Railway Station Company.

These tracks are over and across the land of John F. Proctor, and the only contention in relation to these proceedings is fairly and concisely stated by counsel for the railway company, and counsel for the respondent in his brief, as follows:

"This is a proceeding for the condemnation of Mr. Proctor's land, and respondent claims that the meeting of the directors of the railroad company at which the vote to take these proceedings was taken, was not legally called, and that all proceedings under that vote are consequently illegal and void."

John W. Dana was called, sworn, and testified that he was clerk of the Portland & Ogdensburg Railway. He then read from the clerk's book of record, as follows:

"August 3d, 1906. A meeting of the directors of the Portland & Ogdensburg Railway was held at the office of the Mayor of the City of Portland at ten o'clock in the forenoon, in pursuance of a call made by the clerk at the direction of the president of the corporation. Present, Messrs. Hawkes, Clifford, Libby, Shaw, Winslow and Goding."

It was contended by the attorney for Mr. Proctor that this record did not show that the directors' meeting was legally called, because it did not show that the directors were legally notified of the meeting by the clerk.

The attorney for the railroad company then offered to show by oral testimony of the clerk, Mr. Dana, what notice was given to the directors.

Upon objection, by attorney for respondent, the Commissioners excluded the testimony, and ruled that the record must stand by itself. That though the clerk might perhaps amend his record according to the facts, at a proper time and place, yet oral testimony before the Railroad Commissioners could add no strength to the record, and certainly could give no information to the court, if the proceedings should go forward.

We must therefore, and do decide upon this written record of the clerk in relation to the meeting of the directors, and determine whether it is sufficient to authorize the directors to institute these proceedings, because it is under a vote had at that meeting that these proceedings are instituted.

The principal rules relating to directors' meetings, and applicable to this matter, are these:

"(a) In the absence of express prohibition directors may meet and act as agents of the corporation in another state.

(b) Notice of the time and place of the meeting must generally be given each director, unless the meeting is a stated one. But,

(1) If all the directors are present, want of notice is immaterial.

(2) If the charter makes less than all the directors a quorum, with power to transact business, and does not require notice, a quorum may meet and transact business without the presence of or notice to the other directors.

(c) In the absence of express provision otherwise, a majority of the directors constitute a quorum, and a majority of the quorum may decide any question upon which they may act.

(d) A director is disqualified to vote upon any resolution in which he is personally interested.

(e) Unless the charter or by-laws so require, the votes and decisions of the directors need not be recorded."

According to these general rules, so far as they relate to these proceedings, it has been held that "it is not necessary that the records of a corporation shall show that all the directors of a corporation had notice of the directors' meeting or the terms of the notice. In the absence of evidence to the contrary, a sufficient notice will be presumed."

State vs. Webster, 13 Metcalf, 497.

Leavitt vs. Mining Co., 3 Utah, 265.

Chase vs. Tuttle, 55 Conn. 455.

But the pending case is still stronger. By Private and Special Laws of 1875, Chapter 1, the charter of the Portland & Ogdensburg Railroad Company was amended; and it was provided by Section 2 of that act that five directors shall constitute a quorum for the transaction of business.

And it has been held that "if by the charter of a corporation a certain number of directors are made a quorum and given power to transact business, the corporation is bound by the unanimous concurrence of that number at even a casual meeting, and without notice to the others, unless notice is expressly required by the charter or by-laws."

Edgerley vs. Emerson, 23 N. H. 555.

State vs. Smith, 48 Vt. 266.

Chase vs. Tuttle, 55 Conn. 455.

No notice being expressly required either by the charter or by-laws of this company, we regard these decisions as settling the question in controversy, because by the charter five directors are made a quorum for the transaction of business and the record shows that six directors were present and acted at the meeting.

We hereby decide that the directors' meeting authorizing these proceedings was legally called and was held in legal form, and we hereby authorize said company to locate branch tracks as prayed for in said petition. We find that public convenience requires said branch tracks to be laid, and we hereby approve the same.

Dated this seventh day of February, A. D. 1907.

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

Railroad Commissioners of Maine.

SOMERSET 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 Somerset Railway from Landers to Birch Point a distance of thirty-one miles, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this 25th day of February, A. D. 1907.

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

Railroad Commissioners of Maine.

Petition of the Bangor & Aroostook Railroad Company for approval of location of a branch railroad track extending from Township 4, Range 9, Piscataquis County, to Lagrange, connecting with the main line, and decision of the Board thereon. March 20, 1907. -

To the Railroad Commissioners of the State of Maine:

Respectfully represents the Bangor & Aroostook Railroad Company that it desires to build a branch extending from a point of connection with the main line of its railroad in Township Number 4, Range 9, N. W. P., in Piscataquis County, in a general southerly direction between Schoodic Lake and Seboeis Lake, to the point of connection with the main line of its said railroad in the town of Lagrange.

The length of said branch, as near as may be, is thirty-two miles.

The names of the towns through which or into which it is desired to build said branch are:

Township Number 4, Range 9, N. W. P., Lake View Plantation, Medford and Lagrange.

A map of the proposed route, as near as may be, of said branch, on an appropriate scale, accompanies this petition.

This petition is presented pursuant to the provisions of Section 2, Chapter 222 of the Private and Special Laws of 1903, entitled "An Act to authorize extensions of the Bangor & Aroostook Railroad in Aroostook, Piscataquis and Penobscot Counties," said act having been amended by an Act entitled "An Act to amend Chapter 222 of the Private and Special Laws of the year 1903," entitled "An Act to authorize extensions of the Bangor & Aroostook Railroad in Aroostook, Piscataquis and Penobscot Counties", which last named act was approved February 15, 1907.

Your petitioners pray, that after notice and hearing, as provided in said Section 2, the Board of Railroad Commissioners will find that public convenience and necessity require the construction of said railroad, and having so found, that said Board of Railroad Commissioners will file with the Secretary of State a certificate of that fact together with a copy of this petition,

and will furnish said Bangor & Aroostook Railroad Company with a like certificate.

Bangor & Aroostook Railroad Company,

By APPLETON & CHAPLIN, Its Attorneys.

Dated February 21, 1907.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition and order, three days successively in the Daily Commercial and Daily News, newspapers published at Bangor, in the county of Penobscot, the first publication in said papers to be at least five days before Saturday the second day of March, A. D. 1907, on which day the Board of Railroad Commissioners will be in session at the office of Joseph B. Peaks in Dover at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send a copy of the petition and order to the municipal officers of the towns of Medford, Lagrange and Lake View Pl., three days at least before the date of said hearing.

JOSEPH B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 23d day of February, A. D. 1907.

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 in opposition.

After a full hearing upon the matter embraced in the petition, we are satisfied and so find and hereby certify that all the provisions of the statutes have been complied with, that public convenience and necessity require the construction of the branch of the Bangor & Aroostook Railroad described in the foregoing petition, and we hereby approve the proposed location of said branch as delineated upon the map presented with this petition and herewith file this certificate as provided by statute, and

decree that said branch railroad may be constructed as proposed in said petition.

Dated at Augusta this 20th day of March, A. D. 1907.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Bangor & Aroostook Railroad Company for approval of location of an extension of its road from Township No. 4, R. 9, N. W. P., to a connection with its road at Lagrange, and decision of the Board. April 3, 1907.

To the Railroad Commissioners of Maine:

The Bangor and Aroostook Railroad Company presents herewith a location of the extension of its road, commencing at a point of connection with the main line of its railroad in Township No. 4, Range 9, N. W. P., in Piscataquis County, and extending in a general southerly direction between Schoodic and Sebocis Lakes to a point of connection with the Piscataquis Division of its railroad in Lagrange in Penobscot County, a distance of about twenty-eight miles.

Said location defines the courses, distances and boundaries of said extension and is accompanied with the map of said extension first presented to your Honorable Board, and with a profile of the line on the relative scales of profile paper in common use and with a report and estimate prepared by a skillful engineer from actual survey.

Said railroad company petitions your Honorable Board to, after proper notice and hearing, approve the said location.

Bangor and Aroostook Railroad Company,

By APPLETON & CHAPLIN, Its Attorneys.

March 26, 1907.

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 the Daily News, newspapers published at Bangor, in the County of Penobscot,

the first publication in each paper to be at least five days before Wednesday, the third day of April, A. D. 1907, on which day the Board of Railroad Commissioners will be in session at their office in Augusta, at ten o'clock in the forenoon, for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the towns of Medford, Lagrange and the Plantation of Lake View, three days before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 26th day of March, A. D. 1907.

(Courses, distances and boundaries are here omitted.)

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Messrs. Appleton & Chaplin appeared for the petitioners.

No one appeared in opposition.

The Board of Railroad Commissioners having viewed the location hereby approve the same as per description attached to said petition and made a part thereof.

Dated at Augusta this 3d day of April, A. D. 1907.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Augusta & Waterville Railway for approval of location between Augusta and Waterville, and decision of the Board thereon. May 6, 1907.

To the Honorable Board of Railroad Commissioners:

The Augusta and Waterville Railway respectfully represents that it is a corporation organized under Chapter fifty-three of the Revised Statutes, and that it desires to begin the construction of its road when duly authorized 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 the written approval of the proposed route and location as to streets, roads or ways, of the municipal officers of the cities and towns in which said railway is to be constructed in whole or part, and with a report and estimate prepared by John A. Jones, a skilful engineer. Said proposed route and location so approved as aforesaid is as follows:

(The courses, distances and boundaries are here omitted.)

Said line as above described is the center line of said railroad and the width of the location thereof will be five (5) feet on each side of said center line in any street, road or way, and twenty-five (25) feet on each side of said center line where it is outside the limits of any street, road or way.

That in all the instances aforesaid where said location is outside of the limits of streets, roads or ways, it is impracticable to locate such railroad within the limits of said streets, roads or ways.

That public convenience requires the construction of such road.

Your petitioner further represents that its tracks are to be constructed across the tracks of the Maine Central Railroad Company, the same being a railroad already built, in the town of Winslow at a point between station ten hundred and sixty-five plus forty-nine (1065+49) and station ten hundred and seventy-two plus forty-nine (1072+49), as indicated upon the map aforesaid, and that such crossing is to be made, constructed

and maintained in such manner and under such conditions as shall be ordered by your Honorable Board under the laws of the State, the expense thereof to be borne as your Honorable Board may order.

Your petitioner further represents that its tracks are to be constructed across the tracks of the Wiscasset, Waterville and Farmington Railway Company, the same being a railroad already built, at a point as indicated upon the map aforesaid and marked station six hundred and seventy-six plus eighteen (676+18), and that such crossing is to be made, constructed and maintained in such manner and under such conditions as shall be ordered by your Honorable Board, the expense thereof to be borne as your Honorable Board may order.

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 the following decrees:

That such location be approved subject to the provisions of Section 12 of Chapter 53 of the Revised Statutes; that your Honorable Board will determine that public convenience requires the construction of said road.

That you will find that it appears to be impracticable to locate said road within the limits of said streets, roads and ways in all cases where the location aforesaid is outside of the limits of streets, roads or ways.

That you will determine the manner and conditions of the construction and maintenance of said crossing of the tracks of the Maine Central Railroad Company.

That you will determine the manner and conditions of the construction and maintenance of said crossing of the tracks of the Wiscasset, Waterville and Farmington Railway Company.

That if in either of the crossings aforesaid your Honorable Board should determine that grade crossings with either or both of said railroads should be avoided, then that such amendments to this petition may be made before final decree, with or without notice as the Commissioners may decide public interests may require, and that thereupon, as the case may be, your Honorable Board will find that such amended location may be out-

side of the limits of streets, roads or ways and that it would thereupon be impracticable to locate said railroad within the limits of such streets, roads or ways, and further, that if the public convenience so requires it that your Honorable Board will authorize the taking of lands already devoted to railroad uses for the purpose of so avoiding grade crossings with such railroads, should your Honorable Board determine that such lands may be so crossed in such manner as to avoid grade crossings with said railroads, or either of them.

That you will make certificate of your determination hereunder in the manner by law required.

Dated this 22d day of March, A. D. 1907.

Augusta and Waterville, 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 Daily Kennebec Journal, a newspaper published at Augusta, in the County of Kennebec, and in the Waterville Morning Sentinel, a newspaper published at Waterville in the County of Kennebec, the first publication in each paper to be at least five days before Tuesday, the twenty-third day of April, A. D. 1907, on which day the Board of Railroad Commissioners will be in session at their office at Augusta, at ten o'clock in the forenoon, for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the Maine Central Railroad Company, the Wasscasset, Waterville and Farmington Railroad Company, the Augusta, Winthrop and Gardiner Railway, the Waterville and Oakland Street Railway, the Augusta, Oakland & Waterville Street Railway, also the municipal officers of the city of Augusta, and the towns of Vassalboro and Winslow, five 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 April, A. D. 1907.

To the Honorable Board of Railroad Commissioners:

In the matter of the pending petition of the Augusta and Waterville Railway, your petitioner respectfully represents that

in order to avoid a grade crossing of the tracks of the Maine Central Railroad Company in Winslow, it is necessary to make the following change in the description of said location in said petition:

The following portion of said location should be abandoned: Beginning at station ten hundred and seventy plus ninety-nine (1070+99), thence N. thirty-two degrees thirty minutes (32° -30') E. one hundred and fifty (150) feet to station ten hundred and seventy-two plus forty-nine (1072+49); thence by a reverse curve to the right and left of three hundred (300) feet radius three hundred and fifty (350) feet to station ten hundred and seventy-five plus ninety-nine (1075+99); thence N. thirty-two degrees thirty minutes (32° -30') E. nine hundred and twenty-nine (929) feet to station ten hundred and eighty-five plus twenty-eight (1085+28); thence by a curve to the left of one thousand (1000) feet radius two hundred and fifty-four (254) feet to station ten hundred and eighty-seven plus eighty-two (1087+82); thence N. eighteen degrees (18°) E. five hundred and thirty (530) feet to station ten hundred and ninety-three plus twelve (1093+12); thence by a curve to the left of sixty (60) feet radius ninety (90) feet to station ten hundred and ninety-four plus two (1094+2); thence N. seventy-one degrees (71°) W. twenty (20) feet to station ten hundred and ninety-four plus twenty-two.

The following described center line should be substituted therefor: Beginning at station ten hundred and seventy plus ninety-nine (1070+99) in old location, thence by a curve to the right of one thousand (1000) feet radius one hundred and twenty-one (121) feet to station ten hundred and seventy-two plus twenty (1072+20); thence N. thirty-seven degrees (37°) E. twelve hundred and sixty-three (1263) feet to station ten hundred and eighty-four plus eighty-three (1084+83); thence by a curve to the left of six hundred (600) feet radius two hundred and twenty-five (225) feet to station ten hundred and eighty-seven plus eight (1087+8); thence by a curve to the left of eighty (80) feet radius sixty (60) feet to station ten hundred and eighty-seven plus sixty-eight (1087+68); thence N. twenty-eight degrees thirty minutes (28° -30') W. sixty-four (64) feet to station ten hundred and eighty-eight plus thirty-

two (1088+32); thence by a curve to the right of eighty (80) feet radius sixty (60) feet to station ten hundred and eighty-eight plus ninety-two (1088+92); thence N. fifteen degrees thirty minutes (15°-30') E. four hundred and twenty-four (424) feet to station ten hundred and ninety-three plus sixteen (1093+16); thence by a curve to the left of one hundred (100) feet radius one hundred and fifty-seven (157) feet to intersect the old location at station ten hundred and ninety-four plus twenty-two (1094+22).

Your petitioner alleges that on account of the public danger involved in said grade crossing it is impracticable to locate said railroad within the limits of said highway as located in that portion of said location above described as desired to be abandoned.

Your petitioner further alleges that under the statutes of the State this Honorable Board is empowered to approve the foregoing substituted location in order thereby to avoid a grade crossing of the said tracks of said Maine Central Railroad Company.

Your petitioner files herewith a plan showing the foregoing amendment, delineating thereon said new center line, together with profiles and cross sections showing an appropriate overhead crossing, said plan being hereby referred to and made a part of this petition for amendment. Said plan was prepared by the Maine Central Railroad Company and is by it recommended to this Honorable Board as a proper location to avoid said grade crossing and as containing a proper overhead crossing, in which recommendation your petitioner respectfully joins.

Your petitioner further represents that so far as said amended location is within the limits of the highway, its width is to be five feet on each side of said center line.

Your petitioner further represents that so far as said amended location is outside of the limits of said highway, the width and area thereof are not required by law to be now determined, as the same are to be determined and can be determined only by an appropriate and subsequent independent petition to be filed by your petitioner therefor, under the statute therefor empowering this Honorable Board to determine how much of such real estate is necessary for the reasonable accommodation of the

traffic and appropriate business of your petitioner and for the construction and maintenance of said overhead crossing.

Wherefore your petitioner respectfully prays that this Honorable Board will now simply determine that such lands may be crossed by the tracks of your petitioner with the center line thereof as shown on said plan so as thereby to avoid the grade crossing aforesaid.

Your petitioner further prays that its prayer for crossing the tracks of the Maine Central Railroad Company may be amended and that this Honorable Board will determine that the crossing over said tracks shall be by an overhead bridge on the location delineated upon the plan aforesaid filed with this petition for amendment, with the profiles and clearance there indicated, said bridge to be built to the satisfaction of the Railroad Commissioners, the work thereon and all work within the location of said Maine Central Railroad Company to be under the supervision of the said railroad company and to the satisfaction of the Railroad Commissioners, and to be carried on in such manner as not to interfere with the traffic upon said railroad, said bridge to be built and hereafter maintained and all expenses connected therewith and with the construction and maintenance of said street railroad as delineated upon the plan aforesaid to be wholly at the expense of the said Augusta and Waterville Railway.

Inasmuch as the prayer of this petition is recommended as aforesaid by the said Maine Central Railroad Company, your petitioner respectfully prays that this amendment may be made without notice.

Dated May 1, 1907.

Augusta and Waterville Railway,

By HEATH & ANDREWS, Its Attorneys.

To the Honorable Board of Railroad Commissioners:

Respectfully represents the Augusta and Waterville Railway in the matter of its pending petition for approval of location that public convenience would be better subserved by making the following amendment:

To strike out from its plan and the description of its location so much thereof as is between stations 626+0 and 697+43.

To substitute in place thereof the following center line:

Beginning at station 626+0, on the old location, thence by a curve to the left of 1000 feet radius 240 feet to station 628+40, said station being 7 feet westerly from the easterly line of the road leading to East Vassalborough; N. 51° E. and parallel to said road 1851 feet to station 646+91; thence by a curve to the right of 600 feet radius 524 feet to station 652+15; thence S. 77° E. 352 feet to station 655+67; thence by a curve to the right of 2000 feet radius 284 feet to station 658+51; thence S. 66° E. 499 feet to station 663+50; thence by a curve to the right of 2000 feet radius 489 feet to station 668+39; thence S. 53° E. 1390 feet to station 682+29; thence by a curve to the left of 2000 feet radius 560 feet to station 687+89; thence S. 70° E. 309 feet to station 690+98; thence by a curve to the left of 80 feet radius 180 feet to intersect station 697+43 of old location. The last four tangents are parallel to and 15 feet northerly from the southerly line of the road. From station 648+41 to station 649+65 said described location is upon private land.

The foregoing described line with its courses and distances is the center line of the proposed location. The width thereof in said highway is 5 feet on each side of said center line. The width thereof on private land is 25 feet on each side of said center line.

Your petitioner avers that public convenience requires the construction of said road upon the foregoing amended location and that where said location is outside of the limits of streets, roads or ways, as aforesaid, it is impracticable to locate said road within the limits of said streets, roads or ways.

Your petitioner files herewith a map of said proposed amended route on an appropriate scale and a consent to said amendment, signed by the municipal officers of the town of Vassalborough, said town being the town interested.

Your petitioner further represents that, if said amended location is approved, the tracks of your petitioner to be constructed thereon will be constructed across the tracks already built of the Wiscasset, Waterville and Farmington Railway and that such crossing will be in the highway. Your petitioner respectfully prays that your Honorable Board will determine the manner and conditions of construction and maintenance of such crossing and how the expense thereof shall be borne.

Wherefore, your petitioner prays that its pending location may be amended, as aforesaid, before final approval thereof after notice and hearing hereon by your Honorable Board, according to the statute in such cases made and provided.

Dated May 2, A. D. 1907.

Augusta and Waterville 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, one day in the Daily Kennebec Journal, a newspaper published at Augusta in the County of Kennebec, the publication in said paper to be at least one day before Monday, the 6th day of May, A. D. 1907, on which day the Board of Railroad Commissioners will be in session at their office in Augusta at 10 o'clock in the forenoon for the purposes indicated in said petition.

Said petitioner shall send copies of the foregoing petition and order to the Selectmen of Vassalborough and to the Wiscasset, Waterville and Farmington Railway, before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 2d day of May, A. D. 1907.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

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

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

Mr. Charles F. Johnson appeared for the Augusta, Oakland & Waterville Street Railway, and for Mr. John R. Butterfield.

Mr. N. L. Bassett appeared for the Wiscasset, Waterville & Farmington Railway.

Mr. H. E. Cook appeared for the town of Winslow, and for certain citizens of Vassalborough.

Mr. W. C. Philbrook appeared for the town of Winslow.

Mr. A. M. Goddard appeared for the city of Augusta.

This is a petition of the Augusta and Waterville Railway asking the Board to approve its proposed location and find that public convenience requires the construction of its road. This is opposed by the Augusta, Oakland & Waterville Railway. The last named railway runs from Augusta to Oakland and is on the west side of the Kennebec River. The proposed location of the Augusta & Waterville Railway is on the east side of the Kennebec River, and will not compete at all except for through traffic between Waterville and Augusta by way of the Waterville and Oakland Railway. The towns of Oakland and Sidney are separated from the towns of Winslow and Vassalborough by the Kennebec River, which people can neither ford nor bridge, and so far as street railway traffic is concerned, the towns on the east side cannot be accommodated in any way by the street railway constructed on the west side. The only competition that can be conceived of between the two companies is in relation to the through traffic between Waterville and Augusta. Among the earlier decisions made by this Board, after the street railway laws went into effect, and which excited some criticism at the time, was the matter of the Portland Extension Railway from Westbrook to Gorham. The Board felt compelled to deny the charter because the through traffic was already cared for by the Portland and Rochester Railway and there was no local traffic on the proposed line between Westbrook and Gorham to call for a street railway. In the matter of the Portland and Brunswick Street Railway, Commissioners' Report of 1901, page 173, the Board would have denied the charter for the railway between Brunswick and Freeport alone, because there was no local service to call for it, but they allowed the charter because it was found that there was a local traffic between Freeport and Yarmouth, which required a street railway. In the matter of the Augusta and Togus Railway, Commissioners' Report, A. D. 1900, page 155, which was opposed by the Kennebec Central Railroad Company, running from Gardiner to Togus, the Commissioners put their decision strictly upon the ground of local traffic which required a street railway from Togus to Augusta. In the mat-

ter of the Lewiston, Winthrop & Augusta Street Railway charter, Commissioners' Report, A. D. 1902, page 173, the Commissioners again put their decision strictly upon the necessity for local traffic. Again in the matter of the Waterville & Oakland Railway, Commissioners' Report, A. D. 1902, page 249, which was opposed by the Maine Central Railroad Company, the Commissioners decided that the through traffic between Waterville and Oakland was not to be considered, but that the local traffic was the determining factor. The decision of the Board in the latter case presents the reasons which apply so fully to this case that we copy herewith a portion:

"The electric railway often gives service which the steam road cannot give. Electric cars are run singly and often while the steam cars are run in trains, and necessarily less frequent. The steam cars have only one general station in one town, while the electric cars run through the streets and take passengers at more convenient points. The electric cars stop for passengers whenever and wherever it is found necessary, so that while the steam road runs trains in sufficient numbers to carry passengers, the electric railway is more convenient for people between two points who want to take the cars, or for people who want to stop between stations."

It will be seen, therefore, that the Commissioners have not deviated from the principle laid down in this first decision in the matter of the Portland Extension Railway, which is, that electric railways must primarily be considered as serving the local traffic and not the through traffic. We are satisfied that this is the true policy for the State of Maine, and in this case we adopt the same rule. We do not see how a street railway from Waterville to Oakland through Sidney to Augusta can serve the people who reside in the towns of Winslow and Vassalborough, and we can see no reason why we should now change our policy and deprive the people of the towns east of the Kennebec River from all that they so much desire and to which we think they are entitled. We must therefore approve this location as amended and find that public convenience requires the building of said railway.

Detail.

So much of said location as is upon the Waterville and Winslow highway bridge is not now approved.

The amendment of the location in the town of Vassalborough dated and filed May 2, 1907, between stations 626+0 and 697+43, is allowed, hearing thereon having been had after due notice and the municipal officers of the town having filed their consent thereto, and the amended location, as described in said amendment, is approved.

The amendment, dated and filed May 1, 1907, between stations 1070+99 and 1094+22, for the purpose of avoiding a grade crossing of the Maine Central Railroad, is allowed and the amended location therein described is approved.

Except as above stated, the location is approved as described in the original petition.

Wherever said location, as so approved, is outside of the limits of streets, roads or ways, we find that it is impracticable to locate such railroad within the limits of such streets, roads or ways.

We determine that the lands of the Maine Central Railroad Company, already devoted to railroad uses, may be crossed in the manner delineated upon the plan filed with the aforesaid amendment of date of May 1, 1907, so as thereby to avoid a grade crossing with said railroad.

We determine the manner and conditions of the construction and maintenance of the crossing of said Maine Central Railroad, as follows: said crossing shall be by an overhead bridge on the location delineated upon the plan aforesaid filed on May 1, 1907, with the profiles and clearance there indicated, said bridge to be built to the satisfaction of the Railroad Commissioners, the work thereon and all work within the location of said Maine Central Railroad Company to be under the supervision of the said railroad company, to be to the satisfaction of the Railroad Commissioners, and to be carried on in such a manner as not to interfere with the traffic upon said railroad, said bridge to be built and maintained and all expense connected with the construction and maintenance of said street railroad, as delineated upon the plan aforesaid, to be wholly at the expense of the said Augusta and Waterville Railway.

We determine the manner and conditions of the crossing of the tracks of the Wiscasset, Waterville and Farmington Railway to be as follows:

The crossing shall be at grade. The Augusta and Waterville Railway shall furnish proper crossing frogs, and shall pay all expenses of laying the same and shall pay all expense of maintaining said crossing. All cars on the said Augusta and Waterville Railway shall be stopped within one hundred feet of said crossing, and shall not cross said tracks until the conductor shall go forward on to said crossing and ascertain that the same is clear.

Dated at Augusta, this sixth day of May, A. D. 1907.

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

Railroad Commissioners of Maine.

Petition of the Bangor & Aroostook Railroad Company, asking for a change in a highway in the town of LAGRANGE, and action of the Board thereon. May 10, 1907.

To the Railroad Commissioners of the State of Maine:

Respectfully represents the Bangor and Aroostook Railroad Company that the location of the Medford Extension (so called) of its railroad crosses, and said extension when built will cross the Bennoch Road (so called) in LAGRANGE, and in that part of said town known as South LAGRANGE; that a change of the highway at that place will facilitate the crossing thereof by said extension.

Your petitioner makes application to you, upon due proceedings had, to alter the course of said way for said purpose. A plan of suggested change of way accompanies this petition.

April 12, 1907.

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 thereon, three days suc-

cessively 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 tenth day of May, A. D. 1907, on which day the Board of Railroad Commissioners will be in session at the Town House in Lagrange 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 Lagrange, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this first day of May, A. D. 1907.

Petition dismissed by order of the Board, May 10, A. D. 1907.

J. B. PEAKS, *Chairman.*

Petition of the Boston & Maine Railroad for approval of a branch railroad track across Chestnut Street, in the City of Portland. May 11, 1907.

To the Honorable Board of Railroad Commissioners:

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 a track across Chestnut Street at a point about ten (10) feet southerly of Kennebec Street, a copy of which consent is hereto annexed and made a part hereof as though fully set out herein, together with a plan showing such proposed track; that consent having been obtained as aforesaid and in accordance therewith, it desires:

To locate and maintain said track across said street as shown upon said plan, and your petitioner further respectfully represents that it is desirous of building such proposed track forthwith;

Wherefore your petitioner makes this petition in writing to your Honorable Board and prays your Honorable Board to

approve the location of said track as above set out and as shown upon said plan, and to determine, direct, decree and order in what manner said crossing shall be made, constructed and maintained and how the expense thereof shall be borne after notice and hearing thereon as by statute made and provided in such cases.

Dated at Portland, County of Cumberland and State of Maine, this 27th day of April, A. D. 1907.

Boston and Maine Railroad,
By SYMONDS, SNOW, COOK & HUTCHINSON,
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 Thursday, the ninth day of May, A. D. 1907, on which day the Board of Railroad Commissioners will be in session at the Preble Street Station of the Boston & Maine Railroad, in Portland, 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 city of Portland, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this first day of May, A. D. 1907.

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

No one appeared to oppose the petition.

The Board of Railroad Commissioners hereby approves the proposed location of the track as embraced in the foregoing

petition and plan, and hereby determines, directs and decrees that the said crossing shall be made at grade at the expense of the Boston and Maine Railroad, and that the said way known as Chestnut Street, within the limits of said track, shall be hereafter kept in repair at the expense of said Boston and Maine Railroad, so that the same shall be safe for travelers with horses, teams and carriages.

Suitable provision shall be made for surface drainage, and for planking at said crossing.

Dated at Augusta this 11th day of May, A. D. 1907.

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

Railroad Commissioners of Maine.

Petition of the Portland & Northern Railroad Company for approval of articles of association, and action of the Board thereon. May 11, 1907.

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 cities of Portland and Westbrook and the towns of Windham, Raymond, Casco, Naples and Bridgton, all in the County of Cumberland, to be known as the Portland and Northern Railroad Company, hereby respectfully request that your Honorable Board will approve the articles of association hereto annexed and that you will endorse said approval in writing upon said articles.

Dated this twenty-eighth day of March, A. D. 1907.

Wm. M. Sturges,
N. D. Sturges,
Tracy W. Holland,
Howard Winslow,
Henry L. Forham,
Llewellyn Barton,
S. O. Hancock.

We, the undersigned, Wm. M. Sturges and N. D. Sturges, of Scranton in the County of Lackawana, State of Pennsylvania, and Tracy W. Holland, of the Borough of Manhattan, City and State of New York, and Howard Winslow, Henry L. Forham, and Llewellyn Barton, all of Portland, County of Cumberland, State of Maine, and Sumner O. Hancock of Casco, in said County of Cumberland, a majority of whom are citizens of this State, hereby sign the following articles of association, to form a company for the purpose of constructing, maintaining and operating by electricity or compressed air, a street railroad for public use for street traffic and for the conveyance of persons and property, and for that purpose do agree as follows:

The name of the company shall be the Portland and Northern Railroad Company.

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

The places, cities and towns, through which, in which and to which the road is to be constructed, maintained and operated, are the cities of Portland and Westbrook and the towns of Windham, Raymond, Casco, Naples and Bridgton.

The length of the road as nearly as may be is forty miles.

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

The number of shares of which said stock shall consist, is sixteen hundred (1600).

Wm. M. Sturges,
N. D. Sturges,
Tracy W. Holland,
Howard Winslow,
Henry L. Forham,
Llewellyn Barton,
S. O. Hancock.

The undersigned, Wm. M. Sturges and N. D. Sturges, of said Scranton, Tracy W. Holland of New York City, Howard Winslow, Henry L. Forham, Llewellyn Barton, of said Portland, and Sumner O. Hancock of said Casco, a majority of whom are citizens of the State of Maine, shall act as directors

of the proposed company and manage its affairs until others are chosen in their places.

Wm. M. Sturges,
N. D. Sturges,
Tracy W. Holland,
Howard Winslow,
Henry L. Forham,
Llewellyn Barton,
S. O. Hancock.

We severally agree each to take the number of shares set against our respective names in the foregoing capital stock in token of our assent to the foregoing provisions, and have heretofore subscribed our names this twenty-eighth day of March, A. D. 1907.

Wm. M. Sturges, Scranton, Pa., 520 shares; N. D. Sturges, Scranton, Pa., 500 shares; Tracy W. Holland, New York, N. Y., 500 shares; Howard Winslow, Portland, Me., 2 shares; Henry L. Forham, Portland, Me., 72 shares; Llewellyn Barton, Portland, Me., 1 share; S. O. Hancock, Casco, Me., 5 shares. Total, 1600 shares.

We, the undersigned, Wm. M. Sturges, N. D. Sturges, Howard Winslow, Henry L. Forham, Llewellyn Barton, Sumner O. Hancock and Tracy W. Holland, named as directors in the said articles of association of the foregoing Portland and Northern Railroad Company, on oath depose and say that sixteen hundred shares of the capital stock of said company, being the total amount of said stock, have been in good faith subscribed by responsible parties, and that five per cent has been paid thereon, in cash, to Llewellyn Barton, one of 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 twenty-eighth day of March, A. D. 1907.

Wm. M. Sturges,
N. D. Sturges,
Tracy W. Holland,
Howard Winslow,
Henry L. Forham,
Llewellyn Barton,
S. O. Hancock.

STATE OF MAINE.

Cumberland, ss. May 9th, A. D. 1907.

Then personally appeared Howard Winslow, Henry L. Forham and Llewellyn Barton, and severally made oath to the foregoing statements by them subscribed as true.

Before me,

STEPHEN C. BERRY, Justice of the Peace.

STATE OF MAINE.

Cumberland, ss. April 15th, A. D. 1907.

Then personally appeared Sumner O. Hancock, and made oath to the foregoing statements by him subscribed as true.

Before me,

LYMAN W. HOLDEN, Justice of the Peace.

STATE OF NEW YORK.

County of New York. March 29th, A. D. 1907.

Then personally appeared Tracy W. Holland, and made oath to the foregoing statements by him subscribed as true.

Before me,

FRANK H. DIMOCK, N. Y. Co. No. 134.

(Seal) My commission expires March 30th, 1907.

STATE OF PENNSYLVANIA.

County of Lackawana. April 1st, A. D. 1907.

Then personally appeared Wm. M. Sturges, and N. D. Sturges, both of Scranton, and severally made oath to the foregoing statements by them subscribed as true.

Before me,

NELLIE A. CLARK, Notary Public.

(Seal) My commission expires January 16, 1909.

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 2 and 3 of Chapter 53 of the Revised Statutes have been complied with, this certificate of such fact and this approval in writing are hereby endorsed upon the foregoing articles of association of the Portland and Northern Railroad Company.

Dated at Augusta this 11th day of May, A. D. 1907.

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

Railroad Commissioners of Maine.

Petition of the Grand Trunk Railway, for approval of conditions for raising a highway over its road in the town of Bethel, and action of the Board thereon. June 7, 1907.

To the Honorable Railroad Commissioners of the State of Maine:

The Atlantic and St. Lawrence Railroad Company, a corporation created and existing under and by virtue of the laws of the State of Maine, and The Grand Trunk Railway Company of Canada, a corporation created and existing under and by virtue of the laws of the Dominion of Canada and by authority of the laws of the State of Maine, lessee of all the property, rights and franchises of said Atlantic & St. Lawrence Railroad Company, respectfully represent:

That in the year A. D. 1850, in accordance with its charter and the laws of the State of Maine, the said Atlantic & St. Lawrence Railroad Company duly and legally located through the town of Bethel, in the County of Oxford, State of Maine, a railroad provided for in its charter, which said location, throughout its entire length in the town of Bethel, was and ever since has been of the width of six (6) rods, and since 1850 has been and now is occupied by the said Atlantic & St. Lawrence Railroad Company and The Grand Trunk Railway Com-

pany of Canada, its lessee, to the full width of six (6) rods as aforesaid; that in locating said railroad through the town of Bethel aforesaid said railroad was located across a certain way then existing in said town of Bethel now known as Old Toll Bridge Road in said town of Bethel, which is a county road and is maintained by said town of Bethel; that at the time of constructing its said railroad, the said Atlantic & St. Lawrence Railroad Company constructed a bridge in the line of said highway, and entirely within its location, for the purpose of allowing its said railroad track or tracks to pass under said highway, which said bridge, together with the abutments thereof, the Atlantic & St. Lawrence Railroad Company, and its lessee, The Grand Trunk Railway of Canada, have ever since maintained and kept in repair.

And your petitioners further say that they now rightfully own and operate within said railway location two tracks, passing under said highway bridge, one of said tracks being the main line of said railroad and the other a siding or spur track used in connection with the business of said railroad; that for the transaction of business on said railroad it has been found necessary to lower the level of the railroad tracks at the point where they pass underneath said bridge and to raise the level of said bridge over the tracks for the purpose of permitting the cars and engines of your petitioners to pass under said bridge with safety to the employees of your petitioners who operate said cars and engines.

It is necessary to raise said level two (2) feet higher than it is at present, and to make such changes in the length of the bridge and the approaches thereto as said raise of level may make necessary and as your Honorable Board may deem advisable.

Wherefore, your petitioners pray that this Honorable Board will fix the time and place of hearing on this petition and will order such notice as to time, place and purposes of such hearing as may be by you deemed proper, and that at such hearing this Honorable Board will order the bridge aforesaid to be raised and changed as herein prayed for, and will fix the height of such bridge and the approaches thereto, and will order such changes in the existing condition as you may deem necessary

and determine how said bridge and crossing will be constructed and maintained and how the expense thereof shall be borne.

Atlantic and St. Lawrence Railroad Company,

By LEROY L. HIGHT, Its Attorney.

The Grand Trunk Railway Company of Canada,

By LEROY L. HIGHT, 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 Portland Daily Press and Portland Evening Express, newspapers published at Portland, in the County of Cumberland, the first publication in each paper to be at least five days before Wednesday, the 5th day of June, A. D. 1907, on which day the Board of Railroad Commissioners will be in session at their office in Augusta at 10 o'clock in the forenoon for the purposes indicated in said petition.

Said petitioner shall send copies of the foregoing petition and order to the County Commissioners of Oxford County, also to the municipal officers of the town of Bethel, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 23d day of May, A. D. 1907.

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. L. L. Hight appeared for the petitioner.

Mr. A. E. Herrick appeared for the town of Bethel.

The petitioning companies ask for the right to raise the level of the highway bridge over the tracks of said railroad companies for the purpose of giving more head room for train service.

The original bridge was only about eighteen feet above the rails of the railroad companies, and we hereby authorize the

railroad companies to raise the highway bridge two feet higher than it is at present, and to extend the length of the bridge sufficient for the purpose of allowing the railroad companies to lay and maintain double tracks on its right of way.

The said companies shall construct a new bridge, making the highway at least twenty-four feet wide.

The approach on the northerly side of said bridge shall be extended so that the grade shall not exceed five per cent; and the approach on the southerly side of said bridge shall not be steeper than seven per cent. The roadway of said approaches shall be constructed as wide as the bridge.

Proper facilities shall be made for surface drainage, and the whole work shall be done at the expense of the said railroad companies, and to the satisfaction of the Board of Railroad Commissioners.

Said bridge and way within the location of said railroad companies shall hereafter be maintained and kept in good repair by said railroad companies.

Dated this 7th day of June, A. D. 1907.

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

Railroad Commissioners of Maine.

Petition of the Canadian Pacific Railway for approval of a branch railroad track in the town of Greenville, to the Vencer Box and Panel Company's mill, and action of the Board thereon. June 7, 1907.

To the Honorable Board of the 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 deems it necessary and expedient that certain variations be made in the location of the line of its 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 to the mill of the Veneer Box and Panel Company in said Greenville;

That said variations asked for are wholly within said town of Greenville and begin at a point in said branch railroad track heretofore approved by your Honorable Board twenty-four hundred and thirteen (2413) feet northerly from a stake in the center line of the main line track of said International Railway Company of Maine and its lessee, the Canadian Pacific Railway Company, at the commencement of said branch railroad and end at the end of the branch railroad track herein described;

That the location between said points, after making the variations asked for, is described as follows: Beginning at a stake in the center of the branch railroad track herein described, twenty-four hundred and thirteen (2413) feet from a stake in the center of the main line track above referred to; running thence north nine degrees (9°) and fifty-five minutes east (N. $9^{\circ} 55'$ E.) on a tangent to said track, a distance of one hundred and ninety-one and three-tenths (191.3) feet to a stake; thence on a curve to the right of twenty-two hundred and ninety-two (2292) feet radius a distance of two hundred and thirteen and three-tenths (213.3) 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 sixty-two (62) feet to a stake; thence on a curve to the right of nineteen hundred and ten and one-tenth (1910.1) feet radius a distance of two hundred and eighty-one and seven-tenths (281.7) 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 forty-five and eight-tenths (45.8) feet to a stake; thence on a curve to the left of nine hundred and fifty-five and four-tenths (955.4) feet radius a distance of five hundred and eighty-two (582) feet to a stake; thence north eleven degrees and thirteen minutes west (N. $11^{\circ} 13'$ W.) on a tangent to said curve a distance of three hundred and ninety-four and six-tenths (394.6) feet to a stake; thence on a curve to the left of radius of twenty-eight hundred and

sixty-four and nine-tenths (2864.9) feet, a distance of one hundred and thirty-two and five-tenths (132.5) feet to a stake; thence north thirteen degrees and fifty-two minutes west (N. $13^{\circ} 52'$ W.) on a tangent to said curve a distance of six hundred and eleven and seven-tenths (611.7) feet to a stake; thence on a curve to the right of radius of twenty-eight hundred and sixty-four and nine-tenths (2864.9) feet a distance of one hundred and forty-four and two-tenths (144.2) 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 twelve hundred and eighty-four and nine-tenths (1284.9) feet to a stake; thence on a curve to the left of radius of eleven hundred and forty-six and three-tenths (1146.3) feet a distance of one hundred and 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 seven (7) feet distant from and parallel to the Veneer Box and Panel Company's mill a distance of two hundred and twenty-four and three-tenths (224.3) feet to a stake at the end of the herein described line.

A map of the said branch railroad with the proposed variations on an appropriate scale and a profile of the said branch railroad with the proposed variations on the relative scales of profile paper in common use accompany this petition. As appears by said map, the changes asked for are slight and are necessary to avoid expense of construction and to improve the line.

Wherefore the said Canadian Pacific Railway Company asks your Honorable Board to approve said variations in the location and that it may make such variations under the direction of your Honorable Board as provided by law.

Dated at Montreal, April 15th, 1907.

Canadian Pacific Railway Company,

By D. McNICOLL, Vice-President.

E. C. RYDER, 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 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 Monday, the thirteenth day of May, A. D. 1907, on which day the Board of Railroad Commissioners will be in session at the office of the M. G. Shaw Lumber Company in 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 M. G. Shaw Lumber Company and to the municipal officers of the town of Greenville five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this first day of May, A. D. 1907.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Mr. E. C. Ryder appeared for the petitioners.

No one appeared to oppose said petition.

The Board of Railroad Commissioners having viewed the location of the proposed change of the branch track, hereby approve the change in said location as prayed for by the petitioning company, and hereby approve of the plan of the proposed change in said location as presented by said company.

Dated this 7th day of June, A. D. 1907.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Lewiston, Augusta and Waterville Street Railway, for approval of a change in location in the towns of Minot and Poland, and action of the Board thereon. June 7, 1907.

To the Honorable Board of Railroad Commissioners:

Respectfully represents the Lewiston, Augusta and Waterville Street Railway, formerly the Auburn, Mechanic Falls and Norway Street Railway, that it deems the changes in the location of its road, as hereinafter described, necessary and expedient and prays that it may make the same under the direction of your Honorable Board.

It desires to abandon its location upon the highway in Poland and in Minot from station 283+12 to station 297+39. It prays for leave to substitute therefor the following: Beginning at station 283+12 in the old location; thence by a curve to the left of 500 feet radius 395 feet to station 287+7; thence S. 84° 15' W. 746 feet to station 294+53; thence by a curve to the right of 500 feet radius 286 feet to intersect the old location at station 297+39. 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 is 8 feet on each side of said center line. The names of the owners of the private land crossed by the above location are as follows: from station 283+92 to station 289+62 and from station 290+67 to station 294+53 the National Fibre Board Company.

So far as said new location is upon streets, roads or ways, it is upon the same streets, roads or ways already approved by the municipal officers and by your Honorable Board. Your petitioner respectfully represents that so far as said location is outside of the limits of streets, roads or ways that it is impracticable to locate said railroad within the limits of such streets, roads or ways.

That public convenience requires the change aforesaid.

Your petitioner files herewith a map showing the aforesaid change in location.

Your petitioner prays that your Honorable Board will appoint a day for hearing hereon and that your petitioner shall give

such notice thereof as your Honorable Board deems reasonable and proper in order that all persons interested may have an opportunity to appear and object thereto, and that after such hearing that your Honorable Board will make such decrees in the premises as will enable your petitioner to make the aforesaid changes in the location of its road under the direction of your Honorable Board as by statute in such cases is authorized and permitted.

Dated April 12, A. D. 1907.

Lewiston, Augusta and Waterville 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 Lewiston Evening Journal, a newspaper published at Lewiston in the County of Androscoggin, the first publication in said paper to be at least five days before Tuesday, the twenty-third day of April, A. D. 1907, on which day the Board of Railroad Commissioners will be in session at their office at Augusta, at ten o'clock in the forenoon, for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the National Fibre Board Company, and to the municipal officers of the towns of Poland and Minot five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 13th day of April, A. D. 1907.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

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

The Board of Railroad Commissioners hereby approve of the change in location as prayed for by the said company, it being for the purpose of improving the alignment of said railroad.

So far as the new location is outside the limits of streets, roads or ways, we find it is impracticable to locate said railroad within the limits of said streets, roads or ways on account of the bad alignment.

We find that public convenience requires the change as aforesaid, and we hereby approve the map filed by said company showing the aforesaid change in location.

Dated this 7th day of June, A. D. 1907.

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

Railroad Commissioners of Maine.

Petition of the Lewiston, Augusta and Waterville Street Railway, for approval of crossing the Grand Trunk Railway, in the town of Mechanic Falls, and decision of the Board thereon. June 12, 1907.

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

The Lewiston, Augusta and Waterville Street Railway, originally incorporated under the general laws of the State, as appears of record in your office, under the name of the Auburn, Mechanic Falls and Norway Street Railway, respectfully represents that in constructing its railroad in the town of Mechanic Falls, as authorized by its location approved by your Honorable Board and now on file, its tracks will be constructed across the tracks already built of the Grand Trunk Railway of Canada, lessee, and of which the Atlantic and St. Lawrence Railroad Company is the lessor, at station 454+70, as appears by said location now on file and by plan thereof as heretofore approved by your Honorable Board.

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

Dated April 3, A. D. 1907.

Lewiston, Augusta and Waterville 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 Tuesday, the twenty-third day of April, A. D. 1907, on which day the Board of Railroad Commissioners will be in session at their office at Augusta, at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send a copy of the foregoing petition and order to the Grand Trunk Railway of Canada, lessee, and of which the Atlantic and St. Lawrence Railroad Company is the lessor, five 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 April, A. D. 1907.

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. L. L. Hight appeared for the Grand Trunk Railway Company of Canada.

The Lewiston, Augusta & Waterville Street Railway is hereby authorized to construct its tracks across the tracks already built of the Atlantic & St. Lawrence Railroad Company, and the Grand Trunk Railway Company of Canada, lessee, according to the plan filed by said petitioning company.

The said Lewiston, Augusta and Waterville Street Railway shall furnish proper crossing frogs to the satisfaction of the Board of Railroad Commissioners, and the Grand Trunk Railway Company of Canada shall place said crossing frogs at the expense of the said Lewiston, Augusta and Waterville Street Railway; and the Lewiston, Augusta and Waterville Street Railway shall hereafter maintain said crossing frogs.

The cars of the Lewiston, Augusta and Waterville Street Railway before they cross the tracks of the Grand Trunk Railway Company of Canada shall stop within one hundred feet and not cross the tracks of the said Grand Trunk Railway Company of Canada until the motormen and conductors are satisfied that said crossing is clear.

Dated this 12th day of June, A. D. 1907.

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

Railroad Commissioners of Maine.

Petition of the Boston & Maine Railroad for approval of a change in a highway at a crossing in Kennebunkport near West Biddeford. June 12, 1907.

To the Honorable Railroad Commissioners of the State of Maine:

Respectfully represents the Boston and Maine Railroad, a corporation duly existing under the laws of said State, owning and operating a railroad extending from the city of Boston in Massachusetts to the city of Portland in the State of Maine, through the town of Kennebunkport in the County of York and State of Maine, that in said town the Western Division of its said railroad crosses a certain highway about one hundred and fifty (150) feet southerly from its station known as West Biddeford, with a single track, diagonally, by means of an overhead bridge; that it is the purpose of your petitioner in the near future to construct an additional track at this point, to better meet the demands of its traffic and accommodate the business of its patrons; that it is believed that the new bridge needed to carry the double track so constructed as to cross the said highway at a right angle, will be a better and more desirable form of construction than is that of the present bridge.

Wherefore your petitioner prays that your Honorable Board will determine and decree such alteration of the course of said

highway as will facilitate such form of construction and the crossing aforesaid in the manner aforesaid, in accordance with the provisions of law, and prescribe the manner in which the work shall be done by your petitioner.

May 3d, 1907.

Boston and Maine Railroad,

By its Attorney, G. C. YEATON.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Biddeford Daily Journal, a newspaper published at Biddeford, in the County of York, the first publication in said paper to be at least five days before Thursday, the twenty-third day of May, A. D. 1907, on which day the Board of Railroad Commissioners will be in session at or near the bridge mentioned in said petition, at ten o'clock in the forenoon, for the purposes indicated in said petition.

Said petitioner shall send copies of the foregoing petition and order to the municipal officers of Kennebunkport, 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 May, A. D. 1907.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Mr. Geo. C. Yeaton appeared for the petitioner.

The selectmen of Kennebunkport appeared for the town.

It is hereby decreed by the Board of Railroad Commissioners that the Boston and Maine Railroad may build a new bridge over the said highway, the opening in the clear to be twenty-five feet wide, and the course of the highway may be altered to accommodate the location of said bridge as prayed for and according to the plan submitted with the petition.

All the work to be done so as not to obstruct travel on the highway, and shall be done at the expense of the Boston and Maine Railroad, and to the satisfaction of the Board of Railroad Commissioners.

Dated this 12th day of June, A. D. 1907.

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

Petition of the Rumford Falls & Bethel Street Railway for approval of location, and action of the Board thereon. June 12, 1907.

To the Honorable Board of Railroad Commissioners:

The Rumford Falls and Bethel Street Railway, a corporation organized under the general laws of the State, respectfully represents that it desires to begin the construction of its proposed road in the towns of Mexico, Rumford, Hanover, Newry and Bethel.

(Courses, distances and boundaries are omitted.)

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

That public convenience requires the construction of said road.

Your petitioner files herewith, and accompanying its petition, a map of the aforesaid proposed route and location 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, in whole or in part, together with a report and estimate prepared by John A. Jones, a skillful engineer.

Your petitioner further represents that its tracks are to be constructed across the tracks of the Rumford Falls and Range-

ley Lakes Railroad Company, the same being a railroad already built, between stations sixty-eight (68) plus fifty-two (52) and sixty-nine (69) plus eighteen (18) and that such crossing is to be made, constructed and maintained in such manner and under such conditions as shall be ordered by your Honorable Board, the expense thereof to be borne as your Honorable Board may determine.

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 the petitioner as your Honorable Board deems reasonable and proper, and after hearing hereon, you will make the following decrees:

That such location be approved, subject to the provisions of section 12 of chapter 53 of the Revised Statutes.

That you will determine that public convenience requires the construction of such road.

That you will find that it appears to be impracticable to locate said railroad within the limits of said streets, roads or ways, where the location aforesaid is outside of the limits of streets, roads or ways.

That you will determine the manner and conditions of the construction and maintenance of the crossing aforesaid of the tracks of the Rumford Falls and Rangeley Lakes Railroad Company.

That you will make certificate of your determinations aforesaid as required by law.

Dated this twenty-second day of March, A. D. 1907.

Rumford Falls and Bethel 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, and once in the Rumford Falls Times, a newspaper published at Rumford Falls, in the County of Oxford, the first publication in each paper to be at least five days before Tuesday, the seventh day of May, A. D. 1907, on which day the Board of Railroad Commissioners will be in session at the municipal court room, in

Rumford Falls, at ten o'clock in the forenoon, for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the Portland and Rumford Falls Railway, the Maine Central Railroad Company, the Rumford Falls and Rangeley Lakes Railroad Company and the Grand Trunk Railway of Canada, lessee, and of which the Atlantic and St. Lawrence Railroad Company is the lessor, also to the municipal officers of each town in or through which the road is to be constructed, five 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 April, A. D. 1907.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

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

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

Mr. Geo. D. Bisbee appeared for the Rumford Falls Light and Water Company, and New England Telegraph & Telephone Company.

The selectmen of Rumford appeared for the town.

Mr. John P. Swasey appeared for land owners.

The Commissioners hereby determine that public convenience requires the construction of the road embraced in said petition; that it appears to be impracticable to locate said railway within the limits of said streets, roads or ways where the location aforesaid is outside of the limits of streets, roads or ways.

We therefore hereby approve the proposed location as described in said petition. The matter of crossing the highway bridge at Rumford Falls, however, to be considered and determined later.

The conditions of the construction and maintenance of the crossing of the Rumford Falls and Rangeley Lakes Railroad

are as follows: Said Rumford Falls and Bethel Street Railway shall furnish suitable crossing frogs to be placed in position by the Rumford Falls and Rangeley Lakes Railroad Company at the expense of said Rumford Falls and Bethel Street Railway, and the maintenance of said crossing frogs and crossing to be kept in repair at the expense of the Rumford Falls and Bethel Street Railway, and to the satisfaction of the Board of Railroad Commissioners.

The cars of the Rumford Falls and Bethel Street Railway before they cross the tracks of the Rumford Falls and Rangeley Lakes Railroad Company, shall stop within one hundred feet and not cross the tracks of the said Rumford Falls and Rangeley Lakes Railroad Company until the motormen and conductors are satisfied that said crossing is clear.

Dated this 12th day of June, A. D. 1907.

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

Railroad Commissioners of Maine.

Petition of the Augusta and Waterville Railway for a determination of the repairs, or strengthening of a certain bridge in the town of Winslow, and the decision of the Board thereon. June 12, 1907.

To the Honorable Board of Railroad Commissioners:

Respectfully represents the Augusta and Waterville Railway, a street railroad company organized under the general laws of the State, that its location as approved by your Honorable Board and now on file, crosses the bridge across the Sebasticook River in the town of Winslow, usually called the Sebasticook bridge, that the street railroad of your petitioner will pass over said bridge, and that said bridge was erected by the town of Winslow.

Your petitioner respectfully requests that your Honorable Board will require the officers of the Augusta and Waterville Railway and of the town of Winslow, to attend a hearing in

the matter, after such notice of the hearing to all parties in interest as your Honorable Board may deem proper, and that you will determine at such hearing the repairs, renewals or strengthening of parts, or if necessary the manner or rebuilding such bridge required to make the same safe for the uses to which it is put, and that you will determine who shall bear the expense of such repairs, renewals, strengthening or rebuilding, or apportion such expense between the railroad company and the town as the case may be, in such manner as shall be deemed by your Honorable Board just and fair, and make report thereon as by statute required.

Dated this 11th day of May, A. D. 1907.

Augusta and Waterville 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 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, June the fifth, A. D. 1907, 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 this order to the municipal officers of the town of Winslow, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 18th day of May, A. D. 1907.

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. Warren C. Philbrook appeared for the town of Winslow.

It is the opinion of the Commissioners that the bridge over the Sebasticook River in the town of Winslow is sufficiently strong to carry the weight of the electric cars without any change, except the addition of steel track stringers, provision for which was made in the construction of the bridge; and we hereby authorize the crossing of said bridge by said Augusta and Waterville Railway according to the petition, and hereby determine that said railway company shall pay all the expense, and the town of Winslow shall hereafter keep and maintain said bridge, and the railway company, or its successors, shall pay the town of Winslow one-half of the expense of such repairs and maintenance, and all to be done to the satisfaction of the Board of Railroad Commissioners.

Dated this 12th day of June, 1907.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Lewiston, Augusta and Waterville Street Railway, for approval of location between Webster and Gardiner, and crossing M. C. R. R. in the town of Webster, and the action of the Board thereon. June 12, 1907.

To the Honorable Board of Railroad Commissioners:

Respectfully represents the Lewiston, Augusta and Waterville Street Railway, formerly the Auburn, Mechanic Falls and Norway Street Railway, that under the provisions of section thirteen of An Act of the Seventy-third Legislature of Maine, now in force, entitled "An Act to enlarge the powers of the Auburn, Mechanic Falls and Norway Street Railway and to change its name to Lewiston, Augusta and Waterville Street Railway" it was authorized and empowered, if and when it purchased or otherwise acquired the properties, rights, privileges and franchises of the Lewiston, Brunswick and Bath Street Railway and of the Augusta, Winthrop and Gardiner Railway,

upon compliance with section seven of chapter fifty-three of the Revised Statutes, to extend its lines from the village of Sabattus in the town of Webster to such city or town on the line of the Augusta, Winthrop and Gardiner Railway as it may find convenient, either on streets, roads or ways, or on private property or partly on one and partly on the other, as may be approved by the Railroad Commissioners.

That on the twenty-third day of April, A. D. 1907, your petitioner purchased the properties, rights, privileges and franchises of the Lewiston, Brunswick and Bath Street Railway and is now the owner thereof.

That on the twenty-third day of April, A. D. 1907, your petitioner purchased the properties, rights, privileges and franchises of the Augusta, Winthrop and Gardiner Railway and is now the owner thereof.

That it desires to extend its lines from the village of Sabattus to the point hereinafter described in the city of Gardiner on the line of the Augusta, Winthrop and Gardiner Railway, now the line of your petitioner. That it finds said point of connection convenient.

That said extension is partly on streets, roads and ways and partly on private property.

In compliance with section seven of chapter fifty-three of the Revised Statutes, your petitioner hereby presents to this Honorable Board this its petition for approval of location, defining its courses, distances and boundaries, accompanied with a map of the proposed route on an appropriate scale, with the written approval of the proposed route and location, as to streets, roads or ways, of the municipal officers of the city and towns in which said railroad is to be constructed in whole or in part, and with a report and estimate prepared by John A. Jones, a skilful engineer.

Your petitioner further represents that in order to make the foregoing extension of its route from its present line in Sabattus, it deems it necessary and expedient to make the following change in the location of its existing road in said village of Sabattus in the town of Webster: The line from the existing terminus of the road as now built and thence along said road as now built to station zero (o) is to be abandoned and in place

thereof there is to be substituted so much of the center line above described in this petition as is from station zero (0) to the southerly line of Main Street. Your petitioner respectfully prays that such change may be made under the direction of your Honorable Board as by statute provided and that the change shall be recorded where the original location was required by law to be recorded.

That public convenience requires the construction of said road.

That in all cases where said location is outside of the limits of streets, roads or ways it is impracticable to locate such railroad within the limits of said streets, roads or ways.

(The courses, distances and boundaries are here omitted.)

Your petitioner further represents that its tracks are to be constructed across the tracks of the Maine Central Railroad Company, the same being a railroad already built in the town of Webster, at a point between station thirteen plus seventy-five (13+75) and station sixteen plus seventy-eight (16+78), as indicated upon the map aforesaid and that such crossing is to be made, constructed and maintained in such manner and under such conditions as shall be ordered by your Honorable Board under the laws of the State, the expense thereof to be borne as your Honorable Board may order; that a grade crossing of the said Maine Central Railroad at any point in the town of Webster would be dangerous and impracticable; that at the point aforesaid, designated for said crossing, it is practicable and feasible to cross said tracks by an overhead bridge and your petitioner respectfully requests that your Honorable Board will decree that its crossing may be by means of such overhead bridge, to be built with proper clearance and in such manner as not to interfere with the operation of the Maine Central Railroad Company, leaving full opportunity for said railroad company to double track its railroad at said point, said bridge to be built to the satisfaction of the Railroad Commissioners and the work thereon and all work within the location of said Maine Central Railroad Company to be under the supervision of the said railroad company and to the satisfaction of your Honorable Board, and to be carried on in such manner as not to interfere with traffic of said railroad company; said bridge to be

built and hereafter maintained and all expense connected therewith to be wholly at the expense of your petitioner.

Wherefore your petitioner prays that your 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 the following decrees:

That such location be approved subject to the provisions of section twelve of chapter fifty-three of the Revised Statutes.

That your Honorable Board will determine that public convenience requires the construction of said road.

That you will find that it appears to be impracticable to locate said road within the limits of streets, roads and ways in all cases where the location aforesaid is outside of the limits of streets, roads or ways.

That you will find that the change in the location of the existing road of your petitioner, as herein prayed for, is necessary and expedient and that the same may be made under the direction of your Honorable Board, such change to be recorded where the original location was required by law to be recorded.

That you will determine that the land between station four plus thirty-five (4+35) and station twenty-nine plus forty-eight (29+48) may be crossed in order to avoid a grade crossing of the Maine Central Railroad.

That you will determine the manner and conditions of the construction and maintenance of the crossing of the tracks of the Maine Central Railroad.

That you will make certificate of your determinations and decrees hereunder in the manner by law required.

Dated this twentieth day of May, A. D. 1907.

Lewiston, Augusta and Waterville 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 Reporter-Journal, a newspaper published at Gardiner, in the County of Kennebec, the first publication in said paper to be at least five days before Wednesday, the 5th day of June, A. D. 1907, on which day the Board of

Railroad Commissioners will be in session at their office in Augusta, at 10 o'clock in the forenoon, for the purposes indicated in said petition.

Said petitioner shall send copies of the foregoing petition and order to the County Commissioners of Kennebec and Androscoggin Counties, also to the municipal officers of the towns of Webster, Wales, Monmouth, Litchfield, West Gardiner and Gardiner; also to Mr. Geo. F. Evans, Vice President and General Manager of the Maine Central Railroad Company, five days at least before the date of said hearing.

JOSEPH B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 23d day of May, A. D. 1907.

To the Honorable Board of Railroad Commissioners:

In the matter of its pending petition for extension of its lines from Sabattus to Gardiner and for variation of its existing line in the village of Sabattus in the town of Webster, the Lewiston, Augusta and Waterville Street Railway, petitioner, respectfully prays that the following amendments to said petition now pending, be allowed:

(1) That it may strike from its pending petition the description of its existing tracks to be abandoned in the town of Webster.

(2) That it may strike from said petition the description of the new line to be substituted for that portion of its existing track described in said petition as sought to be abandoned.

(3) That it may strike from its pending petition the following portion of the description of the center line therein:

Beginning in the center of the track of the Lewiston, Augusta and Waterville Street Railway in Sabattus Village, at a point four hundred and thirty-five (435) feet southerly from the northerly line of Main Street; thence N. thirty degrees (30°) E. three hundred and seventy (370) feet to station three plus seventy (3+70); thence by a curve to the right of three hundred (300) feet radius one hundred and twenty-five (125) feet to station four plus ninety-five (4+95); thence N. fifty-four degrees (54°) E. one hundred and ninety (190) feet to station six plus eighty-five (6+85).

(4) That it may substitute the following as the description of its existing track to be abandoned:

Beginning in the center of the track of the Lewiston, Augusta and Waterville Street Railway in Sabattus Village, at a point three hundred and seventy-five (375) feet southerly from the northerly line of Main Street; thence northerly three hundred and twenty-five (325) feet to the southerly line of said Main Street.

(5) That after the abandonment of its existing track as last described, it may substitute in its petition the following description of its location in Sabattus Village:

Beginning in the center of the track of the Lewiston, Augusta and Waterville Street Railway, in the town of Webster in Sabattus Village, at a point three hundred and seventy-five (375) feet southerly from the northerly line of Main Street; thence N. thirty-one degrees and forty-five minutes ($31^{\circ} 45'$) E. two hundred and seventy (270) feet to station two plus seventy (2+70); thence by a curve to the right of five hundred (500) feet radius one hundred and seventy-six (176) feet to station four plus forty-six (4+46); thence N. fifty-one degrees and forty-five minutes ($51^{\circ} 45'$) E. two hundred and thirty-nine (239) feet to intersect the location as described in its pending petition at station six plus eighty-five (6+85).

Said center line as last above described is the center line of said railroad, and the width of the location thereof will be five (5) feet on each side of said center line, except on land of private individuals, where from station three plus seventy-five (3+75) to station four plus seventy-eight (4+78) it is eight (8) feet on each side of said center line, and from station four plus seventy-eight (4+78) to station six plus eighty-five (6+85) it is twenty-five (25) feet on each side of said center line.

That where said line, as last above described, is outside of the limits of streets, roads or ways, it is impracticable to locate said railroad within the limits of streets, roads or ways.

That public convenience requires the construction of said road according to said amended location.

That the public interests do not require that notice should be ordered upon this prayer for amendment to the aforesaid

pending petition, and your petitioner respectfully prays that this amendment now filed may be allowed by your Honorable Board before final decree, without notice, as by the statute in that case made and provided.

Your petitioner begs leave to file herewith a plan of the foregoing amended location, which it makes a part of this petition, the same being marked "Amended Location of the Lewiston, Augusta & Waterville Street Railway in Sabattus."

Dated June 12, A. D. 1907.

Lewiston, Augusta & Waterville Street Railway,

By HEATH & ANDREWS, Its Attorneys.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

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

Mr. John A. Morrill appeared for the town of Webster and the Webster Woolen Company.

Mr. N. L. Bassett appeared for the Gardiner Water District.

Mr. W. C. Atkins appeared for the city of Gardiner.

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

This matter came on for hearing, and was continued until June 12th, at which time the company filed an amendment, which is herewith allowed.

The location, as amended by such petition, is approved.

Wherever said location as so approved is outside of the limits of streets, roads or ways, we find that it is impracticable to locate said railroad within the limits of said streets, roads or ways.

By agreement between the two companies the lands of the Maine Central Railroad Company, already devoted to railroad uses, may be crossed in the manner delineated upon the plan by an overhead bridge on the location delineated upon the plan, and described in the petition so as to hereby avoid a grade crossing with said railroad.

We determine the manner and condition of the crossing of said Maine Central Railroad as follows: Said crossing shall be by an overhead bridge on the location delineated upon the plan, and described in the petition, which shall give clear head room over tracks of Maine Central Railroad of not less than twenty-two feet, and clear width of not less than thirty-one feet, the bridge to be built subject to the approval of the Railroad Commissioners as to strength and design, the work thereon and all work within the location of said Maine Central Railroad Company to be under the supervision of the said railroad company, to be to the satisfaction of the Railroad Commissioners and to be carried on in such manner as not to interfere with the traffic upon said railroad; said bridge to be built and maintained and all expense connected with the construction and maintenance of said street railway across the same as aforesaid to be wholly at the expense of the said Lewiston, Augusta and Waterville Street Railway.

The prayer for the variation of the location of the tracks formerly owned by the Lewiston, Brunswick and Bath Street Railway, as prayed for in the petition as amended, is allowed, and such changes may be made as in said petition prayed for, all such changes to be recorded where the original location was by law ordered to be recorded.

We further find that public convenience requires the construction of said road as approved and all said variations in said location, as approved.

Dated this 12th day of June, A. D. 1907.

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

Railroad Commissioners of Maine.

Petition of Mr. Jonas Edwards of Auburn and others asking that the tolls for the carrying of a horse be revised upon the Maine Central Railroad, between certain stations, and new tolls established, and action of the Board thereon. „Dismissed without prejudice, June 17, 1907.

STATE OF MAINE.

Androscoggin, ss.

To the Honorable Railroad Commissioners of the State of Maine:

Jonas Edwards of Auburn, Charles D. Hasty of Auburn and Ashley S. Ferguson and Samuel S. Ferguson, both of Lewiston, copartners under the firm name and style of Ferguson Brothers, all in said county of Androscoggin, complain against the Maine Central Railroad Company, a duly organized corporation having its principal place of business in Portland in the County of Cumberland and State of Maine, and allege:

First. That they and each of them are dealers in horses and have occasion to send horses by freight upon and over the Maine Central Railroad frequently in the regular and ordinary course of their business.

Second. That the tolls established by said Maine Central Railroad Company for transporting horses by freight from Auburn to Cumberland Junction, from Auburn to Portland, from Auburn to East Livermore, from Auburn to Jay, from Auburn to Farmington, from Auburn to Winthrop, from Auburn to Readfield, from Auburn to Madison, from Auburn to Bingham, from Auburn to Waterville, from Auburn to Skowhegan, from Auburn to Pittsfield, from Auburn to Belfast, and from Auburn to Detroit and from Auburn to Norridgewock and from Lewiston to the same places and from Lewiston to Freeport, from Lewiston to Brunswick and from Portland to Auburn are unreasonably high.

Third. That they, the complainants, are interested and responsible parties.

Wherefore they pray that your Honorable Board of Railroad Commissioners will revise said tolls and after due notice and

hearing establish new tolls (for a time not exceeding one year) between the several points above named.

Auburn, Me., Dec. 13, 1906.

James Edwards,
Charles D. Hasty,
A. S. Ferguson,
S. S. Ferguson.

STATE OF MAINE.

DOVER, December 22, 1906.

*To George F. Evans, Vice President and General Manager,
Maine Central Railroad Company:*

Inclosed herewith and attached hereto is a copy of petition this day filed with the Railroad Commissioners of Maine, under section 1, chapter 52 of the Revised Statutes.

A copy of this petition and this notice is given to you as required by the last clause in said section one, chapter 52, of the Revised Statutes.

Yours very truly,

JOSEPH B. PEAKS,
Chairman Railroad Commissioners of Maine.

Dismissed without prejudice.

Per order of the Board,

E. C. FARRINGTON, *Clerk.*

June 17, 1907.

Petition of Jonas Edwards of Auburn, and others, asking that the Board revise the tolls on the carrying of a horse from certain stations on Maine Central Railroad, and to establish new tolls for same, and action of the Board thereon. June 12, 1907.

STATE OF MAINE.

Androscoggin, ss.

To the Honorable Railroad Commissioners of the State of Maine:

Jonas Edwards of Auburn, Chas. D. Hasty of Auburn and Ashley S. Ferguson and Sam'l S. Ferguson, both of Lewiston, co-partners under the firm name of Ferguson Bros., all in said county of Androscoggin, complain against the Maine Central Railroad Company, a duly organized corporation having its principal place of business in the city of Portland in the County of Cumberland and State of Maine, and allege:

1st. That they and each of them are dealers in horses and have occasion to send horses by freight upon and over the Maine Central Railroad—a railroad of said corporation lying within the State of Maine, frequently in the regular and ordinary course of their business.

2d. That the tolls established by said Maine Central Railroad Company for transporting one horse by freight from Auburn to Cumberland Junction is four and 50-100 dollars; from Auburn to Portland is six dollars; from Auburn to East Livermore is five and 40-100 dollars; from Auburn to Farmington is seven and 20-100 dollars; from Auburn to Winthrop is five and 40-100 dollars; from Auburn to Readfield is five and 40-100 dollars; from Auburn to Waterville is seven and 20-100 dollars; from Auburn to Skowhegan is seven and 20-100 dollars; from Auburn to Jay is six dollars; and from Auburn to Wilton is six dollars; from Auburn to Pittsfield is seven and 20-100 dollars; from Auburn to Detroit is seven and 20-100 dollars; from Auburn to Oakland is seven and 20-100 dollars; from Lewiston to Brunswick is three and 90-100 dollars; and that said tolls are the same from Lewiston to the said several points and that all of said tolls are unreasonably high.

3d. That they, the complainants, are interested and responsible parties.

Wherefore they pray that your Honorable Board of Railroad Commissioners will after due notice and hearing revise said tolls and establish new tolls (for a time not exceeding one year) between the several points above named.

Auburn, Maine, January 14, 1907.

Jonas Edwards,
Charles D. Hasty,
A. S. Ferguson,
S. S. Ferguson.

Upon the foregoing petition it is

Ordered, That a copy of the same, with this order thereon, be sent by mail to Geo. F. Evans, Vice President and General Manager of the Maine Central Railroad Company, Portland, Maine, thirty days before the first Wednesday of March, A. D. 1907, so that said company may have opportunity then to reply to the charge contained in said complaint.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 19th day of January, A. D. 1907.

MAINE CENTRAL RAILROAD COMPANY,
OFFICE OF VICE PRESIDENT AND GENERAL MANAGER,
GEO. F. EVANS,
Vice President and General Manager.

PORTLAND, Me., February 26, 1907.

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

GENTLEMEN: Yours of the 21st ultimo, enclosing a copy of petition signed by Jonas Edwards, Charles D. Hasty, A. S. Ferguson and S. S. Ferguson, complaining of the rates charged for the transportation of one horse on the Maine Central Railroad, duly received.

The rates from Auburn and Lewiston Upper Station to points mentioned in the petition are as stated in the complaint with the exception that the rates cover the free transportation or carriage of a man one way to take care of the horse.

For twenty-five years this company has had a freight tariff in which the classification was divided into four classes. Since the time that this tariff went into effect conditions have changed very much and a very great many articles have been added to freight shipments that did not exist at the time when the tariff was first made effective. Modifications have been made from time to time and rates have been increased or diminished as conditions required.

When Congress passed the so-called Hepburn Rate Bill in June, 1906, the management of this company deemed it advisable to adopt the Official Classification, which is in effect on most roads east of the Mississippi River and north of Mason and Dixon's line, with scarcely an exception, in place of the old classification which this company has used for the past twenty-five years. This classification was made effective on this road on October 15, 1906, and divides the freight into six classes. The change in classification raised the rates on a few articles but decreased the rates on a much larger number, and this change increased the rate of freight on a horse, which the petitioners complain of.

In comparing the rates of freight on a horse now in effect on this road with the largest roads in New England, the rates of this company compare favorably with other roads.

The conditions surrounding the shipment of horses are very much different from any other class of freight, on account of liability of damage to the horse. The transportation of a single horse usually requires the exclusive use of a box car for two reasons: First, the liability of damage to either horse or freight if loaded together. Second, the law requires that a horse be given preference in handling, which means in many instances the use of express or through freight trains not scheduled to stop at intermediate stations to handle other freight. The present rate on a single horse yields only about one-half to one-third the earning which the same box car would yield, handled the same distance in any train if loaded with products of manufacture or agriculture, the latter being commodities on which lowest rates are made to encourage industries.

The Official Classification as used by other roads provides an estimated weight on a single horse of 4,000 lbs. at first-class

rate. This company reduces this estimated weight 25% and makes the rate based on 3,000 lbs. first-class, which includes the transportation of a person in charge of the horse, as previously stated.

Considering the hazardous nature of the freight transported, its liability to damage and the consequent heavy payment of such damage, the fact of the highest grade of service being required, the carriage of a passenger, the exclusive use of a box car and the constantly increasing cost of operation, which your Honorable Board is aware of, as well as the petitioners, and the fact that our rates average as low as other roads, and lower than other roads outside of New England, I beg to submit that our rates are not unreasonable, as complained of by the petitioners.

Respectfully,

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

STATE OF MAINE.

AUGUSTA, March 9, 1907.

*Mr. Tascus Atwood, Attorney for Jonas Edwards and others,
Auburn, Maine:*

DEAR SIR: In the matter of Jonas Edwards and others, in relation to freight rates on horses, you are hereby notified that a hearing will be held upon the petition and answer on the first Wednesday of April, A. D. 1907, at ten o'clock in the forenoon, at the office of the Board of Railroad Commissioners in Augusta, Maine.

Per order of the Board,

E. C. FARRINGTON, *Clerk.*

STATE OF MAINE.

AUGUSTA, March 9, 1907.

*Mr. Geo. F. Evans, General Manager, Maine Central Railroad
Company, Portland, Maine:*

DEAR SIR: In the matter of Jonas Edwards and others, in relation to freight rates on horses, you are hereby notified that

a hearing will be held upon the petition and answer on the first Wednesday of April, A. D. 1907, at ten o'clock in the forenoon, at the office of the Board of Railroad Commissioners in Augusta, Maine.

Per order of the Board,

E. C. FARRINGTON, *Clerk.*

STATE OF MAINE.

In Board of Railroad Commissioners.

Jonas Edwards and C. D. Hasty, both of Auburn; Ashley S. Ferguson and Samuel S. Ferguson, both of Lewiston, versus Maine Central Railroad Company.

Petitioners complain and allege that they are dealers in horses and have occasion to send horses by freight upon and over the Maine Central Railroad, and that the tolls established by said Maine Central Railroad Company for transporting one horse by freight, are as follows:

From Auburn to Cumberland Junction.....	\$4 50
“ “ “ Portland	6 00
“ “ “ East Livermore	5 40
“ “ “ Farmington	7 20
“ “ “ Winthrop'	5 40
“ “ “ Readfield	5 40
“ “ “ Waterville	7 20
“ “ “ Skowhegan	7 20
“ “ “ Jay	6 00
“ “ “ Wilton	6 00
“ “ “ Pittsfield	7 20
“ “ “ Detroit	7 20
“ “ “ Oakland	7 20
“ “ “ Brunswick	3 90

and that the tolls from Lewiston to the several points are the same, and that all of said tolls are unreasonably high. They therefore pray that the Board of Railroad Commissioners, after notice and hearing, shall revise said tolls and establish new ones for a time not exceeding one year, between the several points above named.

It is claimed that this proceeding is authorized by Section 1, Chapter 52 of the Revised Statutes, which reads as follows:

"Any railroad corporation may establish and collect, for its sole benefit, fares, tolls and charges, upon all passengers and property conveyed and transported on its railroad, at such rates as may be determined by the directors thereof, and shall have a lien on its freight therefor; and may from time to time by its directors regulate the use of its road; *provided* that such rates of fares, tolls and charges, and regulations are at all times subject to alteration by the legislature, or by such officers or persons as the legislature may appoint for the purpose, anything in the charter of such corporation to the contrary notwithstanding; and *provided further* that, upon what shall, at any time, be deemed by the railroad commissioners a sufficient complaint, by interested and responsible parties, that the tolls are unreasonably high, said commissioners may revise and establish them, after due notice and hearing, for a time not exceeding one year. But the commissioners before directing said hearing, shall give opportunity to the company complained of, to reply to the charge."

This section was originally a part of the general railroad law of 1876, Chapter 120, Section 9. If it applied to any other railroad company than those "organized under this act", no one seems to have discovered it.

It was copied into the revision of 1883, Chapter 51, Section 9, and apparently applied only to corporations "organized as aforesaid", that is, under the general law, by proceedings before the Railroad Commissioners. All railroad charters granted before 1876, certainly gave the corporations the right to establish fares, tolls, and charges over its road, such as the directors deemed fair and reasonable.

State vs. Noyes, 47 Maine, 189.

State vs. Gould, 53 Maine, 279.

R. S. 1871, Chap. 51, Sect. 25.

In the revision of 1903, by Section 1, Chapter 52, the provisions of the general law seem to have been enlarged, and made to apply to all railroad companies.

Upon notice to the company, Mr. George F. Evans, Vice President and General Manager, filed the following answer:

“MAINE CENTRAL RAILROAD COMPANY,

OFFICE OF THE VICE PRESIDENT AND GENERAL MANAGER,
PORTLAND, Maine, February 26, 1907.

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

GENTLEMEN: Yours of the 21st ultimo, enclosing a copy of petition signed by Jonas Edwards, Charles D. Hasty, A. S. Ferguson and S. S. Ferguson, complaining of the rates charged for the transportation of one horse on the Maine Central Railroad, duly received.

The rates from Auburn and Lewiston Upper Station to points mentioned in the petition are as stated in the complaint with the exception that the rates cover the free transportation or carriage of a man one way to take care of the horse.

For twenty-five years this company has had a freight tariff in which the classification was divided into four classes. Since the time that this tariff went into effect conditions have changed very much and a very great many articles have been added to freight shipments that did not exist at the time when the tariff was first made effective. Modifications have been made from time to time and rates have been increased or diminished as conditions required.

When Congress passed the so-called Hepburn Rate Bill in June, 1906, the management of this company deemed it advisable to adopt the Official Classification, which is in effect on most roads east of the Mississippi River and north of Mason and Dixon's line, with scarcely an exception, in place of the old classification which this company has used for the past twenty-five years. This classification was made effective on this road on October 15, 1906, and divides the freight into six classes. The change in classification raised the rates on a few articles but decreased the rates on a much larger number, and this change increased the rate of freight on a horse, which the petitioners complain of.

In comparing the rates of freight on a horse now in effect on this road, with the largest roads in New England, the rates of this company compare favorably with the other roads.

The conditions surrounding the shipment of horses are very much different from any other class of freight, on account of

liability of damage to the horse. The transportation of a single horse usually requires the exclusive use of a box car for two reasons: First, the liability of damage to either horse or freight if loaded together. Second, the law requires that a horse be given preference in handling, which means in many instances the use of express or through freight trains not scheduled to stop at intermediate stations to handle other freight. The present rate on a single horse yields only about one-half to one-third the earning which the same box car would yield, handled the same distance in any train if loaded with products of manufacture or agriculture, the latter being commodities on which lowest rates are made to encourage industries.

The Official Classification as used by other roads provides an estimated weight on a single horse of 4,000 lbs. at first-class rate. This company reduces this estimated weight 25% and makes the rate based on 3,000 lbs. first-class, which includes the transportation of a person in charge of the horse, as previously stated.

Considering the hazardous nature of the freight transported, its liability to damage and the consequent heavy payment of such damage, the fact of the highest grade of service being required, the carriage of a passenger, the exclusive use of a box car and the constantly increasing cost of operation, which your Honorable Board is aware of, as well as the petitioners, and the fact that our rates average as low as other roads, and lower than other roads outside of New England, I beg to submit that our rates are not unreasonable, as complained of by the petitioners.

Respectfully,

GEO. F. EVANS,

Vice President and General Manager."

A hearing was then ordered upon said petition, and held on May first, A. D. 1907.

Mr. Tascus Atwood appeared for the petitioners.

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

It was admitted by the said railroad company at the hearing, that the rates upon one horse, prior to October 15, 1906, were as follows:

From Auburn to Cumberland Junction.....	\$2 85
“ “ “ East Livermore	3 00
“ “ “ Farmington	3 75
“ “ “ Winthrop	2 85
“ “ “ Readfield	3 00
“ “ “ Waterville	3 75
“ “ “ Skowhegan	4 35
“ “ “ Pittsfield	4 35
“ “ “ Detroit	4 50
“ “ “ Oakland	3 45
“ “ “ Wilton	6 00
“ “ “ Brunswick	2 40

This is the first petition that has been presented to the Board of Railroad Commissioners by force of the statute. The importance, therefore, of a right interpretation of it can hardly be exaggerated.

The petitioners ask us to change the tolls upon one horse, between certain points or stations on the Maine Central Railroad. They do not ask us to establish a new classification of freight, or to fix new rates of any classification on the whole line of the Maine Central Railroad. They complain only of the tolls upon one horse between certain points and places, and ask us to change them.

We do not understand that we have authority to do this. The first consideration of a fair rate is uniformity. If we should fix arbitrary rates between the points named in the petition, lower than the schedule rate, and allow the present schedule to remain in effect in other places, would the shippers in other parts of the State be treated fairly?

What would the shippers say who desire to ship one horse from the hundreds of other towns in the State to other points and places?

We should not be justified in undertaking to fix an arbitrary toll. If we do anything, it must be to fix a toll which shall bear alike on all, in all parts of the State. It must be a toll fixed upon some general principle or basis.

The Hepburn Bill, so called, which had the sanction of the President, and which passed both House and Senate almost unanimously, and which taxed the best thought of public men

in and out of Congress, had for its fundamental idea, that all rates should be alike to all men.

This was the express purpose of the so-called Elkins Bill, which has done so much to prevent the villainous policy of rebating, by railroad companies. It is the dominant purpose of all legislation by Congress upon the subject matter of railroad rates.

Nearly every Board of Railroad Commissioners in the United States has, in some form, attempted to solve the problem of equitable rates.

One Board of Commissioners in a western state has recently sent out a decision of two hundred book pages, in which it is evident an attempt was seriously made to give a reason for its decree, but which really gives as the only reason that it is the best they can do under all the circumstances, and they feel required to do something.

Another Board of Commissioners evidently based its decision upon the reasoning that the people are asking too much, and the railroads are conceding too little, and the Commissioners feel that they can quiet the public demand and stifle their own consciences if they "split the difference."

We do not believe these petitioners have any desire that the Railroad Commissioners shall decide this matter upon any other basis than that of equitable rights to all. We do not believe the people of Maine have the least desire to deprive the railroads of anything that in equity or good conscience belongs to them.

We conceive that the proper way to determine what is a reasonable rate for freight traffic is to add the operating expenses of a railroad, the expense for repairs, renewals of equipment, fixed charges, all other necessary expenses, a reasonable amount for contingencies, and a fair return on the reasonable value of its investment (not watered), and then ascertain how much shall be fairly assessed upon its passenger traffic, and upon each classification of its freight traffic, to produce the necessary income to meet these expenses.

To fix a rate lower than this, either by legislature or commission, has been held to be a violation of the Federal Constitution, because it would deprive the railroad company of its property without due process of law.

Smythe vs. Ames, 169 U. S. 466.

C. M. & St. P. Ry. Co. vs. Minn., 134 U. S. 418.

But in attempting to adjust this matter according to the methods above named, we are met at the threshold by the decisions of the Supreme Court of the United States, in which it holds that a State Board of Railroad Commissioners in deciding whether rates are reasonable, can take no account of the earnings of the road on inter-state traffic, but only on intra-state traffic.

Smythe vs. Ames, 169 U. S. 466.

Chicago & C. Ry. Co. vs. Thompkins, 176 U. S. 177.

In the reports of the several railroad companies in this State, no separation of intra-state from inter-state earnings has ever been made. To do so now, if it can be done at all, would entail an amount of labor upon the Board of Railroad Commissioners, which with its limited number of clerks would be well-nigh impossible.

It was recently attempted by one Board of Railroad Commissioners in a western state, assisted by the railroad companies, with a large force of clerks, and it required months of labor to accomplish it; yet the Commissioners declare that the result is far from exact.

The petitioners have furnished us with no data by which we can decide as to what is a reasonable rate for freight on one horse, by the legal method laid down by the Supreme Court of the United States. We are simply asked to find that because the rate for the transportation of one horse has been increased by the railroad company, the lower rate is the reasonable one, and the higher rate unreasonable. No other basis is furnished us upon which to form an opinion. No other is even hinted.

The court has well said in one decision that "it does not follow, because a given rate is high, as to one commodity, and low as to another, that either is unreasonable; or that if two rates in the aggregate are high, a reduction should be made from the higher rate, rather than from the lower one." And so we do not think it can be assumed in this case that because the rate is advanced, that the old rate was too low, or the new rate is too high. If this matter is to be judged by comparison, simply, then how much too low was the old rate, and how much

too high is the new rate? It seems to us that the rate for carrying a commodity bearing the lowest freight charges, like coal, may be as logically and legally too high, as the rate for carrying first-class freight may be logically and reasonably too low, depending upon the concrete circumstances in each case.

The Maine Central Railroad Company by its answer and its proof says that for twenty-five years the company had had a classification of its own, dividing freight into four classes; and that horses were put in the third or very low class. The company says that when Congress passed the so-called Hepburn Bill the management of this company adopted what is known as the Official Classification, which is in effect on most roads in territory lying between Canada on the north, the Atlantic Ocean on the east, the Potomac and Ohio Rivers on the south, and the Mississippi River on the west.

This classification has been recently recognized by the Supreme Court of the United States in the case of Cincinnati & Dayton Railway Company et al, appellants, vs. the Interstate Commerce Commission, decided May 13, 1907.

This classification was made effective on the Maine Central Railroad on October 15, 1906, and divides the freight into six classes, and this change put horses into the first or highest class, necessarily increasing the rate on one horse, which is what the petitioners complain of.

The company claims, however, that in the Official Classification one horse is billed at four thousand pounds, which this company has reduced to three thousand pounds. So that at present, the rate on one horse is 25% less than upon any other road which has adopted the Official Classification. This includes also the transportation of a person in charge of the horse.

The company claims that the hazardous nature of this class of freight, its liability to damage, the exclusive use of a box car for the horse and attendant, render it necessary to fix a higher rate than upon other classes of freight.

The company also claims that such freight is not desirable at its present rate, and the company would prefer not to transport such freight at all. It denies, however, upon question by the Commissioners, that the company has fixed a high rate for the purpose of keeping this class of freight away. On the con-

trary, the company claims that it is carrying this class of freight at a less rate than any other company except the Grand Trunk Railroad; and says that the Grand Trunk Railroad Company is about to establish a new and higher rate.

We have been shown, therefore, no basis upon which we can fix a rate on one horse, which we should feel was based upon any logic or legal principle.

It appears upon first view, as the petitioners' counsel has argued, that either the rate before October, 1906, was too low, or the present rate is too high. But if so he does not suggest which it is. He does suggest, and with some reason, that a tariff which has been in force a quarter century ought to be considered a reasonable one. But such reasoning, upon reflection will be found to be dogmatic, and unsatisfactory. We can not adopt it. To do so would leave out all consideration of errors of judgment, and would fix no principle upon which we can reasonably act.

To be sure, a presumption that rates are reasonable may arise from the voluntary action of the carrier in keeping these rates in effect during a long period; but such presumption is not conclusive, neither is it controlling.

In a recent case before the Interstate Commerce Commission, the reasonableness of a rate was challenged because the rate in effect in 1896 was fifteen cents per hundred pounds lower than the present rate; but the Commissioners say "The conditions which established the lower rate have not been shown and the existence of such a lower rate in the somewhat remote past does not necessarily prove anything of value in ascertaining the reasonableness of the rate existing today."

The Supreme Court of the United States has recently held that such presumption may be overcome by evidence giving sufficient reasons. Has it been done in this case?

In addition to the reasons given by the company in relation to the extra expense of the whole car for one horse, and the added danger of injury to such freight, we have compared several of the charges for freight under the old classification of the Maine Central Railroad, and those of the official or new classification now adopted, and find the following interesting comparisons:

OLD CLASSIFICATION.

Rates from Lewiston to Skowhegan.

One horse, one car.....	\$4 35
Pianos, one carload.....	63 00
Trunks, " "	63 00
Lamps, " "	42 00
Butter tubs, " "	29 00
Cereals, " "	21 00

NEW OR OFFICIAL CLASSIFICATION.

One horse, one car.....	\$7 20
Pianos, one carload.....	24 00
Trunks, " "	24 00
Lamps, " "	22 40
Butter tubs, " "	19 50
Cereals, " "	38 50

Comparing the freight received from six cars under the old classification, \$222.35, with the freight received from six cars under the new classification, \$135.60, it appears that the new classification brings far less revenue to the company on these several articles than did the old classification.

So while the one horse rate is largely increased, and the rate on cereals slightly increased, the rates on four other articles have been reduced to less than one-half the former rates.

Articles like hay, grain, potatoes, lumber, etc., bear commodity rates, which have not been materially changed, though Mr. Sanderson, the General Freight Agent, testified that as nearly as he could compute the difference, the new or official classification will decrease the total earnings more than twenty-five thousand dollars per year.

But the complainants say that the company can carry other freight in the same car with the horse, and thus make it possible to carry the horse at less price.

There is another and lower rate where additional horses are offered for shipment in the same car. Where on one horse the freight would be \$7.20, on two horses it would be \$12.00, on three horses it would be \$15.00, and on four horses it would be \$18.10, if carried all in one car.

The company claims, however, that when one horse is offered for transportation it must necessarily occupy a whole car. Reasons why other kinds of freight can not be carried in the same car with the horse, will readily suggest themselves.

It is certain that as a rule no other kinds of freight can go in a car with one horse, except the man in charge of him, and the man goes free of expense. So that while the rate of \$7.20 for one horse from Auburn to Skowhegan may seem large, when it is considered that it occupies one whole car with the man in charge, and that it only now pays about 28% of the average of other commodities cited, it is difficult to determine that the rate is unreasonable.

But if we should consider this rate unreasonable, we could only reduce it by changing the classification so as to operate alike over the whole line of the railroad.

The statute was enacted in 1876, more than thirty years ago. Rates were then largely special, and classification was practically unknown. Besides, nearly all rates were then subject to rebates, and no one shipper knew what his neighbor really paid upon any kind of merchandise.

All this has been changed, and we are not in sympathy with any return to special rates, rebates or any policy which will give one shipper an advantage over any other.

We have endeavored to give this matter a full and mature consideration. We have considered it from every conceivable standpoint. It does not appear from any evidence that the rates in question are unjust or unreasonable or discriminatory, and we are unable to see upon what legal or logical ground we can grant the prayer of the petitioners.

It is therefore ordered that the complaint in this proceeding be, and is hereby dismissed.

Dated at Augusta, this 12th day of June, A. D. 1907.

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

Railroad Commissioners of Maine.

Petition of the Bangor & Aroostook Railroad Company, asking authority to issue new stock for certain purposes, and decision of the Board thereon. June 21, 1907.

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

Respectfully represent the Bangor and Aroostook Railroad Company and its Board of Directors that said company is a railroad corporation duly organized and existing under the laws of said State, and that it has a franchise to operate a railroad therein, and that it has a total capital stock of one million five hundred and fifty thousand dollars (\$1,550,000); that the Northern Maine Seaport Railroad Company, a railroad corporation duly organized and existing under the laws of said State, has leased to the Bangor and Aroostook Railroad Company its railroad extending from a point of connection with the Bangor and Aroostook Railroad in Lagrange in Penobscot County to and into the town of Searsport in Waldo County, together with a spur along Cape Jellison (so called), and that said Northern Maine Seaport Railroad is now being operated by the Bangor and Aroostook Railroad Company; that the aforesaid lease of the Northern Maine Seaport Railroad has been ratified and confirmed by the Legislature of this State;

That the Schoodic Stream Railroad Company, a railroad corporation duly organized and existing under the laws of this State, has leased to the Bangor and Aroostook Railroad Company its railroad extending from a point of connection with the Bangor and Aroostook Railroad in Millinocket in Penobscot County to a point in the town of Medway, near the junction of the East and West Branches of the Penobscot River, and that said Schoodic Stream Railroad is now being operated by the Bangor and Aroostook Railroad Company; that the aforesaid lease of said Schoodic Stream Railroad has been ratified and confirmed by the Legislature of this State;

That at a meeting of the stockholders of the Bangor and Aroostook Railroad Company duly called and held for the purpose, at the directors' room of the Bangor and Aroostook Railroad Company in the Morse-Oliver Building, in Bangor, Maine, at 2.30 o'clock P. M., June 11, A. D. 1907, more than a majority

of the capital stock of said Bangor and Aroostook Railroad Company being present, it was voted by a vote of fifteen thousand four hundred and seventy-six shares (the same being more than a majority of the capital stock of the last named company) in favor (and none opposed) to increase the capital stock of said Bangor and Aroostook Railroad Company in the sum of seven hundred and ninety-two thousand dollars (\$792,000) beyond the amount now fixed by law for the purposes:

1st. Purchasing the capital stock of said Northern Maine Seaport Railroad Company, amounting to four hundred and twenty thousand dollars (\$420,000).

2d. Purchasing the capital stock of the Schoodic Stream Railroad Company, amounting to seventy-two thousand dollars (\$72,000).

3d. Making permanent improvements and paying floating debts on the railroad of the Bangor and Aroostook Railroad Company with the proceeds of the remaining three thousand shares.

A copy of said vote is herewith submitted, likewise a copy of the call for said meeting.

And your petitioners further represent that the Board of Directors of said corporation at their regular meeting held at 2.30 o'clock P. M., June 12, A. D. 1907, by a vote by them unanimously passed, a copy of which is herewith submitted, and in pursuance of said vote of the stockholders, authorized the President of said Bangor and Aroostook Railroad Company, in the name and behalf of said corporation and its directors, under and by virtue of the authority of said vote of its stockholders and of said vote of its directors, to petition your Honorable Board for your approval and authorization conformably to law, of said issue of seven hundred and ninety-two thousand dollars (\$792,000) of capital stock, seven thousand nine hundred and twenty shares of the par value of one hundred dollars (\$100) each, in addition to its present authorized capital stock; the proceeds of said issue of said stock to be applied to the aforesaid purposes, as follows: the proceeds of four thousand two hundred shares of said stock to be applied for the purpose of purchasing four thousand two hundred shares of the capital stock of the Northern Maine Seaport Railroad Company; the

proceeds of seven hundred and twenty shares of said stock to be applied for the purpose of purchasing seven hundred and twenty shares of the capital stock of the Schoodic Stream Railroad Company; and the proceeds of three thousand shares to be applied for the purpose of making permanent improvements and paying floating debts on the railroad of the Bangor and Aroostook Railroad Company; that said issue of seven thousand nine hundred and twenty shares of new common stock, in addition to the present authorized capital stock, is reasonably requisite for said purposes.

And your petitioners further represent that this proposed increase of capital stock exceeds four per cent. of the existing capital stock of said corporation.

Wherefore, your petitioners respectfully petition your Honorable Board that you will approve and authorize for the said purposes said issue of seven hundred and ninety-two thousand dollars (\$792,000) of capital stock, to wit, seven thousand nine hundred and twenty shares of the par value of one hundred dollars (\$100) each, of said Bangor and Aroostook Railroad Company in addition to the amount of its present capital stock, as being an issue to an amount reasonably requisite and necessary for said purposes, and the amount for each purpose as specified above as being an issue to an amount reasonably requisite and necessary for that purpose; and that your Honorable Board will prescribe the city of Bangor, in the County of Penobscot, as the city, in which, in the manner provided by law, new shares, which have not been subscribed for by its stockholders, shall be offered for sale by public auction to the highest bidder; and that your Honorable Board will also prescribe the daily newspapers, not less than three in number, in which notice shall be published of the time or times and the place of such sale, in the manner provided by law; that your Honorable Board will approve and authorize the issuance of said amount of capital stock as reasonably necessary and requisite for the aforesaid purposes, and the amount for each purpose as above specified as reasonably necessary and requisite for that purpose, the proceeds of said issue of stock to be applied, for each respective purpose, its amount conformably to law, and for no other purpose, and that your Honorable

Board will take such further action in the premises as is by law required.

Bangor and Aroostook Railroad Company and its Directors,
By FRANKLIN W. CRAM, Its President.

June 14, 1907.

On the foregoing petition,

Ordered, That the petitioning company shall publish a copy of the foregoing petition with this order 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 twenty-first day of June, A. D. 1907, 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 named in said petition.

JOSEPH B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 14th day of June, A. D. 1907.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

This is a petition by the Directors of the Bangor and Aroostook Railroad Company, by F. W. Cram, President, asking that the said company be allowed to increase its capital stock in the sum of seven hundred ninety-two thousand dollars beyond the amount fixed by law, for the purpose of purchasing the capital stock of the Northern Maine Seaport Railroad Company; and for the purpose of purchasing the stock of the Schoodic Stream Railroad Company, both of which roads are now under lease to the said Bangor and Aroostook Railroad Company; and for the purpose of making permanent improvements and paying floating debts on the railroad of the Bangor and Aroostook Railroad Company, as is fully set out in said petition.

Revised Statutes, Chapter 51, Sections 19, 20 and 21, give the Board of Railroad Commissioners power to authorize this increase of capital stock.

No one appeared to object to the further issue of stock as prayed for.

We therefore hereby approve and authorize the issue of seven hundred ninety-two thousand dollars of capital stock of said Bangor and Aroostook Railroad Company, beyond the amount now fixed by law, for the purposes following:

We hereby find that seventy-two thousand dollars of said issue of additional stock is reasonably requisite and necessary for the purpose of purchasing the stock of the Schoodic Stream Railroad Company.

We hereby find that four hundred twenty thousand dollars of said issue is reasonably requisite and necessary for the purpose of purchasing the stock of the Northern Maine Seaport Railroad Company.

We hereby, also, find that three hundred thousand dollars of said proposed increase of stock is reasonably requisite and necessary for making permanent improvements and paying floating debts of the railroad of the Bangor and Aroostook Railroad Company.

And for the purpose of selling said stock, if it becomes necessary under said statutes, we hereby prescribe the city of Bangor, in the County of Penobscot, as the city in which, in the manner provided by law, said new shares which have not been subscribed for by stockholders shall be offered for sale at public auction to the highest bidder, and we hereby prescribe the Bangor Daily News and the Bangor Daily Commercial, both published at said Bangor, and the Daily Kennebec Journal, published at Augusta, as the newspapers in which notice shall be published of the time or times and the place of said sale in the manner provided by law.

And we hereby further determine that the market value of the capital stock of the Bangor and Aroostook Railroad Company hereby approved and to be issued in accordance with this decree, taking into account previous sales of stock of said corporation and other pertinent conditions, is its par value of seven hundred ninety-two thousand dollars, and we have this day

filed in the office of the Secretary of State, a certificate as provided by law showing the amount of increase of capital stock authorized, and the purposes for which the proceeds of said new stock may be used.

Dated at Augusta this 21st day of June, A. D. 1907.

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

Railroad Commissioners of Maine.

ATLANTIC SHORE LINE 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 Atlantic Shore Line Railway from Aspinquid Park to Ogunquit, a distance of $5\frac{1}{2}$ miles, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this 6th day of July, A. D. 1907.

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

Railroad Commissioners of Maine.

Petition of the Portland, Gray and Lewiston Railroad Company for approval of articles of association, and action of the Board thereon. July 9, 1907.

To the Honorable Railroad Commissioners of the State of Maine:

We, the undersigned, who have been chosen as Directors of a company to be formed for the purpose of constructing and operating a street railway of standard gauge, in and through the cities of Portland and Westbrook, and the towns of Falmouth, Cumberland, Gray, and New Gloucester, all in the County of Cumberland, and the cities of Auburn and Lewiston, in the County of Androscoggin, to be known as the Portland, Gray and Lewiston Railroad Company, respectfully request that your Honorable Board will approve the articles of association hereto annexed and that you will endorse said approval in writing upon said articles. .

Dated this eighth day of June, A. D. 1907.

Edward W. Gross,
Chas. C. Benson,
Lewis A. Goudy,
John D. Clifford,
Wm. M. Sturges,
N. D. Sturges,
Tracy W. Holland.

We, the undersigned, Edward W. Gross, of Auburn, County of Androscoggin; Chas. C. Benson, of Lewiston, in said County of Androscoggin; Lewis A. Goudy, of Portland, County of Cumberland; and John D. Clifford, of Lewiston, in said County of Androscoggin, all in the State of Maine, and Wm. M. Sturges and N. D. Sturges, of Scranton, County of Lackawana, State of Pennsylvania, and Tracy W. Holland, Borough of Brooklyn, State of New York, a majority of whom are citizens of this State, hereby sign the following articles of association, to form a company for the purpose of constructing, maintaining and operating by electricity or compressed air, a street railroad for public use, for street traffic and for the conveyance of persons and property, and for that purpose do agree as follows:

The name of the company shall be the Portland, Gray and Lewiston Railroad Company.

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

The places, cities and towns, through which, in which and to which, the road is to be constructed, maintained and operated, are the cities of Westbrook and Portland and the towns of Falmouth, Cumberland, Gray and New Gloucester, in the County of Cumberland, and the cities of Auburn and Lewiston, in the County of Androscoggin.

The length of the road, as nearly as may be, is forty (40) miles.

The amount of capital stock is one hundred and sixty thousand dollars (\$160,000).

The number of shares of which the capital stock shall consist is sixteen hundred (1,600).

Edward W. Gross,
 Chas. C. Benson,
 Lewis A. Goudy,
 John D. Clifford,
 Wm. M. Sturges,
 N. D. Sturges,
 Tracy W. Holland.

Edward W. Gross of said Auburn, Chas. C. Benson of said Lewiston, Lewis A. Goudy of said Portland, John D. Clifford of said Lewiston, Wm. M. Sturges and N. D. Sturges, both of said Scranton, and Tracy W. Holland of said Brooklyn, a majority of whom are citizens of the State of Maine, shall act as directors of the proposed company and manage its affairs until others are chosen in their places.

Edward W. Gross,
 Chas. C. Benson,
 Lewis A. Goudy,
 John D. Clifford,
 Wm. M. Sturges,
 N. D. Sturges,
 Tracy W. Holland.

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 eighth day of June, A. D. 1907.

Edward W. Gross, Auburn, Me., 20 shares; Chas. C. Benson, Lewiston, 20 shares; Lewis A. Goudy, Portland, 20 shares; John D. Clifford, Lewiston, 20 shares; Wm. M. Sturges, Scranton, Pa., 520 shares; N. D. Sturges, Scranton, Pa., 500 shares; Tracy W. Holland, New York, 500 shares.

We, the undersigned, Edward W. Gross, Chas. C. Benson, Lewis A. Goudy and John D. Clifford, William M. Sturges, N. D. Sturges and Tracy W. Holland, named as directors in the said articles of association of the foregoing Portland, Gray and Lewiston Railroad Company, on oath depose and say that sixteen hundred (1600) 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 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, and this affidavit they make by endorsing the same on said articles, as required by the general laws of the State of Maine.

Dated this eighth day of June, A. D. 1907.

Edward W. Gross,
Chas. C. Benson,
Lewis A. Goudy,
John D. Clifford,
Wm. M. Sturges,
N. D. Sturges,
Tracy W. Holland.

STATE OF NEW YORK.

County of New York: July 1st, A. D. 1907.

Then personally appeared Tracy W. Holland and made oath to the foregoing statements by him subscribed as true.

Before me,

(Seal) CHARLES ALVIN ROGERS, Notary Public, No. 62.

STATE OF PENNSYLVANIA.

County of Lackawana: July 1st, A. D. 1907.

Then personally appeared Wm. M. Sturges and N. D. Sturges, both of Scranton, county and state aforesaid, and severally made oath to the foregoing statements by them subscribed as true.

Before me,
(Seal) NELLIE A. CLARKE, Notary Public.
My commission expires Jan. 16, 1909.

STATE OF MAINE.

Cumberland, ss: July 2, A. D. 1907.

Then personally appeared Lewis A. Goudy, of Portland, county and state aforesaid, and made oath to the foregoing statements by him subscribed as true.

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

STATE OF MAINE.

Androscoggin, ss: July 3, A. D. 1907.

Then personally appeared Chas. C. Benson, and John D. Clifford, all of the county and state aforesaid, and made oath to the foregoing statements by them subscribed as true.

Before me,
JACOB R. LITTLE, Justice of the Peace.

STATE OF MAINE.

In Board of Railroad Commissioners.

It having been shown to the satisfaction of the Board of Railroad Commissioners that all of the provisions of sections two and three of chapter fifty-three of the Revised Statutes have been complied with, this certificate of such facts and this approval in writing are hereunto endorsed upon the foregoing

articles of association of the Portland, Gray and Lewiston Railroad Company.

Dated at Augusta this 9th day of July, A. D. 1907.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Bangor and Aroostook Railroad Company for approval of branch railroad track and crossing a highway in the town of Crystal, and decision of the Board. August 19, 1907.

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 town of Crystal in Aroostook County, to its ballast pit situated on Lot 52 in said Crystal, and that it has made a location of said branch railroad track, which said location is described as follows:

Beginning at a point on the center line of the Bangor and Aroostook Railroad in lot numbered fifty-eight (58), Crystal, said point being at station 3252+00 (track chainage) equals 0+00 of said branch track; thence in a northeasterly direction on a curve to the left with a radius of 955 feet five hundred thirty-eight and nine-tenths (538.9) feet to station 5+38.9 E. C.; thence on a tangent to said curve bearing N. 25° 40' E. eight hundred eighty and one-tenth (880.1) feet more or less to station 14+19 B. C.; thence on a curve to the right with a radius of 1433 feet forty-one (41) feet more or less to the center of the Cow Team Road, so called; thence continuing on the same curve to the right six hundred sixty-three and two-tenths (663.2) feet more or less to station 21+23.2 E. C.; thence on a tangent bearing N. 53° 50' E. eight hundred sev-

enty-six and eight-tenths (876.8) feet more or less to station 30+00 the end of line.

That said location is wholly within said town of Crystal and is to cover a width of four (4) rods, being two (2) rods on each side of the above described center line. Said location crosses the highway known as the Cow Team Road, all of which is shown on the plan and profile which accompany this petition, and your petitioner represents that it is impossible for said track to cross either over or under said way.

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 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 said way at grade, and that your Honors will determine the manner and conditions upon which said railroad track may cross said way.

August 5, 1907.

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 Daily Commercial and the Daily News, newspapers published at Bangor, in the County of Penobscot, the first publication in each paper to be at least five days before Saturday, the seventeenth day of August, A. D. 1907, 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 and to the municipal officers of the town of Crystal, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this eighth day of August, A. D. 1907.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Messrs. Appleton and Chaplin appeared for the petitioner.

No one appeared in opposition.

We hereby decree that said branch track may be constructed and maintained as provided in said petition, and that public convenience requires the same.

We also hereby allow the crossing of said highway, as prayed for in said petition, to be made at grade.

The approaches on said highway, on each side of said railroad within the limits of the right of way of said railroad company, shall be upon a grade not exceeding five per cent.

The work shall be done by said railroad company and the said crossing shall hereafter be maintained by said company at its expense, all in such manner as to be safe and convenient for all travelers on said way. Suitable provision shall be made for surface drainage.

Dated at Augusta, this nineteenth day of August, A. D. 1907.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the Municipal Officers of the Town of Woodstock for approval of highway crossing over Grand Trunk Railway, and action of the Board. Dismissed, September 5, 1907.

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

The undersigned, municipal officers of the town of Woodstock in the county of Oxford, respectfully represent that the municipal officers of said town on the twenty-fifth day of October, A. D. 1906, on petition of Amos S. Bryant and seventeen others of said town, after due notice and hearing thereon, located a town way in said town of Woodstock, which said way so located by said municipal officers crosses the track of the Grand Trunk Railway Company in said town of Woodstock and said way so located is described as follows, a copy of the record thereof being hereto attached, viz:

Beginning at a point on the town way known as the old Greenwood road in said Woodstock about two rods seven links north and six degrees east from the northwest corner of the graveyard and from thence north eight and one-half degrees west eight rods and eighteen links, thence north thirty-two and one-half degrees west three rods and seventeen links, thence north seventy-five degrees west four rods, thence south eighty-six degrees west ten rods, thence north eighty-five degrees west five rods, thence north fifty-six and one-half degrees west two rods and six links, thence north fifty-one and one-half degrees west two rods, thence north seven degrees east six rods and sixteen links, thence due north across the Grand Trunk Railway Co's. track to a point two rods from the railway fence, said road to be two rods wide measuring to the right from the line run.

Wherefore your petitioners request your Honorable Board, after due notice and hearing, to determine whether said town way shall be permitted to cross said railway track at grade therewith, or not, and the manner and conditions of crossing said railway track, and also determine whether the expense of building and maintaining so much of said way as is within the limits of said railway shall be borne by said railway company or by the town of Woodstock in which such way is located, or be apportioned between said company and said town.

Dated at Woodstock, Maine, this thirtieth day of March, A. D. 1907.

G. E. Stevens,
D. O. Dudley,
F. E. Davis,

Municipal Officers of Woodstock.

On the foregoing petition,

Ordered, That the petitioner cause a copy of this petition with this order of notice, to be served upon Mr. L. L. Hight, attorney for the Grand Trunk Railway of Canada, lessee, and of which the Atlantic and St. Lawrence Railroad Company is lessor, that a hearing will be held upon the petition, by the Board of Railroad Commissioners, at the station of the Grand Trunk Railway of Canada, in Woodstock, on the second day of July, A. D. 1907, 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 15th day of June, A. D. 1907.

The foregoing petition is hereby dismissed.

Per order of the Board,

GEO. F. GIDDINGS, *Asst. Clerk.*

September 5th, 1907.

Petition of the Municipal Officers of Auburn for approval of changes in certain highways at Danville Junction, and action of the Board. Dismissed, September 5, 1907.

To the Railroad Commissioners of the State of Maine:

Respectfully represent the municipal officers of the city of Auburn, that certain changes more fully set forth hereinafter are required by public necessity, convenience and safety in the location of highways in and about the station grounds of the Maine Central Railroad and Atlantic & St. Lawrence Railroad, at Danville Junction, so called, in said city of Auburn; and the changes so required are substantially as follows:

Starting from a point on the county road, so called, one hundred (100) feet, more or less, southwesterly of the crossing of said county road, with the westerly side line of the location of the Atlantic & St. Lawrence Railroad and thence changing the course of said county road so that it shall run northerly to a point six hundred (600) feet, more or less, from the point of beginning; thence turning easterly and crossing the said railroad location by a bridge to a point approximately midway between the location of said Atlantic & St. Lawrence Railroad and of the Maine Central Railroad; thence continuing in an easterly direction over a bridge over the location of the Maine Central Railroad and continuing by a graded road to connect with Oak Road, so called; thence continuing in an easterly direction to connect with said county road. From said point midway between the locations aforesaid a ramp or graded road to extend southerly three hundred (300) feet, more or less, to station teaming grounds; also from said point midway between the locations aforesaid a ramp or graded road to extend northerly to connect with the county road which was laid out and the proceedings thereon finally closed at the October term, A. D. 1901, of the County Commissioners' Court for the County of Androscoggin.

Also starting from such point westerly of said Atlantic & St. Lawrence Railroad location as your Board may determine, upon the county road last above referred to, to change the course of said county road so that it shall run in a southerly direction to connect with the course of the old county road, as changed according to the foregoing, at or about the point where the bridge to be constructed across the Atlantic & St. Lawrence Railroad location has its westerly end; and your Board is further petitioned, as incident to the changes prayed for, to discontinue such grade crossings as can be properly discontinued by reason of the changes indicated; and in particular to discontinue that portion of the old county road lying across the location of the Atlantic & St. Lawrence Railroad and of the Maine Central Railroad, southerly of the present station; also to discontinue that portion of the new county road lying within the location of the Atlantic & St. Lawrence Railroad; and also to discontinue the crossing of the Oak Road lying northerly of

the present stations and within the location of the Maine Central Railroad.

And your Board is petitioned to raise or lower or change the course of any highways or other ways in the locality in question, if you find such raising, lowering or change will facilitate the crossing of said Atlantic & St. Lawrence Railroad and said Maine Central Railroad.

Wherefore, the said municipal officers make this their application to you, the said Railroad Commissioners, asking that you, after notice and hearing in the premises, will determine whether such changes as above indicated shall be made, or whether other changes for the purpose of facilitating the crossing of said Maine Central and said Atlantic & St. Lawrence Railroad shall be made; and your Board is also requested to determine how the expense of making such changes shall be borne.

Dated at Auburn, the twenty-second day of June, A. D. 1907.

John R. Webber, Mayor.

Harry E. Bumpus,

A. A. Rowell,

H. F. Whitehouse,

Warren McFadden,

P. E. Provost,

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 Lewiston Evening Journal, a newspaper published at Lewiston in the County of Androscoggin, the first publication in said paper to be at least five days before the tenth day of July, A. D. 1907, on which day the Board of Railroad Commissioners will be in session at the Maine Central Railroad station at a place called Danville Junction in the city of Auburn, 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 Androscoggin County, and to Leroy L. Hight of Portland, attorney of the Grand Trunk Railway and of the Atlantic

& St. Lawrence Railroad, and to Geo. F. Evans of Portland, general manager of the Maine Central Railroad.

JOSEPH B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 25th day of June, A. D. 1907.

Dismissed by agreement.

Per order of the Board.

GEO. F. GIDDINGS, *Asst. Clerk.*

September 5, 1907.

Petition of the Augusta and Waterville Railway asking for the approval of the location of an extension in Winslow and Waterville, and decision of the Board. September 9, 1907.

To the Honorable Board of Railroad Commissioners:

Respectfully represents the Augusta and Waterville Railway, a street railroad corporation organized under the general laws of the State, that it has been duly authorized by your Honorable Board to construct a street railroad from the intersection of Bangor and Cony Streets in Augusta to the easterly terminus of the Ticonic Bridge in the town of Winslow, and it is now lawfully engaged in constructing the same.

Your petitioner further represents that it desires to extend, construct, maintain and operate its road to and into the city of Waterville and it files this petition for authority therefor under the general laws of the State.

(The courses, distances and boundaries are here omitted.)

The width of the foregoing location where the same is upon streets, roads or ways is five (5) feet on each side of said center line, and where said location is outside of the limits of streets, roads or ways, the width thereof is ten (10) feet on each side of said center line.

That portion of said line from station seven plus seventy-seven (7+77) to station nine plus forty-seven (9+47) is on land of the Lockwood Company and outside of the limits of any street, road or way.

Your petitioner further represents that public convenience requires the construction of such road and that wherever the foregoing location is outside of the limits of any street, road or way, it is impracticable to locate the said railroad within the limits of said streets, roads or ways.

Your petitioner files herewith a map of the proposed route on an appropriate scale with a written approval of the proposed route and location as to streets, roads and ways, of the municipal officers of the cities and towns in which said railroad is to be constructed in whole or in part and a report and estimate prepared by John A. Jones, a skilful engineer.

Your petitioner respectfully prays that your Honorable Board will, upon presentation of this petition, appoint a day for hearing thereon, and that your petitioner may give such notice thereof as your Honorable Board deems reasonable and proper in order that all persons interested may have an opportunity to appear and object thereto, and that after such notice and hearing that your Honorable Board will approve such location subject to the provisions of section twelve of chapter fifty-three of the Revised Statutes and will determine that public convenience requires the construction of such road; find that it is impracticable to locate said railroad within the limits of streets, roads or ways and make a certificate of your determinations hereunder in writing, with such other orders and decrees as the law may require.

Dated this twenty-sixth day of July, A. D. 1907.

Augusta and Waterville 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 Waterville Morning Sentinel, a newspaper published at Waterville, and in the Daily Kennebec Journal, a newspaper published at Augusta, both in the County of Kennebec, the first publication in each paper to be at least five days before Thursday, the eighth day of August, A. D. 1907, on which day the Board of Railroad Commissioners will be in session at the Superior Court Room, in Waterville, at 10 o'clock in the forenoon, for the purposes indicated in the said petition.

The petitioner shall send copies of the foregoing petition and order to the municipal officers of the city of Waterville and the town of Winslow, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this first day of August, A. D. 1907.

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. H. M. Heath and Mr. John E. Nelson appeared for the petitioner.

Mr. L. G. Bunker, mayor, appeared for the city of Waterville.

Mr. W. C. Philbrook appeared for the town of Winslow, and Merrill, Runnells & Mayo Company.

The Board finds that public convenience and necessity require the construction of the road as prayed for in the petition, and approve the location as set out in said petition, except we do not approve that portion of the proposed location across Ticonic Bridge. We think that the location, across said bridge, should be in the center; that said bridge is not strong enough to carry the weight of the electric cars upon the north truss as prayed for in the petition.

When the proceeding comes before us for the manner and condition of crossing said bridge, and the apportionment of the expense, under the statute, the location can be varied at each end to conform to the location in the center.

All can be embraced in one petition, and for this reason we defer any decision upon the location across said bridge.

Wherever the line is outside of streets, roads and ways, we find that it is impracticable to locate said road within said streets, roads and ways.

Dated at Augusta this 9th day of September, A. D. 1907.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the municipal officers of the town of Embden for approval of a highway crossing the Somerset Railway, and decision of the Board thereon. Decision October 1, 1907.

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 June, A. D. 1906, on petition of J. W. Morin 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 track 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 the river road north of the line between J. W. Morin's and Polly Stevens', thence running westerly across the track of the Somerset Railroad Company to the county road near the road that leads to the residence of S. A. Fox, the road to be two rods wide and fifty-eight rods and five feet long. 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 tenth day of September, 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, or shall be apportioned between said railroad company and said town.

Dated at Embden this 20th day of September, A. D. 1906.

Bert A. Barron,

S. P. Dunbar,

H. B. Ellis,

Selectmen of Embden.

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 Embden, at 9.30 o'clock in the forenoon, for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to W. M. Ayer, General Manager, Somerset Railway Company, Oakland, Maine, 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.

This matter came on for a hearing before the Board of Railroad Commissioners on the 18th day of October, 1906, all parties interested having appeared either personally or by attorney.

The matter was then continued and has been continued from term to term on the first Wednesday of each month, until the present time; and now the said Railroad Commissioners hereby decree that the said way as located by the municipal officers of said town, may be constructed across the tracks of the Somerset Railway at grade. The Somerset Railway Company shall construct and maintain so much of said highway as is within the location of said railway, so that the same may be safe and convenient for horses, teams and carriages. Suitable provision shall be made for surface drainage.

Dated at Augusta this first day of October, A. D. 1907.

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

Petition of the municipal officers of the town of Embden for approval of highway crossing the Somerset Railway, and decision of the Board thereon. Decision October 1, 1907.

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 June, A. D. 1906, on petition of Charles Niles, 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 track 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 the road leading from Solon Ferry to North Anson thence running westerly on the line between land owned by W. R. Whitney and J. W. Morin and across the track of the Somerset Railroad to the land occupied by Charles Niles, the line described to be the middle of the highway, and the highway to be two rods wide and twenty-one rods and five feet long. 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 tenth day of September, A. D. 1906.

Wherefore you 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 land shall be borne by said railroad company or by said town of Embden, in which said way is located, or shall be apportioned between said railroad company and said town.

Dated at Embden this 20th day of September, A. D. 1906.

Bert A. Barron,

S. P. Dunbar,

H. B. Ellis,

Selectmen of Embden.

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 Embden, at 9.30 o'clock in the forenoon, for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to W. M. Ayer, General Manager, Somerset Railway Company, Oakland, Maine, 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.

This matter came on for a hearing before the Board of Railroad Commissioners on the 18th day of October, 1906, all parties interested having appeared either personally or by attorney.

The matter was then continued and has been continued from term to term on the first Wednesday of each month, until the present time; and now the said Railroad Commissioners hereby

decree that the said way as located by the municipal officers of said town, may be constructed across the tracks of the Somerset Railway at grade. The Somerset Railway Company shall construct and maintain so much of said highway as is within the location of said railway, so that the same may be safe and convenient for horses, teams and carriages. Suitable provision shall be made for surface drainage.

Dated at Augusta this first day of October, A. D. 1907.

JOSEPH B. PEAKS,
PARKER SPOFFORD,
FRANK KEIZER,

Railroad Commissioners of Maine.

Petition of the Fairfield & Shawmut Railway for right to cross the Maine Central Railroad in Fairfield, and decision of the Board thereon. Decision September 9, 1907.

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

The Fairfield and Shawmut Railway respectfully represents that in constructing its street railway in Fairfield as authorized by its charter and location as provided by law, its tracks will be constructed across the tracks already built by the Maine Central Railroad Company as appears by its location now on file.

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

Fairfield, Maine, September 28, 1907.

Fairfield and Shawmut Railway,
By HARVEY D. EATON, Its Attorney.

Upon the foregoing petition,

Ordered, That the petitioner cause notice to be served upon the Maine Central Railroad Company by sending by registered mail a copy of this petition and this order of notice to George F. Evans, general manager of the Maine Central Railroad Com-

pany, at Portland, Maine, five days at least before Tuesday, the eighth day of October, A. D. 1907, at which time the Railroad Commissioners will be in session at the Selectmen's Office in Pittsfield, 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 thirtieth day of September, A. D. 1907.

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. D. Eaton appeared for the petitioner.

Mr. Seth M. Carter and Mr. Forrest Goodwin appeared for the Maine Central Railroad.

We hereby determine that the manner and condition of crossing, construction and maintenance of the crossing embraced in said petition shall be as follows:

The crossing shall be at grade. The crossing frogs shall conform in size and weight of rails to those used by the Maine Central Railroad Company, and shall be placed upon good sound ties or other foundation so that the same shall be safe. The angle of the crossing shall also conform to the lines of the two tracks.

All the expense of constructing and maintaining said crossing shall be borne by the said Fairfield and Shawmut Railway.

Before any car upon the Fairfield and Shawmut Railway shall cross the tracks of the Maine Central Railroad it shall be stopped within one hundred feet of the tracks of the said Maine Central Railroad, and shall remain stopped until the conductor and motorman are fully satisfied that the crossing is clear, and that no cars or trains upon the Maine Central Railroad are approaching said crossing in sight or within hearing, and then shall cross the tracks of the Maine Central Railroad promptly but carefully.

Dated this 8th day of October, A. D. 1907.

JOSEPH B. PEAKS,

FRANK KEIZER,

Railroad Commissioners of Maine.

Petition of the municipal officers of the town of Pittsfield for approval of location of a way across the Maine Central Railroad and the Sebasticook and Moosehead Railroad in Pittsfield and decision of the Board thereon. Decision October 8, 1907.

To the Honorable Board of Railroad Commissioners of Maine:

We the undersigned municipal officers of the town of Pittsfield in the county of Somerset and State of Maine respectfully represent that on the 22nd day of June, A. D. 1907, A. H. Burse an inhabitant of the town of Pittsfield and an owner of cultivated land therein petitioned the municipal officers of the said town of Pittsfield to lay out a town way to connect his cultivated land therein with a street known as Pleasant street which is a town way and that public convenience and necessity require the laying out of a town way which way when laid out is to be bounded and described as follows: Beginning at a point at the southeast corner of lot of land owned or occupied by the Standard Oil Company upon which is located or erected an oil tank, thence southerly across land and track of Sebasticook and Moosehead Railroad Company to where the southerly line of the Maine Central Railroad Company's land intersects the westerly line of Pleasant street 156 feet, thence easterly at right angles three and one-half rods, thence northerly at right angles 156 feet, thence westerly at right angles to the point of beginning. That in pursuance with said petition the said municipal officers gave written notice of their intention in each notice describing the way, that on the 6th day of July, A. D. 1907, at ten o'clock in the forenoon they would meet at the selectmen's office in Union Hall in said town of Pittsfield for the purposes of laying out said way by posting three true and attested copies of same in three public places in said town in the vicinity of said way and by delivering in hand two true and attested copies to B. F. Cornell, station agent for Maine Central Railroad Company in said town of Pittsfield and station agent for the Sebasticook and Moosehead Railroad Company in said town of Pittsfield all being at least seven days before said hearing, that on the 6th day of July, A. D. 1907, at ten o'clock in the

forenoon the said municipal officers met at their office in Union Hall in said Pittsfield and by the consent of said Maine Central Railroad Company and the Seabcook and Moosehead Railroad Company said hearing was adjourned to July 12, 1907, at ten o'clock in the forenoon at the same place, that on the 12th day of July, 1907, at ten o'clock in the forenoon said municipal officers met at the selectmen's office in said town of Pittsfield and after hearing all the evidence presented by said Maine Central Railroad Company and Seabcook and Moosehead Railroad Company and by said A. H. Burse then and there determined that public convenience and necessity require that a town way should be laid out bounded and described as follows: Beginning at a point at the southeast corner of lot of land owned or occupied by the Standard Oil Company upon which is located or erected an oil tank, thence southerly across land and track of Seabcook and Moosehead Railroad Company to where the southerly line of the Maine Central Railroad Company's land intersects the westerly line of Pleasant street 156 feet, thence easterly at right angles three and one-half rods, thence northerly at right angles 156 feet, thence westerly at right angles to the point of beginning, and it further appeared at said meeting and hearing that the way asked for in said petition goes through and across land and right of way of said Maine Central Railroad Company and through and across land and right of way of Seabcook and Moosehead Railroad Company's land used for station purposes and without laying out said way said meeting and hearing was adjourned to meet at the same place on the twenty-first day of October, 1907, for the purpose of laying out said way if upon notice and hearing your honors should adjudge such way to be of public convenience and necessity; they therefore request you to give notice and hearing and to adjudge whether public convenience and necessity require the laying out of said way.

Dated at Pittsfield in the county of Somerset and State of Maine this seventh day of August, A. D. 1907.

W. M. Osborn

S. H. Frost,

E. F. Pennell,

Municipal Officers of Pittsfield.

On the foregoing petition,

Ordered, That the petitioner cause notice to be served upon the Maine Central Railroad Company, and upon the Sebasticook and Moosehead Railroad Company, by giving in hand to B. F. Cornell, station agent of each company at Pittsfield, Maine a certified copy of this petition and order of notice, seven days before the eighth day of October, A. D. 1907, at which time the Railroad Commissioners will be in session at the selectmen's office in Pittsfield at ten o'clock in the forenoon, for the purposes indicated in said petition.

JOSEPH B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this twenty-seventh day of September, A. D. 1907.

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 A. Anderson appeared for the petitioner.

Mr. Seth M. Carter and Mr. Forrest Goodwin appeared for the Maine Central Railroad.

Manson & Coolidge appeared for the Sebasticook & Moosehead Railroad Company.

This is a proceeding before the Railroad Commissioners to determine whether or not public convenience and necessity require the laying out of a town way in the town of Pittsfield across the land and right of way occupied by the Maine Central Railroad Company for station purposes, and also the land and right of way of the Sebasticook and Moosehead Railroad Company used for station purposes.

It is contended by the municipal officers of Pittsfield that in that large and growing village there is only one street across the railroad, and that that street is badly encumbered at times by passenger and freight trains which stop at or near the station and across the highway, and the desire of the town officers is to lay out another town way about eight hundred feet westerly.

Said proposed way, if laid out, would cross four tracks of the Maine Central Railroad Company and two tracks of the Sebasticook and Moosehead Railroad, in the yard of both companies, where all the switching is done for the freight traffic, and where all the switching is done from the Maine Central Railroad yard to the yard of the Sebasticook and Moosehead Railroad.

If such a way was laid out at grade there would necessarily have to be gates, and with the amount of switching that is done at that station, the crossing would be almost useless.

It is highly desirable for the people of Pittsfield and vicinity that another crossing of the Maine Central Railroad should be made in that village, but it should be an overhead crossing. It has been the policy of the Railroad Commissioners for the past ten years to eliminate all grade crossings wherever possible. The Commissioners have denied a large number of such crossings where contemplated, on the ground that public safety was of much more importance than public convenience.

No doubt such a street would be a convenience; but a convenience or necessity which would require the laying out of such a way across the station grounds of a railroad must be a very strong one, and we do not find the necessary facts in this case to require it.

We therefore decide that public convenience and necessity do not require the laying out of this way as proposed, and this is our decree and final decision.

Dated this 8th day of October, A. D. 1907.

JOSEPH B. PEAKS,

FRANK KEIZER,

Railroad Commissioners of Maine.

FAIRFIELD AND SHAWMUT RAILWAY.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the Fairfield and Shawmut Railway from Fairfield to Shawmut, a distance of 3.1 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 October, A. D. 1907.

JOSEPH B. PEAKS,

FRANK KEIZER,

Railroad Commissioners of Maine.

Petition of the Cape Shore Railway asking for approval of location in the town of Cape Elizabeth and City of S. Portland, and decision of the Board, October 10, 1907.

To the Honorable Board of Railroad Commissioners:

The Cape Shore Railway, a corporation organized under the general laws of the State, respectfully represents that it desires to begin the construction of its proposed road in the town of Cape Elizabeth and the city of South Portland, in our county of Cumberland, said proposed road to be of standard gauge and the middle line of said location to be as follows: (The courses, distances, and boundaries are here omitted.)

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

That public convenience requires the construction of said road.

Your petitioner files herewith, and accompanying its petition, a map of the aforesaid proposed route and location on appropriate scales, 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 and city in which said railway is to be constructed, in whole or in part, together with a report and estimate prepared by C. E. Staples, a skillful engineer.

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 the petitioner as your Honorable Board deems reasonable and proper, and after hearing hereon, you will make the following decrees:

That such location be approved, subject to the provisions of section 12 of chapter 53 of the Revised Statutes.

That you will determine that public convenience requires the construction of such road.

That you will find that it appears to be impracticable to locate said railroad within the limits of said street, roads, or ways, where the location aforesaid is outside of the limits of streets, roads or ways.

That you will make certificate of your determinations aforesaid as required by law.

Dated this twentieth day of May, A. D. 1907.

Cape Shore Railway,

By LLEWELLYN M. LEIGHTON,

Its President.

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 Portland Daily Press, a newspaper published at Portland, in the county of Cumberland, the first publication to be at least five days before Friday the twenty-eighth day of June, A. D. 1907, on which day the Board of Railroad Commissioners will be in session at the Town Hall in Cape Elizabeth 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 Cape Elizabeth and to the municipal officers of the city of South Portland, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 18th day of June, A. D. 1907.

IN THE MATTER OF THE CAPE SHORE RAILWAY.

Petition of Cape Shore Railway for approval of location, filed in the office of the Railroad Commissioners June 11, 1907.

Petition for amendment of original petition filed with Commissioners July 12, 1907.

Specification of Amendments.

I. Insert the word "zero," to make the station numbers in writing conform to the station numbers in the figures, which accompany same in the following lines of the original petition, viz: 44, 64, 73, 175, 234, 251, 263, 312, 321, 327, 329, 349.

II. Substitute the words "double zero" for the word "nothing" in the 59th line and insert the words "double zero and," in the 82nd line of the original petition, for same purpose as in No. I.

III. Substitute the words "five" for "eight" and the figures "5" for "8" in line 88th of said original petition so that it shall therein express 101.5 feet instead of 101.8 feet.

IV. Insert the word "hundred" after the word "one," in the 100th line of said original petition, making the words express the same station number as the figures accompanying them, viz: 128+97.8.

V. In the 177 and 178th lines of said original petition, strike out the words and figures "eighty-two plus eighty-six and four-tenths (82+86.4)" and substitute therefor the words and figures "eighty-two plus zero seven and six-tenths (82+07.6)."

Cape Shore Railway,

By EDWARD C. REYNOLDS, Its Attorney.

Amendment allowed July 12, 1907.

J. B. PEAKS,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Mr. E. C. Reynolds appeared for the petitioner.

The Board of Railroad Commissioners hereby approve the location of the said Cape Shore Railway as embraced in this petition, subject to section 12, chapter 53 of the Revised Statutes, and find that public convenience requires the construction of said road.

So far as said location is not within the limits of any streets, roads or ways, we find that it is impracticable to locate said railway within the limits of said streets, roads or ways, and this our determination and decree is hereby made and certified as required by statute.

Dated this 10th day of October, A. D. 1907.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

Railroad Commissioners of Maine.

Petition of the municipal officers of the city of Portland asking for a change of grade on Pitt street at the Pitt street bridge, and decision of the Board. October 21, 1907.

PORTLAND, ME., September 23, 1907.

To Joseph B. Peaks, Parker Spofford, Frank Keizer, Railroad Commissioners State of Maine:

GENTLEMEN:—The undersigned, municipal officers of the city of Portland, in accordance with section 66, chapter 51, and section 29, chapter 23, of the Revised Statutes, respectfully request your Honorable Board to grant a hearing to all interested parties upon a proposed change of grade to facilitate a crossing on Pitt street at the Pitt street bridge, so called, in said city of Portland,

which said Pitt street bridge crosses the tracks of the Worcester division of the Boston and Maine Railroad in said Portland.

Nathan Clifford, Mayor,
 W. L. MacVane,
 Thomas Towle,
 Antony A. Frates,
 F. E. Haskell,
 Frank H. Verrill,
 William P. Osborne.

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, and in the Daily Eastern Argus, a newspaper published at Portland, in the county of Cumberland, the first publication in each paper to be at least five days before Thursday, the 17th day of October, A. D. 1907, on which day the Board of Railroad Commissioners will be in session at the Lafayette Hotel, in Portland 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 Symonds, Snow, Cook & Hutchinson, attorneys for the Boston & Maine 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 seventh day of October, A. D. 1907.

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. Michael T. O'Brien, city solicitor, and Mr. Alfred E. Neal appeared for the city of Portland.

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

This is a petition of the city of Portland asking the Board of Railroad Commissioners to change the grade of Pitt street, to facilitate a crossing of the Boston and Maine Railroad, Worcester Division, in said Portland.

It is contended by the counsel for the Boston and Maine Railroad, that the Board of Railroad Commissioners has no jurisdiction in the matter at issue, because, they say by their pleadings, the matter was once acted upon by the Board of Railroad Commissioners; that an appeal was taken to the Supreme Judicial Court, under the statute as it was in 1883; that the Supreme Judicial Court fixed the manner and condition of crossing; that the decree has become absolute, and that the commissioners therefore have no jurisdiction, whatever, to change it.

When these proceedings were instituted before the Board of Railroad Commissioners, they were under section 27, of chapter 18 of the Revised Statutes of 1883. The Railroad Commissioners made their decree. The statute provided that either party might appeal from the decision of the Railroad Commissioners. The town of Deering did appeal to the Supreme Judicial Court. That appeal vacated the decree of the Railroad Commissioners, and the proceedings thereafter were in the Supreme Judicial Court. A committee was appointed, which reversed the decree of the Railroad Commissioners in part, and affirmed it in part. The finding of the committee upon appeal was accepted by the Supreme Judicial Court in Cumberland county, and judgment thereon entered, which, according to the statute as it then existed, was *final and conclusive*.

It is claimed, however, by the petitioners, that the statutes have been amended and that the Railroad Commissioners still have jurisdiction.

In 1885, chapter 310, that statute was amended so that a report of the Railroad Commissioners should be made to the Supreme Judicial Court, and thereafter all the proceedings should be had therein. This amendment was of chapter 18 of the Revised Statutes.

By chapter 282, Public Laws of 1889, this section 27 of chapter 18 of the Revised Statutes was again amended, but it does not seem to have any bearing upon the question at issue.

But by section 2 of the latter act, chapter 51 of the Revised Statutes was amended, and by section 3 of that act of 1889 it was

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

It will be noticed, however, that chapter 18 of the Revised Statutes related to the laying of town ways and highways across railroads, while chapter 51 of the Revised Statutes related to the laying of railroads across highways; so that "the raising of highways and other ways," in section 3, was a part of chapter 51, and plainly did not apply to the laying of highways across railroads in chapter 18; and the proceedings in the laying of Pitt street across the railroad do not seem to be affected by section 3 of chapter 51 of the Revised Statutes as enacted in 1889.

All these statutes have been revised into the statutes of 1903, and have become section 29 of chapter 23, and sections 65 and 66 of chapter 51 of the Revised Statutes.

Section 66 of chapter 51 of the Revised Statutes, therefore, applies only to the crossing of highways by railroads; while section 29 of chapter 23 relates to the laying of town ways and highways across railroads.

We do not, therefore, see that the statute has in any way changed the matter relating to Pitt street. Chapter 282 of the laws of 1889, which has now become section 66 of chapter 51 of the Revised Statutes, does not therefore affect the proceedings in relation to Pitt street crossing, that having been decided under what is now section 29 of chapter 23 of the Revised Statutes.

It is true that the statute, section 66, chapter 51, directs that the proceedings may be as in section 29 of chapter 23; but we do not see how that, even, can control a decision of the Supreme Court under section 29, chapter 23, which became absolute and final under the latter statute.

We are not inclined, therefore, to assume jurisdiction in this case, because we believe the decree of the Court in relation to the Pitt street crossing was final and conclusive, and that the Rail-

road Commissioners now have no jurisdiction in the matter. *Res judicata*. This petition must therefore be dismissed.

Dated at Augusta this twenty-first day of October, A. D. 1907.

JOSEPH B. PEAKS,
PARKER SPOFFORD,
FRANK KEIZER,

Railroad Commissioners of Maine.

Petition of the Boston and Maine Railroad asking for certain changes of highways in the towns of Eliot and South Berwick, and decision of the Board. October 24, 1907.

To the Honorable Railroad Commissioners of the State of Maine:

Respectfully represents the Boston and Maine Railroad, a corporation duly existing by law of said State, owning and operating a railroad in and through the towns of Eliot and South Berwick, that its Eastern Division now crosses with a single track the following highways in Eliot, to wit:

(1) The highway known as the Staples road, by means of a bridge carrying said highway over said track.

(2) The highway known as Depot road, near the Eliot passenger station, at the grade of said highway.

(3) The highway known as State road, near Gould's bridge, at the grade thereof, and the highway known as Gould's Bridge road, by means of a bridge carrying said highway over said track.

(4) The highway known as State road, by means of a bridge known as Shapleigh's bridge, carrying said highway over said track.

(5) Also the highway in South Berwick known as Lord's lane, at the grade thereof;

That it is the purpose of said petitioner to construct an additional track at all of said crossings; that the following changes in the manner of constructing said crossing will tend to increase the safety and convenience of the same, to wit:

(1) At the Staples road, raising the approaches of said bridge, to adapt the road to the new conditions.

(2) At the Depot road, relocating the said highway, beginning at a point about two hundred and eighty (280) feet south-

westerly of said crossing, and ending at a point about two hundred (200) feet northeasterly of the same, and carrying the railroad over the highway by means of a bridge.

(3) At the State road near Gould's bridge, and at the Gould's Bridge road, relocating the said State road, beginning at a point about four hundred (400) feet southerly from the said crossing, and connecting with said Gould's Bridge road by a new way parallel with said railroad, on the southwesterly side of the same; and widening and raising the approaches of said Gould's bridge to adapt the road to the new conditions.

(4) At the State road, Shapleigh's bridge, raising the approaches of said bridge, to adapt the same to the new conditions.

(5) At Lord's lane, raising the highway and carrying the same over the railroad by means of a bridge.

Wherefore your petitioner prays that your Honorable Board will determine and decree that said highways may be raised and lowered and the courses of the same may be altered to facilitate such crossings in the manner aforesaid in accordance with the provisions of law, and prescribe the manner in which the work shall be done by your petitioners; and that for such purpose the lands of John W. Staples, C. Edward Bartlett, Charles A. Raitt, William G. Emery, in Eliot, and of the heirs of Henry W. Lord, in South Berwick, may be taken, and damages awarded, as provided by law.

Boston and Maine Railroad,

By Its Attorney, G. C. YEATON.

August 13, 1907.

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, the first publication in said paper to be at least five days before Wednesday, the 2nd day of October, A. D. 1907, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Boston & Maine Railroad, in South Berwick at 10 o'clock in the forenoon for the purposes indicated in said petition. The Commissioners will visit the location of the said proposed changes.

Said petitioner shall send copies of the foregoing petition and order to the county commissioners of York county, also to the municipal officers of the towns of Eliot and South Berwick, also to each and every land owner named in said petition, five days at least before the date of said hearing.

JOSEPH B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 5th day of September, A. D. 1907.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

The Boston and Maine Railroad asks for a change of the grades of several highways in the towns of Eliot and South Berwick for the purpose of laying an additional main track across said highways, also for diverting several other highways, to facilitate the crossing of the main track of said railroad with said highway; and claims it has this authority under sections 65 and 66 of chapter 51 of the Revised Statutes.

If the Boston & Maine Railroad was now under construction and was laid across said highways, the authority of the railroad commissioners would be plain; but as these crossings have at some time presumably been fixed by a competent tribunal, it admits of some doubt whether the commissioners now have the authority to change them.

But as the company is about to lay and construct an additional main track across said highways, it may be that the commissioners have the authority claimed by the railroad company.

Assuming, then, without deciding that the railroad commissioners have this authority, we herewith make the following decree.

The changes prayed for in said petition may be made according to the following descriptions:

Description of various highway crossings in Eliot and South Berwick, Maine, where changes are proposed in connection with laying of an additional track.

STAPLES ROAD IN ELIOT.

An additional main track is to be laid on the westerly side of the present one. Abutments of rubble stone or concrete are to be built to support the bridge. The faces of the abutments are to be at a distance of five (5) feet in the clear from nearest rails of main tracks. The approaches to the bridge are to be raised and adjusted to the new conditions. The rate of grade on the highway is to be seven (7) feet in one hundred (100) feet. The clear headroom under the bridge above top of rails is to be sixteen (16) feet. The new highway is to be surfaced with good gravel.

DEPOT ROAD IN ELIOT.

The highway is to be depressed to pass under the railroad tracks, leaving a headroom of twelve (12) feet in the clear from surface of highway to under side of the bridge. On easterly side of railroad the highway is to be built with a grade of six (6) feet in one hundred (100) feet to extend until it meets the present grade of the road. On westerly side of railroad the highway is to be built with a grade of eight (8) feet in one hundred (100) feet, which grade will continue until it meets the present grade. The width of the wrought portion of the highway shall be twenty (20) feet in the clear throughout. The side slopes of the cutting shall be at an angle of one and one-half horizontal to one vertical. A driveway connecting with depot road shall be graded to provide access to passenger station yard, with a grade of seven (7) feet in one hundred (100) feet, and a width of twenty (20) feet. The said highway and driveway to passenger station shall be surfaced with good gravel.

An eight (8) inch drain pipe is to be laid from the depression under the bridge in the highway extending in a northeasterly direction to the brook about five hundred and fifty (550) feet east of the railroad. Suitable abutments of masonry or concrete shall be built of a length sufficient to accommodate three (3) tracks. A steel girder bridge shall be constructed to support three (3) tracks.

The following parcels of land are to be taken for the purpose of the new highway:

Parcel No. 1. Beginning at a point on the southerly side of Depot road at its intersection with the westerly location line of

the Boston and Maine Railroad, and running thence southwesterly by said Depot road a distance of about fifty-eight (58) feet; thence more southerly by said Depot road a distance of about one hundred and sixty-five (165) feet; thence northeasterly by land of John W. Staples a distance of about one hundred and ninety-five (195) feet; thence northwesterly by the Boston and Maine Railroad location a distance of seventy-two (72) feet to the point of beginning; containing an area of about eight thousand eight hundred and ninety-three (8893) square feet. Said parcel is supposed to belong to John W. Staples.

Parcel No. 2. Beginning at a point on the southeasterly side of Depot road at its intersection with the northeasterly location line of the Boston and Maine Railroad, and running thence northeasterly by said Depot road a distance of about one hundred and sixteen (116) feet; thence southwesterly by land of C. Edward Bartlett a distance of about one hundred and thirty-two (132) feet to the northeasterly location line of said railroad; thence northwesterly by the northeasterly location line of said railroad a distance of thirty-five (35) feet to the point of beginning; containing an area of about nineteen hundred and eighty (1980) square feet. Said parcel is supposed to belong to C. Edward Bartlett.

Gould's Bridge road is to be widened to a width of fifty (50) feet. New abutments are to be built of masonry or concrete. The face of each abutment is to be five (5) feet in the clear from nearest rail. A wooden bridge is to be provided to carry the highway of a sufficient length to span two (2) tracks. The clear headroom under the bridge is to be sixteen (16) feet from top of rail to under side of bridge. The width of the bridge is to be twenty-five (25) feet. It is to be a timber stringer bridge, with a substantial board fence on each side. The stringers are to be crowned on top to meet the grades of the approaches.

Parcel No. 2. Beginning at a point on the northerly side of Gould's Bridge road at the westerly location line of the Boston and Maine Railroad, and running thence northerly by said railroad location a distance of fourteen (14) feet; thence southwesterly by land of William G. Emery a distance of fifty-one (51) feet; thence easterly by said Gould's Bridge road a distance of fifty-three (53) feet to the point of beginning; contain-

ing an area of about three hundred and fifty-seven (357) square feet. Said parcel is supposed to belong to William G. Emery.

Parcel No. 3. Beginning at a point on the southerly side of Gould's Bridge road at the easterly side of land recently acquired by the Boston and Maine Railroad, and running thence easterly by said Gould's Bridge road a distance of about sixty-five (65) feet; thence westerly by land of Charles A. Raitt a distance of about sixty-four (64) feet; thence northerly by the easterly line of land recently acquired by the said railroad a distance of thirteen (13) feet to the point of beginning; containing an area of about four hundred and thirty (430) square feet. Said parcel is supposed to belong to Charles A. Raitt.

Parcel No. 4. Beginning at a point on the northerly side of Gould's Bridge road at the easterly line of land recently acquired by the Boston and Maine Railroad, and running thence northerly by said easterly line of the railroad land a distance of sixteen (16) feet; thence easterly by land of William G. Emery a distance of about one hundred and fifty-eight (158) feet to the State road; thence southerly by the State road a distance of twenty-one (21) feet to the Gould's Bridge road; thence westerly by said Gould's Bridge road a distance of about one hundred and fifty-two (152) feet to the point of beginning; containing an area of about two thousand seven hundred and ninety-six (2796) square feet. Said parcel is supposed to belong to William G. Emery.

STATE ROAD AT SHAPLEIGH'S BRIDGE IN ELIOT.

A new abutment of masonry or concrete is to be built on easterly side of railroad to provide room for an additional track. The face of the abutment is to be distant five (5) feet in the clear from the nearest rail of the main track. The bridge and its approaches are to be raised to provide a headroom of at least sixteen (16) feet in the clear from top of rails to under side of bridge. The grades of the approaches are to be not more than six (6) feet in one hundred (100) feet. A truss bridge is to be built to carry the highway over the tracks, giving a clear roadway of twenty-six (26) feet width. The bridge is to be proportioned to properly carry one track of electric railway near the easterly truss or a uniform load of one hundred (100) pounds per square foot in addition to the weight of the structure. The

trusses and floor beams are to be of steel. Suitable vertical curves to be used at each end of the inclined portion of the approach.

The change in the State road, numbered 3 in the petition, and the road known as Lord's lane, numbered 5 in the petition, are not allowed.

All the alterations in highways and lands taken for same hereinbefore described are shown on a series of plans, five in number, drawn by H. Bissell, chief engineer of the Boston and Maine Railroad, filed herewith.

All the above work shall be done to the satisfaction of the Railroad Commissioners.

Dated at Augusta this 24th day of October, A. D. 1907.

JOSEPH B. PEAKS,
PARKER SPOFFORD,
FRANK KEIZER,

Railroad Commissioners of Maine.

Petition of the Sebasticook Railroad Company asking to take land in the town of Harmony, and decision of the Board. September 14, 1907.

STATE OF MAINE.

County of Somerset ss.

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

Alvin B. Thompson of Pittsfield in the county of Somerset and State of Maine, respectfully represents that on the twenty-fourth day of June, A. D. 1899, he was appointed by the Supreme Judicial Court of the State of Maine, receiver of all the property and effects of the Sebasticook and Moosehead Railroad Company, a corporation existing under the laws of the State of Maine, and having its principal place of business at said Pittsfield, and duly qualified, and ever since has been and now is receiver of said company; that at the time of his appointment as receiver aforesaid said railroad company was maintaining a railroad for common carriage of passengers and freight between the towns of said Pittsfield and the town of Hartland in the

county of Somerset; that on the seventh day of July, 1900, he was authorized by order of the said Court to extend said railroad from said Hartland to Mainstream in the town of Harmony in said county and to purchase or take and hold as for public use all land in said Hartland and Harmony necessary to carry into effect the purposes of said railroad as a common carrier of passengers and freight; a farm comprising about fifty acres was then owned in said Mainstream by Sarah Hurd and the said receiver then purchased of said Sarah Hurd five acres of said farm at twenty dollars (\$20) per acre, and took a deed from her therefor, to be used for the purpose of locating said railroad and for the building thereon of station, car and engine houses, freight houses and side tracks; and the said Sarah Hurd then and there promised the petitioner that she would sell him for said railroad more land if he should care to purchase the same at the price per acre. Relying on the promise of said Sarah Hurd the petitioner located said road and built its station and freight house and located nine hundred feet of its roadway at the west of the said five acres purchased of said Sarah Hurd and over the aforesaid farm of Sarah Hurd. Said farm has since been purchased from said Sarah Hurd by Benjamin Grant of said Harmony, with full knowledge of said promise of Sarah Hurd, and said Benjamin Grant now refuses to sell any land to said railroad for \$20 per acre, or for any other reasonable price. Your petitioner therefore desires to purchase or take and hold as for public use land to the west of said five acre lot purchased of Sarah Hurd on which is located about nine hundred feet of its railroad and its station and freight house, for the purpose of continuing the maintenance of its railroad as a common carrier of passengers and freight and as a location therefor, and for the purpose of building and maintaining additional necessary tracks and side tracks, stations, coal sheds, wood sheds, car, engine and freight houses. Said land required for the purpose aforesaid and which the petitioner wishes to purchase or take and hold as for public use aforesaid, is situated at said Mainstream in the town of said Harmony and is owned by said Benjamin Grant and is bounded and described as follows, to wit: Beginning at the northwest corner of said five acre lot purchased of Sarah Hurd; thence running westerly 186½ feet to an iron post;

thence southerly 924 feet to a cedar post at the northwest corner of land of Frank T. Ferrin; thence easterly on a north line of said Ferrin's land 99 feet to an iron pin at the northeast corner of said Ferrin's land; thence southerly 132 feet on the east line of said Ferrin's land to the highway; thence northerly on the west side of said five acre lot purchased of Sarah Hurd 907 feet to the place of beginning.

Your petitioner represents that the owner of the above described parcel of land does not consent to a taking of the same by your petitioner, neither does said owner agree as to the necessity of taking the same or the area necessary to be taken.

Wherefore your petitioner hereby makes written application to your Honorable Board describing the estate required as aforesaid and naming the person known to be interested therein, and requests your Honorable Board to appoint a time for the hearing near the premises and after due notice view the premises, hear the parties and determine how much, if any, of said parcel of real estate is necessary for the reasonable accommodation of the traffic and appropriate business of said corporation, and take such action in the premises as are required and authorized by law.

Dated this fourteenth day of September, A. D. 1907.

ALVIN B. THOMPSON, as receiver of the Sebasticook & Moosehead Railroad Company.

By his Attorneys, MANSON & COOLIDGE.

On the foregoing petition it is ordered that the petitioner cause to be served a copy of the foregoing petition and this order of notice upon said Benamin Grant of Harmony fourteen days prior to the fourth day of October, A. D. 1907, on which day the Board of Railroad Commissioners will be in session at the railroad station of the Sebasticook & Moosehead Railroad Company at Mainstream in said Harmony at eleven o'clock in the forenoon for the purpose of giving a hearing on this petition.

Dated this sixteenth day of September, A. D. 1907.

JOSEPH B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

STATE OF MAINE.

In Board of Railroad Commissioners.

Pursuant to the foregoing petition and order of notice, said notice having been given as ordered, the Board met at the time and place designated in said order, viewed the location, and heard the parties interested.

Messrs. Manson & Coolidge appeared for the petitioner.

Mr. Benjamin Grant appeared personally.

At this hearing it appeared that said Benjamin Grant was the owner of said premises, and that said railroad company and said Grant had not agreed as to the necessity therefor, nor the area necessary to be taken under this petition.

It further appeared necessary that the said railroad company should take certain land for the purpose of building and maintaining necessary tracks, side tracks, station, coal sheds, wood sheds; car, engine and freight houses.

We however find that not all the land described in said petition is at present needed by said railroad company.

We do find, however, that so much of said land as is hereafter definitely described, is necessary for the use of said Seaboard and Moosehead Railroad Company for the purposes set forth in said petition, to wit:

"Beginning at an iron pin in the westerly line of the right of way of the Seaboard & Moosehead Railroad Company at the northeasterly corner of the land of one Ferrin, said point being 132 feet northerly from the intersection of said right of way with the north line of the road leading to Mainstream; thence westerly parallel to the road leading to Mainstream, 99 feet to a cedar stake; thence N. 21° 15' W. 924 feet, more or less, to an iron rod; thence S. 81° 33' E. 146.5 feet more or less, to the westerly line of the right of way of said railroad company; thence in a southerly direction on the westerly line of said right of way of said railroad company to the place of beginning."

Also another parcel of land described as follows: "Beginning at a point in the easterly line of the right of way of the Seaboard & Moosehead Railroad Company where said easterly line of the said right of way intersects the west line of the "five acres" purchased of Sarah Hurd, said point being 240.5 feet,

more or less, northerly from the northerly line of the road leading to Mainstream; thence northerly on the easterly line of said right of way, to a point in the intersection with the west line of the "five acres" purchased of Sarah Hurd; thence S. 19° 35' E. 433 feet, more or less, to the place of beginning." Reference is had to the plan herewith filed with the Commissioners for further description.

We therefore adjudge and determine that the two parcels of land above described are necessary for the use of said Railroad Company for the purposes above described, and that said premises may be taken and held as prayed for; and we make this our determination, adjudication and certificate of adjudication.

Dated at Augusta this 29th day of October, A. D. 1907.

JOSEPH B. PEAKS,

FRANK KEIZER,

Railroad Commissioners of Maine.

Petition of the Selectmen of the town of Falmouth asking for the erection of gates at Hall and Lambert crossings on the M. C. R. R., and decision of the Board. November 14, 1907. 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 highways at the crossing of the Maine Central Railroad on the New Gray Road known as the "Hall Crossing," and at the crossing of the Maine Central Railroad on the Old Gray Road known as the "Lambert Crossing," in Falmouth, are dangerous and unsafe for public travel, and having made application in writing to said corporation to erect gates at said crossings and to employ a person to open and close the same, and the said corporation having neglected or 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,

Lawrence L. Ramsdell,

Selectmen of Falmouth.

Falmouth, November 4, 1907.

Dismissed by consent.

Per order of the Board,

GEO. F. GIDDINGS, *Asst. Clerk.*

November 14, 1907.

Petition of the County Commissioners of Androscoggin County, asking the Board to determine if public convenience and necessity require the laying out of certain highways across the Maine Central Railroad and the Grand Trunk Railway of Canada at Danville Junction, and decision of the Board. November 15, 1907.

To the Honorable Board of Railroad Commissioners of Maine:

We, the undersigned, County Commissioners of the County of Androscoggin in the State of Maine, respectfully represent:

That on the seventeenth day of July, 1907, John R. Webber, Harry E. Bumpus, A. A. Rowell, H. F. Whitehouse, Warren McFadden and P. E. Provost, municipal officers of the City of Auburn, and other citizens of Auburn, in said County of Androscoggin, and taxpayers therein, and responsible persons, petitioned the undersigned County Commissioners, of the County of Androscoggin, to lay out a county road, or highway, leading from New Gloucester to Danville Corner, so called, and known as the New Gloucester road:

Beginning at the center line of said New Gloucester road at a point opposite the southwest corner of land of Charles Thurston near Danville Junction; thence northerly in a curved line on land of Charles Thurston until the easterly side line intersects the westerly side line of the right of way of the Atlantic and St. Lawrence Railroad, leased and operated by the Grand Trunk Railway of Canada: thence following said line of said right of way of said railroad, across the land of Hiram Ricker and Sons, one thousand feet more or less until said line intersects a highway laid out and accepted October, 1901.

And the said petitioners also petitioned the undersigned for the location of another highway, in their said petition dated July 17, 1907, aforesaid, or county road, leading from the county road which leads from New Gloucester to Danville

Corner, so called, at a point where the Oakes road, so called, intersects the road leading from New Gloucester to Danville Corner, so called; thence northerly five hundred feet more or less on the land of the Maine Central Railroad, to a point where the side lines of said proposed highway intersects the easterly side line of the right of way of the Maine Central Railroad; thence at right angles westerly, across the right of way of the Maine Central Railroad ninety-nine feet; thence northerly over the land of the Maine Central Railroad and Grand Trunk Railway of Canada and land of Hiram Ricker and Sons, six hundred feet more or less, to the highway laid out and accepted October, 1901.

And the said petitioners by their petition of July 17, 1907, aforesaid, also petitioned the undersigned County Commissioners aforesaid, of the County of Androscoggin, for the location of another highway or county road: beginning at a point about three hundred feet southerly, from the intersection of the road last described with road accepted October, 1901: thence southerly over the land of Hiram Ricker and Sons, and Maine Central Railroad, and Grand Trunk Railway of Canada, six hundred feet more or less, to the station buildings of the Grand Trunk Railway of Canada and Maine Central Railroad, as now or hereafter to be located.

That in pursuance of said petition the County Commissioners gave written notice of their intention, in each notice describing the way; that on the twenty-first day of August, 1907, at ten o'clock in the forenoon, they would meet at the waiting room of the Maine Central Railroad station, at Danville Junction, in Auburn, in said County of Androscoggin, and view the route and other roads and routes in connection therewith, and at such time they would hear all parties and their witnesses so interested, and take such further action in the premises as might be adjudged proper.

And whereas in pursuance of further order of the Commissioners an attested copy of the petition and of the order thereon was served upon the city clerk of the City of Auburn, upon the station agent of the Maine Central Railroad at Danville Junction, in said Auburn, and by posting like copies in three public places in said County of Androscoggin, and by publish-

ing the same in the Lewiston Evening Journal, a public newspaper printed in said county, at least thirty days before said hearing: that on the twenty-first day of August, 1907, at ten o'clock in the forenoon, the said County Commissioners met at the waiting room of the Maine Central Railroad Station at Danville Junction in Auburn, and there adjourned to the Grange Hall in said Danville with the consent and request of all parties interested in said hearing, and after a full hearing of the evidence there presented, by the Maine Central Railroad Company, the Grand Trunk Railway of Canada, the Atlantic & St. Lawrence Railroad and Hiram Ricker and Sons, and the remonstrant to the granting of such proposed highways: having testified at length and being represented by counsel, said County Commissioners, aforesaid, then and there determined that public convenience and necessity required that a County road should be laid out, bounded and described as follows:

Beginning at the center line of said New Gloucester road, at a point opposite the southwesterly corner of land of Charles Thurston, near Danville Junction: thence northerly in a curved line on land of Charles Thurston until the easterly side line intersects the westerly side line of the right of way of the Atlantic & St. Lawrence Railroad, leased and operated by the Grand Trunk Railway of Canada: thence following said line of said right of way of said railroad across the land of Hiram Ricker and Sons, one thousand feet more or less until said line intersects a highway laid out and accepted October, 1901.

And the said County Commissioners did then and there further determine that public convenience and necessity required that a highway should be laid out bounded and described as follows, to wit: a highway or county road leading from the county road which leads from New Gloucester to Danville Corner, thence northerly five hundred feet more or less on the land of the Maine Central Railroad to a point where side lines of said proposed highway intersects the easterly side line of the right of way of the Maine Central Railroad: thence at right angles westerly across the right of way of the Maine Central Railroad ninety-nine feet more or less: thence northerly over the land of the Maine Central Railroad and the Grand Trunk Railway of Canada and land of Hiram Ricker and Sons, six

hundred feet more or less to the highway laid out and accepted October, 1901.

And the County Commissioners, aforesaid, did then and there further determine that public convenience and necessity required that a highway should be laid out bounded and described as follows, to wit: beginning at a point about three hundred feet southerly from the intersection of the road last described with the road accepted October, 1901; thence southerly over the land of Hiram Ricker and Sons and the Maine Central Railroad, the Atlantic & St. Lawrence Railroad, leased and operated by the Grand Trunk Railway of Canada, six hundred feet more or less to the station buildings of the Grand Trunk Railway of Canada and the Maine Central Railroad as now or hereafter to be located:

And it further appeared at said meeting and hearing that the several roads asked for in said petition go through and across land and right of way of the said Maine Central Railroad Company and the Atlantic & St. Lawrence Railroad, leased and operated by the Grand Trunk Railway of Canada, which land at said proposed crossings was used for station purposes, and without laying out said ways, said meeting adjourned, to meet at Danville Junction on the seventh day of November, A. D. 1907, at 11 A. M., for the purpose of laying out such ways, if upon notice and hearing your Honorable Board should adjudge said ways to be of public convenience and necessity.

Wherefore your petitioners pray that your Honorable Board, after due notice and hearing, determine whether public convenience and necessity require the laying out of said ways. Dated at Auburn, County of Androscoggin and State of Maine, on this twenty-first day of October, 1907.

A. B. Nealy,

Geo. Parcher,

County Commissioners of Androscoggin County.

On the foregoing petition,

Ordered, That the petitioners cause to be served a copy of this petition and order of notice thereon, upon the Maine Central Railroad Company, by sending by registered mail to George F. Evans of Portland, Maine, General Manager of the Maine

Central Railroad, a certified copy of the same: and upon the Grand Trunk Railway of Canada, and the Atlantic and St. Lawrence Railroad, by sending by registered mail a copy of this petition and order to C. A. & L. L. Hight, of Portland, Maine, attorneys for the Grand Trunk Railway of Canada, and also attorneys for the Atlantic and St. Lawrence Railroad, five days before the 7th day of November, A. D. 1907, at 11 o'clock A. M., on which day the Board of Railroad Commissioners will be in session at the Maine Central Railroad station at Danville Junction, so called, in the City of Auburn, in the County of Androscoggin, for the purposes indicated in said petition.

JOSEPH B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this twenty-fourth day of October, A. D. 1907.

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

Messrs. C. A. & L. L. Hight appeared for the Grand Trunk Railway of Canada, and the Atlantic & St. Lawrence Railroad.

The County Commissioners appeared personally.

Upon hearing the parties, the Railroad Commissioners have determined that public convenience and necessity require the laying out of all the highways named in said petition, across the Maine Central Railroad Company's land and across the Atlantic & St. Lawrence Railroad Company's land, leased and operated by the Grand Trunk Railway of Canada, except as follows:

We do not find that public convenience and necessity require the laying out of the highway described as follows, to wit: "Beginning at a point about three hundred feet southerly, from the intersection of the road last described with the road accepted October, 1901; thence southerly over the land of Hiram Ricker

and Sons, and Maine Central Railroad, and Grand Trunk Railway of Canada, six hundred feet more or less, to the station buildings of the Grand Trunk Railway of Canada and the Maine Central Railroad, as now or hereafter to be located."

We do not think the highway above described should be laid; because in our judgment the several railroad companies will find it more convenient to move their stations further northerly and westerly on the line of the new highway, where it will cross the tracks of both railroad companies, and if this cul-de-sac should be allowed, the present stations could not be moved, because they would be within the highway, and we think it is better to allow the land between the tracks of the two railroad companies to be unincumbered, so that the companies can arrange their station grounds without being encumbered by highways within them.

We therefore eliminate that highway above described in said petition, and for the reason above stated.

If the County Commissioners desire to lay a highway across any land belonging to Hiram Ricker and Sons, the Railroad Commissioners will not object, because they have no jurisdiction.

Dated at Augusta this fifteenth day of November, A. D. 1907.

JOSEPH B. PEAKS,
PARKER SPOFFORD,
FRANK KEIZER,

Railroad Commissioners of Maine.

Petition of the Maine Central Railroad Company asking the Board to determine the manner and condition of a highway (Allen Street extended) crossing the Skowhegan branch of the Maine Central Railroad in Waterville, and decision of the Board. November 16th, A. D. 1907.

To the Railroad Commissioners of the State of Maine:

Respectfully represent the undersigned, the Maine Central Railroad Company, that on the fifth day of November, 1907, the City Council of the City of Waterville in the County of Kennebec and State of Maine, located and laid out a public street or way in said city as follows:

Beginning at a granite monument in the westerly line of Eastern Avenue and the southerly line of Allen Street; thence south thirty-six degrees and fifteen minutes east in a line coincident with the southerly line of Allen Street extended in the same direction, to the Kennebec River, said street to be fifty feet wide and to lie on the northerly side of said line, and to be a continuation of said Allen Street to the Kennebec River.

That said public street or way so located and laid out is located and laid out across the railroad track of the Maine Central Railroad Company, being the main line of said company leading from Waterville to Skowhegan.

Wherefore, the said Maine Central Railroad Company makes this application to you, the Railroad Commissioners of the State of Maine, asking that, after notice and hearing in the premises, you 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 the location of said railroad company shall be borne.

Maine Central Railroad Company,

By GEORGE F. EVANS, Vice President and Gen. Mgr.

Dated this 7th day of November, 1907.

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, the first publication in said paper to be at least four days before Friday, the fifteenth day of November, A. D. 1907, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Maine Central Railroad in Waterville, 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 Waterville three days before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this ninth day of November, A. D. 1907.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Mr. Charles F. Johnson appeared for the petitioner.

The Mayor of the city of Waterville appeared for the city.

The street described in this petition is for the purpose of crossing the Skowhegan Branch of the Maine Central Railroad Company's track to get to the river, for public travel.

Seavey Street, which crossed twelve tracks of the Maine Central Railroad, has been discontinued by the city, because it was dangerous, and this street is to take the place of Seavey Street.

For that reason we allow this crossing at grade, and the Maine Central Railroad Company shall build and maintain so much of said street as is within the limits of the location of said railroad company, and shall hereafter maintain the same.

The approach on the easterly side of said railroad track to the river, shall be made at a grade not greater than ten per cent. The approach on the westerly or northerly side shall not exceed five per cent grade. All to be built and maintained to the satisfaction of the Railroad Commissioners. Suitable provision shall be made for surface drainage.

Dated at Augusta this 16th day of November, A. D. 1907.

JOSEPH B. PEAKS,
PARKER SPOFFORD,
FRANK KEIZER,

Railroad Commissioners of Maine.

LEWISTON, AUGUSTA & WATERVILLE STREET
RAILWAY.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of an extension of the Lewiston, Augusta & Waterville Street Railway from Auburn to Mechanic Falls village a distance of nine miles, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this 23d day of November, A. D. 1907.

PARKER SPOFFORD,

FRANK KEIZER,

Railroad Commissioners of Maine.

Special report of the Board of Railroad Commissioners upon an accident which occurred near Monmouth, on the Maine Central Railroad, December 6th, 1906.

A serious accident occurred on the Maine Central Railroad near Monmouth on the 6th day of December, 1906, in which three train men were instantly killed, and one died about three hours afterwards.

The trains involved were regular freight train No. 22, going west, with George H. Hargraves conductor, and Forrest Fletcher engineer; and extra train, engine No. 359, going east, with Walter H. Russell conductor, and Arthur R. Harriman engineer.

Regular freight train No. 22 was due to leave Oakland at 9.00 o'clock P. M., going west, but was more than one hour late.

At 9.30 P. M. the following train order was sent to the conductors and engineers of both trains:

"69 22W

Ex 359 Do

Engine 359, Russell, Condr. will run extra Lewiston to Waterville, keeping clear of Eng. 371, Peabody Condr. and

can use 70—seventy mins. on the time of No. 22, twenty-two. This order good until five (5) A. M. Dec. 7th.”

This order was O. K.'d at 9.30 P. M., completed with train No. 22 at 9.30 P. M., and completed with the extra at 10.13 P. M.

This order is one of the usual kind, allowing an extra train which is to meet a regular train, to use specified time belonging to the regular train, when the regular train is late.

Train No. 22 by its regular schedule, was due at Winthrop at 10.20 P. M., but did not arrive at Winthrop until 11.38 P. M., seventy-eight minutes late. The conductor and engineer of train No. 22, although they had received the order, did not know where extra No. 359 was, and had a right to proceed and did proceed west from Winthrop.

Extra No. 359 with Russell conductor left Lewiston at 10.45 P. M., and left Leeds Junction at 11.25 P. M., intending to run according to the statement of the conductor to Superintendent Sanborn, to Winthrop, and cross regular No. 22 there.

By his order he had a right to use an hour and ten minutes of No. 22's time, and if he had arrived at Winthrop at 11.30 P. M. and cleared, he would have saved the wreck. The wreck occurred, however, about 11.45 P. M., and before extra No. 359 had arrived at Winthrop.

When asked how the mistake was made, Conductor Russell of extra No. 359 stated to Supt. Sanborn that he misread his time table, and thought he had another hour.

Russell, as it was understood, assumed the whole responsibility of the error and of the accident. His engineman, Arthur R. Harriman, was dead. He could make no statement. It was in the power of Russell to have thrown the responsibility on to some one else, but although he had made a mistake which had cost the lives of four men, he hesitated not an instant to take the responsibility upon himself, and asked that none of it be put upon his engineer.

This was an act of honor and heroism which commends itself to every man in the service. He had made a fatal and a terrible mistake, but he did not add to it perjury.

These statements were made by him to Supt. Sanborn and others. Mr. Russell was not compelled to testify, because of his right to decline to testify against himself.

Mr. Forrest Fletcher, engineman of No. 22, Ivor E. Lowe, brakeman of No. 22, and Sidney H. Hodge, fireman of extra No. 359, were instantly killed, and Engineer Arthur R. Harriman of engine No. 359 died three hours later.

According to the evidence, then, in this case, the responsibility of the accident rested upon Conductor Walter H. Russell, of the extra train.

It is true that his engineer, Arthur R. Harriman, had the same responsibility in relation to the order upon which they were running, as did the conductor. But Engineer Harriman was dead. No one knows what explanation he could or would have given, and Conductor Russell, with a self-denial worthy of commendation, assumed the whole responsibility himself.

Dated at Augusta this 29th day of October, A. D. 1907.

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

Special report of the Board of Railroad Commissioners upon an accident which occurred the 29th day of June, 1907, at Rice Crossing, near Oakland, on the Maine Central Railroad.

A serious accident occurred on the Maine Central Railroad, Portland Division, on the 29th day of June, A. D. 1907, at a place called Rice Crossing, two miles east of Oakland Station.

No person was killed, but the accident was of such a serious character that on the 5th day of July the Railroad Commissioners gave the matter a thorough investigation, at which hearing the County Attorney was requested to be present, and was represented by Mr. F. W. Clair, of Waterville, who aided the Commissioners materially in the investigation, and in the summoning of witnesses.

The train involved was known as No. 29, which was due to leave Portland at 11.05 A. M., but which left Portland at 11.30, forenoon, twenty-five minutes late.

It was made up at Portland with engine No. 450, mail car next the engine, baggage car, two parlor cars, dining car, sleeper, three day coaches, smoking car, second class car, and coach on the rear. At Oakland the sleeper was cut out, leaving the train with eleven cars in the order above given.

At Oakland the train was twelve minutes late, having made up thirteen minutes between Portland and Oakland.

Mr. Jeremiah H. Hathaway, an efficient and trusted conductor, was in charge of the train, and he testified that his train left Oakland at 1.42, and was running at its usual rate of speed; the time being ten minutes between Oakland and Waterville.

This train's schedule time between Portland and Waterville is ten minutes slower than it was in 1906. Then it was due to leave Portland at 11.10 A. M. and arrive at Oakland at 1.20 and Waterville at 1.30.

This year it is due to leave Portland at 11.05, arrive at Oakland at 1.25 and Waterville at 1.40.

This is important, because of the statements which went broadcast, that the accident was caused by the very high rate of speed at which the train was running. The train had made up thirteen minutes between Portland and Oakland, yet that would make its time only three minutes faster than the regular schedule time of the same train in 1906.

The train sheet of this train No. 29 on that day has been furnished us, and we give it herewith to show that this train could not have been running at an extraordinary rate of speed:

TRAIN SHEET.

TRAIN NO. 29, JUNE 29TH, 1907.

From Union Station.

	Late.	Miles from Portland.	Miles between stations.
Portland	11.30—25	1.6	0.0
Deering	11.36—25	4.1	2.5
Cumberland	11.44—23	11.0	6.9
Gray	11.58—24	19.9	8.9
Danville	12.11—18	29.3	9.4
Rumford	12.16—17	31.5	2.2
Auburn	12.22—16	34.9	3.4
Lewiston	12.30—15	35.7	0.8
Leeds	12.46—14	46.4	10.7
Winthrop	12.58—11	55.3	8.9
Maranacook	1.07—14	58.6	3.3
Belgrade	1.23—12	68.9	10.3
Oakland	1.42—12	77.8	8.9

This train sheet was made up by the train dispatcher in Portland. When this train starts from Portland the train sheet lays on the train dispatcher's table directly in front of him, and he observes the movements of the train by the sheet. When the train leaves any station between Portland and Bangor the station agent reports to the train dispatcher and the dispatcher makes a memorandum and the train sheet is made up from these memoranda. This train sheet was so made up on that day, and shows the average speed of the train from Portland to Oakland.

To any one who cares to study these figures, it will be seen that Union Station is one and six-tenths miles from Portland Yard; from Union Station to Cumberland Junction is nine and four-tenths miles, and that train No. 29 on the day of the accident made the time, including stops, in fourteen minutes, gaining two minutes from its schedule. That it gained the most time—six minutes—between Gray and Danville, making nine and four-tenths miles in thirteen minutes. Between Belgrade and Oakland seven minutes must be deducted in time, for transfer of car to Somerset Branch, and the table shows that the distance, eight and nine-tenths miles, was run in twelve minutes.

The fastest time was made between Leeds and Winthrop, eight and nine-tenths miles in twelve minutes, making the run three minutes quicker than its schedule, and practically forty-five miles per hour; and probably fifty miles per hour in places.

People who deem fifty miles per hour fast time for a passenger train, probably do not realize that very few local trains go out over the Maine Central Railroad which do not run fifty miles per hour, in places.

On a tangent of a good track, with good rolling stock, fifty miles per hour is not in any way excessive or dangerous. In fact it is not so fast as the traveling public like.

We are not advocating fast running. Far from it. In fact we think there are too many people who are speed crazy. People kill themselves in automobiles, running at fifty miles per hour, and thousands who travel on trains running at forty-five miles per hour, criticise the management for not providing faster trains.

Mr. Luke N. Morrill and Mr. Miner E. Rowe were at work upon Mr. Rowe's premises near the place of the accident, and Mr. Rowe, who seems to be an intelligent man, and certainly a good witness, testified that although he was looking at the train as it crossed the bridge west of the accident, he saw nothing which indicated any unusual rate of speed. These last two witnesses were the only ones who saw the movement of the train at the time of the accident.

We can not, therefore, find by the evidence that any extraordinary rate of speed contributed to the accident. All the evidence tends to show that the train was not running at an exceedingly high rate of speed.

This accident occurred on Saturday, and on the following Monday morning two of the Commissioners reached the place of accident at about ten o'clock in the forenoon. They found the roadbed from the culvert just east of Rice Crossing, for a space of eight hundred feet toward Waterville, entirely torn up. The mail car and three of the Pullman cars were still in the ditch. The rails had been twisted and bent, the ties had been cut and ground into almost inconceivable shapes. The accident was undoubtedly caused by the derailment of some portion of the train.

It is in evidence that the engine kept the iron, and was not derailed at all. The tender and all the cars but the two rear cars had been derailed. The two rear cars were on the crossing, and had not left the iron.

Because of rumor and information which had been volunteered to the Commissioners, their first attention was given to the condition of the ties, and the road-bed.

We examined the road-bed west of the place of accident, for about one-half mile. We examined as well as we could, the ties which had been in the road-bed, and which had been torn up by the accident, and while some were inferior, we found none that we called rotten.

The road-bed and ties east of the place of accident were in good condition. One witness described the condition of the road-bed at the place of accident as "rotten, with scarcely a sound tie in it." His testimony, if believed, would lead to the conclusion that although the track and road-bed had been used

for many years without accident, yet on this particular occasion it went to pieces like the deacon's notorious "one hoss shay." Our observation, however, did not lead us to this conclusion. While we did not find the road-bed in first-class condition, west of the place of accident, we found it had been newly lined and surfaced; that it had good seventy-pound rails, and under ordinary conditions was sufficient to hold a train running at a rate of fifty miles per hour.

Were there any extraordinary conditions which might contribute to the accident?

The engine was of a new class. It was a heavy engine, weighing one hundred and five tons. Considerably heavier than any other engine on the road except one other of the same type, bought at the same time. The engine is also several feet longer than any other type of engine used on the Maine Central.

Whether the extra length and weight of the engine in any way contributed to the accident we are not able to decide. One of the Commissioners thinks so. Another Commissioner thinks otherwise. Another one feels uncertain.

We have examined the evidence carefully. Each of the Commissioners has read the testimony, and while we have different theories in relation to it, no one of the Commissioners is willing to advance his theory as an opinion, for the simple purpose of seeming to have formed one.

Upon one matter we agree. The cars went off the iron on the inside of the curve. The engine itself did not leave the iron at all. Both circumstances showing that the derailment was not caused by the spreading of the rails.

We have not been able, and shall not be able to determine the cause or the causes of this accident. We should be glad if we could. Others, those who have no responsibility in the matter, may be able to state their convictions. We can not do it, and must so report.

Dated at Augusta this 10th day of September, A. D. 1907.

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 near Benton Station, on the Maine Central Railroad, October 2nd, 1907.

A serious accident occurred upon the Maine Central Railroad on the 2nd day of October, A. D. 1907, near Benton Station, so called, in which Frank E. Belanger, a brakeman on freight train No. 28 was instantly killed, and several other train men seriously injured.

The trains involved were regular freight train No. 28, running west, and extra No. 301, running east.

Freight train No. 28, Archer E. Butler, conductor, and Albert Herson, engineer, should have left Bangor at 5.20 A. M., but did leave Bangor at 6.30 A. M., one hour and ten minutes late.

Conductor Butler testified that the reason the train was late from Bangor was that he had orders to meet engine No. 116 at Bangor, and engine No. 116 was delayed.

Train No. 28 proceeded west, and according to the train sheet produced by the train dispatcher, arrived at Clinton at 1.06 P. M. and departed at 2.12 P. M.; arrived at West Benton at 2.24 P. M., and departed at 2.48 P. M., two hours and eight minutes late.

At 2.40 P. M., while No. 28 was at West Benton un-reported, less than three miles from Waterville, Train Dispatcher William H. Porter gave the following order:

“Engine No. 301, Dunbar conductor, will run extra Waterville to Newport Jct. Will meet engine 372, Huston, conductor, and engine 363, Frost, conductor, at Clinton.”

This order was completed at 2.40 P. M. and was receipted for by Dunbar, conductor, and Thayer, engineer.

What were the rights and duties of the conductor and engineer of No. 301, under that order?

Rule 13, of the Maine Central Time Table No. 62, then in force, provides among other things, that “extra trains with order to run extra or work extra, keep clear of all regular and signalled trains.”

By Rule 25 it is provided “a train or engine receiving orders to ‘run extra’ will have until twelve (12) o’clock midnight of that day to reach its destination, unless otherwise specified in their orders.”

Nothing having been specified in this order except to cross two special engines at Clinton, the conductor and engineer of No. 301 had until twelve o'clock that night to execute this order, and it was their duty to execute it, keeping clear of all regular and signalled trains.

To thoroughly understand the conditions under which this order was given it should be borne in mind that No. 28 was at that time at Benton Station, unreported to the train dispatcher. It had been reported to the train dispatcher as having left Clinton at 2.12 P. M. It had not been reported as having left Benton. The train dispatcher knew, or should have known, that No. 28 was somewhere between Clinton and Waterville.

What regular trains were the conductor and engineer of No. 301 to keep clear of between Waterville and Newport?

Train No. 64 from Bangor had arrived at Waterville at nine o'clock in the forenoon. Train No. 16 had left Bangor at 12.40 and had arrived at Waterville at 2.10 P. M. Train No. 102 had left Bangor at 1.55 P. M. and was at Newport Junction at 2.51 P. M. Train No. 156 had not left Bangor, but did leave there at 3.40 P. M. and was due at Newport Junction at 4.24 P. M. Train No. 11 was due to leave Waterville at 3.03, and Clinton at 3.18, going east.

So that the passenger trains which extra No. 301 had to keep clear of were train No. 102, train No. 156, and train No. 11. No. 301 could easily run to Clinton, cross train No. 102 there at 3.18 P. M., and have fifty-six minutes to run to Newport behind No. 11, and cross No. 156 there.

The only regular freight train in the way of No. 301 was No. 28, which should have arrived in Waterville at 12.50 P. M., two hours before this order was given.

Conductor Dunbar says that when he went up stairs to the dispatcher's office to receive his orders he looked at the train register and saw that No. 28 had not arrived at Waterville, and that he intended to ask the train dispatcher where No. 28 was, which was the only train of which he was in doubt. It was his duty and that of the engineer, to know where No. 28 was before they started on their run to Newport. Conductor Dunbar says he forgot it, the engineer says he paid no attention to it, but they immediately took their train and started for

Clinton. They had run less than a mile when they met No. 28 head on. The conductor and the engineer both admit that they were at fault; that they should have known where No. 28 was before they started, and kept out its way, and we so find.

Conductor Dunbar gives as an explanation as to why he forgot to inquire where No. 28 was, that when he received his order from the train dispatcher, Mr. Porter, he was criticised by Mr. Porter because he did not obey orders more promptly. That Mr. Porter said to him in substance that the day before he had an order to run and he delayed his train in the yard for some time, and that Porter said to him "Now get to Clinton as quick as you can. There are two extras there and I want to get one in on No. 11." Adding "Get to Clinton as quick as you can."

He admits that he was not supposed to go until No. 28 was in. He says the train dispatcher said to him, "Are you going to be around as long as you were yesterday morning about getting out. You said you would get out so and so, and went up in the yard and fussed around." And he said that on account of this conversation, somewhat heated, with the train dispatcher, he felt in a hurry to get out of the yard and get to Clinton, and he forgot about train No. 28.

Conductor Dunbar and Engineer Thayer of No. 301 both admit that they were to blame for starting out without knowledge as to where No. 28 was, but Dunbar says that when the train dispatcher told him to get to Clinton as quick as he could and let one of the special engines out on No. 11, he started as soon as he could, not thinking anything about No. 28, as No. 28 was two hours overdue.

Mr. William Porter, the train dispatcher, who gave the order to Conductor Dunbar, practically admits this conversation, and says, "I mentioned the fact that two days before, he (Dunbar) said he was all ready to leave, and went down in the yard and stayed there fifteen minutes, and spoiled a combination."

He was asked, "Did you tell him to get to Clinton just as quick as he could on that order?" A.—"I think I told him to get out as soon as he could. Yes."

Q.—"Did you not tell him to get to Clinton so another train could come in before No. 11 went out?" A.—"I think perhaps I did."

Q. "At that time did you know whether No. 28 was in or not?" A.—"No, I did not know where No. 28 was exactly. The wires had been working bad and I did not have any report from them. I assumed that they were in."

Q.—"When you told him (Dunbar) you wanted him to get to Clinton as soon as he could, you supposed No. 28 was in, did you not?" A.—"I did."

Q.—"If you had not you would not have given that order, would you?" A.—"That would not make any difference. That was not my lookout."

Q.—"If he (Dunbar) had to wait for No. 28 to come in he could not get to Clinton, could he?" A.—"It should have been in. I figured it was in."

Q.—"But they were not in. Should you not have known where No. 28 was before you gave this order?" A.—"No."

Q.—"Well, should you not have known where it was before you told him to get there so No. 372 could come in?" A.—"I do not see it that way. No. 28 was his look out. Not mine."

Q.—"So he (Dunbar) could not execute your order, could he? The verbal one?" A.—"I did not consider that I gave him a verbal order. That he had any right to execute a verbal order."

Q.—"You told him, did you not, that you wanted him to get there so you could let No. 372 out?" A.—"Yes, I did."

Porter was asked by the county attorney: "Is it not your duty as train dispatcher to know where your trains are?" A.—"It is."

Q.—"You did not know where No. 28 was that day?" A.—"I did not know that minute where they were, because the wires had been troubling and I had been very busy. Had not had time to keep up the train report."

Q.—"You knew that No. 28 had not been reported?" A.—"Yes, sir."

Q. "Yet you gave Dunbar and his engineer instructions to run to Clinton as soon as they could get there, not knowing that No. 28 had arrived?" A.—"That does not make any difference."

It seems that within a very few minutes after Dunbar had started to run to Clinton, train No. 28 was reported to the

dispatcher as just starting west from Benton Station, and then the train dispatcher discovered that a collision was almost inevitable. He called up the yard to find out where Dunbar was, and asked the switchman at the upper end of the yard, if Dunbar was waiting for No. 28, but Dunbar had gone, and the terrible result followed.

It seems that there was a general assumption on the part of the train dispatcher and Dunbar and the engineer, that train No. 28 had arrived at Waterville yard, and was out of the way; and the train dispatcher first discovered the error when he received notice of its clearance from Benton Station, after Dunbar had gone.

Mr. Porter was asked, "You expected, did you not, to have a report from Benton when No. 28 left there?" A.—"Yes, sir."

Q. "And you had not received it?" A.—"No, sir." And yet he says he supposed No. 28 was in. Again he says "I assumed it was in." And being asked why he assumed it to be in, answered "Because they had had time."

We find that E. B. Dunbar, conductor, and Herbert E. Thayer, engineer, were directly responsible for this accident, because it was their duty to have known where No. 28 was before they started east with their train; and because it was their duty, regardless of what the train dispatcher might have said to them, to see that their written order issued, was obeyed fully and to the letter. But if conductors and engineers are to be held strictly responsible for the carrying out of train orders, they must be left absolutely unfettered by verbal orders or advice from anybody.

Rule No. 66, among other things, provides as follows: "After the reception of an order it must be obeyed fully and to the letter. Conductors and enginemen must never take verbal orders for the movement of trains or engines. They must make sure that they are meeting the trains and engines specified in their train orders, at meeting and passing points."

If this is to apply to enginemen and conductors, it should with equal force apply to train dispatchers, and it is no part of the train dispatcher's duty in delivering orders, to conductors and enginemen, to have any conversation with them whatever that will in any way distract their attention from the performance of their duty.

The care required in running a train "extra" under the peculiar rule in force on all railroads, need not be stated. It is enough to say that four of the worst railroad accidents in Maine have occurred within the past year on account of errors or misunderstandings in the running of extra trains. This should not be so. If it be that the rules require any revision, or the manner of transmitting orders to trainmen needs any change, or some additional rule be necessary to compel more prompt execution of orders by trainmen, it is quite important that it should be attended to at once.

Dated at Augusta this 29th day of October, A. D. 1907.

JOSEPH B. PEAKS,

FRANK KEIZER,

Railroad Commissioners of Maine.

Special report of the Board of Railroad Commissioners upon an accident which occurred November 27, 1907, near Carmel Station, on the Maine Central Railroad.

A serious accident occurred on the Maine Central Railroad on the twenty-seventh day of November, A. D. 1907, near Carmel Station, in which a fireman, Mr. Harry Symonds, was instantly killed, and five others were seriously injured.

The trains involved were extra engine No. 364, Arthur W. Reynolds, conductor, running from Newport to Northern Maine Junction, and regular freight train No. 36, J. A. Emery, conductor, running ahead of time on special order, from Bangor to Etna.

The accident was caused by a combination of errors and violations of train rules on the part of the trainmen of both trains, and of the train dispatcher, and of the operator at Etna.

The accident was of such a serious character, the result was so frightful, and so much misinformation having been given out in relation to it, that we have considered it our duty to the railroad company, to the traveling public, and to the people of the State generally, to make a thorough and complete investigation, and to declare the facts as we have found them.

At 6.10 P. M. on November 27, A. D. 1907, the following order was given from the train dispatcher's office at Waterville.

"Order No. 43. Engine No. 364, Reynolds, conductor, will run extra Waterville to Newport Jct. and meet engine 356, Frost, conductor, at Clinton. Engine 356 take siding. (Sg.) C. H. Priest."

This order was made O. K. at 6.12 P. M., made complete at 6.20 P. M., and was in strict accordance with train rule No. 57 of the Maine Central Railroad, which reads as follows:

"Extra trains may be run over the road by order of the superintendent, with or without notice to other parties, and therefore the main track must always be kept clear for the passage of such trains."

Train No. 364 under this order ran without incident from Waterville to Newport and arrived at Newport according to Conductor Reynolds' testimony, at about 8.20 or 8.25 P. M.

At 8.28 P. M. the following order was given by train dispatcher Lyons at Waterville, made O. K. at 8.30 and made complete at 8.32.

"Order No. 45. To C. & E. of engine 364, Newport. Engine 364 Reynolds conductor will run extra Newport to Northern Maine Jct. (Sg.) C. H. Priest."

Under this order extra No. 364 had a right to run to Northern Maine Junction at any time before midnight, keeping clear of all regular and signalled trains.

Rule 25 provides that "A train or engine receiving orders to run extra will have until twelve o'clock midnight of that day to reach its destination, unless otherwise specified in their orders."

Rule 13 provides that "Extra trains with orders to run extra, keep clear of all regular and signalled trains."

The regular trains which engine No. 364 would have had to meet between Newport and Northern Maine Junction were regular freight train No. 26, which left Bangor at 8.05 P. M., and regular freight train No. 36, which was due to leave Bangor by its time-table, at nine o'clock P. M.

Extra No. 364 proceeded east to Etna where it crossed regular freight train No. 26 safely at about 9.20, according to Conductor Reynolds' testimony, and which was the time regular No. 26 was due there.

If this order No. 45 had not been annulled, extra No. 364 would undoubtedly have waited at Etna fifty-two minutes, until 10.12 P. M. and crossed No. 36 on its regular schedule time, when all danger would have been eliminated; but at 8.45, and before No. 364 had reached Etna, train dispatcher Lyons had occasion to change his mind. Conductor J. A. Emery of regular freight train No. 36 asked dispatcher Lyons at Waterville for permission to run ahead of time out of Bangor. Dispatcher Lyons thereupon gave regular freight train No. 36 order No. 46,—

“No. 36 will run Bangor to Newport Junction ahead of time, and meet engine 364 Reynolds conductor at Etna. (Sg.) C. H. Priest.” This order was also sent to engine No. 364 at Etna, and when No. 364 reached Etna it found a signal out for special orders.

Right here, we think, was the initial error on the part of Dispatcher Lyons, for three reasons which we will give.

First, Assistant Superintendent Priest testified that the instructions posted over his signature in the office of the train dispatcher are that freight trains or other trains must not be run ahead of time unless for some special interest of the company. That is, unless it is for the company's interest. In answer to a question by one of the commissioners, Mr. Priest answered “I say the instructions are that no regular train will be run ahead of time unless for some particular purpose for the interest of the company.”

Dispatcher Lyons was asked by the county attorney, “Why was you anxious to start train No. 36 out that night ahead of time?” He answered “They asked to come ahead of time, and I let them come.” Question “Who asked to come ahead of time?” Answer, “The operator said the train crew wanted to know if they could come ahead of time.” Question, “Is that all the reason you had for letting that train come out ahead of time, was because the operator asked?” A. “That was the only reason at that time.” Question, “Was there any reason any other time?” Answer, “I don't remember of any other time that they run out of Bangor ahead of time.” Question, “Had you any other reason at that time?” A. “No not then.” Question, “Are you in a habit of letting trains out ahead of time if some of the train crew want it?” Answer, “Yes.”

We regard this as a violation of the orders of Assistant Superintendent Priest, in starting No. 36 out of Bangor ahead of time.

We also regard it as bad judgment, even if he had authority, because train No. 36 gained nothing by it. If it had left Bangor at its regular time at nine o'clock, it would have run directly through, and would not have been obliged to stop at Northern Maine Junction. Starting five minutes ahead of time it had the rights of an extra train only, under rule 29, and was obliged to stop and register at Northern Maine Junction. Rule 29 reads as follows:

"When any train is running ahead of its schedule time by special orders from the superintendent it has the rights of an extra train only, and must keep clear of all regular and signalled trains," and in stopping to register at Northern Maine Junction, as all extra trains are required to do, it would have lost as much time as it gained in leaving Bangor. Besides, it created a confusion of train orders and running rights.

We think also that in sending this order No. 46 he violated rule No. 74, which provides that "A meeting order must not be sent for delivery to a train at a meeting point if it can reasonably be avoided. When it can not be avoided 'this order to—— at the meeting point' must be added to the order, except when it is sent for delivery to a train at the initial point of **a division or branch.**" The delivery of this order to No. 364 was at a meeting point at Etna, and the order itself did not have upon it "this order to No. 364 at meeting point."

Lyons also violated rule 76 when he made order No. 46 "complete" to train No. 36 and allowed it to leave Bangor ahead of time, before the same order had been made "complete" to No. 364 at Etna. The order was not made "complete" to No. 364 according to the testimony, until 9.27, thirty-two minutes after train No. 36 had left Bangor, and it is in testimony that the order was not given to No. 364 until it was delivered at the same time with train order No. 48, which in effect superseded and annulled it.

Dispatcher Lyons testified that at 9.23, before No. 364 had received this train order No. 46, and while train No. 36 was running from Bangor to Etna, he concluded to make another change in the meeting point of these two trains. He testified in answer to a question by the commissioners as to why he

decided to change the meeting point of the two trains from Etna to Hermon Pond, that it was solely to save No. 364 a wait of thirty-five minutes at Etna. And yet he further testified that there was plenty of time for both trains. That he had no special reason for hurrying either train. Yet, having given both the trains orders to meet at Etna he now at 9.23 P. M. decided to change the meeting point from Etna to Hermon Pond.

What was his duty under the rules? Train rule No. 76 provides that "Orders directing trains to meet or pass at a given point must when practicable be communicated to and acknowledged by the operator at the meeting point, as well as to and by those in charge of the trains. The operator at the meeting point will immediately on receipt of such order display green and white signals until the order is fulfilled."

Here then was Dispatcher Lyons' duty,—first, train order No. 48 should "if practicable" have been communicated to the operator at Hermon Pond and acknowledged by him, then the same order should have been communicated to train No. 36 and extra train No. 364, and such order should have been acknowledged by both trains before "complete" was given to either train. This is the plain and unambiguous meaning of rule No. 76. This rule was not complied with. We can see no reason, and none was offered by Dispatcher Lyons, why it was not practicable to have first communicated this order to the operator at Hermon Pond before he attempted to give the order to train No. 364 and train No. 36.

We cannot escape conclusion that Lyons also omitted an important duty and violated train rule No. 76 when he undertook to change the order for crossing from Etna to Hermon Pond and did not notify train No. 36 and have that order acknowledged before or at the time the same order was acknowledged by train No. 364, and both made "complete" at the same time.

Dispatcher Lyons claims to justify himself because he called Operator Roy at Northern Maine Junction and told him to hold No. 36 and not let that train pass Northern Maine Junction until it had received order No. 48.

We regard that as no excuse whatever. The calling of train No. 36 and the order to Operator Roy to stop it was only a part of his duty. He should not have let No. 364 leave Etna until

the train crew of No. 36 had been stopped and the order given, and he had received the signatures of the train crew from Operator Roy at Northern Maine Junction.

Lyons was asked by the commissioners "When you change a crossing point of two trains, and after they have orders to cross at a particular point, is it a rule that you shall not give one train an order to run until the other train has had the same order, or they shall both have the order at the same time?" He answered "Yes."

Again asked by the commissioners "Was it a proper thing for you to give an order to 364 to change the crossing from Etna to Hermon Pond, until you first knew that train No. 36 had received the same order?" Answer, "Not exactly."

Train order No. 46 was in effect so far as train No. 36 was concerned. Train No. 36 had received an order at Bangor to run ahead of time, and cross No. 364 at Etna. It had received no order annulling it, and by train rule No. 67, "Orders once in effect, continue until fulfilled, superseded or annulled," and so far as train No. 36 was concerned this order was in full force, and had neither been fulfilled, superseded or annulled.

Lyons claims that at 9.23 he called Roy at Northern Maine Junction, and Roy told him No. 36 was just coming in. He says he then gave Roy train order No. 48 and that Roy answered in dispatcher's language that he had received the order and would give it to train No. 36. It was Train Dispatcher Lyons' duty then to have waited until he had received the signatures of the train crew of No. 36 before he gave the order for No. 364 to proceed east.

Roy did not know that train No. 36 was running ahead of time. He was called by the train dispatcher at 9.24, just when No. 36, regular, was due. He was asked about train No. 36, and upon looking out upon the track where No. 36 should have been, he saw a headlight on the main line, and answered "36 just coming in." What could be more natural? We see nothing in this for which we can criticise Roy. But the calling of Roy, even if he had assured him that No. 36 was there, was not enough. If No. 36 had been there and Roy had out his light to stop it, it was only for the purpose of delivering the order, and before the train dispatcher had allowed No. 364 to run east from Etna he should have had the signatures of the train crew of No. 36 from Operator Roy.

It seems that when the train dispatcher called Roy at Northern Maine Junction at 9.23, No. 36 had been running on a special order and had passed Northern Maine Junction at 9.18, seven minutes ahead of time. Roy did not know it, and had not been informed of it. He says he saw an engine and some cars pass the station at 9.18 but there was at that time no train due and he supposed it was a shifter with cars in the yard. He was busy in the office selling tickets, and giving information. That he was ticket agent for both the Bangor & Aroostook Railroad and the Maine Central Railroad. And we see no reason to blame him for not discovering at that time that No. 36 had passed the station.

Conductor Emery of No. 36 also violated a plain and important duty. When he left Bangor ahead of time he had the right of an extra train, only. If he had left on time at nine o'clock P. M. he was not required to stop at Northern Maine Junction at all, but starting at 8.55 his was simply an extra train, and he was required to stop at Northern Maine Junction and register. This he failed to do. He admits it, and that he violated a well-known rule of the company, and his engineman was equally responsible with the conductor.

Conductor Reynolds of No. 364 and the engineman of No. 364 and Duffy, the operator at Etna, all violated an important rule. It seems that when train order No. 48 was received at Etna, for the train crew of No. 364, Operator Duffy allowed the engineman of No. 364 to sign the order for himself and for Conductor Reynolds, a complete violation of rule No. 80, which provides "Conductors and enginemen will not be allowed to sign special train orders for each other."

This may not have in any way contributed to this accident, but we feel it our duty to state the fact, because according to the testimony, the violation of this rule is common, but unknown to the company and strictly prohibited by the train rules.

It is not a pleasant duty which we have to perform in the investigation of matters of train accidents, and we are not much assisted in its performance by those who, either with good or evil intention, criticise indiscriminately, without ascertaining the facts.

The train rules of the Maine Central Railroad Company are plain, safe and adequate to protect their trains. They are

neither occult nor mysterious. It needs no prescience to understand them, and we need no pre-natal experts, such as have offered their services, to assist in the interpretation of them. The main difficulty is in ascertaining the facts, not in applying the train rules. It is enough to say that when the rules of the company are complied with by its officers and employees, the number of accidents like this one will be reduced to a minimum.

We find that V. W. Lyons, train dispatcher, violated rules 67, 74, and 76, of telegraphic train orders of the Maine Central Railroad.

We find that operator Louis J. Duffy at Etna, by his own admission, violated rule 80, in allowing the engineman of No. 364 to sign orders for his conductor.

We find that J. A. Emery, conductor of train No. 36, by his own admission, violated orders in not stopping his train at Northern Maine Junction and registering, and that his engineman was equally at fault.

We find that Arthur W. Reynolds, conductor of train No. 364, by his own admission, violated rule No. 80, by starting his train from Etna on order No. 48, without signing said order, and allowing the engineman to sign the conductor's name to it, and that his engineman was equally at fault.

At the investigation on the 4th day of December, Mr. Antonio Roy, operator at Northern Maine Junction did not appear. Rumors were rife that he could not be found, that he was in hiding, and that he had left the country, and that interested parties had assisted him to get away. We therefore suspended the hearing until he could be found.

It seems, however, that after the investigation by the company at Waterville, Roy left there of his own notion, and went to his home in Canada. This is not strange, as he is a young man, and has no relatives in this country. When he got to his home and told his story to his brother, an attorney at law, he instructed Roy to return immediately to Maine and through counsel he at once communicated with the commissioners.

A time was fixed when his statement should be taken, and it was taken on the 12th day of December, at Newport. As a witness he appeared to be frank and truthful, and we believe he was. His statements did not vary materially from what had previously been given by the other witnesses.

We believe it to be our duty, under these circumstances to say that we found nothing in his testimony to even throw suspicion upon anybody, or that he went to Canada for any other purpose than to consult his family, and that no blame can be attached to him for this most deplorable accident.

The only thing for which we can put any blame on Roy is that when he told Train Dispatcher Lyons that train No. 36 was in sight, he should have known absolutely and not guessed at it.

Dated at Augusta this 24th day of December, A. D. 1907.

JOSEPH B. PEAKS,

FRANK KEIZER,

Railroad Commissioners of Maine.

Petition of the Augusta and Waterville Railway for changes in the location of its road in Augusta and Vassalboro, and decision of the Board thereon. September 5, 1907.

To the Honorable Board of Railroad Commissioners:

Respectfully represents the Augusta and Waterville Railway, a street railroad corporation organized under the general laws of the State, that it has been duly authorized by your Honorable Board to construct its street railroad from the intersection of Bangor and Cony streets in Augusta, to the easterly terminus of the Ticonic bridge in Winslow, and that it is now lawfully engaged in said construction.

Your petitioner respectfully represents that the changes in the location of its road hereinafter described are deemed to be necessary and expedient and it respectfully prays that under the direction of your Honorable Board such changes may be made, the same to be recorded where the original location was required by law to be recorded.

Your petitioner prays the following described portion of its line in the city of Augusta may be discontinued:

Beginning at a stake driven in the northeasterly line of Cony street fifteen (15) feet northwesterly from the southeasterly line of Bangor street, said spike being marked station zero (0)

on the plan; thence N. forty-one degrees (41°) E. parallel to and fifteen (15) feet northwesterly from the southeasterly line of said Bangor street eighteen hundred and sixty-seven (1867) feet to station eighteen plus sixty-seven ($18+67$); thence by a curve to the left of eight hundred (800) feet radius two hundred and twenty-five (225) feet to station twenty plus ninety-two ($20+92$); thence N. twenty-five degrees (25°) E. forty (40) feet to station twenty-one plus thirty-two ($21+32$).

Your petitioner prays that in lieu of the foregoing discontinued line there may be substituted therefor the following:

Beginning at a point where the center line of Bangor street intersects the northeasterly line of Cony street; thence N. forty-one degrees (41°) E. and by the center line of Bangor street nineteen hundred and twelve (1912) feet to station nineteen plus twelve ($19+12$); thence by a curve to the left of eight hundred (800) feet radius two hundred and twenty (220) feet to intersect the old location at station twenty-one plus thirty-two ($21+32$). Said line as above described is the center line of said railroad and the width of the location thereof will be five (5) feet on each side of said center line.

Your petitioner prays that the following portion of its line in Vassalboro may be discontinued:

Beginning at station six hundred and ninety plus fifty ($690+50$) in the amended location at East Vassalboro; thence by a curve to the left of ninety (90) feet radius to intersect the old location at station six hundred and ninety-seven plus forty-three ($697+43$); thence N. nineteen degrees (19°) E. six hundred and three (603) feet to station seven hundred and three plus forty-six ($703+46$); thence by a curve to the left of seven hundred (700) feet radius three hundred and thirty-five (335) feet to station seven hundred and six plus eighty-one ($706+81$); thence N. six degrees and thirty minutes ($6^\circ-30'$) W. eighty (80) feet to station seven hundred and seven plus sixty-one ($707+61$); thence by a curve to the left of eight hundred (800) feet radius two hundred and ninety-six (296) feet to station seven hundred and ten plus fifty-seven ($710+57$); thence N. twenty-seven degrees and thirty minutes ($27^\circ-30'$) W. two hundred and sixty-nine (269) feet to station

seven hundred and thirteen plus twenty-six (713+26); thence by a curve to the right of six hundred (600) feet radius two hundred and twenty-four (224) feet to station seven hundred and fifteen plus fifty (715+50); thence N. six degrees and thirty minutes ($6^{\circ}-30'$) W. forty-one hundred and thirty-six (4136) feet to station seven hundred and fifty-six plus eighty-six (756+86); thence by a curve to the right of eight hundred (800) feet radius two hundred and seventeen (217) feet to station seven hundred and fifty-nine plus three (759+3); thence N. nine (9) degrees E. eleven hundred and fifty-four (1154) feet to station seven hundred and seventy plus fifty-seven (770+57); thence by a curve to the left of two thousand (2000) feet radius three hundred and ninety-five (395) feet to station seven hundred and seventy-four plus forty-two (774+42).

Your petitioner prays that the following center line may be substituted in place of the foregoing line so to be discontinued in said Vassalboro:

Beginning at station six hundred and ninety plus fifty (690+50) in the amended location of East Vassalboro; thence S. seventy degrees (70°) E. seventy-eight (78) feet to station six hundred and ninety-one plus twenty-eight (691+28); thence by a curve to the left of seventy (70) feet radius one hundred and five (105) feet to station six hundred and ninety-two plus thirty-three (692+33); thence N. nineteen degrees (19°) E. four hundred (400) feet to station six hundred and ninety-six plus thirty-three (696+33); thence by a curve to the left of seven hundred (700) feet radius two hundred and fifteen (215) feet to station six hundred and ninety-eight plus forty-eight (698+48), said station being twelve (12) feet westerly from the easterly line of the road leading from East Vassalboro to Waterville; thence N. six degrees and thirty minutes ($6^{\circ}-30'$) W. and parallel to the easterly line of said road ninety-seven (97) feet to station six hundred and ninety-nine plus forty-five (699+45); thence by a curve to the left of eight hundred (800) feet radius two hundred and thirty (230) feet to station seven hundred and one plus seventy-five (701+75); thence N. twenty-seven degrees and thirty minutes ($27^{\circ}-30'$) W. and

parallel to the easterly line of the road three hundred (300) feet to station seven hundred and four plus seventy-five (704+75); thence by a curve to the right of six hundred (600) feet radius one hundred and eighty-five (185) feet to station seven hundred and six plus sixty (706+60); thence N. six degrees and thirty minutes ($6^{\circ}-30'$) W. and parallel to the easterly line of the road forty-three hundred and fifteen (4315) feet to station seven hundred and forty-nine plus seventy-five (749+75); thence by a curve to the right of fifteen hundred (1500) feet radius three hundred and twenty (320) feet to station seven hundred and fifty-two plus ninety-five (752+95); thence N. fifteen degrees (15°) E. four hundred and eighty (480) feet to station seven hundred and fifty-seven plus seventy-five (757+75); thence by a curve to the left of two thousand (2000) feet radius four hundred and two (402) feet to station seven hundred and sixty-one plus seventy-seven (761+77), said station being fifteen (15) feet easterly from the westerly line of the Waterville road; thence N. two degrees (2°) W. six hundred and fifty (650) feet to intersect the old location at station seven hundred and seventy-four plus forty-two (774+42). The above described line is the center line of the railroad and the width of the location thereof will be five (5) feet on each side of said center line and fifteen (15) feet on each side of said center line on land of private individuals. The following portion of said line is outside the limits of any street, road or way: From station seven hundred and fifty-one plus fifty-five (751+55) to station seven hundred and fifty-three plus ninety-five (753+95) and from station seven hundred and fifty-four plus sixty-five (754+65) to station seven hundred and fifty-nine plus sixty-one (759+61).

Your petitioner respectfully represents that public convenience requires the foregoing changes, and that wherever said location is outside of the limits of streets, roads or ways, it is impracticable to locate the same within the limits of streets, roads or ways.

Your petitioner files herewith a plan marked, "Amended Location of the Augusta and Waterville Railway, 1907, Augusta, East Vassalboro," showing the courses and distances of

the foregoing lines, so to be substituted for that portion of its approved location hereinbefore requested to be discontinued.

Your petitioner prays that upon presentation of this petition your Honorable Board will appoint a day for the hearing hereon and that your petitioner may give such notice thereof as your Honorable Board deems reasonable and proper in order that all persons interested may have an opportunity to appear and object thereto, and that after such notice and hearing your Honorable Board will make such decrees hereon and hereunder as the law may require.

Dated this twenty-sixth day of July, A. D. 1907.

Augusta and Waterville 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 Waterville Morning Sentinel, a newspaper published at Waterville, and in the Daily Kennebec Journal, a newspaper published at Augusta, both in the County of Kennebec, the first publication in each paper to be at least five days before Wednesday, the seventh day of August, A. D. 1907, on which day the Board of Railroad Commissioners will be in session at their office at Augusta, at 10 o'clock in the forenoon, for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the city of Augusta and the town of Vassalboro, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this first day of August, A. D. 1907.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

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

No one appeared to oppose either of said changes of location.

The commissioners having heard the petitioners hereby decree that public convenience requires the proposed changes of said location, and that said changes may be made by said petitioning company as prayed for in said petition.

Dated this fifth day of September, A. D. 1907.

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, 1907.

Report of the Bangor and Aroostook Railroad Company for the Year Ending June 30, 1907.

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.
Percy R. Todd.....	Bangor, Maine.....	
A. A. Burleigh.....	Houlton, Maine.....	
Edward Stetson.....	Bangor, Maine.....	
C. A. Gibson	Bangor, Maine.....	
F. H. Appleton	Bangor, Maine.....	
John Crosby Brown	New York, N. Y.....	

Total number of stockholders at date of last election, 28.

Date of last meeting of stockholders for election of directors, October 17, 1906.

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.....	Percy R. Todd	Bangor, 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.....	Houlton, Maine.
General Passenger Agent, General Ticket Agent, General Baggage Agent.....	G. M. Houghton.....	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 Junction	K. I. Works	18.95	
Branch	Patten Junction ..	Patten	5.67	
Branch	Caribou	Limestone	15.72	
Branch	Ashland	Fort Kent	51.00	257.64
Spurs .....	.....	.....	7.90	7.90
Leased Line.				
Northern Maine Seaport Railroad	Searsport	South LaGrange..	54.13	54.13
Spurs .....	.....	.....	2.91	2.91
Schoodic Stream Railroad.....	Schoodic Stream Junction	E. Millinocket ...	8.00	8.00
Total.....	.....	.....	485.53	485.53

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	*	\$71,840 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					15,500	\$1,540,500

* A amount of stock outstanding June 30, 1906, was \$1,550,000, upon which a dividend of 2% was declared and paid January 1, 1907. During the month of July, 1907, the capital stock was increased to \$2,042,000, upon which a dividend of 2% is declared, payable June 30, 1907, hence

2% of \$1,550,000.....	= \$31,000
2% of \$2,042,000.....	= 40,840
Total dividends declared within fiscal year.....	\$71,840

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	112,000 00	112,000 00	112,000 00	112,000 00	5 Jan. and July..	5,725 00	5,725 00
Piscataquis Division... ..	April, 1899	Jan., 1943	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00	5 April and Oct..	75,000 00	56,250 00
Van Buren Extension.....	April, 1899	Jan., 1943	500,000 00	500,000 00	500,000 00	500,000 00	5 April and Oct..	25,060 00	18,750 00
Northern Maine Seaport R. R. and terminals	April, 1905	April, 1935	5,000,000 00	3,930,000 00	3,930,000 00	3,930,000 00	5 April and Oct..	175,886 39	129,136 39
Aroostook Northern	Oct., 1897	Oct., 1947	225,000 00	225,000 00	225,000 00	225,000 00	5 April and Oct..	11,250 00	8,437 50
Consolidated refunding 4%...	July, 1901	July, 1951	20,000,000 00	6,117,000 00	6,117,000 00	6,117,000 00	4 Jan. and July..	242,071 32	242,071 32
Total			\$30,697,000 00	\$15,744,000 00	\$15,744,000 00	\$15,744,000 00	.....	\$702,932 71	\$628,370 21
Miscellaneous obligations....			728,000 00	728,000 00	728,000 00	728,000 00	4½ Jan. and July.. Sept. and March	32,760 00	25,260 00
Grand total			\$31,425,000 00	\$16,472,000 00	\$16,472,000 00	\$16,472,000 00	.....	\$735,692 71	\$653,630 21

* A amount of second mortgage bonds originally issued was \$1,050,000, now all retired by consolidated refunding 4% bonds, excepting amount here entered (\$112,000).

FUNDED DEBT—CONTINUED.
EQUIPMENT TRUST OBLIGATIONS.
GENERAL STATEMENT.

Series or other designation.	Date of issue.	Term.	Number of payments.	Equipment covered.	Remarks.
Car Trust B bonds	July 1, 1900.....	10 years.	20	6 caboose, 800 flat, 770 box, 50 stock cars.	\$40,000, and the interest, 5%, payable April and October 1st of each year.
Car Trust C bonds	June 1, 1906.....	10 years.	20	510 box cars, 635 flat cars.	\$45,000, and the interest at 5% payable June 1 and December 1 of each year.
*Car Trust D bonds	April 1, 1907....	10 years.	20	706 box cars, 300 flat cars, 40 stock cars, 6 caboose cars.	\$45,000, and the interest at 5% payable April and October 1st of each year.
Car Trust A bonds	October 1, 1896..	10 years.	20	758 flat cars, 425 box cars, 20 stock cars, 15 caboose cars.	\$20,000, 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 outstanding.	Amount accrued during year.		Amount paid during year.
Car Trust B.	\$250,000 00	\$800,000 00	\$280,000 00	\$210,000	\$28,000	\$16,000 00	\$12,500 00	5
Car Trust C.	100,903 25	900,000 00	810,000 00	227,475	195,750	26,978 48	23,603 48	5
*Car Trust D	100,000 20	900,000 00	80,000 00	.....	.....	500 00	.....	5
Car Trust A.	95,000 00	400,000 00	.....	126,000	.....	300 00	300 00	6
Total...	\$545,903 45	\$3,000,000 00	\$1,170,000 00	\$563,475	\$223,750	\$43,778 48	\$36,403 48	

* Car Trust D, dated April 1, 1907, authorized issue of bonds \$900,000. June 30 there had been issued \$80,000. The original amount of interest would be \$236,250 if all bonds had been issued June 30, 1907, hence \$80,000 in bonds issued then, had accrued interest June 30, 1907, \$500.

RAILROAD COMMISSIONERS' REPORT.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$15,744,000 00	\$15,744,000 00	\$702,932 71	\$628,370 21
Miscellaneous obligations	728,000 00	728,000 00	32,760 00	25,260 00
Equipment trust obligations.....	1,170,000 00	1,170,000 00	43,778 48	36,403 48
Total.....	\$17,642,000 00	\$17,642,000 00	\$779,471 19	\$690,035 69

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1907.	
Cash.....	\$506,645 11	Loans and bills payable.....	\$131,549 46
Bills receivable	95,000 00	Audited vouchers and ac- counts.....	449,450 55
Due from agents.....	84,818 60	Wages and salaries	61,390 38
Due from solvent companies and individuals	90,696 18	Dividends not called for	40,840 00
Net traffic balances due from other companies.....	86,671 55	Matured interest coupons unpaid (including coupons due July 1).....	349,630 00
Total—cash and current assets	\$863,831 44		
Balance—current liabilities..	169,028 95		
Total	\$1,032,860 39	Total—current liabilities.	\$1,032,860 39

Materials and supplies on hand, \$524,900.06.

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		420 49	\$3,681 42
Bonds	16,472,000 00		477 53	34,494 16
Equipment trust obligations.....	1,170,000 00		420 49	2,782 46
Total.....	\$19,192,000 00			\$40,958 06

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Total cost construction to June 30, 1906, \$11,257,355.01; expenditures during year, not included in operating expenses, charged to construction, \$265,249.93; total cost construction to June 30, 1907, \$11,522,604.94. Expenditures during the year, not included in operating expenses, charged to income account as permanent improvements, \$22,486.78.

Total cost equipment to June 30, 1906, \$2,617,238.80; expenditures during the year, not included in operating expenses, charged to equipment, \$212,560.50; total cost equipment to June 30, 1907, \$2,829,799.30; expenditures during the year, not included in operating expenses, charged to income account as permanent improvements, \$77,138.83.

Grand total cost construction and equipment to June 30, 1906, \$13,874,593.81; to June 30, 1907, \$14,352,404.24. Cost of construction per mile of line, June 30, 1906, \$25,282.55; cost of construction per mile of line, June 30, 1907, \$24,129.59; cost of equipment per mile of line, June 30, 1906, \$5,924.34; cost of equipment per mile of line, June 30, 1907, \$5,925.91; total cost per mile of line, June 30, 1907, \$30,055.50.

INCOME ACCOUNT.

Gross earnings from operation	\$3,221,696 02	
Less operating expenses	2,133,294 67	
Income from operation		\$1,088,401 35
Income from other sources		2,190 73
Total income		\$1,090,592 08
Deductions from income:		
Interest on funded debt accrued	779,471 19	
Taxes	14,829 93	
Permanent improvements	99,625 61	
Total deductions from income		893,926 73
Net income		\$196,665 35
Dividends, 4 per cent, common stock		71,840 00
		\$124,825 35
Surplus from operations of year ending June 30, 1907		124,825 35
Surplus on June 30, 1906		400,866 62
		\$525,691 97
*Deductions for year		171,270 73
Surplus on June 30, 1907		\$354,421 24
* Paid account of car trust "C"	\$43,000 00	
Paid account of car trust "C" in excess of bonds issued	100,903 25	
Paid account of car trust "D"	8,948 50	
Sundry accounts	522 50	
Aroostook Northern common stock	17,896 48	
		\$171,270 73

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$621,636 97		
Less repayments—			
Tickets redeemed		\$3,932 15	
Excess fares refunded		1,796 35	
Total deductions		\$5,728 50	
Total passenger revenue			\$615,908 47
Mail			47,659 89
Express			29,182 77
Extra baggage and storage.....			8,037 44
Total passenger earnings.....			\$700,788 57
Freight:			
Freight revenue	\$2,359,105 72		
Less repayments—			
Overcharge to shippers.....		\$15,721 56	
Other repayments.....		2,994 59	
Total deductions		\$18,716 15	
Total freight revenue			2,340,389 57
Total passenger and freight earnings.....			\$3,041,178 14
Other earnings from operation:			
Car per diem and mileage—balance.....			94,938 89
Hire of equipment—balance			57,976 66
Rents not otherwise provided for			16,015 53
Wharfage			11,586 80
Total other earnings			\$180,517 88
Total gross earnings from operation.....			\$3,221,696 02

MISCELLANEOUS INCOME.

Item.	Gross income.	Expenses.	Net miscel- laneous income.
Interest allowed on bank balances.....	\$2,190 73		\$2,190 73

BANGOR AND AROOSTOOK RAILROAD.

II

OPERATING EXPENSES.

Items.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$329,689 40
Renewals of rails.....	83,581 10
Renewals of ties.....	54,721 78
Repairs and renewals of bridges and culverts.....	19,688 15
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	12,258 98
Repairs and renewals of buildings and fixtures.....	49,290 42
Repairs and renewals of docks and wharves.....	341 42
Stationery and printing.....	1,839 83
Other expenses.....	598 81
Total.....	\$552,009 95
Maintenance of equipment:	
Superintendence.....	\$12,584 70
Repairs and renewals of locomotives.....	75,342 38
Repairs and renewals of passenger cars.....	28,066 43
Repairs and renewals of freight cars.....	175,459 05
Repairs and renewals of work cars.....	8,632 07
Repairs and renewals of shop machinery and tools.....	14,427 68
Stationery and printing.....	1,132 92
Other expenses.....	28,334 66
Total.....	\$343,999 89
Conducting transportation:	
Superintendence.....	\$32,937 97
Engine and roundhouse men.....	192,075 55
Fuel for locomotives.....	370,669 71
Water supply for locomotives.....	18,973 70
Oil, tallow, and waste for locomotives.....	10,919 51
Other supplies for locomotives.....	3,560 85
Train service.....	180,814 94
Train supplies and expenses.....	30,913 86
Switchmen, flagmen, and watchmen.....	11,445 17
Telegraph expenses.....	30,596 33
Station service.....	136,180 16
Station supplies.....	22,390 03
Loss and damage.....	8,451 42
Injuries to persons.....	3,394 92
Clearing wrecks.....	7,398 31
Advertising.....	10,076 67
Rents of buildings and other property.....	5,494 26
Stationery and printing.....	15,086 93
Other expenses.....	2,084 66
Total.....	\$1,093,464 95
General expenses:	
Salaries of general officers.....	\$46,992 07
Salaries of clerks and attendants.....	44,531 83
General office expenses and supplies.....	10,952 25
Insurance.....	12,728 60
Law expenses.....	12,299 06
Stationery and printing (general offices).....	10,338 54
Other expenses.....	5,977 53
Total.....	\$143,819 88
Recapitulation of expenses:	
Maintenance of way and structures.....	\$552,009 95
Maintenance of equipment.....	343,999 89
Conducting transportation.....	1,093,464 95
General expenses.....	143,819 88
Grand total.....	\$2,133,294 67

Percentage of expenses to earnings, 66.21.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$11,257,355 01	Cost of road.....		\$11,522,604 94	\$265,249 93	
	2,617,238 80	Cost of equipment..		2,829,799 30	212,560 50	
	17,896 48	Stocks owned.....				\$17,896 48
	3,286,060 00	Other permanent investments:				
		Northern Maine Seaport R. R. and terminals.....		3,930,000 00	644,000 00	
	60,049 56	Lands owned.....		60,604 56	555 00	
	584,110 27	Cash and current assets.....		863,831 44	279,721 17	
		Other assets:				
	296,153 59	Equipment trusts.....		894,000 00	894,000 00	
		Materials and supplies.....		524,900 06	228,746 47	
	95,061 64	Sundries.....		45,853 83		49,207 81
	\$18,213,865 35	Grand total.....		\$20,671,594 13	\$2,457,728 78	
		LIABILITIES.				
	\$1,550,000 00	Capital stock.....		\$1,550,000 00		
	15,847,000 00	Funded debt.....		17,642,000 00	\$1,795,000 00	
	334,811 23	Current liabilities..		1,032,860 39	698,049 16	
	81,187 50	Accrued interest on funded debt not yet payable.....		89,437 50	8,250 00	
		Interest during construction Northern Maine Seaport bonds.....		2,875 00	2,875 00	
	400,866 62	Profit and loss.....		354,421 24		\$46,445 38
	\$18,213,865 35	Grand total.....		\$20,671,594 13	\$2,457,728 78	

IMPORTANT CHANGES DURING THE YEAR.

Schoodic Stream Railroad put in operation November, 1906, 8 miles, 85 pound steel rails, with 4.27 miles of siding same rail.

7.96 miles of track previously reported as spurs were reclassified as siding.

1,280 tons, 9.6 miles, of 85 pound rails laid on main line, releasing 70 pound rails.

42 miles of main line and 12 miles of branch line ballasted.

7.77 miles of new sidings were built on Bangor and Aroostook Railroad.

8.19 miles of new sidings were built on Northern Maine Seaport Railroad.

4.27 miles of new sidings were built on Schoodic Stream Railroad.

Leased Schoodic Stream Railroad to Bangor and Aroostook Railroad Company for a term of 999 years from December 26, 1906, the consideration being that the Bangor and Aroostook Railroad Company guarantee the bonds and pay the coupons, interest and all charges pertaining to operation and maintenance.

\$366,000.00 consolidated refunding 4% bonds were issued during the year to retire sundry Bangor and Aroostook securities and for betterments.

\$644,000.00 Northern Maine Seaport Railroad and terminal bonds were issued during the year which are guaranteed by the Bangor and Aroostook Railroad Company.

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	*14,277 04
First mortgage 5% gold (Piscataquis division)	Old Town	Greenville	76.00	19,736 84
First mortgage 5% gold (Van Buren extension).....	Caribou	Van Buren	33.11	15,101 17
First mortgage 5% gold (Aroostook Northern).....	Caribou	Limestone	15.72	14,312 97
First mortgage 5% gold (Northern Maine Seaport railroad and terminals)....	South Lagrange .	Searsport	54.13	72,602 99

* Covers car trust equipment equity,—\$920,000.

Aroostook county subscribed \$728,000 to aid in building the Bangor & Aroostook, for which preferred stock was issued. To raise that money Aroostook county issued \$728,000 in 4½% bonds. The Bangor & Aroostook Railroad Company have assumed the bonds.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	10	3,225	\$55,015 32	\$17 05
Other officers.....	30	9,204	40,805 03	4 43
General office clerks.....	91	26,575	54,521 65	2 05
Station agents	89	27,920	59,257 32	2 12
Other station men	189	40,308	70,682 80	1 75
Enginemen.....	88	26,839	91,067 57	3 39
Firemen	103	29,466	66,536 02	2 26
Conductors	64	23,550	69,549 84	95
Other trainmen	176	56,413	113,382 87	61
Machinists	43	13,088	30,472 65	33
Carpenters	143	39,653	80,434 59	53
Other shopmen	98	30,774	59,623 86	94
Section foremen	99	29,765	64,072 39	2 15
Other trackmen.....	461	101,326	166,483 87	1 64
Switch tenders, crossing tenders and watchmen	24	7,244	13,199 30	1 82
Telegraph operators and dispatchers	43	12,409	24,867 17	2 00
All other employees and laborers	335	80,132	134,659 11	1 68
Total (including "general officers")	2,081	557,891	\$1,194,629 36	\$2 14
Less "general officers"	10	3,225	55,015 32	17 05
Total (excluding "general officers")	2,071	\$554,666	\$1,139,614 04	\$2 05
Distribution of above:				
General administration.....	131	59,004	\$150,342 00	3 85
Maintenance of way and structures	895	211,223	365,213 37	1 73
Maintenance of equipment	284	83,515	170,531 10	2 04
Conducting transportation	771	224,149	508,542 89	2 27

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.....	701,536			
Number of passengers carried one mile	25,646,449			
Number of passengers carried one mile per mile of road	53,260.33			
Average distance carried, miles	36.55			
Total passenger revenue.....		615,908	47	
Average amount received from each passenger				87 794
Average receipts per passenger per mile				02 401
Total passenger earnings		700,788	57	
Passenger earnings per mile of road		1,455	34	
Passenger earnings per train mile.....				87 570
Freight traffic:				
Number of tons carried of freight earning revenue	1,629,539			
Number of tons carried one mile	196,544,091			
Number of tons carried one mile per mile of road	408,165			
Average distance haul of one ton, miles	120.61			
Total freight revenue		2,340,389	57	
Average amount received for each ton of freight				1 43 622
Average receipts per ton per mile				01 190
Total freight earnings		2,340,389	57	
Freight earnings per mile of road		4,860	31	
Freight earnings per train mile.....				2 63 467
Total traffic:				
Gross earnings from operation		3,221,696	02	
Gross earnings from operation per mile of road		6,690	54	
Gross earnings from operation per train mile				2 01 047
Operating expenses		2,133,294	67	
Operating expenses per mile of road		4,430	24	
Operating expenses per train mile				1 33 126
Income from operation		1,088,401	35	
Income from operation per mile of road		2,260	29	
Car mileage, etc:				
Mileage of passenger cars	2,929,880			
Average number of passenger cars per train mile.....	3			
Average number of passengers per train mile	32			
Average number of freight cars per train mile	19.51			
Average number of loaded cars per train mile	13.20			
Average number of empty cars per train mile	6.31			
Average number of tons of freight per train mile.....	221.26			
Average number of tons of freight per loaded car mile	16.76			
Average mileage operated during year	481.53			
Train mileage:				
Mileage of revenue passenger trains.....	714,157			
Mileage of revenue mixed trains	86,099			
Mileage of revenue freight trains.....	802,203			
Total revenue train mileage.....	1,602,459			
Mileage of nonrevenue trains.....	700,977			

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	7,514	16,827	24,141	1.48
Flour	1,088	8,662	9,749	.59
Other mill products.....	1,303	3,139	4,442	.27
Hay	25,042	429	25,471	1.57
Tobacco	53	217	270	.01
Cotton	16	1	17	—
Fruit and vegetables.....	1,071	3,307	4,378	.26
Other products of agriculture.....	382,603	116	382,719	23.49
Total	418,689	32,498	451,187	27.67
Products of Animals:				
Live stock	5,015	1,842	6,857	.42
Dressed meats.....	184	905	1,089	.06
Other packing-house products.....	573	2,112	2,685	.17
Poultry, game and fish	61	673	734	.04
Wool.....	565	32	594	.04
Hides and leather.....	4,399	7,641	12,040	.74
Total	10,797	13,205	24,002	1.47
Products of Mines:				
Anthracite coal.....	5,467	5,644	11,111	.68
Bituminous coal	92,631	6,022	98,653	6.06
Stone, sand and other like articles	18,111	1,010	19,121	1.17
Total	116,209	12,676	128,885	7.91
Products of Forests:				
Lumber	355,223	4,480	359,703	22.08
Other products of forests.....	166,531	12,824	179,355	11.01
Total	521,754	17,304	539,058	33.09
Manufactures:				
Petroleum and other oils.....	659	3,634	4,293	.26
Sugar	318	2,367	2,685	.17
Iron and steel rails.....	3,985	16	4,001	.25
Other castings and machinery.....	5,109	6,477	11,586	.71
Bar and sheet metal	1,533	3,047	4,580	.29
Cement, brick and lime	29,863	24,493	54,356	3.34
Agricultural implements.....	431	1,542	1,973	.12
Wagons, carriages, tools, etc.....	1,211	1,225	2,436	.15
Wines, liquors and beers	317	575	892	.05
Household goods and furniture.....	1,778	1,215	2,993	.18
Other manufactures	94,495	2,168	96,663	5.93
Total	139,699	46,759	186,458	11.45
Merchandise.....	13,618	18,305	31,923	1.96
Miscellaneous:				
Other commodities not mentioned above.....	207,763	60,263	268,026	16.45
Total tonnage—entire line.....	1,428,529	201,010	1,629,539	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.....	1	26	26	Westinghouse .	26
Freight.....	8	51	51	Westinghouse .	51
Switching.....	2	8	8	Westinghouse .	8
Total locomotives in service.....	11	85	85	Westinghouse .	85
Total locomotives owned	11	85	85	.....	85
Cars—owned and leased:					
In passenger service—					
First-class cars.....	10	43	43	Westinghouse .	43
Combination cars.....	.....	10	10	Westinghouse .	10
Dining cars	1	2	2	Westinghouse .	2
Baggage, express and postal cars....	6	23	23	Westinghouse .	23
Total	17	78	78	.....	78
In freight service—					
Box cars	510	1,981	1,981	Westinghouse .	1,981
Flat cars	635	2,275	2,275	Westinghouse .	2,275
Stock cars .....	.....	70	70	Westinghouse .	70
Total	1145	4,326	4,326	.....	4,326
In company's service—					
Officers' and pay cars.....	.....	2	2	Westinghouse .	2
Derrick cars.....	.....	5	5	Westinghouse .	5
Caboose cars	13	44	29	Westinghouse .	44
Other road cars	1	86	5	Westinghouse .	9
Total	14	137	41	.....	60
Total cars owned and in service.....	1176	4,541	4,445	.....	4,464

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	265.54	*65.04	485.53	8.00	.....	485.53
Miles of yard track and sidings.	54.23	59.23	30.97	144.43	20.23	.....	144.43
Total mileage operated (all tracks)	209.18	324.77	96.01	629.96	28.23	.....	629.96

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

Maine	154.95	265.54	*65.04	485.53	8.00	485.53
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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	265.54	420.49	.....	.....	420.49

7.96 miles reclassified as sidings instead of spurs.

* 2.91 miles branches and spurs.

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.	
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point.	Kind.	Average price at distributing point—cts.
Steel	1,280	85	.....	Cedar	63.837
					35

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		WOOD—cords.		Total fuel consumed— tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger		31,382			31,382	719,833	87.19
Freight		36,286			36,286	807,327	89.89
Switching		22,660			22,660	503,910	89.93
Construction		3,801			3,801	86,099	88.29
Mixed		5,336			5,336	132,616	80.48
Wrecking		287			287	5,917	97.15
Snow		915			915	17,041	107.43
Light		1,353			1,353	30,693	88.11
Total		102,020			102,020	2,303,436	80.46
Average cost at distributing point		\$5.00 per	gross	ton.			

ACCIDENTS TO PERSONS—STATE OF MAINE.

A. 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		5						5
Collisions						1		1
Falling from trains, locomotives or cars			3					3
Jumping on or off trains, locomotives or cars	1	5					1	5
Struck by trains, locomotives or cars	1	2					1	2
Overhead obstructions		1						1
Other causes				2				2
Total	2	16		2		1	2	19

ACCIDENTS—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.
Falling from trains, locomotives or cars.....		1		1						
Jumping on or off trains, locomotives or cars.....		1								
Struck by trains, locomotives or cars:										
At stations..	1									
Other causes.....		2								
Total.....	1	4		1						

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

Kind of Accident.	RAILWAY EMPLOYEES.								Total.	
	Station men.		Shopmen.		Trackmen.		Other employees.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Handling tools, machinery, etc.....					9				2	11
Handling supplies, etc.....					3		4		5	12
Other causes.....					1				1	2
Total.....					13		4		6	25

Summary Tables A. and B.		Total.	
		Killed.	Injured.
Table A.			
Railway employees.....		2	19
Passengers.....		1	4
Postal clerks, etc.....		1	
Table B.			
Railway employees.....			25
Grand total.....		4	48

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Stone....	5	80		12		22		Bridges.....	2	15	6
Iron....	86	9301	10	13		781		Overhead Railway Crossings:			
Wooden	4	197	01	10		142		Bridges.....	1	21	
Total..	95	9578	11								
Trestles ..	25	2462	3								

Gauge of track, 4 feet, 8½ inches—485.53 miles.

BRIDGES, TRESTLES, TUNNELS, ETC.

NORTHERN MAINE SEAPORT RAILROAD.

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:			
Concrete	1	43	02	43	2	43	2				
Iron.....	17	2481		24	6	410	10				
Total..	18	2524	2								
Trestles ..	8	3601		1176		91	8				

SCHOODIC STREAM RAILROAD.

One iron bridge; aggregate length, 271 feet.

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.
508	1,781	Northern Telegraph Company.	Northern Telegraph Company.

Report of the Boston and Maine Railroad for the Year Ending June 30, 1907.

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.

1906. Chap. 233. An Act relative to grade crossings at Clinton.

1906. Chap. 263. An Act incorporating the Nashua and Acton Railroad.

1906. Chap. 391. An Act permitting connection with the New England Gas and Coke Company.

1906. Chap. 419. An Act permitting purchase of Conway Electric Street Railway Company by Fitchburg Railroad Company.

1906. Chap. 486. An Act relative to bridge over Merrimac River at Lawrence.

1906. Chap. 551. An Act permitting re-location at Springfield in connection with the park system.

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 9, 1907.
Samuel C. Lawrence.....	Medford, Mass.....	October 9, 1907.
Richard Olney.....	Boston, Mass.....	October 9, 1907.
Alvah W. Sullaway.....	Franklin, N. H.....	October 9, 1907.
Joseph H. White.....	Brookline, Mass.....	October 9, 1907.
Walter Hunnewell.....	Wellesley, Mass.....	October 9, 1907.
Lewis Cass Ledyard.....	New York, N. Y.....	October 9, 1907.
Henry M. Whitney.....	Boston, Mass.....	October 9, 1907.
Henry F. Dimock.....	New York, N. Y.....	October 9, 1907.
William Whiting.....	Holyoke, Mass.....	October 9, 1907.
Alexander Cochrane.....	Boston, Mass.....	October 9, 1907.
Chas. M. Pratt.....	New York, N. Y.....	October 9, 1907.
Moses Williams.....	Brookline, Mass.....	October 9, 1907.

Total number of stockholders at date of last election, 7,917.

Date of last meeting of stockholders for election of directors, October 10, 1906.

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.
Chief Engineer.....	H. Bissell.....	Boston, Mass.
General Superintendent.....	Charles E. Lee.....	Boston, Mass.
Division Superintendent.....	Geo. H. Folger (Term. Div.).....	Boston, Mass.
Division Superintendent.....	Wm. Merritt (West. Div.).....	Boston, Mass.
Division Superintendent.....	Winslow T. Perkins (East Division).....	Boston, Mass.
Division Superintendent.....	Henry C. Robinson (South Division).....	Boston, Mass.
Division Superintendent.....	Albert S. Cheever (Fitch Div.).....	Boston, Mass.
Division Superintendent.....	William R. Mooney (W.N. and P. Div.).....	Nashua, N. H.
Division Superintendent.....	William F. Ray (Concord Div.).....	Concord, N. H.
Division Superintendent.....	Geo. E. Cummings (White Mountain Div.).....	Woodsville, N. H.
Division Superintendent.....	Harley E. Folsom (C. & P. Div.).....	Lyndonville, Vt.
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.
Passenger Traffic Manager.....	Dana J. Flanders.....	Boston, Mass.
General Passenger Agent.....	C. M. Burt.....	Boston, Mass.
Assistant General Passenger Agent.....	Geo. E. Sturtevant.....	Boston, Mass.
Assistant General Passenger Agent.....	Frank E. Brown.....	Concord, N. H.
Assistant General Passenger Agent.....	Geo. W. Storer.....	Boston, Mass.
General Baggage Agent.....	Charles J. Wiggins.....	Boston, Mass.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Boston and Maine Railroad—			
Western Division.....	Boston, Mass.....	Portland, Me.....	115.31
Eastern Division.....	Boston, Mass.....	Portland, Me.....	108.29
Eastern Division.....	Conway Jct., Me.....	Intervale Jct.....	73.37
Southern Division.....	N. Camb. Jc. Mass.....	N. Hampton, Mass.....	95.69
W. N & P. Division.....	Rochester, N. H.....	Portland Jc., Me.....	53.86
Medford Branch.....	Medford Jc., Mass.....	Medford, Mass.....	2.00
South Reading Branch.....	Peabody, Mass.....	Wakef'd Jc., Mas.....	8.12
Danvers Branch.....	Wakf'd Jct., Mass.....	Danvers, Mass.....	9.26
Newburyport Branch.....	Bradford, Mass.....	Newburyport, Ms.....	
	Georgetown, Mass.....	Danvers, Mass.....	26.98
Methuen Branch.....	Lawrence, Mass.....	N. H. State Line.....	3.75
West Amesbury Branch.....	Newton Jct., N.H.....	Merrimac, Mass.....	4.45
Dover & Winn. Branch.....	Dover, N. H.....	Alton Bay, N. H.....	29.00
Somersworth Branch.....	Rollingford, N.H.....	Somerswith, N.H.....	2.75
Orchard Beach Branch.....	Old Orchard, Me.....	Camp Ellis, Me.....	3.27
Charlestown Branch.....	Freight tracks in.....	Charlestown, Ms.....	1.09
Saugus Branch.....	Everett, Mass.....	W. Lynn, Mass.....	9.55
Chelsea Beach Branch.....	Revere Jct., Mass.....	Saugus River Jct.....	3.34
Swampscott Branch.....	Swampscott, Mass.....	Marblehead, Mas.....	3.96
Marblehead Branch.....	Salem, Mass.....	Marblehead, Mas.....	3.52
Lawrence Branch.....	Salem, Mass.....	N. Andover, Mas.....	19.89
Gloucester Branch.....	Beverly, Mass.....	Rockport, Mass.....	16.94
Essex Branch.....	Wenham, Mass.....	Essex, Mass.....	6.00
Newburyport City Branch.....	East. R. R. tracks.....	Newb'port wh'ves.....	1.97
Salisbury Branch.....	Salisbury, Mass.....	Amesbury, Mass.....	3.79
Portsmouth and Dover Branch.....	Portsmouth, N.H.....	Dover, N. H.....	10.88
Wolboro Branch.....	Sanbornville, N.H.....	Wolboro, N. H.....	12.03
Union Branch, Green Street to	M. C. Railroad.....	Portland, Me.....	1.12
* Lowell and Lawrence and			
Electric Street Railway, Ports	tions in Lowell.....		.25
	mouth, Rye and.....	N. Hampton, N.H.....	18.10
Total owned.....			648.53
Leased lines:			
Worc. Nashua & Rochester R. R.	Worcester, Mass.....	Rochester, N. H.....	94.48
Boston and 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
Biddeford & Billerica Branch.....	Bedford, Mass.....	Billerica, Mass.....	7.63
Woburn Branch.....	Winchester, Mass.....	N. Woburn Jc., Ms.....	6.20
Stoneham Branch.....	Montvale Jc., Ms.....	Stoneham, Jc.....	2.50
Lawrence Branch.....	Wilmington, Ms.....	Wilmington Jct.....	3.21
Salem and Lowell Branch.....	Peabody, Mass.....	Tewksbury, Mass.....	16.80
Lowell and Lawrence Branch.....	Lowell, Mass.....	Lawrence, Mass.....	12.42
Nashua and Lowell Railroad.....	Lowell, Mass.....	Nashua, N. H.....	14.50
Concord and Montreal Railroad.....	Nashua, N. H.....	Groveton, N. H.....	181.07
Hooksett Branch.....	Hooksett, N. H.....	Gov Jct., N. H.....	7.59
Mt. Washington Branch.....	Wing. Road, N.H.....	Base Mt. Wash.....	20.17
Nashua, Acton & Boston Branch.....	No. Acton, Mass.....	Nashua, N. H.....	20.12
Manchester & N. Weare Branch.....	Manchester, N. H.....	Henniker, N. H.....	17.50
Lake shore Branch.....	Lakeport, N. H.....	Alton Bay, N. H.....	21.28
Tilton and Belmont Branch.....	Belmont Jc., N. H.....	Belmont, N. H.....	4.17
Whitefield & Jefferson Branch.....	Whitef'd Jc., N.H.....	Berlin, N. H.....	
	Jeff'son Meadows.....	Jefferson, N. H.....	34.06
Profile & Fran. Notch Branch.....	Beth'l'm Jc., N. H.....	Profile House.....	12.84
Manchester & Milford Branch.....	Grass're Jc., N. H.....	E. Milford, N. H.....	18.54
Franklin & Tilton Branch.....	Franklin, N. H.....	Tilton, N. H.....	4.95
New Boston Branch.....	Parkers, N. H.....	New Boston, N. H.....	5.19
Concord & Portsmouth Branch.....	Portsmouth, N.H.....	Manchester, N. H.....	39.87
Suncook Valley Branch.....	Suncook, N. H.....	Pittsfield, N. H.....	17.41
Suncook Valley Ext. Branch.....	Pittsfield, N. H.....	Cent. Barnstead.....	4.46
Pemigewasset Valley Branch.....	Plymouth, N. H.....	Lincoln, N. H.....	
	Campton, N. H.....	Camp'n Vil., N.H.....	22.93
Concord & Manchester El. Br.....	Concord, N. H.....	Man. & Pen., N.H.....	27.88

* Total length .37 miles, of which .25 miles is owned and .12 miles is leased.

PROPERTY OPERATED—CONCLUDED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Northern Railroad	Concord, N. H.	White River Jct.	69.50
Peterboro & Hillsboro Branch	Peterboro, N. H.	Hillsboro Br.	18.51
Bristol Branch	Franklin, N. H.	Bristol, N. H.	13.41
Concord & Claremont Branch }	Concord, N. H.	Claremont, N. H.	
	Contoocook, N. H.	Hillsboro Br.	70.90
Connecticut & Pass. Rivers R. R.	White R. Jc., N. H.	Canada Line.	110.30
Massawippi Valley Ry	Canada Line.	Lennoxville, P. Q.	31.95
Stanstead Branch	Stanstead Jt., P. Q.	Stanstead, P. Q.	3.51
Connecticut River R. R.	Springfield, Mass.	Keene, N. H.	74.00
Chicopee Falls Branch	Chicopee Jc., Mas.	Chicopee Falls	2.35
Easthampton Branch	Mt. Tom Jc., Mas.	Easthampton, Ms.	3.50
East Deerfield Br. Connection	with Fitch. Div. at	E. Deerfield, Ms.	1.04
*Lowell & Andover Railroad	Lowell Jct., Mass.	Lowell, Mass.	8.55
Manchester & Lawrence Railroad	N. H. State Line	Manchester, N. H.	22.39
Stony Brook Railroad Branch	N. Chelmsf'd, Ms.	Ayer Jct., Mass.	13.16
Kenneb'k & Kenneb'p't R. R. Br	Kennebunk, Me.	Kenneb'k'pt, Me	4.50
Wilton Railroad Branch	Nashua, N. H.	Wilton, N. H.	15.50
Peterboro' (W. N. & P. Div.) Br	Wilton, N. H.	Greenfield, N. H.	10.50
Manchester & Keene R. R. Br	Greenfield, N. H.	Keene, N. H.	29.59
Fitchburg Railroad	Boston, Mass.	Fitchburg, Mass.	49.65
Fitchburg Railroad	Greenfield, Mass.	Rotterdam Jct.	105.25
Fitchburg Railroad	Vt. State Line	Troy, N. Y.	40.30
Fitchburg Railroad	Ashb'nh'm Jc., Ms	Bellows Falls	53.85
Ice track in Boston, Mass . . . . .			.66
Watertown Branch	W. Camb'ge, Mas.	Waltham, Mass.	6.63
Marlboro Branch	So. Acton, Mass.	Marlboro, Mass.	12.35
Greenville Branch	Ayer, Mass.	Greenville, N. H.	23.64
Milford Branch	Squannacook Jct.	Milford, N. H.	21.73
Ashburnham Branch	So. Ashburnham.	Ashburnham, Ms.	2.59
Worcester Branch	Worcester	Winchendon, Ms.	35.74
Peterborough Branch (F. Div.)	Winchendon, Ms.	Peterboro, N. H.	15.93
Saratoga & Schuylerville Br.	Mech'icville, N. Y.	Saratoga, N. Y.	
	Schnyler Jc., N. Y.	Schuylerville	25.82
Vermont & Massachusetts R. R.	Fitchburg, Mass.	Greenfield, Mass.	55.78
Turners Falls Branch	Turners Falls Jct.	Turners Falls	2.80
Troy & Bennington Railroad	Hoosick Jct., N. Y.	Vt. State Line	5.04
Trackage rights:			
Portland Union Railway Station	n Company, tracks	Portland, Me. . . . .	.56
	City of Troy, N. Y.		2.13
	No. Acton, Mass.	Concord Jc., Mass.	4.21
	Lennoxville, P. Q.	Sherbrooke, P. Q.	2.95
Total leased			1,639.56
Total owned			648.53
Grand total			2,288.08

* Includes Lowell and Andover and Lowell and Lawrence connection in Lowell
 ~.12 miles.

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.
Pemigewassett Valley Stage Line	Stage line	One-half interest leased	New Hampshire.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock:						
Common	288,568 ³⁵³ / ₁₀₀₀	\$100	\$28,856,825 30	\$27,488,100 00	*7%	\$1,765,632 75
Common, scrip				490 70		
Subscription				383,775 00	†7%	18,711 41
Preferred	31,498	100	3,149,800 00	3,149,800 00	‡6%	188,988 00
Total	320,066 ³⁵³ / ₁₀₀₀		\$32,006,625 30	\$31,022,165 70		\$1,973,332 16
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			28,504	\$4,703,160 00	172,265	\$21,326,219 27
Scrip, \$120				198 00		198 00
Subscription						\$633,228 75
Issued in exchange for stock of sundry roads and Boston and Maine Railroad scrip						
			1		134,114	
Total			28,505	\$4,703,358 00	306,379	\$21,959,646 02
*October 1, 1906, 1½% on 235,094 shares						
						\$411,414 50
January 1, 1907, 1½% on 255,095 shares						
						446,416 25
April 1, 1907, 1½% on 255,301 shares						
						446,776 75
July 1, 1907, 1½% on 263,443 shares						
						461,025 25
						\$1,765,632 75
† On installments received on 7,832 shares not yet issued at 7% per annum.						
‡ September 1, 1906, 3% on 31,498 shares						
						\$94,494 00
March 1, 1907, 3% on 31,498 shares						
						94,494 00
						\$188,988 00
§ On 7,832 shares not yet issued.						

FUNDED DEBT.
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
Improvement bonds.....	Feb. 1, 1887	Feb. 1, 1937	\$2,000,000 00	\$1,919,000 00	\$1,919,000 00	\$1,947,000 00	4	Feb. and Aug. 1	\$76,760 00	\$76,760 00
Bonds	Aug. 1, 1892	Aug. 1, 1942	2,500,000 00	2,500,000 00	2,500,000 00	2,515,458 60	4	Feb. and Aug. 1	100,000 00	99,800 00
Bonds	Jan. 1, 1894	Jan. 1, 1944	6,000,000 00	6,000,000 00	6,000,000 00	5,700,000 00	4 1/2	Jan. and July 1	270,000 00	270,607 50
Bonds	July 2, 1900	July 1, 1950	5,454,700 00	5,454,000 00	5,454,000 00	5,454,000 00	3	Jan. and July 1	163,620 00	163,635 00
Bonds	Nov. 1, 1901	Nov. 1, 1921	1,000,000 00	1,000,000 00	1,000,000 00	1,029,200 00	3 1/2	May and Nov. 1	35,000 00	35,210 00
Bonds	Jan. 1, 1903	Jan. 1, 1923	2,000,000 00	2,000,000 00	2,000,000 00	1,945,000 00	3 1/2	Jan. and July 1	70,000 00	68,930 00
Bonds	Feb. 2, 1905	Feb. 2, 1925	500,000 00	500,000 00	500,000 00	493,375 00	3 1/2	Feb. and Aug. 2	17,500 00	17,535 00
Bonds	Sept. 1, 1906	Sept. 1, 1926	10,000,000 00	10,000,000 00	10,000,000 00	10,120,000 00	4	Mar. and Sept. 1	*286,444 45	158,880 00
Bonds, \$500,000 matured Feb. 1, 1907							4		†11,686 67	20,000 00
First mortgage bonds, P. G. F. & C. Rd.	June 1, 1877	June 1, 1937	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	4 1/2	June and Dec. 1	45,000 00	44,752 50
Bonds, P. & R. Rd.	May 4, 1892	Oct. 1, 1907	113,500 00	113,500 00	113,500 00	111,496 25	4	April and Oct. 1	4,540 00	4,540 00
Certificates of indebtedness, Eastern R. R. \$6,275,000.21, matured Sept. 1, 1906.....							6		†62,750 00	192,915 00
Certificates of indebtedness, Eastern R. R. £297,800, matured Sept. 1, 1906.....							6		†14,492 44	43,455 23
First mortgage bonds, Central Massachusetts R. R. \$2,000,000 matured June 1, 1907.....							5		§84,305 55	84,305 55
Total			\$30,568,200 00	\$30,486,500 00	\$30,486,500 00	\$30,315,529 85			\$1,242,079 11	\$1,282,285 78
Mortgage bonds			1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00			206,547 99	365,428 28
Miscellaneous obligations....			29,568,200 00	29,486,500 00	29,486,500 00	29,315,529 85			1,035,531 12	916,857 50
Grand total			\$30,568,200 00	\$30,486,500 00	\$30,486,500 00	\$30,315,529 85			\$1,242,079 11	\$1,282,285 78

* 10 months interest \$8,000,000, two months and 29 days interest on \$2,000,000. † 7 months interest. ‡ 2 months interest.
 § 11 months interest on \$1,000,000 and 9 months 7 days interest on \$1,000,000.

BOSTON AND MAINE RAILROAD.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$1,000,000 00	\$1,000,000 00	\$206,547 99	\$365,428 28
Miscellaneous obligations	29,486,500 00	29,486,500 00	1,035,531 12	916,857 50
Total.....	\$30,486,500 00	\$30,486,500 00	\$1,242,079 11	\$1,282,285 78

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1907.	
Cash.....	\$2,705,023 46	Loans and bills payable.....	\$3,700,000 00
Bills receivable	979,847 44	Audited vouchers and ac- counts.....	3,313,864 56
Due from agents.....	2,032,539 59	Wages and salaries	521,837 84
Due from solvent companies and individuals	2,794,345 19	Net traffic balances due to other companies.....	1,103,391 19
		Dividends not called for	5,201 50
		Matured interest coupons unpaid (including coupons due July 1).....	273,456 03
		Rents due July 1	1,209,336 61
		Miscellaneous:	
Total—cash and current assets	\$8,511,755 66	Dividends on common stock, due July 1	465,444 67
Balance—current liabilities..	2,312,871 29	Fund to pay Boston & Lowell R. R. bonds, due July 1	232,094 55
Total	10,824,626 95	Total—current liabilities.	10,824,626 95

Materials and supplies on hand, \$4,953,543.35.

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	\$31,022,165 70	\$31,022,165 70	648.53	\$47,835 00
Bonds	30,486,500 00	30,486,500 00	648.53	47,009 00
Total.....	\$61,508,665 70	\$61,508,665 70	648.53	\$94,843 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 & Maine R. R.	\$50,638,390 70	\$30,486,500 00	\$61,124,890 70	648.53	\$94,251
Worcester, Nashua & Rochester R. R.	3,099,800 00	1,776,000 00	4,875,800 00	94.48	51,607
Lowell & Andover R.R.	625,000 00	.....	625,000 00	8.85	70,621
Manchester & Lawrence R. R.	1,000,000 00	274,000 00	1,274,000 00	22.39	56,900
Kennebunk & Kenne- bunkport R. R.	65,000 00	.....	65,000 00	4.50	14,444
Boston & Lowell R. R.	6,599,400 00	6,528,000 00	13,127,400 00	111.27	117,978
Stony Brook R. R.	300,000 00	.....	300,000 00	13.16	22,796
Wilton Railroad.....	240,000 00	.....	240,000 00	15.50	15,484
Peterborough R. R.	385,000 00	.....	385,000 00	10.50	36,667
Connecticut & Pas- sumpsic River R. R.	2,500,000 00	1,900,000 00	4,400,000 00	110.30	39,891
Massawippi Valley Ry	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 & Claremont N. H., Railroad.....	412,400 00	500,000 00	912,400 00	70.90	12,869
Peterboro & Hillsboro Railroad	45,000 00	165,000 00	210,000 00	18.51	11,345
Connecticut River R.R.	3,118,000 00	2,259,000 00	5,377,000 00	80.89	66,473
Nashua & Lowell R. R.	800,000 00	.....	800,000 00	14.50	55,172
Concord & Montreal Railroad.....	7,447,600 00	7,023,000 00	14,470,600 00	367.35	39,392
*Nashua, Acton & Bos- ton Railroad	500,000 00	.....	500,000 00	20.12	24,851
Pemigewasset Valley Railroad	541,500 00	.....	541,500 00	22.93	23,615
Concord & Portsmouth Railroad.....	350,000 00	.....	350,000 00	39.87	8,779
Suncook Valley R. R.	341,700 00	.....	341,700 00	17.41	19,627
Franklin & Tilton R.R.	250,000 00	.....	250,000 00	4.95	50,505
New Boston Railroad.	84,000 00	.....	84,000 00	5.19	16,155
Fitchburg Railroad....	24,360,000 00	22,667,000 00	47,027,000 00	394.14	119,315
Vermont & Massachu- setts Railroad	3,193,000 00	772,000 00	3,965,000 00	58.58	67,685
Troy & Bennington Railroad.....	150,800 00	.....	150,800 00	5.04	29,921
Grand total	\$90,914,890 70	\$74,350,500 00	\$165,265,490 70	2,278.23	72,541

*This road is in process of reorganization, the mortgage having been foreclosed by the Concord & Montreal Railroad, which corporation owned bonds of a par value of \$496,400 out of a total of \$500,000 and 4,188 shares capital stock out of a total of 5,000 shares. The bonds have therefore been omitted in stating this account.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Total cost of construction to June 30, 1906, \$43,837,275.30; expenditures during the year, not included in operating expenses: Charged to income account as permanent improvements, \$471,845.47; charged to construction, \$757,912.95; total cost construction to June 30, 1907, \$44,595,188.25.

Total cost of equipment to June 30, 1906, \$8,602,430.81; expenditures during the year, not included in operating expenses: Charged to income account as permanent improvements, \$21,403.41; charged to equipment, \$4,096,835.23; total cost of equipment to June 30, 1907, \$12,699,266.04. Grand Total cost construction and equipment to June 30, 1906, \$52,439,706.11; to June 30, 1907, \$57,294,454.29.

Cost of construction per mile of line June 30, 1906, \$71,595.60; to June 30, 1907, \$68,763.49.

Cost of equipment per mile of line June 30, 1906, \$14,049.60; to June 30, 1907, \$19,581.62.

Total cost construction and equipment to June 30, 1906, \$85,645.20; to June 30, 1907, \$88,345.11.

INCOME ACCOUNT.

Gross earnings from operation	\$ 41,125,256 50	
Less operating expenses.....	30,968,397 46	
Income from operation		10,156,859 04
Dividends on stocks owned.....	\$294,299 60	
Interest on bonds owned.....	6,018 00	
Miscellaneous income	464,041 38	
Income from other sources		704,358 98
Total income		10,861,218 02
Deductions from income:		
Interest on funded debt accrued	\$1,242,079 11	
Interest on interest-bearing current liabilities, etc	199,467 06	
Interest on real estate mortgages.....	3,965 34	
Rents paid for lease of road	5,112,890 29	
Taxes	1,674,835 61	
Permanent improvements.....	493,248 88	
Other deductions, sinking fund payments	28,785 00	
Total deductions from income		8,755,271 29
Net income		\$2,105,946 73
Dividends, 7 per cent, common stock.....	\$1,784,344 16	
Dividends, 6 per cent, preferred stock.....	188,988 00	
Total		1,973,332 16
Surplus from operations of year ending June 30, 1907.....		132,614 57
Surplus on June 30, 1906.....		2,591,590 56
Additions for year		*\$713,323 06
Surplus on June 30, 1907.....		\$3,437,528 19
* Sinking fund for improvement bonds which matured and were paid February 1, 1907		\$262,270 87
Suspense account closed out		583,666 76
		\$845,937 63
Less amount transferred to contingent fund, being the balance of the surplus earnings for the year.....		132,614 57
		\$713,323 06

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$13,741,299 37		
Less repayments—			
Tickets redeemed		\$30,864 26	
Excess fares refunded		126,270 64	
Total deductions		\$157,134 90	
Total passenger revenue			*\$13,584,164 47
Mail	\$526,908 82		
Express	1,362,116 83		
Extra baggage \$109,512.68, storage \$40,792.21..	150,304 89		
Total passenger earnings.....			†\$15,623,495 01
Freight:			
Freight revenue	\$24,947,550 05		
Less repayments—			
Overcharge to shippers.....		\$103,943 78	
Total freight revenue			24,843,606 27
Stock yards	\$3,366 05		
Elevators	108,414 02		
Storage and miscellaneous.....	257,456 51		
Total freight earnings			\$25,212,842 85
Total passenger and freight earnings.....			40,836,337 86
Other earnings from operation:			
Switching charges—balance	\$155,095 42		
Hire of equipment—balance	20,858 89		
Telegraph and telephone companies	21,050 85		
Rents from tracks, yards, and terminals..	64,437 58		
Other sources, Steamer Mt. Washington..	21,836 20		
Steamer Lady of the Lake.	5,639 70		
Total other earnings			288,918 64
Total gross earnings from operation.....			†\$41,125,256 50

* Total passenger revenue on steam railroads, \$13,370,048.78.

Total passenger revenue on electric street railroads, \$214,115.69.

† Total passenger earnings on steam railroads, \$15,408,865.69.

Total passenger earnings on electric street railroads, \$214,629.32.

‡ Steam roads, \$40,910,266.30.

Electric street railways, \$214,990.20—.

STOCKS OWNED.

Railway Stocks.	Total par value.	Rate—%.	Income or dividend received.	Valuation. (Ledger.)	Shares.
Fitchburg Railroad	\$5,454,700 00	1	.....	\$5,454,549 75	54,547
Maine Central Railroad	2,516,000 00	1	\$178,120 00	2,516,000 00	25,160
Boston & Maine Railroad§.....	1,128,300 00	1	.....	1,293,668 37	11,283
York Harbor & Beach Railroad*†.....	255,400 00	2	5,106 00	250,975 00	5,108
Portland Union Railway Station Co.	25,000 00	1	.....	25,000 00	250
St. Johnsbury & Lake Champlain R. R.*	40,450 00	1	.....	4,303 56	809
Montreal & Atlantic Railway	57,300 00	1	.....	3,000 00	373
Concord & Claremont, N. H., R. R.	10,200 00	1	.....	4,140 00	102
Suncook Valley Railroad .....	.....	1	3,783 60	.....	.....
Pemigewasset Valley Railroad .....	.....	1	2,286 00	.....	.....
New Boston Railroad.....	.....	1	400 00	.....	.....
Mt. Washington Railway .....	.....	1	8,460 00	.....	.....
Vermont Valley Railroad†.....	.....	1	96,820 00	.....	.....
Peterboro Railroad‡.....	.....	1	1,324 00	.....	.....
Total	\$9,467,350 00	1	\$294,299 60	\$9,551,636 65	
Other Stocks.					
Portsmouth Bridge	\$40,000 00	.....	.....	\$4,000 00	400
Wells River Bridge	1,100 00	.....	.....	1,090 00	11
Total	\$41,100 00	.....	.....	\$5,090 00	
Grand total	\$9,508,450 00	1	\$294,299 60	\$9,556,726 65	

BONDS OWNED.

Railway Bonds.	Total par value.	Rate—%.	Income or dividend received.	Valuation. (Ledger.)
St. Johnsbury & Lake Champlain R. R.	\$432,000 00	.....	.....	\$432,000 00
Montreal & Atlantic Railway	108,000 00	5	5,400 00	108,000 00
Total	\$540,000 00	1	\$5,400 00	\$540,000 00
Other Bonds.				
Woodsville Aqueduct Company.....	\$5,450 00	4	\$218 00	\$5,618 50
Woodsville Aqueduct Company||.....	.....	1	400 00	.....
Total	\$5,450 00	1	\$618 00	\$5,618 50
Grand total	\$545,450 00	1	\$6,018 00	\$545,618 50

	Shares.	Owned by	Rate.	
**Suncook Valley Railroad..	630 $\frac{3}{4}$	Concord & Montreal Railroad..	6%	\$3,783 60
Pemigewasset Valley R. R. ..	331	Concord & Montreal Railroad..	6%	2,286 00
New Boston Railroad	100	Concord & Montreal Railroad..	4%	400 00
Mt. Washington Railway	2,115	Concord & Montreal Railroad..	4%	8,460 00
*†Vermont Valley Railroad..	19,334	Connecticut River Railroad....	10%	\$96,670 00
Vermont Valley R. R. (one semi-annual div.).....	60	Connecticut River Railroad....	5%	150 00
‡Peterboro Railroad.....	331	Boston & Lowell Railroad.....	4%	\$1,324 00

§ B. & M. R. R., \$65.71 common stock scrip purchased, which with \$35.29 scrip already owned, was exchanged for 1 share common stock.

† 4 shares purchased during the year.

* Par value \$50.

|| Woodsville Aqueduct Company bonds (par value \$10,000) owned by the Concord & Montreal Railroad, interest received, 1 year at 4%=\$400.

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:				
Main line.....	Between Conway Jct. & Shelburne Falls, Mass.	N. Y., N. H. & H. R. R.	\$7,500 00	
Main line.....	Between Worcester and Sterling Jct., Mass....	N. Y., N. H. & H. R. R.	19,686 00	
Side tracks.....	Various.....	Various.....	6,211 33	
Sundry tracks.....	Various.....	Various.....	4,640 71	\$38,038 04
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	
	White River Jct., Vt....	Central Vermont Ry.	66 68	
	St. Johnsbury, Vt.....	St. J. & L. C. R. R. Co.	1,200 00	
	Newport, Vt.....	Canadian Pacific Ry.	697 56	
	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	
	Petersburg Jct., N. Y....	Rutland Railroad....	360 00	
	Rotterdam, N. Y.....	N. Y. C. & H. R. R. R.	9,462 26	
	Johnsonville, N. Y....	Green. & Jon'ville Ry.	300 00	
	Fabyans, N. H.....	Maine Central R. R..	250 00	
Total.....				\$26,399 54
Grand total rents received.....				\$64,437 58

MISCELLANEOUS INCOME.

Item.	Gross income.	Expenses.	Net miscel- laneous income.
Rents, tenements, lands, etc.....	\$332,870 22	\$36,411 82	\$296,458 40
Bridge tolls.....	10,888 29	2,259 59	8,628 70
Interest.....	81,075 83		81,075 83
Sundry items.....	17,878 45		17,878 45
Total.....	\$442,712 79	\$38,671 41	\$404,041 38

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$2,923,601 98
Renewals of rails.....	244,989 61
Renewals of ties.....	542,881 79
Repairs and renewals of bridges and culverts.....	233,833 80
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	165,157 34
Repairs and renewals of buildings and fixtures.....	660,583 49
Repairs and renewals of docks and wharves.....	24,528 71
Repairs and renewals of telegraph.....	30,053 49
Stationery and printing.....	5,965 78
Other expenses.....	21,251 90
Repair of electric line.....	2,378 95
Total.....	\$4,905,226 84
Maintenance of equipment:	
Superintendence.....	\$129,298 70
Repairs and renewals of locomotives.....	1,715,498 43
Repairs and renewals of passenger cars.....	1,073,631 54
Repairs and renewals of freight cars.....	1,090,405 81
Repairs and renewals of work cars.....	35,978 17
Repairs and renewals of marine equipment.....	4,172 99
Repairs and renewals of shop machinery and tools.....	56,835 13
Stationery and printing.....	8,820 35
Other expenses.....	191,273 36
Total.....	\$4,305,914 48
Conducting transportation:	
Superintendence.....	395,683 29
Engine and roundhouse men.....	3,031,318 15
Fuel for locomotives.....	5,269,823 29
Water supply for locomotives.....	184,727 75
Oil, tallow, and waste for locomotives.....	92,972 93
Other supplies for locomotives.....	30,661 95
Train service.....	2,431,701 61
Train supplies and expenses.....	515,161 05
Switchmen, flagmen, and watchmen.....	2,414,741 50
Telegraph expenses.....	374,174 69
Station service.....	3,115,995 85
Station supplies.....	352,549 06
Car per diem and mileage—balance.....	976,769 25
Loss and damage.....	243,463 41
Injuries to persons.....	637,157 69
Clearing wrecks.....	57,639 46
Operating marine equipment.....	17,749 29
Advertising.....	184,054 24
Outside agencies.....	85,901 73
Stock yards and elevators.....	57,270 27
Rents for tracks, yards, and terminals.....	35,355 08
Rents of buildings and other property.....	30,739 52
Stationery and printing.....	210,524 79
Electric motive power.....	59,303 08
Other expenses.....	25,520 39
Total.....	\$20,830,959 32
General expenses:	
Salaries of general officers.....	\$124,316 62
Salaries of clerks and attendants.....	262,517 97
General office expenses and supplies.....	24,177 54
Insurance.....	251,333 66
Law expenses.....	202,538 60
Stationery and printing (general offices).....	27,655 66
Other expenses.....	33,756 77
Total.....	\$926,296 82
Recapitulation of expenses:	
Maintenance of way and structures.....	\$4,905,226 84
Maintenance of equipment.....	4,305,914 48
Conducting transportation.....	20,830,959 32
General expenses.....	926,296 82
Grand total.....	\$30,968,397 46

Percentage of expenses to earnings, 75.30.

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	\$927,995 00	\$1,795,995 00
Concord & Montreal Railroad.....		521,248 00	291,498 51	812,746 51
Boston and Lowell Railroad.....			776,654 78	776,654 78
Connecticut River Railroad.....		311,550 00	86,065 00	397,615 00
Worcester, Nashua & Rochester R. R.			250,000 00	250,000 00
Connecticut & Passumpsic River R. R.			229,000 00	229,000 00
Vermont & Massachusetts Railroad...			221,600 00	221,600 00
Northern Railroad.....			216,104 00	216,104 00
Manchester & Lawrence Railroad....	\$10,960 00		102,000 00	112,960 00
Nashua & Lowell Railroad.....			73,000 00	73,000 00
Lowell & Andover Railroad.....			52,500 00	52,500 00
Pemigewasset Valley Railroad.....			32,790 00	32,790 00
Concord & Portsmouth Railroad.....			25,000 00	25,000 00
Massawippi Valley Railway.....			24,000 00	24,000 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
Troy and Bennington Railroad.....			15,400 00	15,400 00
Suncook Valley Railroad.....			14,700 00	14,700 00
Kennebunk and Kennebunkport R. R.			2,925 00	2,925 00
New Boston Railroad.....			2,800 00	2,800 00
Newport & Rickford Railroad..	\$17,500			
Sublet for.....	18,000		*500 00	*500 00
Total rents.....	\$10,960 00	\$1,700,798 00	\$3,401,132 29	\$5,112,890 29

* 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	\$2,449 96	
	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.	4,698 00	\$12,930 16
Terminals.....	Troy, N. Y.....	Troy Union Railway..	2,874 96	
	Albany, N. Y.....	Delaware & Hudson Co.	1,100 00	
	Albany, N. Y.....	N. Y. Cen. & Hudson R'd	4,311 60	
	Worcester, Mass.....	Boston & Albany Road	2,845 36	
	Springfield, Mass.....	Boston & Albany Road	7,200 00	
	Claremont Jct., N. H..	Sullivan Co. Railroad..	220 00	
	Bellows Falls, Vt.....	Vermont Valley R. R..	373 00	
	Bellows Falls, Vt.....	Rutland Railroad.....	3,500 00	22,424 92
Grand total rents.....				\$35,365 08

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$ 43,837,275 30	Cost of road.....		\$ 44,595,188 25	\$757,912 95	
	8,602,430 81	Cost of equip- ment.....		12,699,266 04	4,096,835 23	
	9,564,476 26	Stocks owned ..		9,556,726 68		\$7,749 58
	976,618 50	Bonds owned ..		545,618 50		425,000 00
	121,521 67	Other perma- nent invest- ments		121,521 67		
\$69,260 24		Steamer Mt. Washington	\$69,260 24			
52,261 43		Richford, Vt., elevator....	52,261 43			
	1,361,708 10	Lands owned ..		1,383,873 13	22,165 03	
	9,495,450 99	Cash and cur- rent assets ..		8,511,755 66		983,695 33
	5,650,150 56	Other assets ..		7,938,279 92	2,288,129 36	
4,292,756 83		Materials and supplies....	4,953,543 35			
	1,580 61	Sinking fund:				
	995,108 82	Eastern R. R.	1,612 78			
	360,704 30	B. & M. R. R.	783,996 63			
		Sundries.....	207,800 58			
		*Improve- ment acc'ts of leased roads to be settled at expiration of leases....	1,392,174 36			
		† Elimination of grade crossings in process.....	599,152 22			
	\$ 79,603,632 19	Grand total.		\$ 85,352,229 85	\$ 5,748,597 66	

*The balance of this account June 30, 1906, amounting to \$1,293,435.32, was included under caption "Cash and Current Assets" in "due from solvent companies and individuals".

† The balance of this account, June 30, 1906, amounting to \$202,817.82, was included under caption "Other Assets," "Sundries".

COMPARATIVE GENERAL BALANCE SHEET—CONCLUDED.

JUNE 30, 1906.		LIABILITIES.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$ 27,787,870 70	Capital stock ..		\$ 31,022,165 70	\$3,234,295 00	
	2,837,218 90	Premium on B. & M. Railroad com. stock sold ..		4,939,516 65	2,102,291 75	
	30,710,743 91	Funded debt ..		30,486,500 00		\$224,243 91
		Premiums on bonds sold ..		120,000 00	120,000 00	
	8,558,430 21	Current liabilities ..		10,824,626 95	2,266,196 74	
	594,800 00	Real estate mortgages ..				594,800 00
	288,069 86	Accrued interest on funded debt not yet payable ..		270,966 31		17,103 55
	430,571 52	Accrued rentals not yet due ..		454,027 61	23,456 09	
	615,803 96	Accrued taxes not yet due ..		495,009 82		120,794 14
	1,823,079 10	Lease accts of sundry railroads ..		1,823,079 10		
	801,228 06	Suspense acc't.				801,228 06
	996,689 43	Sinking funds ..		785,609 41		211,080 02
\$995,108 82		For redemption of B. & M. R. R. b'ds ..	\$783,996 63			
1,580 61		For redemption of E. R. R. bonds ..	1,612 78			
	150,000 00	Injury fund ..		150,000 00		
	410,591 54	Contingent fund ..		543,206 11	132,614 57	
	1,006,944 44	Amount rec'd on account of bonds to be issued Sept. 1, 1906 ..				1,006,944 44
	2,591,590 56	Profit and loss ..		3,437,528 19	845,937 63	
\$ 79,603,632 19		Grand total ..		\$ 85,352,229 85	\$5,748,597 66	

IMPORTANT CHANGES DURING THE YEAR—STATE OF MAINE.

By the purchase of the Danvers Railroad, 9.26 miles, and the Newburyport Railroad, 26.98 miles, in October 1906, the mileage of road owned was increased to 648.53 miles.

Out of the 42,037 new shares of common stock authorized to be issued September 1st, 1906 to pay for new equipment and improvements, etc., 28,505 shares have been issued, and subscriptions have been received on 7,832 additional shares.

Boston and Maine Railroad, 4%, twenty year, refunding bonds, dated September 1, 1906, amounting to a par value of \$10,000,000 were issued to take up Eastern Railroad Certificates of Indebtedness maturing September 1, 1906, and Central Massachusetts 1st Mortgage bonds maturing June 1, 1907.

As of October 30th, 1906, the Danvers Railroad and the Newburyport Railroad, all of whose bonds, and nearly all of whose stock were owned by the Boston and Maine Railroad were purchased, this company assuming all their obligations, and paying \$3 00 per share for their outstanding stocks.

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Portsmouth, Great Falls and Conway Railroad bonds....	Conway Jct., Me.	N. Conway, N. H..	72.86	\$13,725

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	31	9,703	\$226,150 77	\$23 31
Other officers.....	134	40,567	219,217 14	5 40
General office clerks.....	1,329	343,931	762,387 29	2 22
Station agents	876	304,317	627,281 24	2 06
Other station men	4,608	1,523,062	2,922,229 77	1 92
Enginemen.....	1,363	441,838	1,622,398 65	3 67
Firemen.....	1,305	428,757	931,063 52	2 17
Conductors	1,069	347,676	1,126,517 63	3 24
Other trainmen	3,097	985,852	2,394,870 04	2 43
Machinists	680	206,338	567,552 85	2 75
Carpenters	1,030	293,757	699,911 32	2 38
Other shopmen	1,508	451,063	989,348 49	2 19
Section foremen	653	217,606	494,152 79	2 27
Other trackmen.....	3,752	1,154,572	1,867,483 78	1 62
Switch tenders, crossing tenders and watchmen.....	1,886	612,130	1,015,477 56	1 66
Telegraph operators and dispatchers	426	144,849	307,513 53	2 12
Employees—account floating equipment	40	4,110	4,746 32	1 15
All other employees and laborers	3,251	1,002,519	1,832,323 06	1 83
Total (including "general officers")	27,038	8,512,587	18,610,626 35	\$2 19
Less "general officers"	31	9,703	226,150 77	23 31
Total (excluding "general officers")	27,007	8,502,884	18,384,475 58	\$2 16
Distribution of above:				
General administration	1,047	264,706	781,761 55	\$2 96
Maintenance of way and structures	5,942	1,839,379	3,378,791 76	1 83
Maintenance of equipment	3,963	1,183,394	2,677,228 18	2 26
Conducting transportation	16,056	5,225,108	11,772,844 86	2 25

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.....	*46,126,992			
Number of passengers carried one mile	762,517,704			
Number of passengers carried one mile per mile of road	340,091			
Average distance carried, miles	17.92			
Total passenger revenue	*	13,584,164	47	
Average amount received from each passenger			31	416
Average receipts per passenger per mile			01	753
Total passenger earnings	*	15,623,495	01	
Passenger earnings per mile of road		6,828	21	
Passenger earnings per train mile			1	25 443
Freight traffic:				
Number of tons carried of freight earning revenue	23,262,949			
Number of tons carried one mile	2,296,970,964			
Number of tons carried one mile per mile of road	1,024,473			
Average distance haul of one ton, miles	98.74			
Total freight revenue		24,843,606	27	
Average amount received for each ton of freight			1	06 795
Average receipts per ton per mile			01	082
Total freight earnings		25,212,842	85	
Freight earnings per mile of road		11,245	19	
Freight earnings per train mile			2	48 629
Total traffic:				
Gross earnings from operation	*	41,125,256	50	
Gross earnings from operation per mile of road		17,973	70	
Gross earnings from operation per train mile			1	83 461
Operating expenses	*	30,968,397	46	
Operating expenses per mile of road		13,534	67	
Operating expenses per train mile	*		1	37 917
Income from operation		10,156,859	04	
Income from operation per mile of road		4,439	03	
Car mileage, etc:				
Mileage of passenger cars	54,335,975			
Average number of passenger cars per train mile	4.42			
Average number of passengers per train mile	62			
Average number of freight cars per train mile	20.46			
Average number of loaded cars per train mile	15.56			
Average number of empty cars per train mile	4.90			
Average number of tons of freight per train mile	226.51			
Average number of tons of freight per loaded car mile	14.56			
Average mileage operated during year	*2,288.08			
Train mileage:				
Mileage of revenue passenger trains	12,158,394			
Mileage of revenue mixed trains	125,159			
Mileage of revenue freight trains	10,015,586			
Total revenue train mileage	22,299,139			
Mileage of nonrevenue trains	10,361,141			

* Includes electric street railways.

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	94,425	987,577	1,082,002	4.65
Flour	107,852	253,725	361,577	1.56
Other mill products.....	53,473	272,699	326,172	1.40
Hay	75,100	253,367	328,467	1.41
Tobacco	8,723	5,152	13,875	0.06
Cotton		246,806	246,806	1.06
Fruit and vegetables.....	115,414	92,122	207,536	0.89
Other products of agriculture.....	77,988	396,499	474,487	2.04
Total	532,975	2,507,947	3,040,922	13.07
Products of Animals:				
Live stock	76,574	79,382	155,956	0.67
Dressed meats.....	60,443	177,932	238,375	1.02
Other packing-house products.....	70,994	98,346	169,340	0.73
Poultry, game and fish	42,653	24,161	66,814	0.29
Wool.....	46,296	58,854	105,150	0.45
Hides and leather.....	100,891	103,030	203,921	0.88
Total	397,851	541,705	939,556	4.04
Products of Mines:				
Anthracite coal.....		1,568,551	1,568,551	6.74
Bituminous coal		3,900,950	3,900,950	16.77
Coke	43,288	58,394	101,682	0.44
Ores	55,943	47,849	103,792	0.45
Stone, sand and other like articles	663,184	279,759	942,943	4.05
Total	762,415	5,855,503	6,617,918	28.45
Products of Forests:				
Lumber	1,242,368	1,626,211	2,868,579	12.33
Other products of forests.....	286,554	268,092	554,646	2.38
Total	1,528,922	1,894,303	3,423,225	14.71
Manufactures:				
Petroleum and other oils.....		126,286	126,286	0.54
Sugar		39,923	39,923	0.17
Naval stores	6,044	8,593	14,637	0.06
Iron, pig and bloom.....	66,536	222,416	288,952	1.24
Iron and steel rails	45,556	152,796	198,352	0.85
Other castings and machinery.....	218,088	161,883	379,971	1.63
Bar and sheet metal	14,955	76,139	91,094	0.39
Cement, brick and lime	326,581	188,965	515,546	2.22
Agricultural implements.....	30,373	8,623	38,996	0.17
Wagons, carriages, tools, etc.....	25,192	12,156	37,348	0.16
Wines, liquors and beers	139,143	67,297	206,440	0.89
Household goods and furniture.....	63,454	30,643	94,097	0.41
Other manufactures	1,383,183	888,259	2,271,442	9.77
Total	2,319,105	1,983,973	4,303,078	18.50
Merchandise.....	1,699,623	741,133	2,440,756	10.49
Miscellaneous:				
Other commodities not mentioned above.....	1,336,114	1,161,380	2,497,494	10.74
Total tonnage—entire line.....	8,577,005	14,685,944	23,262,949	100.00

DESCRIPTION OF EQUIPMENT.

Owned by Boston and Maine Railroad and leased lines.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		Equipment fitted with automatic coupler—number.
			Number.	Name.	
Locomotives—owned and leased:					
Passenger.....	5	407	407	Westinghouse	407
Freight.....	25	413	413	Westinghouse	413
Switching.....	2	253	253	Westinghouse	253
Total locomotives in service.....	32	1,073	1,073		1,073
Total locomotives owned.....		1,073	1,073		1,073
Cars—owned and leased:					
In passenger service—					
First-class cars.....	32	976	976	Westinghouse	976
Second-class cars.....		12	12	Westinghouse	12
Combination cars.....	*3	239	239	Westinghouse	239
Dining cars.....	12	12	12	Westinghouse	12
Parlor cars.....	1	10	10	Westinghouse	10
Baggage, express and postal cars.....		309	309	Westinghouse	309
Other cars in passenger service.....	14	87	87	Westinghouse	87
Electric street railway cars.....	4	65	28	Westinghouse	
			16	Christensen	
Total.....	60	1,710	1,689		1,645
In freight service—					
Box cars.....	1936	11,231	11,092	Westinghouse	11,231
Flat cars.....	*253	2,590	2,539	Westinghouse	2,590
Stock cars.....	14	158	158	Westinghouse	158
Coal cars.....	752	6,215	5,358	Westinghouse	5,373
Refrigerator cars.....	*1	135	134	Westinghouse	135
Other cars in freight service.....	*8	47			
Total.....	2440	20,376	19,281		19,487
In company's service—					
Officers' and pay cars.....		7	7	Westinghouse	7
Air brake instruction cars.....		2	2	Westinghouse	2
Derrick cars.....	9	66	51	Westinghouse	64
Caboose cars.....	21	406	403	Westinghouse	406
Other road cars, including 4 electric cars.....	25	371	299	Westinghouse	365
Snow plows (including 4 electric) ...	*1	100	74	Westinghouse	49
Total.....	54	952	836		893
Total cars in service.....	2554	23,038	21,806		22,025
Total cars owned.....		23,038	21,806		22,025

* 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	202.01	1,629.70	*9.85	2,288.08	.....	.....	2,278.23
Miles of second track ...	138.59	27.65	335.61	*9.63	511.42	.....	.....	501.85
Miles of third track	2.26	.....	5.83	.....	8.09	.....	.....	8.09
Miles of fourth track ....	.....	.....	2.02	.....	2.02	.....	.....	2.02
Miles of yard track and sidings	279.88	70.48	923.60	.....	1,273.96	25.08	145.29	1,128.67
Total mileage operated (all tracks)	867.25	300.14	2,896.76	19.48	4,083.63	25.08	145.29	3,918.86

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

Massachusetts	173.70	122.54	486.14	4.21	786.59	.....	.....	782.38
New Hampshire	124.28	75.08	859.95	.....	1,059.31	.....	.....	1,059.31
Maine	148.54	4.39	4.50	.56	157.99	.....	.....	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	202.01	1,629.70	9.85	2,288.08	.....	.....	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	122.54	296.24	.....	.....	296.24
New Hampshire	124.28	75.08	199.36	.....	.....	199.36
Maine	148.54	4.39	152.93	.....	.....	152.93
Total mileage owned (single tracks)	446.52	202.01	648.53	.....	.....	648.53

* Additional trackage rights included in this year's report are .56 miles of double track in Portland, owned by the Portland Union Railway Station Company, not previously reported as no rental is paid, the corporation being controlled by the Boston & Maine Railroad.

MILEAGE OF ROAD OPERATED IN MAINE (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...	148.54	4.39	4.50	*.56	157.99	.....	.....	157.43
Miles of second track...	19.82	.....	.....	*.56	20.38	.....	.....	19.82
Miles of yard track and sidings.....	70.44	.36	.92	.....	71.72	.33	.....	57.03
Total mileage operated (all tracks).....	238.80	4.75	5.42	1.12	250.09	.33	.....	234.28

*Additional trackage rights included in this year's report are .56 miles of double track in Portland, owned by the Portland Union Railway Station Company, not previously reported as no rental is paid, the corporation being controlled by the Boston and Maine railroad.

RENEWALS OF RAILS AND TIES—STATE OF MAINE.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point—dollars.	Kind.	Number.	Average price at distributing point—cts.
Steel:				Cedar.....	58,728	47
New.....	2,832 ⁴⁰²	75 to 85	30.22	Chestnut.....	19,265	50
Second hand.....	473 ³²⁷	65 to 75	20.00	Oak.....	4,086	44
				Hemlock.....	2,979	37
				Switch (60 feet).....	4,719	125
Total steel.....	3,305 ⁷²⁹		28.78	Total.....	86,777	51

CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE.

Locomotives.	COAL—tons.		Coke—tons.	Fuel oil—tons.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.					
Passenger	455,885 ⁹³	65,383 ⁷²⁹	.....	521,268 ⁸¹³	12,673,971	82.26
Freight	711,559 ⁵⁴⁷	301 ⁸⁰⁰	7,450 ¹¹²⁹	719,311 ²²⁷	10,829,787	132.84	
Switching	243,508 ³²⁹	48,220 ⁹⁶⁰	.....	291,728 ²⁸⁰	8,479,334	68.81
Construction	29,501 ¹⁸¹⁰	105 ⁵⁶⁰	.....	29,607 ⁴⁰⁰	677,188	87.44
Total	1,440,454 ⁸⁰⁰	114,010 ⁸⁰⁰	7,450 ¹¹²⁹	1,561,915 ⁷²⁹	32,660,280	95.65	
Average cost at distributing point.....	\$3 48	\$3 21	\$3.62				

Fuel oil estimated 125 gallons 2,000 pounds.

ACCIDENTS TO PERSONS—STATE OF MAINE.

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

Trainmen, killed, overhead obstructions, 1. Other persons, trespassing, killed, struck by trains, locomotives or cars at other points along track than highway crossings and stations, 4. Total killed, 5.

BRIDGES, TRESTLES, TUNNELS, ETC.—STATE OF MAINE.

Item.	Number.	Average length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges ..	16	429	7	10	0	68	0	Overhead Highway Crossings:	26	14	9½
Stone ...	49	3,825	4	10	7	593	3	Bridges	1	15	0
Iron	9	463	10	13	0	124	0	Conduits.....	18	14	8
Wooden ..	74	4,718	9					Trestles.....	45		
Total ..	105,119	0	22	11	1,253	0	Total				
Trestles ..											

Road owned—gauge of track, 4 feet, 8½ inches—152.93 miles.

Road leased—gauge of track, 4 feet, 8½ inches—5.06 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, 1907.

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.

Name of Directors.	Post-Office Address.	Date of Expiration of Term.
Joseph A. Bennett	Bridgton, Maine.....	November, 1907.
Samuel S. Fuller.....	Bridgton, Maine.....	November, 1907.
Horace A. Hall.....	Bridgton, Maine.....	November, 1907.
Almon Young	Portland, Maine.....	November, 1907.
Perley P. Burnham.....	Bridgton, Maine.....	November, 1907.

Total number of stockholders at date of last election, 85.

Date of last meeting of stockholders for election of directors, November 14, 1906.

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.
General Solicitor.....	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—%.	When payable.	INTEREST.	
	When due.	Date of issue.							Amount accrued during year.	Amount paid during year.
1st mort.	1898	1925	\$135,000	\$135,000	\$135,000	\$135,000	4	June & Dec.	\$5,400	\$5,400
2d mort.	1901	1928	35,000	28,000	28,000	28,000	4	June & Dec.	1,120	1,120
Total.			\$170,000	\$163,000	\$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 00	\$163,000 00	\$6,520 00	\$6,520 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1907.	
Cash.....	\$7,992 41	Audited vouchers and accounts.....	\$49 17
Net traffic balances due from other companies.....	270 39	Wages and salaries.....	1,841 04
		Total—current liabilities.	\$1,890 21
		Balance—cash assets.....	6,372 59
Total—cash and current assets.....	\$8,262 80	Total.....	\$8,262 80

Materials and supplies on hand, \$968.00.

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, 1906, \$224,856.30; total cost to June 30, 1907, \$224,856.30; cost per mile, \$10,581.47.

Total Equipment: Total cost to June 30, 1906, \$48,119.28; total cost to June 30, 1907, \$48,119.28; cost per mile, \$2,264.44.

Total cost of construction and equipment to June 30, 1906, \$272,975.58; to June 30, 1907, \$272,975.58; cost per mile, \$12,845.92.

INCOME ACCOUNT.

Gross earnings from operation	\$46,634 51	
Less operating expenses	33,375 07	
Income from operation		\$13,259 44
Miscellaneous income		414 28
Total income		\$13,673 72
Deductions from income:		
Interest on funded debt accrued	\$6,520 00	
Taxes	575 05	
Total deductions from income		7,095 05
Net income		\$6,578 67
Dividends, 4 per cent, common stock		4,090 00
Surplus from operations of year ending June 30, 1907		\$2,488 67
Surplus on June 30, 1906		8,864 99
		\$11,353 66
Deductions for year, credit equipment and permanent improvement account		2,488 67
Surplus on June 30, 1907		\$8,864 99

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$17,209 31
Mail			1,590 96
Express			5,611 35
Extra baggage and storage			349 59
Total passenger earnings			\$24,761 21
Total freight revenue			21,873 30
Total passenger and freight earnings			\$46,634 51
Total gross earnings from operation			46,634 51

MISCELLANEOUS INCOME.

Item.	Gross income.	Expenses.	Net miscel- laneous income.
Interest	\$158 28		
Telegraph and telephone	133 00		
Old material sold	123 00		
Total	\$414 28		\$414 28

OPERATING EXPENSES.

Item.	Amount.
Maintenance of ways and structures:	
Repairs of roadway	\$5,594 16
Renewals of ties	483 03
Repairs and renewals of bridges and culverts	122 56
Repairs and renewals of fences, road crossings, signs and cattle guards	46 56
Repairs and renewals of buildings and fixtures	416 26
Total	\$6,662 57
Maintenance of equipment:	
Repairs and renewals of locomotives	\$2,201 35
Repairs and renewals of passenger cars	883 35
Repairs and renewals of freight cars	2,229 10
Repairs and renewals of shop machinery and tools	87 76
Total	\$5,401 56
Conducting transportation:	
Engine and roundhouse men	\$2,318 47
Fuel for locomotives	3,757 44
Water supply for locomotives	11 87
Oil, tallow and waste for locomotives	224 42
Other supplies for locomotives	24 96
Train service	1,821 73
Train supplies and expenses	285 77
Switchmen, flagmen and watchmen	1,051 33
Telegraph expenses	52 85
Station service	8,452 46
Station supplies	528 31
Loss and damage	22 57
Injuries to persons	8 50
Advertising	322 75
Stationery and printing	480 69
Total	\$19,364 12
General expenses:	
Salaries of general officers	\$1,650 00
General office expenses and supplies	54 70
Insurance	242 12
Total	\$1,946 82
Recapitulation of expenses:	
Maintenance of way and structures	\$6,652 57
Maintenance of equipment	5,401 56
Conducting transportation	19,364 12
General expenses	1,946 82
Grand total	\$33,375 07

Percentage of expenses to earnings, entire line—70.93.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$224,856 30	Cost of road		\$224,856 30		
	48,119 28	Cost of equipment		48,119 28		
	9,202 40	Cash and current assets				
	1,486 46	Other assets: Materials and supplies		8,262 80		\$939 60
				968 00		518 46
	\$283,664 44	Grand total		\$282,206 38		\$1,458 66
		LIABILITIES.				
	\$102,250 00	Capital stock		\$102,250 00		
	163,060 00	Funded debt		163,060 00		
	2,036 94	Current liabilities ..		1,890 21		\$146 73
	543 33	Accrued interest on funded debt not yet payable		543 33		
	6,969 18	Equipment and permanent improvement account		5,657 85		1,311 33
	8,864 99	Profit and loss		8,864 99		
	\$288,664 44	Grand total		\$282,206 38		\$1,458 66

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	624	\$1,650 00	\$2 64
Station agents	7	2,170	2,698 70	1 24
Other station men	10	3,281	5,753 76	1 75
Enginemen	2	614	1,386 18	2 26
Firemen	2	610	926 29	1 52
Conductors	2	530	930 59	1 75
Other trainmen	2	592	891 14	1 51
Machinists	1	312	1,000 00	3 20
Other shopmen	3	903	1,557 40	1 72
Section foremen	4	1,271	2,135 74	1 68
Other trackmen	7	2,071	2,807 61	1 35
Watchmen	2	732	1,051 33	1 43
Total (including "general officers")	44	13,710	\$22,788 74	\$1 66
Less "general officers"	2	624	1,650 00	2 64
Total (excluding "general officers")	42	13,086	\$21,138 74	\$1 62
Distribution of above:				
General administration	2	624	\$1,650 00	\$2 64
Maintenance of way and structures	11	3,342	4,943 35	1 48
Maintenance of equipment	4	1,215	2,557 40	2 10
Conducting transportation	27	8,529	13,637 99	1 60

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.	
		Dollars.	Mills. Cents.
Passenger traffic:			
Number of passengers carried earning revenue	29,427		
Number of passengers carried one mile	407,910		
Number of passengers carried one mile per mile of road	19,196		
Average distance carried, miles	13.86		
Total passenger revenue		17,209	31
Average amount received from each passenger			58 481
Average receipts per passenger per mile			04 218
Total passenger earnings		24,761	21
Passenger earnings per mile of road		1,165	23
Freight traffic:			
Number of tons carried of freight earning revenue ...	20,207		
Number of tons carried one mile	335,372		
Number of tons carried one mile per mile of road	15,782		
Average distance haul of one ton, mile	16.60		
Total freight revenue		21,873	30
Average amount received for each ton of freight			1 08 241
Average receipts per ton per mile			06 522
Total freight earnings		21,873	30
Freight earnings per mile of road		1,029	33
Total traffic:			
Gross earnings from operation		46,634	51
Gross earnings from operation per mile of road		2,194	56
Operating expenses		33,375	07
Operating expenses per mile of road		1,570	59
Income from operation		13,673	72
Income from operation per mile of road		629	35
Train mileage:			
Mileage of revenue mixed trains	40,610		
Total revenue train mileage	40,610		
Mileage of nonrevenue trains	1,570		

FREIGHT TRAFFIC MOVEMENT.

Total tonnage originating on line of road, 8,759; from connecting roads, 11,448.
Total tonnage, 20,207.

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—passenger, owned and in the service	1	4	4	Eames Vacuum	4
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		26	26		26
Flat cars		30	18		30
Tank cars.....		1	1		1
Total.....		57	45		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

RENEWALS OF RAILS AND TIES.

Cedar, 1846, cost, 22.70 cents; ash, 193, cost, 15 cents; chestnut, 700, cost, 5 cents. Average, 17.63 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

All mixed trains: coal, bituminous, 844.60 tons; wood, soft, 17 cords; total tons consumed, 863.10. Cost of coal, \$4.40; wood, \$2.42 per cord. Total miles run, 42,180.

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:		
Arch	1	18	0					
Steel	11	260	2	12	50			
Total ..	12	278	2					

Gauge of track, 2 feet--21.25 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
16	32	Bridgton Telegraph Company...	Bridgton Telegraph Company.

Report of the Canadian Pacific Railway Company for the Year Ending June 30, 1907.

[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.

Section 3. Incorporated under the provisions of chapter 216 of the Private and Special Laws of the State of Maine, 1887. 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, G. C. M. G.	Montreal	October, 1910.
Sir Thos. G. Shaughnessy	Montreal	October, 1910.
Mr. R. B. Angus	Montreal	October, 1907.
Mr. E. B. Osler	Toronto	October, 1907.
Sir Sandford Fleming, K. C. M. G.	Ottawa	October, 1908.
Mr. Wilmont D. Matthews	Toronto	October, 1908.
Mr. Thomas Skinner	London, England	October, 1910.
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 H. Mackay	New York	October, 1910.
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 Company, 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 Ass't to President	Chas. Drinkwater	Montreal.
Treasurer	W. Southerland Taylor ..	Montreal.
Fourth Vice-President	G. M. Bosworth	Montreal.
General Counsel	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. Gutelins	Montreal.
General Supt. Atlantic Division	Wm. Downie	St. John, N. B.
Manager of Telegraph	Jas. Kent	Montreal.
Passenger Traffic Manager	Rob't Kerr	Montreal.
Freight Traffic Manager	W. R. MacInnes	Montreal.
General Passenger Agent	Wm. Stett	Montreal.
General Passage 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.	Miles of line for each class of roads named.
	From—	To—		
International Railway of Maine	Boundary	Mattawamkeag ..	144.5	177.95
Houlton Branch R. R. of Maine	Boundary	Houlton	3.0	
Aroostook Liver R. R. of Maine	Boundary	Presque Isle.....	29.2	
Industrial tracks.....	Greenville		1.28	
Maine Central Railroad	Mattawamkeag ..	Vanceboro.....		56.60
Total				234.58

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 is leased to the Ontario and Quebec Railway August 1, 1883, which railway is leased to the Canadian Pacific Railway in perpetuity.

The Houlton Branch Railroad of Maine and the Aroostook River Railroad of Maine are leased to the New Brunswick Railway, which railway is leased to the Canadian Pacific Railway for 990 years from July, 1890.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock:						
Common--						
International Railway of Maine (Atlantic and 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 00		

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash: common, total number of shares issued and outstanding, 22,730.

FUNDED DEBT.
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.		
	Date of issue.	When due.					Rate--%	When payable.	Amount accrued during year.
International Railway of Maine (Atlantic and North-western Railway 1st mortgage lien on their 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 proportion of subsidy paid by Dominion Government.

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, \$11,868.73; deferred payments,—interest:—original amount, \$64,781.20; amount outstanding, \$370.33; amount accrued and paid during year, \$1,809.81.

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.

Total cost of construction, June 30, 1906, \$7,068,678.88; expenditures during the year:—not included in operating expenses, charged to construction, \$19,978.01; included in operating expenses, \$13,235.52. Total cost of construction, June 30, 1907, \$7,088,656.99.

Total cost of equipment, June 30, 1906, \$523,462.96. Expenditures during the year:—not included in operating expenses, charged to equipment, \$22,668.31. Total cost of equipment, June 30, 1907, \$546,131.27.

Grand total cost of construction and equipment:—June 30, 1906, \$7,592,141.94; June 30, 1907, \$7,634,788.26.

Cost of construction per mile of line:—June 30, 1906, \$40,003.84; June 30, 1907, \$40,116.90.

Cost of equipment per mile of line:—June 30, 1906, \$2,962.44; June 30, 1907, \$3,090.72.

INCOME ACCOUNT.

Gross earnings from operation	\$995,119 60	
Less operating expenses	899,983 77	
Income from operation		\$95,135 83
Deductions from income:		
Interest on funded debt accrued	\$60,440 00	
Rents paid for lease of road	1,680 00	
Taxes	43,680 77	
Other deductions: Interest on rolling stock lease	1,809 81	
Total deductions from income		107,610 58
Deficit		\$12,474 75
Deficit from operations of year ending June 30, 1907, paid by Canadian Pacific Railway		\$12,474 75

EARNINGS FROM OPERATION--STATE OF MAINE.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$257,325 73
Mall			29,921 03
Express			12,799 89
Other items			4,322 03
Total passenger earnings			\$304,368 68
Total freight earnings			690,750 92
Total passenger and freight earnings			\$995,119 60
Total gross earnings from operation--Maine			\$995,119 60
Total gross earnings from operation--entire line			\$66,297,132 80

OPERATING EXPENSES—STATE OF MAINE.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$131,241 42
Renewals of rails	24,801 14
Renewals of ties	28,682 19
Repairs and renewals of bridges and culverts.....	6,452 45
Repairs and renewals of fences, road crossings, signs, and cattle guards	1,319 89
Repairs and renewals of buildings and fixtures.....	25,330 40
Repairs and renewals of telegraph	7,238 68
Stationery and printing	294 31
Total	\$225,360 48
Maintenance of equipment:	
Superintendence	\$6,114 20
Repairs and renewals of locomotives	52,914 08
Repairs and renewals of passenger cars	25,007 49
Repairs and renewals of freight cars	54,460 18
Repairs and renewals of work cars	6,836 66
Repairs and renewals of shop machinery and tools.....	396 42
Stationery and printing	7,639 67
Other expenses	
Total	\$152,918 65
Conducting transportation:	
Superintendence	\$7,265 52
Engine and roundhouse men	73,188 91
Fuel for locomotives	179,144 54
Water supply for locomotives.....	7,158 05
Oil, tallow, and waste for locomotives	3,714 02
Other supplies for locomotives	1,329 67
Train service.....	62,126 78
Train supplies and expenses	26,006 02
Switchmen, flagmen, and watchmen	3,814 54
Telegraph expenses	20,361 26
Station service	18,865 36
Station supplies.....	5,808 01
Car per diem and mileage—balance	7,496 54
Hire of equipment—balance.....	1,658 14
Loss and damage	8,487 86
Injuries to persons	1,692 40
Clearing wrecks.....	4,095 12
Advertising	10,967 38
Outside agencies.....	13,281 69
Rents for tracks, yards, and terminals.....	23,800 00
Rents of buildings and other property	1,804 49
Stationery and printing.....	4,389 82
Other expenses	1,036 74
Total	\$487,502 86
General expenses:	
Salaries of general officers.....	\$7,475 48
Salaries of clerks and attendants	7,916 63
General office expenses and supplies.....	961 38
Insurance.....	6,694 28
Law expenses.....	6,272 89
Stationery and printing (general offices).....	2,070 89
Other expenses	2,810 23
Total	\$34,201 78
Operating expenses—State of Maine:	
Maintenance of way and structures.....	\$225,360 48
Maintenance of equipment	152,918 65
Conducting transportation	487,502 86
General expenses.....	34,201 78
Total	\$899,983 77

Percentage of expenses to earnings—Maine, 90.43.

RENTALS PAID.

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, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$7,068,678 98	Cost of road....		\$7,088,656 99	\$19,978 01	
	523,462 96	Cost of equip-ment.....		546,131 27	22,668 31	
	34,537 04	Rolling stock leases.. ..		11,868 73		\$22,668 31
	\$7,626,678 98	Grand total.		\$7,646,656 99	\$19,978 01	
		LIABILITIES.				
	\$2,273,000 00	Capital stock ..		\$2,273,000 00		
	3,514,000 00	Funded debt...		3,514,000 00		
	34,537 04	Rolling stock leases.....		11,868 73		\$22,668 31
	1,805,141 94	Am't included by Canadian Pacific R'y in cost of road..		1,847,788 26	\$42,646 32	
	\$7,626,678 98	Grand total.		\$7,646,656 99	\$19,978 01	

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, \$8,900.

* All equipment, income and securities mortgaged.

EMPLOYEES AND SALARIES--STATE OF MAINE.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	10	3,130	\$17,000 00	\$5 43
General office clerks	20	6,260	15,000 00	2 40
Station agents	13	4,543	10,944 21	2 41
Other station men	13	5,616	6,604 70	1 18
Enginemen	25	11,396	41,491 44	3 64
Firemen	25	11,833	26,967 09	2 28
Conductors	19	8,280	25,806 27	3 12
Other trainmen	37	16,877	34,005 65	2 01
Carpenters	2	588	1,276 60	2 17
Other shopmen	53	11,725	25,013 88	2 13
Section foremen	31	11,205	22,204 27	1 98
Other trackmen	94	30,009	44,756 22	1 49
Switch tenders, crossing tenders and watchmen	1	1,308	3,116 52	2 38
Telegraph operators and dispatchers	9	4,462	10,830 48	2 32
All other employees and laborers	202	9,714	17,422 29	1 79
Total (including "general officers")	554	137,146	\$302,439 62	\$2 20
Less "general officers"	10	3,130	17,000 00	5 43
Total (excluding "general officers")	544	134,016	\$285,439 62	\$2 13
Distribution of above:				
General administration	31	9,696	\$32,600 00	\$3 36
Maintenance of way and structures	317	48,656	78,854 23	1 64
Maintenance of equipment	64	14,885	31,219 03	2 10
Conducting transportation	142	64,515	159,766 36	2 48

TRAFFIC AND MILEAGE STATISTICS—STATE OF MAINE.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.	
		Dollars.	Mills. Cents.
Passenger traffic:			
Number of passengers carried earning revenue.....	183,451		
Number of passengers carried one mile	19,676,618		
Number of passengers carried one mile per mile of road	84,340		
Average distance carried, miles	107.26		
Total passenger revenue		257,325	73
Average amount received from each passenger		1	40 269
Average receipts per passenger per mile			01 308
Total passenger earnings		304,368	68
Passenger earnings per mile of road		1,304	62
Passenger earnings per train mile			97 489
Freight traffic:			
Number of tons carried of freight earning revenue	822,877		
Number of tons carried one mile	134,393,142		
Number of tons carried one mile per mile of road	576,053		
Average distance haul of one ton, miles	163.32		
Total freight revenue		690,750	92
Average amount received for each ton of freight			83 943
Average receipts per ton per mile			00 514
Total freight earnings		690,750	92
Freight earnings per mile of road		2,960	78
Freight earnings per train mile			1 19 495
Total traffic:			
Gross earnings from operation		995,119	60
Gross earnings from operation per mile of road		4,265	41
Gross earnings from operation per train mile			1 27 864
Operating expenses		899,983	77
Operating expenses per mile of road		3,857	63
Operating expenses per train mile			1 15 640
Income from operation		95,135	83
Income from operation per mile of road			407 78
Car mileage, etc:			
Mileage of passenger cars	1,586,070		
Average number of passenger cars per train mile	5.08		
Average number of passengers per train mile	63.		
Average number of freight cars per train mile	17.05		
Average number of loaded cars per train mile	14.60		
Average number of empty cars per train mile	2.45		
Average number of tons of freight per train mile	232.50		
Average number of tons of freight per loaded car mile	15.93		
Average mileage operated during year	233.3		
Train mileage:			
Mileage of revenue passenger trains	200,225		
Mileage of revenue mixed trains	111,983		
Mileage of revenue freight trains	466,057		
Total revenue train mileage	778,265		
Mileage of nonrevenue trains	14,605		

FREIGHT TRAFFIC MOVEMENT—STATE OF MAINE.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.	Freight originating on this road— whole tons.	Freight received from connecting roads and other carriers— whole tons.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of Agriculture:				
Grain	684	160,063	160,747	19.54
Flour	290	83,705	83,995	10.21
Other mill products	60	27,067	27,127	3.30
Hay	3,303	2,538	5,841	.71
Roots	50,181	17,939	67,880	8.25
Tea	3	3,135	3,138	.38
Other products of agriculture	697	17,065	13,362	1.62
Total	55,218	306,872	362,090	44.01
Products of Animals:				
Live stock	646	20,059	20,705	2.52
Dressed meats (fresh)	281	15,478	15,759	1.91
Poultry, game and fish	25	7,941	7,966	.97
Wool	45	439	484	.06
Hides, leather and furs	106	3,069	3,175	.38
Dairy products	8	6,930	6,938	.84
Other products of animals	371	14,164	14,535	1.77
Total	1,482	68,080	69,562	8.45
Products of Mines:				
Anthracite coal	1,228	5,291	6,519	.79
Bituminous coal	32	3,673	3,705	.45
Coke		8,218	8,218	1.00
Ores	1,334	1,091	2,425	.29
Stone, sand and other like articles	1	731	732	.09
Total	2,595	19,004	21,599	2.62
Products of Forests:				
Lumber	13,887	11,808	25,695	3.12
Wood (fuel)	813	412	1,225	.15
Other products of forests	30,943	37,420	68,363	8.31
Total	45,643	49,640	95,283	11.58
Manufactures:				
Petroleum and other oils	68	2,615	2,683	.33
Iron and steel rails	45	1,383	1,428	.17
Cement, brick and lime	464	25,537	26,001	3.16
Agricultural implements	91	3,825	3,916	.48
Wines, liquors and beers	31	3,532	3,563	.43
Household goods and furniture	198	1,696	1,894	.23
Other manufactures	23,472	199,583	223,055	27.11
Total	24,369	238,171	262,540	31.91
Emigrants movables and stock	5	686	691	.08
Miscellaneous:				
Other commodities not mentioned above	78	* 11,034	11,112	1.35
Total tonnage—Maine	129,390	698,487	822,877	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		Equipment fitted with automatic coupler—number.
			Number.	Name.	
Locomotives—owned:					
Passenger, freight and switching		10	10	Westinghouse .	10
Total locomotives owned and in service.....		10	10	Westinghouse .	10
Cars—owned and leased:					
In freight service—					
Box cars		1,000	1,000	Westinghouse .	1,000
In company's service—					
Caboose cars		6	6	Westinghouse .	6
Total cars in service.....		1,006	1,006	.....	1,006
Less cars leased	*45	23	23	Westinghouse .	23
Total cars owned		983	983	.....	983

* 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.	Branch and spurs.							Iron.	Steel.
Miles of single track	2,564.50	1,979.60	992.20	3,355.20	168.50	93.90	9,153.90	377.00	.....	9,060.00
Miles of second track	80.40	.....	.....	44.80	.....	.....	125.20	81.00	.....	125.20
Miles of yard track and sidings	1,784.80	.....	.....	.....	.....	.....	1,784.80	101.60	10.50	1,774.30
Total mileage operated (all tracks)	4,429.70	1,979.60	992.20	3,400.00	168.50	93.90	11063.90	559.60	10.50	10,959.50

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

Dominion of Canada	2,564.50	1,979.60	992.20	3,178.50	168.50	37.30	8,920.60	377.00	.....	8,883.36
State of Maine	.....	.....	.....	176.70	.....	56.60	233.30	.....	.....	176.70
Total mileage operated (single track)	2,564.50	1,979.60	992.20	3,355.20	168.50	93.90	9,153.90	377.00	.....	9,060.00

MILEAGE.

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Dominion of Canada.....	2,564.50	1,979.60	4,544.10	299.40	.....	4,544.10

MILEAGE OF ROAD OPERATED IN MAINE (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.					Iron.	Steel.
Miles of single track....	176.70	.....	.....	56.60	233.30	.....	.....	176.70
Miles of yard track and sidings.....	28.90	.....	.....	.....	28.90	2.50	1.40	27.50
Total mileage operated (all tracks).....	205.60	.....	.....	56.60	262.20	2.50	1.40	204.20

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
State of Maine.....	176.70	.....	176.70	.....	.....	176.70

RENEWALS OF RAILS AND TIES—STATE OF MAINE.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point—dollars.	Kind.	Number.	Average price at distributing point—cts.
Steel	613	80	31.80	Cedar and hemlock	55,133	41
				Cedar and hemlock culls	347	22
				Total	55,480	32

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF MAINE.

Locomotives.	COAL—tons.		Charcoal—bushels.	Wood, soft—cords.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.					
Passenger		9,104	338	15	9,104.9	261,056	80.67
Freight		33,432	1,242	56	33,472.4	500,309	133.81
Switching		1,467	54	2	1,468.5	39,023	73.33
Construction		813	30	1	813.8	14,605	111.44
Mixed		5,635	209	9	5,641.6	114,796	93.29
Total		50,451	1,873	83	50,511.2	867,789	116.41
Average cost at distributing point.....		\$3.51	\$0.12	\$1.10			

ACCIDENTS TO PERSONS—STATE OF MAINE.

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

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		2		1					3	
Falling from trains, locomotives or cars		1							1	
Jumping on or off trains, locomotives or cars		3							3	
Other causes		2							2	
Total		8		1					9	
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.
Jumping on or off trains, locomotives or cars		1								
Struck by trains, locomotives or cars: At other points along track						2				2
Total		1				2				2
Summary.									Total.	
									Killed.	Injured.
Table A.										
Railway employees										9
Passengers										1
Other persons										2
Grand total										12

BRIDGES, TRESTLES, TUNNELS, ETC.—STATE OF MAINE.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of fall. Ft. In.
		Ft.	In.	Ft.	In.	Ft.	In.			
Bridges:								Overhead Highway Crossings:		
Steel	1	35	0	35	0	35	0	Bridges		
Iron	28	4,726	5	24	0	1,180	0			
Wooden	24	187	0	3	0	12	0			
Combination	1	269	6	269	6	296	6			
Total ..	54	5,218	11							
Trestles ..	23	1,316	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, 1907.

HISTORY.

Name of common carrier making this report. Franklin and Megantic Railway Company.

Date of organization. June 3, 1897.

Under laws of what government, state or territory organized. State of Maine, chapter 51, as amended by laws of 1883, chapter 166.

Formed by bondholders of the Franklin and Megantic Railroad Company, which corporation was organized July 1, 1884, under the general laws of the State of Maine, and had no charter.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Franklin and Megantic Railroad company 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 20, 1907.
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 21, 1906.

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	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.
General Freight Agent	Fred N. Beal.....	Phillips, Maine.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Franklin and Megantic R'y Co. Branches.....	Strong.....	Kingfield.....	15.00
	Mt. Abram Jet	Mt. Abram	1.70
Kingfield and Dead River R'y Co. Branches.....	Kingfield	Bigelow.....	16.00
	Kingfield.....	Alder Stream.....	2.30
Total			35.00

PROPERTY LEASED.

Name.	TERMINALS.		By what company operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Kingfield & Dead River Railway ..	Kingfield.. Kingfield..	Bigelow... Alder Stream	{ Franklin and Megantic Rail- way Company. }	Agreement.	{ 16 2.30 18.30

The Kingfield and Dead River Railway Company having no rolling stock, the Franklin and Megantic Railway Company operate it under a short time agreement.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: Common	876	\$100	\$87,600 00	\$87,600 00	4%	\$3,504 00
Manner of Payment for Capital Stock.			Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for cash: Common					1	\$100 00
Issued for reorganization: Common					875	\$87,500 00
Total					876	\$87,600 00

* Issued in exchange for bonds.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate—%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
1st mort. bonds..	Ap. 1, 1901	Ap. 1, 1911	\$50,000	\$50,000	\$50,000	\$47,600	5	April 1, October 1.	\$1,773 33	\$1,448 33

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$50,000 00	\$50,000 00	\$1,773 33	\$1,448 33

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1907.	
Cash.....	\$2,173 45	Loans and bills payable.....	\$39,000 00
Due from agents.....	1,607 34	Audited vouchers and accounts.....	446 04
Due from solvent companies and individuals.....	1,640 23	Wages and salaries.....	915 22
Net traffic balances due from other companies.....	1,224 67	Dividends not called for.....	876 00
Other cash assets [excluding "materials and supplies"].....	5,612 82	Rents due July 1.....	1,065 00
Total—cash and current assets.....	\$12,258 51		
Balance—current liabilities..	30,043 85		
Total.....	\$42,302 36	Total—current liabilities.	\$42,302 36

Materials and supplies on hand \$1,044.24.

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	\$87,600 00	\$87,600 00	16.70	\$5,246 00
Bonds	50,000 00	50,000 00	16.70	2,994 00
Total.....	\$137,600 00	\$137,600 00	16.70	\$8,240 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	\$50,000 00	\$137,600 00	16.70	\$8,240 00
Kingfield and Dead River Railway.....	54,000 00	42,000 00	96,000 00	18.30	5,245 00
Grand total	\$141,600 00	\$92,000 00	\$233,600 00	35.00	\$6,674 00

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Total cost of construction to June 30, 1906, \$153,267.96; to June 30, 1907, \$153,267.96; cost per mile, \$9,177.72.

Total cost of equipment to June 30, 1906, \$11,182.23; to June 30, 1907, \$11,182.23; cost per mile, \$669.59.

Total cost of construction and equipment to June 30, 1906, \$164,450.19; to June 30 1907, \$164,450.19; cost per mile, \$9,847.32.

INCOME ACCOUNT.

Gross earnings from operation	\$51,228 35	
Less operating expenses.....	37,715 69	
Income from operation		\$13,512 66
Miscellaneous income.....		70 00
Total income.....		\$13,582 66
Deductions from income:		
Interest on funded debt accrued	\$1,773 33	
Interest on interest-bearing current liabilities, etc.....	2,635 74	
Rents paid for lease of road	4,072 23	
Taxes	395 77	
Total deductions from income		8,877 07
Net income		\$4,705 59
Dividends, 4 per cent, common stock.....		3,504 00
Surplus from operations of year ending June 30, 1907.....		\$1,201 59
Deficit on June 30, 1906.....		3,876 01
Deficit on June 30, 1907		\$2,674 42

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Total passenger revenue			\$11,650 54
Mail	\$1,471 56		
Express	1,857 24		
Extra baggage and storage.....	122 05		
Other items.....	9 80		3,460 65
Total passenger earnings.....			\$15,111 19
Freight:			
Freight revenue.....	\$36,127 78		
Less repayments—			
Overcharge to shippers.....		\$10 62	
Total freight revenue.....			36,117 16
Total passenger and freight earnings.....			\$51,228 35
Total gross earnings from operation.....			\$51,228 35

STOCKS OWNED.

Hudson Lumber Company. Total par value and valuation, \$100.00.

MISCELLANEOUS INCOME.

House rent, \$70.00.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of ways and structures:	
Repairs of roadway.....	\$8,804 95
Renewals of ties.....	1,247 56
Repairs and renewals of bridges and culverts.....	1,069 73
Repairs and renewals of fences, road crossings, signs and cattle guards.....	147 31
Repairs and renewals of buildings and fixtures.....	208 50
Other expenses.....	585 06
Total.....	\$12,063 11
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$81 17
Repairs and renewals of passenger cars.....	16 29
Repairs and renewals of freight cars.....	1,560 27
Total.....	\$1,657 73
Conducting transportation:	
Engine and roundhouse men.....	\$4,343 10
Fuel for locomotives.....	6,556 92
Water supply for locomotives.....	342 29
Oil, tallow and waste for locomotives.....	316 48
Other supplies for locomotives.....	13 16
Train service.....	4,411 43
Train supplies and expenses.....	237 64
Switchmen, flagmen and watchmen.....	560 47
Station service.....	2,549 00
Station supplies.....	512 41
Loss and damage.....	201 69
Advertising.....	143 63
Stationery and printing.....	263 70
Other expenses.....	27 79
Total.....	\$20,479 71
General expenses:	
Salaries of general officers.....	\$1,800 00
Salaries of clerks and attendants.....	590 00
General office expenses and supplies.....	272 36
Insurance.....	277 00
Law expenses.....	402 51
Stationery and printing (general offices).....	26 70
Other expenses.....	146 57
Total.....	\$3,515 14
Recapitulation of expenses:	
Maintenance of way and structures.....	\$12,063 11
Maintenance of equipment.....	1,657 73
Conducting transportation.....	20,479 71
General expenses.....	3,515 14
Grand total.....	\$37,715 69

Percentage of expenses to earnings—73.62.

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....	\$1,912 23	\$2,160 00	.....	\$4,072 23

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$153,267 96	Cost of road		\$153,267 96		
	11,182 23	Cost of equipment		11,182 23		
	11,608 76	Stocks owned		100 00	\$100 00	
	950 00	Cash and current assets		12,258 51	649 75	
	3,876 01	Other assets:				
		Materials and supplies		1,044 24	94 24	
		Profit and loss		2,674 42		\$1,201 59
	\$180,884 96	Grand total.....		\$186,527 36		\$357 60
		LIABILITIES.				
	\$87,600 00	Capital stock		\$87,600 00		
	24,000 00	Funded debt		51,000 00	\$26,000 00	
	68,984 96	Current liabilities		42,302 36		\$26,682 60
	300 00	Accrued interest on funded debt not yet payable		625 00	325 00	
	\$180,884 96	Grand total.....		\$180,527 36		\$357 60

IMPORTANT CHANGES DURING THE YEAR.

The branch from Mt. Abram Junction to Mt. Abram, a distance of 1.70 miles, was operated this year, and a new branch track laid from a point just beyond the village of Kingfield to Alder Stream, a distance of 2.30 miles.

The company sold the balance of its first mortgage bonds (\$26,000) at par and interest, and paid notes of the company with the proceeds.

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds..... }	Strong	Kingfield	15.00	} \$2,994
	Mt. Abram Jct ..	Mt. Abram.....	1.70	
			16.70	

All equipment mortgaged.

EMPLOYÉES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1	312	\$1,800 00	\$5 77
General office clerks	2	624	590 00	95
Station agents	5	1,565	2,520 00	1 61
Other station men.....	1	29	29 00	1 00
Enginemen.....	4	1,198	2,381 50	1 99
Firemen	5	1,255	1,961 60	1 56
Conductors.....	3	1,153	1,896 43	1 64
Other trainmen.....	6	1,506	2,515 00	1 67
Carpenters.....	2	359	628 00	1 75
Other shopmen	2	740	1,304 50	1 76
Section foremen.....	5	1,473	2,430 32	1 65
Other trackmen.....	10	3,343	5,004 93	1 50
Switch tenders, crossing tenders and watchmen	1	408	560 47	1 37
All other employees and laborers	5	1,127	1,334 98	1 63
Total (including "general officers").....	52	15,092	\$25,456 73	\$1 69
Less "general officers"	1	312	1,800 00	5 77
Total (excluding "general officers")	51	14,780	\$23,656 73	\$1 60
Distribution of above:				
General administration.....	3	936	\$2,390 00	\$2 55
Maintenance of way and structures	20	5,943	9,270 23	1 56
Maintenance of equipment.....	4	1,099	1,932 50	1 76
Conducting transportation.....	25	7,114	11,864 00	1 67

TRAFFIC AND MILEAGE STATISTICS.

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.....	20,172			
Number of passengers carried one mile	311,104			
Number of passengers carried one mile per mile of road	8,889			
Average distance carried, miles	15.42			
Total passenger revenue		11,650	54	
Average amount received from each passenger			57	756
Average receipts per passenger per mile			03	745
Total passenger earnings		15,111	19	
Passenger earnings per mile of road			431	75
Passenger earnings per train mile			40	695
Freight traffic:				
Number of tons carried of freight earning revenue	41,580			
Number of tons carried one mile	693,263			
Number of tons carried one mile per mile of road	19,808			
Average distance haul of one ton, miles	16.67			
Total freight revenue		36,117	16	
Average amount received for each ton of freight			86	862
Average receipts per ton per mile			05	210
Total freight earnings		36,117	16	
Freight earnings per mile of road			1,031	92
Freight earnings per train mile			1	16 147
Total traffic:				
Gross earnings from operation		51,228	35	
Gross earnings from operation per mile of road			1,463	67
Gross earnings from operation per train mile			80	207
Operating expenses		37,715	69	
Operating expenses per mile of road			1,077	59
Operating expenses per train mile			69	051
Income from operation		13,512	66	
Income from operation per mile of road			386	08
Car mileage, etc:				
Mileage of passenger cars	69,907			
Average number of passenger cars per train mile	1.88			
Average number of passengers per train mile	8.			
Average number of tons of freight per train mile	22.29			
Average mileage operated during year	35.			
Train mileage:				
Mileage of revenue passenger trains	32,774			
Mileage of revenue mixed trains	4,359			
Mileage of revenue freight trains	26,737			
Total revenue train mileage	63,870			
Mileage of nonrevenue trains	14,536			

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		355	355	.0085
Products of Forests:				
Lumber	18,351		18,351	.4414
Other products of forests.....	16,317		16,317	.3924
Total	34,668		34,668	
Merchandise	2,887	3,670	6,557	.1577
Total tonnage	37,555	4,025	41,580	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 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	4		4

MILEAGE.

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	1.70	18.30	35	.....	1.70	33.30
Miles of yard track and sidings.....	2	.....	.....	2	.....	.....	2.00
Total mileage operated (all tracks).....	17	1.70	18.30	37	.....	.....	35.30

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine	15	1.70	16.70	.....	1.70	15

NEW TIES LAID DURING THE YEAR.

Cedar, 9,309, average price at distributing point, 13 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	331	.....	.....	331	32,774	20.20
Freight	339	.....	.....	339	31,096	53.96
Construction	247	.....	.....	247	14,536	33.98
Total.....	1,417	.....	.....	1,417	78,406	36.15
Average cost at distributing point.....	\$4.63	.....	.....	.....	.....	.....

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

Trackmen, injured from other causes, 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.
Trestles ..	5	567	00	36	00	327	06	Overhead Highway Crossings: Trestles	2	17	0

Gauge of track, 2 feet--16.70 miles.

Report of the Georges Valley Railroad Company for the Year Ending June 30, 1907.

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, Maine; W. W. Case, Rockland, Maine; S. M. Bird, Rockland, Maine; R. H. Crockett, Rockland, Maine; J. Lovejoy, Rockland, Maine; F. E. Burkett, Union, Maine; A. F. Brown, Union, Maine. Term expires October, 1907.

Total number of stockholders at date of last election 102.

Last meeting of stockholders for election of directors, October 2, 1906.

General and operating office, Union, Maine.

NAMES AND BUSINESS ADDRESSES OF THE PRINCIPAL OFFICERS.

Chairman of the Board, President, Secretary, Treasurer and General Manager, John Lovejoy, Union, Maine.

PROPERTY OPERATED.

Georges Valley Railroad Company, from Warren to Union, 8 miles; branch to lime kiln, .50 mile; total, 8.50 miles.

CAPITAL STOCK.

Common: Number shares authorized, 1,000; 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, paid \$1,500.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1907.	
Cash.....	\$1,524 50	Loans and bills payable	\$200 00
Due from agents	1,144 96	Audited vouchers and ac- counts.....	112 15
Due from solvent companies and individuals	126 98	Matured interest coupons un- paid (including coupons due July 1).....	10,500 00
Net traffic balances due from other companies.....	38 62	Miscellaneous	1,698 94
Total—cash and current assets	\$2,835 06		
Balance—current liabilities..	9,676 03		
Total	\$12,511 09	Total—current liabilities.	\$12,511 09

Materials and supplies on hand, \$606.21.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Capital stock: Amount outstanding, \$100,000; 8.50 miles; amount per mile of line, \$11,764.70.

Bonds: Amount outstanding, \$50,000; amount per mile of line, \$5,882.00.

Total: Amount outstanding, \$150,000; miles, 8.50; amount per mile of line, \$17,646.70.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Cost to June 30, 1906, \$80,382; cost to June 30, 1907, \$80,982; cost per mile, \$9,527.29.

Equipment: Cost to June 30, 1906, \$4,172.36; cost to June 30, 1907, \$4,172.36; cost per mile, \$490.87.

Total construction, equipment, etc.: Cost to June 30, 1906, \$85,154.36; cost to June 30, 1907, \$85,154.36; cost per mile, \$10,018.16.

Expenditures, included in operating expenses, \$1,760.08.

INCOME ACCOUNT.

Gross earnings from operation.....	\$12,533 48	
Less operating expenses.....	10,964 02	
Income from operation.....		\$1,569 46
Deductions from income:		
Interest on funded debt accrued.....	\$3,000 00	
Interest on interest-bearing current liabilities, etc	55 33	
Taxes	135 89	
Total deductions from income		3,190 72
Deficit		\$1,621 26
Deficit June 30, 1906		72,294 20
Deficit on June 30, 1907.....		\$73,915 46

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$2,117 80
Mail			366 96
Express			612 94
Total passenger earnings			\$3,097 70
Total freight revenue			\$9,407 67
Other items.....			28 11
Total freight earnings			\$9,435 78
Total passenger and freight earnings.....			\$12,533 48
Total gross earnings from operation.....			\$12,533 48

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,963 72
Renewals of ties.....	945 68
Repairs and renewals of bridges and culverts.....	703 16
Repairs and renewals of fences, road crossings, signs and cattle guards.....	1 26
Repairs and renewals of buildings and fixtures.....	33 80
Other expenses.....	155 57
Total.....	\$3,803 19
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$515 73
Repairs and renewals of passenger cars.....	25 00
Other expenses.....	128 41
Total.....	\$669 14
Conducting transportation:	
Engine and roundhouse men.....	\$1,449 86
Fuel for locomotives.....	1,661 66
Oil, tallow, and waste for locomotives.....	50 03
Train service.....	600 00
Station service.....	560 00
Station supplies.....	124 29
Car per diem and mileage—balance.....	856 40
Loss and damage.....	7 78
Other expenses.....	19 40
Total.....	\$5,729 42
General expenses:	
Salaries of general officers.....	\$600 00
General office expenses and supplies.....	22 94
Insurance.....	70 00
Law expenses.....	10 00
Stationery and printing (general offices).....	15 50
Other expenses.....	43 83
Total.....	\$762 27
Recapitulation of expenses:	
Maintenance of way and structures.....	\$3,803 19
Maintenance of equipment.....	669 14
Conducting transportation.....	5,729 42
General expenses.....	762 27
Grand total.....	\$10,964 02

Percentage of expenses to earnings, 87.46.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
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		
	2,897 21	Cash and cur- rent assets...	.....	2,835 06		\$62 15
	638 01	Other assets: Materials and supplies....	.....	606 21		31 80
	72,294 20	Profit and loss.	.....	73,915 46	1,621 26	
	\$160,983 78	Grand total.	.....	\$162,511 09	\$1,527 31	
	\$100,000 00	LIABILITIES. Capital stock..	.....	\$100,000 00		
	50,000 00	Funded debt...	.....	50,000 00		
	9,824 58	Current liabil- ities.....	.....	12,511 09	\$2,686 51	
	1,159 20	Coal credit....	.....			\$1,159 20
	\$160,983 78	Grand total.	.....	\$162,511 09	\$1,527 31	

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage 6% 20 year bonds	Warren	Union.....	8.50	\$5,882 35

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.....	6	876	1,333 35	1 52
Switch tenders, crossing tenders and watchmen	1	365	365 00	1 00
Total (including "general officers")	15	3,745	\$5,531 02	\$1 47
Less "general officers"	1	313	600 00	1 91
Total (excluding "general officers")	14	3,432	\$4,931 02	\$1 47
Distribution of above:				
General administration	1	313	\$600 00	\$1 91
Maintenance of way and structures	3	939	960 00	1 02
Conducting transportation	11	2,493	3,971 02	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	5,900		
Number of passengers carried one mile	47,200		
Number of passengers carried one mile per mile of road	5,553		
Average distance carried, miles	8.00		
Total passenger revenue		2,117	80
Average amount received from each passenger			35 894
Average receipts per passenger per mile			04 486
Total passenger earnings		3,097	70
Passenger earnings per mile of road		364	43
Passenger earnings per train mile		28	918
Freight traffic:			
Number of tons carried of freight earning revenue ...	18,543		
Number of tons carried one mile	148,360		
Number of tons carried one mile per mile of road	17,454		
Average distance haul of one ton, mile	8.00		
Total freight revenue		9,407	67
Average amount received for each ton of freight			05 073
Average receipts per ton per mile			63 411
Total freight earnings		9,435	78
Freight earnings per mile of road		1,110	09
Freight earnings per train mile		88	086
Total traffic:			
Gross earnings from operation		12,533	48
Gross earnings from operation per mile of road		1,474	52
Gross earnings from operation per train mile			1 17 004
Operating expenses		10,964	02
Operating expenses per mile of road		1,289	88
Operating expenses per train mile			1 02 352
Income from operation		1,569	46
Income from operation per mile of road		184	64
Car mileage, etc.:			
Mileage of passenger cars	10,712		
Average number of passenger cars per train mile	1		
Average number of passengers per train mile	4		
Average mileage operated during year	8.50		
Train mileage:			
Mileage of revenue mixed trains	10,712		
Total revenue train mileage	10,712		

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 11,567 tons; freight received from connecting roads and other carriers, 6,978 tons; total freight tonnage, 18,545 tons.

DESCRIPTION OF EQUIPMENT.

Locomotives owned and in service: Passenger, 1. Cars owned: Passenger—combination, 1; other road cars, 2; total cars owned and in service, 3. All equipment fitted with Westinghouse train brake. Engine and combination car fitted with automatic coupler.

MILEAGE.**MILEAGE OF ROAD 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, 1,600; average price at distributing point, 58 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, freight, switching and construction, bituminous coal, 420 tons; soft wood, 6 cords; miles run, 12,300; average pounds consumed per mile, 76.48; average cost at distributing point, coal, \$4.00; wood, \$2.75.

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, $2\frac{1}{2}$ inches—8.50 miles.

Report of the Grand Trunk Railway Company of Canada for the Year Ending June 30, 1907.

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.		} Until their successors are appointed.
M. G., C. B	London, England.....	
Alfred W. Smithers.....	London, England.....	
Geo. Von Chauvin	London, England.....	
Sir Frederick Firebrace, R. E ..	London, England.....	
Alexander Hubbard	London, England.....	
John Allan Clutton-Brock.....	London, England.....	
Sir Henry Mather Jackson.....	London, England.....	
Hon. N. Charles Rotchschild....	London, England.....	
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, 1907.

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 and General Manager.....	Chas. M. Hays.....	Montreal, Quebec.
Third Vice-President.....	E. H. Fitzbugh.....	Montreal, Quebec.
Secretary	H. 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.
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.....	U. E. Gillen	Toronto, Ontario.
Div. Superintendent, Southern.....	C. S. Cunningham.....	St. Thomas, Ontario.
Superintendent of Telegraph.....	W. W. Ashald	Montreal, Quebec.
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.

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	89.51
Atlantic & St. Lawrence R. R.	Boundary line New Hampshire and Maine.....	Portland, Me	82.60	
Lewiston and Auburn R'y....	Lewiston Junc ...	Lewiston, Me.....	5.41	
Total				

PROPERTY OPERATED.

Grand Trunk Railway and branches	Boundary line, Vt.	Point Edward, Ont Windsor, Ont., & Point Levi, Que.	2,938.43	2,955.28
Champlain and St. Lawrence	Rouses Point, N.Y.	Island Point, Vt... Canada Boundary Line	15.64 1.21	
Michigan Air Line Railway..	Lenox, Mich.....	Jackson, Mich....	.....	105.60
Atlantic & St. Lawrence R. R.	Portland, Me.....	Island Point, Vt ..	149.58	468.18
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	5.77
Cincinnati, Saginaw & Macki- naw R. R.	Durand, Mich ...	West Bay City, Mich.	52.97	
Buffalo and Lake Huron R'y.	Goodrich, Ont	Buffalo, N. Y.....	164.14	3,534.83
United States & Canada R. R.	Canadian Boundary	Massena Sp's, N. Y	22.18	
Norway Branch Railroad.....	South Paris, Me ..	Norway, Me	1.50	12.40
Owen Sound Branch	Park Head, Ont ..	Owen Sound, Ont.	12.40	
Intercolonial Railway... ..	Chaudiere Junc...	Point Levi, Que ..	.....
Total				

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock:						
Common			\$113,482,437 50	\$109,363,014 47		
Preferred.						
4% guaranteed stock..		48,666,666 67	48,666,666 67	40,842,038 62	4%	\$1,596,364 51
1st preference		16,644,000 00	16,644,000 00	16,644,000 00	5%	831,428 64
2d preference		12,312,666 67	12,312,666 67	12,312,666 67	5%	615,244 16
3d preference		34,884,535 43	34,884,535 43	34,884,535 43	3%	1,046,036 84
Total			\$225,990,306 27	\$214,046,255 19		\$4,089,074 45

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount outstanding.	INTEREST.		
	Date of issue.	When due.		Rate—%.	When payable.	Amount accrued during year.
Bonds:						
Second equipment.....			\$1,815,266 67	6		\$108,916 00
Northern Railway third pref.....			71,053 33	6		4,263 20
Midland Sectional.....			1,139,286 66	5		349,733 80
Midland Consolidated.....			4,946,966 66	5		
Wallington, Gray and Bruce.....			384,466 67	*		26,135 27
Debenture stock:						
Grand Trunk Railway perpetual.....			20,782,491 67	5		1,089,124 58
Great Western R'y perpetual.....			13,352,322 67	5		662,616 12
Grand Trunk R'y consol'd per.....			74,140,123 72	4		2,951,254 43
Northern Railway perpetual.....			1,693,531 33	4		67,742 04
Matured bonds:						
Great Western Railway 5½%.....			486 67			
Canadian government debent.....			15,142,633 33			
Total mortgage bonds.....			\$133,368,649 38			\$5,209,785 44

* Various.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....		\$133,368,649 38	\$5,209,785 44	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1907.	
Cash.....	\$3,987,614 79	Audited vouchers and accounts.....	\$3,943,688 32
Due from solvent companies and individuals.....	8,113,148 21	Wages and salaries.....	1,745,290 08
Net traffic balances due from other companies.....	2,297,139 11	Dividends not called for.....	148,264 73
Other cash assets [excluding "materials and supplies"].....	2,129,189 19	Matured interest coupons unpaid (including coupons due July 1).....	2,368,869 09
		Miscellaneous.....	2,911,013 16
		Total—current liabilities.....	11,117,125 38
Total—cash and current assets.....	\$16,527,091 30	Balance—cash assets.....	5,409,965 92
		Total.....	\$16,527,091 30

Materials and supplies on hand \$3,708,433.87.

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	\$214,046,255 19	\$214,046,255 19	2,938.43	\$72,844
Bonds	133,368,649 38	133,368,649 38	2,938.43	45,388
Total.....	\$347,414,904 57	\$347,414,904 57	2,938.43	\$118,232

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.	\$214,046,255 19	\$133,368,649 38	\$347,414,904 57	2,938.43	\$118,232
Atlantic and St. Lawrence Railway.....	5,484,000 00	3,438,000 00	8,922,000 00	149.58	54,001
Norway Branch Railway.....	8,750 00	.....	8,750 00	1.50	5,833
Lewiston and Auburn Railway	300,000 00	.....	300,000 00	5.41	55,453
Island Pond Extension Railway .....	.....	438,000 00	438,000 00	15.64	28,005
Grand total	\$219,839,005 19	\$137,244,649 38	\$357,083,654 57	3,110.56	\$114,797

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Total cost of construction and equipment, etc., to June 30, 1906, \$332,070,802.53; to June 30, 1907, \$334,484,741.92; cost per mile, \$113,831.11.

INCOME ACCOUNT.

Gross earnings from operation	\$ 33,901,720 07	
Less operating expenses	24,018,332 79	
Income from operation	\$9,883,387 28	
Dividends on stocks owned	155,858 20	
Interest on bonds owned	686,574 27	
Miscellaneous income	441,345 86	
Total income		\$ 11,167,465 61
Deductions from income:		
Interest on funded debt accrued	\$5,209,785 44	
Rents paid for lease of road	755,336 22	
Taxes	548,798 30	
Other deductions	571,463 72	
Total deductions from income		7,085,383 68
Net income		\$4,082,081 93
Dividends, preferred stock		4,089,074 45
Deficit from operations of year ending June 30, 1907		\$6,992 52
Surplus on June 30, 1906		78,241 79
Surplus on June 30, 1907		\$71,249 27

EARNINGS FROM OPERATION—ENTIRE LINE.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$9,779,986 19
Mail	\$422,815 11		
Express	1,108,756 72		1,531,571 83
Total passenger earnings			\$11,311,558 02
Total freight earnings			21,835,233 61
Total passenger and freight earnings			\$33,146,791 63
Other earnings from operation			754,928 44
Total gross earnings from operation—entire line			\$33,901,720 07
Total gross earnings from operation—Maine			\$858,469 28

STOCKS OWNED.

Railway Stocks.	Total par value.	Rate—%.	Income or dividend received.	Valuation.	Shares.
International Bridge Company	\$1,500,000 00	8	\$120,000 00	\$693,660 00	
Grand Trunk Pacific Railway	1,082,000 00			203,400 00	
Total	\$2,582,000 00		\$120,000 00	\$897,060 00	

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,907,059 67
Renewals of rails.....	623,690 76
Renewals of ties.....	432,669 67
Repairs and renewals of bridges and culverts.....	182,408 31
Repairs and renewals of fences, road crossings, signs and cattle guards.....	188,219 14
Repairs and renewals of buildings and fixtures.....	545,057 51
Repairs and renewals of docks and wharves.....	12,384 52
Repairs and renewals of telegraph.....	5,644 62
Stationery and printing.....	2,747 63
Total.....	\$3,899,881 83
Maintenance of equipment:	
Superintendence.....	\$158,816 81
Repairs and renewals of locomotives.....	2,775,715 99
Repairs and renewals of passenger cars.....	693,520 67
Repairs and renewals of freight cars.....	2,366,098 61
Repairs and renewals of work cars.....	67,412 28
Repairs and renewals of marine equipment.....	3,318 95
Repairs and renewals of shop machinery and tools.....	254,424 68
Stationery and printing.....	11,282 33
Other expenses.....	227,248 57
Total.....	\$6,557,838 89
Conducting transportation:	
Superintendence.....	\$316,425 55
Engine and roundhouse men.....	1,854,682 56
Fuel for locomotives.....	3,978,697 08
Water supply for locomotives.....	144,324 95
Oil, tallow and waste for locomotives.....	99,491 37
Other supplies for locomotives.....	35,965 80
Train service.....	1,306,739 60
Train supplies and expenses.....	277,042 74
Switchmen, flagmen and watchmen.....	686,014 71
Telegraph expenses.....	347,335 74
Station service.....	1,588,368 45
Station supplies.....	188,658 91
Switching charges—balance.....	11,092 71
Car per diem and mileage—balance.....	335,614 92
Loss and damage.....	190,651 25
Injuries to persons.....	270,511 90
Clearing wrecks.....	49,955 34
Operating marine equipment.....	46,909 79
Advertising.....	137,699 51
Outside agencies.....	384,676 56
Commissions.....	75,132 60
Stock yards and elevators.....	2,121 07
Rents for tracks, yards and terminals.....	36,749 37
Rents of buildings and other property.....	105,757 16
Stationery and printing.....	135,883 89
Other expenses.....	32,626 89
Total.....	\$12,639,130 42
General expenses:	
Salaries of general officers.....	\$165,535 75
Salaries of clerks and attendants.....	186,856 74
General office expenses and supplies.....	52,470 96
Insurance.....	117,829 34
Law expenses.....	83,848 79
Stationery and printing (general offices).....	26,905 34
Other expenses.....	287,944 73
Total.....	\$921,481 65
Recapitulation of expenses:	
Maintenance of way and structures.....	\$3,899,881 83
Maintenance of equipment.....	6,557,838 89
Conducting transportation.....	12,639,130 42
General expenses.....	921,481 65
Grand total.....	\$24,018,332 79

Percentage of expenses to earnings—entire line, 70.35.

OPERATING EXPENSES—STATE OF MAINE.

Item.	Amount.
Maintenance of way and structures.....	\$99,057 00
Maintenance of equipment.....	166,569 11
Conducting transportation.....	321,033 91
General expenses.....	23,405 63
Total.....	\$610,065 65

Percentage of expenses to earnings--Maine, 71 06.

RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Atlantic and St. Lawrence Railroad ..		\$330,598 00		
Lewiston and Auburn Railway.....		18,000 00		
Chicago, Detroit and Canada Grand Trunk Junction Railway.....		22,846 56		
Buffalo and Lake Huron Railway.....			\$344,666 66	
Cincinnati, Saginaw and Mackinaw Railroad.....			43,225 00	
Total rents.....		\$371,444 56	\$383,891 66	\$755,336 22

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Grand total sundry rents, \$36,749.37.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$ 332,070,802 53		Cost of road.....	\$ 334,484,741 92	\$2,413,939 39		
	5,120,229 64	{ Stocks owned.....	897,060 00	} 290,475 23		
		{ Bonds owned.....				
	17,363,559 94	{ Other permanent investments.....	4,513,644 87			
		Cash and current assets.....	16,527,091 30			\$836,468 64
	3,673,030 54	Other assets:				
		Materials and supplies.....	3,708,433 87	35,403 33		
	358,227,622 65	Grand total.....	\$ 360,130,971 96	\$1,903,349 31		
		LIABILITIES.				
\$ 212,766,881 52		Capital stock.....	\$ 214,046,255 19	\$1,279,373 67		
	133,832,973 19	Funded debt.....	133,368,649 38			\$464,323 81
	10,097,793 62	Current liabilities.....	11,117,125 38	1,019,331 76		
	1,451,732 35	Accrued interest on funded debt not yet payable.....	1,527,692 74	75,963 39		
	78,241 97	Profit and loss.....	71,249 27			6,992 70
	\$ 358,227,622 65	Grand total.....	\$ 360,130,971 96	\$1,903,349 31		

EMPLOYEES AND SALARIES--STATE OF MAINE.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers (prop.).....	3	195	\$4,555 20	\$23 36
Other officers.....	16	1,369	5,357 51	3 91
General office clerks (prop.).....	16	2,930	4,600 10	1 57
Station agents.....	23	8,395	15,397 96	1 83
Other station men.....	115	46,373	96,066 31	2 07
Enginemen.....	30	10,765	38,756 00	3 60
Firemen.....	29	8,731	17,899 33	2 05
Conductors.....	26	4,223	12,881 27	3 05
Other trainmen.....	58	9,119	17,985 66	1 97
Machinists.....	28	7,593	17,388 75	2 29
Carpenters.....	56	15,447	28,983 94	1 88
Other shopmen.....	27	8,109	18,084 17	2 23
Section foremen.....	20	7,300	12,780 00	1 71
Other trackmen.....	61	19,032	25,706 80	1 35
Switch tenders, crossing tenders and watchmen.....	36	13,140	33,726 04	2 57
Telegraph operators and dispatchers.....	18	4,937	8,955 11	1 81
All other employees and laborers.....	157	48,254	82,729 39	1 71
Total (including "general officers")--Maine.	749	215,912	\$441,853 54	\$2 05
Less "general officers".....	3	195	4,555 20	23 36
Total (excluding "general officers")--Maine.	746	215,717	\$437,298 34	\$2 02
Distribution of above:				
General administration.....	19	3,125	\$9,155 80	\$2 93
Maintenance of way and structures.....	146	43,244	66,321 00	1 53
Maintenance of equipment.....	122	39,894	80,714 22	2 02
Conducting transportation.....	462	129,649	285,663 02	2 20

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.....	10,982,086			
Total passenger revenue.....		9,779,986	19	
Average amount received from each passenger.....			89	054
Total passenger earnings.....		11,311,558	02	
Passenger earnings per mile of road.....		3,200	03	
Passenger earnings per train mile.....			1	22 843
Freight traffic:				
Number of tons carried of freight earning revenue....	16,828,649			
Number of tons carried one mile.....	3,047,981,836			
Number of tons carried one mile per mile of road.....	862,271			
Average distance haul of one ton, miles.....	181.12			
Total freight revenue.....		21,835,233	61	
Average amount received for each ton of freight.....			1	29 750
Average receipts per ton per mile.....			00	716
Total freight earnings.....		21,835,233	61	
Freight earnings per mile of road.....		6,177	17	
Freight earnings per train mile.....			1	90 907
Total traffic:				
Gross earnings from operation.....		33,901,720	07	
Gross earnings from operation per mile of road.....		9,590	76	
Gross earnings from operation per train mile.....			1	69 293
Operating expenses.....		24,018,332	79	
Operating expenses per mile of road.....		6,794	76	
Operating expenses per train mile.....			1	19 939
Income from operation.....		9,883,387	28	
Income from operation per mile of road.....			2	796 00
Car mileage, etc:				
Mileage of passenger cars.....	41,206,056			
Average number of passenger cars per train mile.....	4.69			
Average number of freight cars per train mile.....	24.29			
Average number of loaded cars per train mile.....	18.45			
Average number of empty cars per train mile.....	5.84			
Average number of tons of freight per train mile.....	266.48			
Average number of tons of freight per loaded car mile.....	14.71			
Average mileage operated during year.....	3,534.83			
Train mileage:				
Mileage of revenue passenger trains.....	8,587,865			
Mileage of revenue mixed trains.....	620,273			
Mileage of revenue freight trains.....	10,817,315			
Total revenue train mileage.....	20,025,453			
Mileage of nonrevenue trains.....	1,096,416			

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.....		196			
Freight.....		585			
Switching.....		87			
Total locomotives in service.....		868			
Less locomotives leased.....		3			
Total locomotives owned.....		865			
Cars—owned and leased:					
In passenger service—					
First-class cars.....		373			
Second-class cars.....		75			
Combination cars.....		102			
Emigrant cars.....		6			
Dining cars.....		15			
Parlor cars.....		14			
Baggage, express and postal cars.....		222			
Total.....		807			
In freight service—					
Box cars.....		17,954			
Flat cars.....		4,734			
Stock cars.....		1,812			
Coal cars.....		3,487			
Tank cars.....		68			
Refrigerator cars.....		607			
Total.....		28,662			
In company's service—					
Officers' and pay cars.....		10			
Gravel cars.....		700			
Derrick cars.....		22			
Caboose cars.....		346			
Other road cars.....		813			
Total.....		1,891			
Total cars owned and in service.....		31,360			

* All equipment furnished with train air brakes and automatic couplers.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Line operated under contract, etc.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branch 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 sec'nd track	667.42	.....	.....	2.67	.....	.....	670.09	7.09	.....	.....	670.09
Miles of yard track and sidings	993.32	.....	11.86	177.75	.....	.....	1,182.93	36.93	.....	.....	1,182.93
Total mileage operated (all tracks)	4,616.02	.....	117.46	648.60	.....	5.77	5,387.85	44.02	.....	.....	5,387.85

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

Canada	2,938.43	.....	.....	176.54	.....	5.77	3,120.74	.....	.....	.....	.....
Maine .....	.....	.....	.....	89.51	.....	.....	89.51	.....	.....	.....	.....
New Hampshire .....	.....	.....	.....	52.06	.....	.....	52.06	.....	.....	.....	.....
Vermont	15.64	.....	.....	14.92	.....	.....	30.56	.....	.....	.....	.....
New York	1.21	.....	.....	22.18	.....	.....	23.39	.....	.....	.....	.....
Michigan .....	.....	.....	105.60	112.97	.....	.....	218.57	.....	.....	.....	.....
Total mileage operated (single track)	2,955.28	.....	105.60	468.18	.....	5.77	3,534.83	.....	.....	.....	All.

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	.....	.....	.....
Vermont	15.64	.....	15.64	.....	.....	.....
New York	1.21	.....	1.21	.....	.....	.....
Total mileage owned (single track)	2,955.28	.....	2,955.28	.....	.....	All.

MILEAGE--STATE OF MAINE.

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.....	82.60	.....	6.77	89.37	.....	.....	89.37
Miles of yard track and sidings.	51.26	.....	.....	51.26	.63	.....	51.26
Total mileage operated (all tracks).....	133.86	.....	6.77	140.63	.63	.....	140.63

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine	82.60	.....	82.60	.....	.....	82.60

RENEWALS OF RAILS AND TIES--STATE OF MAINE.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.			
Kind.	Tons.	Weight per yard--lbs.	Average price per ton at distributing point--dollars.	Kind.	Number.	Average price at distributing point--cts.	
Steel	32	80	30.65	Oak	7,590	58	
				Cedar	6,279	40	
				Cedar culls.....	1,723	25	
				Sixteen switch sets at \$81.49.			
				Total	15,592	47	

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF MAINE.

Locomotives.	COAL—tons.		Wood, hard—cords.	Wood, soft—cords.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.					
Passenger	8,285.00			42	8,306	220,806	75.20
Freight	28,370.50			139	28,440	310,644	183.10
Switching	8,734.00			60	8,764	254,189	68.96
Construction	560.50			3	562	19,230	58.45
Total	45,950.00			244	46,072	804,969	114.47
Average cost at distributing point.....	\$2.76			\$1.40	\$2.76		

ACCIDENTS TO PERSONS—STATE OF MAINE.

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

Kind of Accident.	RAILWAY EMPLOYEES.									
	Trainmen.		Switch tenders, crossing tenders and watchmen.		Trackmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Parting of trains ..	1								1	
Falling from trains, locomotives or cars	2						1	1	3	1
Jumping on or off trains, locomotives or cars		1						1		2
Struck by trains, locomotives or cars.....						1				1
Overhead obstructions		1		2						3
Other causes		4		3		3		4		14
Total.....	3	6		5		4	1	6	4	21

Total passengers injured, 4.

ACCIDENTS--CONCLUDED.

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

Kind of Accident.	RAILWAY EMPLOYEES.								Total.	
	Station men.		Shopmen.		Trackmen.		Other employees.		Killed.	Injured.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
Other causes									1	1
Summary.									Total.	
									Killed.	Injured.
Table A.										
Railway employees									4	21
Passengers										4
Table B.										
Railway employees										1
Grand total									4	26

BRIDGES, TRESTLES, TUNNELS, ETC.—STATE OF MAINE.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Stone ...	1	15	0					Trestles	4	15	10
Iron....	9	132	8	10	0	17	0	Overhead Railway Crossings:			
Steel	31	2,271	3½	16	0	324	0	Bridges	3	16	5
Total ..	41	2,418	11½								
Trestles ..	2	200	0	60	0	140	0				

Gauge of track, 4 feet, 8½ inches—89.51 miles.

TELEGRAPH.

OWNED AND OPERATED BY COMPANY MAKING THIS REPORT.

Miles of line, 90.50; miles of wire, 271.50.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Owner and operating company: Great North Western Telegraph Company; miles of line, 90.50; miles of wire, 159.

Report of the Kennebec Central Railroad Company for the Year Ending June 30, 1907.

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 16, 1907.

Total number of stockholders at date of last election, 72.

Date of last meeting of stockholders for election of directors, September 17, 1906. 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.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

First mortgage bonds: Issued November 15, 1890, due November 15, 1910; amount authorized and issued, \$49,000; amount outstanding, \$27,000; cash realized on amount issued, \$27,000; rate of interest, 4% payable May 15, and 5% November 15; interest accrued and paid during year, \$1,120.

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds Amount issued, \$40,000; amount outstanding, \$27,000; interest accrued and paid during year, \$1,120.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1907.	
Cash	\$1,194 78	Audited vouchers and acc'ts.	\$1,041 55
Due from agents	303 64	Wages and salaries	269 54
Due from solvent companies and individuals	805 33	Total--current liabilities.	\$1,311 09
Total--cash and current assets	\$2,303 75	Balance--cash assets	992 66
		Total	\$2,303 75

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 Co.; 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, 1906, \$61,517.32; cost to June 30, 1907, \$61,517.32; cost per mile, \$12,303.46.

Equipment: Cost to June 30, 1906; \$20,061.33; cost to June 30, 1907, \$21,250.33; cost per mile, \$4,012.26.

Total cost construction, equipment, etc.: Cost to June 30, 1906, \$81,578.65; charged to equipment, \$1,189; cost to June 30, 1907, \$82,767.65; cost per mile, \$16,553.53.

INCOME ACCOUNT.

Gross earnings from operation.....	\$15,412 42	
Less operating expenses.....	11,447 77	
Income from operation.....		\$3,964 65
Deductions from income:		
Interest on funded debt accrued.....	\$1,120 00	
Taxes.....	321 89	
Total deductions from income.....		1,441 89
Net income.....		\$2,522 76
Dividends, 6 per cent, common stock.....		2,400 00
Surplus from operations of year ending June 30, 1907.....		\$122 76
Surplus June 30, 1906.....		16,842 15
Surplus on June 30, 1907.....		\$16,964 91

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue.....			\$4,792 45
Mail.....	\$227 44		
Express.....	506 53		733 97
Total passenger earnings.....			\$5,526 42
Freight revenue.....	\$9,770 71		
Less repayments—			
Overcharge to shippers.....		\$3 02	
Total freight revenue.....			9,767 69
Total passenger and freight earnings.....			\$15,294 11
Other earnings from operation:			
Rents not otherwise provided for.....	90 00		
Other sources.....	25 31		
Total other earnings.....			\$118 31
Total gross earnings from operation.....			\$15,412 42

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$2,440 56
Repairs and renewals of fences, road crossings, signs and cattle guards.....	107 63
Repairs and renewals of buildings and fixtures.....	75 95
Total.....	\$2,624 14
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$901 55
Repairs and renewals of passenger cars.....	157 38
Repairs and renewals of freight cars.....	74 68
Total.....	\$1,133 61
Conducting transportation:	
Superintendence.....	\$600 00
Engine and roundhouse men.....	1,486 25
Fuel for locomotives.....	1,332 57
Water supply for locomotives.....	133 70
Other supplies for locomotives.....	120 73
Train service.....	1,269 38
Train supplies and expenses.....	151 28
Switchmen, flagmen and watchmen.....	456 25
Station service.....	960 00
Station supplies.....	240 74
Advertising.....	43 00
Stationery and printing.....	105 62
Total.....	\$6,929 52
General expenses:	
Salaries of general officers.....	\$500 00
Insurance.....	118 50
Other expenses.....	142 00
Total.....	\$760 50
Recapitulation of expenses:	
Maintenance of way and structures.....	\$2,624 14
Maintenance of equipment.....	1,133 61
Conducting transportation.....	6,929 52
General expenses.....	760 50
Grand total.....	\$11,447 77

Percentage of expenses to earnings, 74.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$61,517 32	Cost of road		\$61,517 32		
	20,061 33	Cost of equip-ment		\$21,250 33	\$1,189 00	
	2,959 61	Cash and cur-rent assets		2,303 75		\$655 86
	344 60	Other assets: Materials and supplies		344 60		
	\$84,882 86	Grand total		\$85,416 00	\$533 14	
		LIABILITIES.				
	\$40,000 00	Capital stock		\$40,000 00		
	27,000 00	Funded debt		27,000 00		
	900 71	Current liabil-ities		1,311 09	\$410 38	
	140 00	Accrued inter-est on funded debt not yet payable		140 00		
	16,842 15	Profit and loss		16,964 91	122 76	
	\$84,882 86	Grand total		\$85,416 00	\$533 14	

SECURITY FOR FUNDED DEBT.

First mortgage bonds, from Randolph to Togus, 5 miles; amount per mile o line, \$5,400.
All equipment mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	1	312	\$560 00	\$1 60
Other officers	1	365	600 00	1 64
Station agents	2	730	960 00	1 32
Enginemen	1	457	914 00	2 00
Firemen	1	382	572 25	1 50
Conductors	1	369	737 75	2 00
Other trainmen	1	378	561 63	1 50
Section foremen	1	317	556 00	1 75
Other trackmen	3	863	1,270 14	1 47
Switch tenders, crossing tenders and watchmen	1	365	456 25	1 25
Total (including "general officers")	13	4,538	\$7,128 02	\$1 57
Less "general officers"	1	312	500 00	1 60
Total (excluding "general officers")	12	4,226	\$6,628 02	\$1 57
Distribution of above:				
General administration	4	1,407	\$2,060 00	\$1 46
Maintenance of way and structures	4	1,180	1,826 14	1 55
Maintenance of equipment	1	365	456 25	1 25
Conducting transportation	4	1,586	2,785 63	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	49,568			
Number of passengers carried one mile	240,014			
Number of passengers carried one mile per mile of road	48,003			
Average distance carried, miles	4.84			
Total passenger revenue		4,792	45	
Average amount received from each passenger			09	668
Average receipts per passenger per mile			01	997
Total passenger earnings		5,526	42	
Passenger earnings per mile of road		1,105	28	5
Passenger earnings per train mile.....			19	542
Freight traffic:				
Number of tons carried of freight earning revenue ..	6,878			
Number of tons carried one mile	34,390			
Number of tons carried one mile per mile of road	6,878			
Average distance haul of one ton, miles	5.00			
Total freight revenue		9,767	69	
Average amount received for each ton of freight			1	42
Average receipts per ton per mile			28	403
Total freight earnings		9,767	69	
Freight earnings per mile of road		1,953	53	8
Freight earnings per train mile.....			4	34
Total traffic:				
Gross earnings from operation		15,412	42	
Gross earnings from operation per mile of road.....		3,082	42	5
Gross earnings from operation per train mile.....			54	499
Operating expenses.....		11,447	77	
Operating expenses per mile of road		2,389	55	4
Operating expenses per train mile			40	480
Income from operation.....		3,964	65	
Income from operation per mile of road.....			79	87
Car mileage, etc.:				
Mileage of passenger cars.....	26,030			
Average number of passenger cars per train mile.....	.92			
Average number of passengers per train mile	8			
Average number of tons of freight per train mile.....	15			
Average mileage operated during year.....	5			
Train mileage:				
Mileage of revenue passenger trains	26,030			
Mileage of revenue mixed trains	2,250			
Total revenue train mileage	28,280			
Mileage of nonrevenue trains	730			

FREIGHT TRAFFIC MOVEMENT.

Freight received from connecting roads and other carriers, 6,878 tons.

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		Equipment fitted with automatic coupler—number.
			Number.	Name.	
Locomotives—owned and in service:					
Passenger.....		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.....	3	5			
Total.....	3	13			
Total cars owned and in service.....	3	18	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.

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.....		250.87			250.87	26,030	19.28
Mixed.....		21.70			21.70	2,250	19.29
Switching.....		7.03			7.30	730	19.26
Total.....		279.60			279.60	29,010	19.28
Average cost at distributing point.....		\$4.77			\$4.77		

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, 1907.

HISTORY.

Name of common carrier making this report. Lime Rock Railroad Company.

Date of organization. February 29, 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.; W. T. Cobb, Rockland, Me.; C. A. Crockett, Rockland, Me. Term expires last Tuesday in January, 1908.

Total number of stockholders at date of last election, 8.

Date of last meeting of stockholders for election of directors, last Tuesday in January, 1907.

Address of general and operating office, Rockland, Maine.

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 issued and 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 author ized issued, \$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.

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, 1907.	
Bills receivable	\$2,157 85	Loans and bills payable.....	\$27,795 70
Due from solvent companies and individuals	24,155 65		
Total—cash and current assets	\$26,313 50		
Balance—current liabilities..	1,482 20		
Total	\$27,795 70	Total—current liabilities.	\$27,795 00

Materials and supplies on hand \$5,955.98.

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	\$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, 1906, \$401,475.44; charged to construction, \$175.00; cost to June 30, 1907, \$401,650.44; cost per mile, \$35,544.21.

Equipment: Cost to June 30, 1906, \$114,636.22; charged to equipment, \$9,892.18; cost to June 30, 1907, \$124,528.40; cost per mile, \$11,020.20.

Total construction and equipment: Cost to June 30, 1906, \$516,111.66; cost to June 30, 1907, \$526,178.84; cost per mile, \$46,564.41.

INCOME ACCOUNT.

Gross earnings from operation	\$76,626 67	
Less operating expenses.....	48,871 28	
Income from operation		\$27,755 39
Interest on bonds owned	\$1,000 00	
Miscellaneous income.....	2,489 66	
Income from other sources		3,489 66
Total income.....		\$31,245 05
Deductions from income:		
Interest on funded debt accrued	\$17,000 00	
Taxes	4,821 60	
Total deductions from income		21,821 60
Net income		\$9,423 45
Dividends, 2 per cent common stock		9,000 00
Surplus from operations of year ending June 30, 1907		\$423 45
Surplus on June 30, 1906.....		134,173 60
		\$134,597 25
Deductions for the year, 3% extra dividends declared from surplus.....		13,500 00
Surplus on June 30, 1907.....		\$121,097 25

EARNINGS FROM OPERATION.

Freight revenue, \$70,431.17; other earnings from operation, switching charges-- balance, \$6,195.50. Total gross earnings from operation, \$76,626.67.

BONDS OWNED.

Railway Bonds.	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.

Sundry rents, etc., \$2,489.66.

LIME ROCK RAILROAD.

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OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$5,676 36
Repairs and renewals of bridges, culverts and trestles	9,198 91
Repairs and renewals of buildings and fixtures.....	998 54
Total	\$15,873 81
Maintenance of equipment:	
Repairs and renewals of locomotives	\$1,512 20
Repairs and renewals of freight cars.....	5,289 86
Repairs and renewals of shop machinery and tools.....	1,515 00
Total	\$8,317 06
Conducting transportation:	
Engine and roundhouse men	\$5,113 78
Fuel for locomotives	4,585 75
Water supply for locomotives	351 63
Oil, tallow and waste for locomotives	206 13
Train service	7,346 20
Train supplies and expenses	418 40
Switchmen, flagmen and watchmen.....	1,831 50
Total	\$19,853 39
General expenses:	
Salaries of general officers.....	\$1,000 00
Salaries of clerks and attendants	120 00
Insurance.....	3,326 31
Other expenses	386 71
Total	\$4,827 02
Recapitulation of expenses:	
Maintenance of way and structures	\$15,873 81
Maintenance of equipment.....	8,317 06
Conducting transportation.....	19,853 39
General expenses.....	4,827 02
Grand total.....	\$48,871 28

Percentage of expenses to earnings, 63.78.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$401,475 44	Cost of road		\$401,650 44	\$175 00	
	114,636 22	Cost of equipment.. ..		124,528 40	9,892 18	
	25,000 00	Bonds owned		25,000 00		
	35,625 00	Lands owned		36,425 00	800 00	
	402,000 00	Franchises owned.. ..		402,000 00		
	43,375 02	Cash and current assets		26,313 50		\$17,061 52
	13,034 01	Other assets:				
		Materials and supplies.....		5,955 98		7,078 03
	1,722 61	Sundries.....		2,019 63	297 02	
	\$1,036,868 30	Grand total.....		\$1,023,892 95		\$12,975 35
		LIABILITIES.				
	\$450,000 00	Capital stock		\$450,000 00		
	425,000 00	Funded debt		425,000 00		
	27,694 50	Current liabilities ..		27,795 70	\$101 20	
	134,173 80	Profit and loss		121,097 25		13,076 55
	\$1,036,868 30	Grand total.....		\$1,023,892 95		\$12,975 35

SECURITY FOR FUNDED DEBT.

Consolidated mortgage: Entire line, 11.30 miles; amount of mortgage per mile of line, \$37,611.

EMPLOYEES AND SALARIES.

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	96	120 00	1 25
Enginemen	2	972	3,178 78	3 25
Firemen	2	962	1,935 00	2 00
Conductors	2	882	2,575 20	2 90
Other trainmen	6	2,670	4,771 00	1 79
Machinists	1	334	866 87	2 60
Carpenters	2	960	2,122 95	2 21
Other shopmen	7	2,553	4,791 40	1 88
Section foremen	2	621	1,319 99	2 12
Other trackmen	10	1,731	2,598 25	1 50
Switch tenders, crossing tenders and watchmen	4	1,294	1,831 50	1 42
Total (including "general officers")	40	13,406	\$27,110 94	\$2 02
Less "general officers"	1	313	1,000 00	3 19
Total (excluding "general officers")	39	13,093	\$26,110 94	\$1 99
Distribution of above:				
General administration	2	409	\$1,120 00	\$2 74
Maintenance of way and structures	12	2,352	3,918 24	1 67
Maintenance of equipment	10	3,847	5,781 22	2 62
Conducting transportation	16	6,798	14,291 48	2 10

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	301,427			
Total freight revenue		70,431	17	
Average amount received for each ton of freight				23 366
Total freight earnings		70,431	17	
Freight earnings per mile of road		5,603	10	
Total traffic:				
Gross earnings from operation		76,626	67	
Gross earnings from operation per mile of road		6,096	00	
Operating expenses		48,871	28	
Operating expenses per mile of road		3,887	90	
Income from operation		27,755	39	
Income from operation per mile of road		2,208	06	
Car mileage, etc.:				
Average mileage operated during year	12.57			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 282,520 tons; received from connecting roads and other carriers, 18,907 tons; total tons, 301,427.

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: Freight.....	4	.....	.....	4
Cars owned and leased: In freight service— Dump cars.....	436	.....	.....	.....
In company's service— Other road cars.....	8	.....	.....	.....
Total cars owned and in service....	444	.....	.....	.....

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.					Iron.	Steel.
Miles of single track....	11.30	.....	.....	1.27	12.57	.....	3.18	8.12

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Freight—Bituminous coal, 1,079 tons; total tons, 1,079 tons; cost at distributing point, \$4.25 per ton.

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

Trainmen: Other causes, killed, 1.

BRIDGES, TRESTLES, TUNNELS, Etc.

Trestles, 11; aggregate length, 15,142 feet, 8 inches; minimum length, 48 feet; maximum length, 3,396 feet.

Gauge of track, 4 feet, 8½ inches--11.30 miles.

Report of the Maine Central Railroad Company for the Year Ending June 30, 1907.

HISTORY.

Name of common carrier making this report. Maine Central Railroad Company.

Date of organization. October 28, 1882.

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.

Portland and Rumford Falls Railroad, Portland and Rumford Falls Railway, Rumford Falls and Rangeley Lakes Railroad Co. leased May 1, 1907 for 999 years.

* For all acts prior to 1907, 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. Eicker.....	South Poland, Maine.....	
Geo. Varney.....	Bangor, Maine.....	
Alvah W. Sulloway.....	Franklin, N. H.....	

Total number of stockholders at date of last election, 765.

Date of last meeting of stockholders for election of directors, October 17, 1906.

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.
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.
Division Superintendent.....	Elmer L. Lovejoy.....	Rumford Falls, Me.
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. Hammett.....	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	392.36	
	Brunswick	Bath	8.90		
	Cumberland Jct.	Skowhegan	91.20		
	Brunswick	Farmington	62.60		
	Crowley's Jct.	Lewiston	4.80		
	Brewer Jct.	Mt. Desert Ferry.....	41.13		
	Woolwich	Rockland	47.13		
	Rockland	Rockland Wharf	1.44		
	Gardiner Jct.	Copsecook Mills.....	1.15		
	Industrial tracks.		4.73		
Leased Lines.					
Belfast & Moosehead Lake R.R.	Burnham Jct	Belfast	33.13	7.32	
Dexter & Newport Railroad.	Newport Jct	Dexter	14.23		
Dexter & Piscataquis R. R.	Dexter Jct.	Foxcroft	16.54		
European & N. American Ry.	Bangor	Vanceboro	114.30		
	Orono	Stillwater	3.01		
	Enfield	Montague	3.03		
	Montague	Howland .....	.73	
	Industrial tracks.		4.96		
Eastern Maine Railway.....	Bangor Jct.	Bucksport	18.50		19.07
Industrial tracks. . . . .		.27	
Portland & Rumford Falls Ry.	Rumford Jct.	Rumford Falls.....	52.86	65.14	
	Rumford Falls Jct.	R. F. & R. L. R. R. .	.72		
	Canton	Livermore Falls.....	10.27		
	Industrial tracks.		1.29		
Rumford Falls & Rangeley Lakes Railroad.....	Rumford Falls...	Kennebago farm	38.36	38.71	
	Industrial tracks. . . . .		.35
The Portland & Ogdensburg Ry	Portland	New Hampshire line	51.12	52.46	
	Portland Un. Sta.	Thompson's Pt. . . . .	.74	
	Industrial tracks. . . . .		.60
Total				764.99	

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—		
Maine Central Railroad	Portland	Bangor	136.60	392.36
	Brunswick	Bath	8.90	
	Cumberland Jct. .	Skowhegan	91.20	
	Brunswick	Farmington	62.60	
	Crowley's Jct.	Lewiston	4.80	
	Brewer Junction..	Mt. Desert Ferry.....	41.13	
	Woolwich.....	Rockland	47.13	
	Rockland	Rockland Wharf . . .	1.44	
	Gardiner Jct.	Copsecook Mills.....	1.15	
	Industrial tracks.		4.73		7.32
Leased Lines.				
Belfast&Moosehead Lake R R	Burnham Jet	Belfast	33.13	126.03
Dexter & Newport Railroad..	Newport Jct.	Dexter	14.23	
Dexter&Piscataquis Railroad	Dexter Jct.	Foxcroft	16.54	
European & N. American Ry.	Bangor	Vanceboro	114.30	
	Orono	Stillwater	3.01	
	Enfield	Montague	3.03	
	Montague	Howland .....	.73
	Industrial tracks.		4.96	
	Bangor Jct.	Bucksport	18.80	
	Industrial tracks.		.27	
Eastern Maine Railway.....	Rumford Jct.	Rumford Falls.....	52.86	65.14
Portland & Rumford Falls Ry.	Rumford Falls Jc.	R. F. & R. L. R. R.	.72	
	Canton	Livermore F'ls	10.27	
	Industrial tracks.		1.29	
Rumford Falls & Rangeley Lakes Railroad.....	Rumford Falls....	Kennebago farm	38.36	38.71
	Industrial tracks.		.35	
The Portl'nd&Ogdensburg Ry	Portland	Lunenburg,Vt.	109.10	110.44
	Portland Un. Sta.	Thompson's Pt..	.74	
	Industrial tracks.		.60	
Upper Coos R. R. (N. Ham'sh'e)	Quebec Jct., N. H.	Connecticut River in Guildhall		41.48
	Connecticut River in Brunswick...	Connecticut River in Canaan		
Coos Valley Railroad.....	Connecticut River in Guildhall.....	Connecticut River in Brunswick	12.29	
Upper Coos R. R., Vermont ..	Connecticut River in Canaan.....	Canada line near Beecher Falls, Vt ..	1.56	66.70
Hereford Railway	Canada line, near Beecher Falls, Vt	Lime Ridge, P. Q.	52.85	
St. Johnsbury & Lake Cham- plain Railroad.....	Connecticut River in Lunenburg ..	Lunenburg Station ..	.25	
Total mileage operated...				931.40

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 and Woolwich Ferry..	Steam ferry.. ...	Owned.....	Maine.
Frenchman's Bay steam-boats	Common carrier.	Owned.....	Maine.
Penobscot Bay steamboats.	Common carrier.	Owned.....	Maine.

The Maine Central Railroad Company owns and operates on the Kennebec river, between Bath and Woolwich, a steam ferry for the transportation of passengers, freight, mail and express.

The Maine Central Railroad Company also owns and operates a line of steam-boats in Frenchman's Bay, running from Mt. Desert Ferry, and one in Penobscot Bay running 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		\$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

The Portland and Kennebec scrip, the Maine Central scrip, and the Androscoggin and Kennebec stock bonds, amounting in all to \$11,900, are exchangeable for Maine Central stock on presentation.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate-%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
Maine Central consols.....	Apr. 1, 1872	Apr. 1, 1912	\$9,000,000 00	\$3,924,000 00	\$3,924,000 00	\$3,767,119 00	7	April and Oct..	\$274,680 00	\$274,599 50
Maine Central consols.....	Apr. 1, 1872	Apr. 1, 1912		269,500 00	269,500 00	269,500 00	5	April and Oct..	13,475 00	13,372 50
Maine Central consols.....	Apr. 1, 1872	Apr. 1, 1912		1,525,000 00	1,525,000 00	1,632,528 85	4 1/2	April and Oct..	68,625 00	68,625 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	130,280 00
Maine Central col. trust.....	June 1, 1883	June 1, 1923	700,000 00	700,000 00	669,000 00	706,500 00	5	June and Dec..	33,450 00	33,775 00
Maine Shore Line 1st mortg..	June 1, 1885	June 1, 1923	750,000 00	81,000 00	81,000 00	95,137 80	6	June and Dec..	4,860 00	2,730 00
Penobscot Shore Line 1st mor.	Aug. 1, 1890	Aug. 1, 1920	1,300,000 00	1,300,000 00	1,300,000 00	1,300,000 00	4	Feb. and Aug..	52,000 00	51,840 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	20,200 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	\$595,422 00
Maine Central imp. Series A.	July 1, 1886	July 1, 1916	\$200,000 00	\$200,000 00	\$200,000 00	\$204,000 00	4 1/2	Jan. and July..	\$9,000 00	\$20,227 50
Maine Central imp. Series B.	July 1, 1887	July 1, 1917	250,000 00	250,000 00	250,000 00	255,000 00	4 1/2	Jan. and July..	11,250 00	
Total.....			\$450,000 00	\$450,000 00	\$450,000 00	\$459,000 00	.....	.....	\$20,250 00	\$20,227 50
Mortgage bonds.....			\$12,536,892 00	\$11,851,892 00	\$11,442,192 00	\$11,490,017 28	.....	.....	\$597,710 00	\$595,422 00
Miscellaneous obligations..			450,000 00	450,000 00	450,000 00	459,000 00	.....	.....	20,250 00	20,227 50
Grand total.....			\$12,986,892 00	\$12,301,892 00	\$11,892,192 00	\$11,949,017 28	.....	.....	\$617,960 00	\$615,649 50

MAINE CENTRAL RAILROAD.

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	\$595,422 00
Miscellaneous obligations.....	450,000 00	450,000 00	20,250 00	20,227 50
Total	\$12,301,892 00	\$11,892,192 00	\$617,960 00	\$615,649 50

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1907.	
Cash.....	\$425,391 07	Loans and bills payable	\$600,000 00
Bills receivable	241,818 50	Audited vouchers and ac- counts.....	722,763 74
Due from agents	180,967 73	Wages and salaries	147,857 33
Due from solvent companies and individuals	327,133 81	Dividends not called for	9,815 04
Net traffic balances due from other companies.....	144,671 17	Matured interest coupons un- paid (including coupons due July 1).....	38,603 00
Total—cash and current assets	\$1,319,982 28	Rents due July 1	84,641 66
		Miscellaneous	87,092 25
Balance—current liabilities..	370,790 74		
Total	\$1,690,773 02	Total—current liabilities.	\$1,690,773 02

Materials and supplies on hand, \$1,241,652.02.

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	\$4,988,000 00	\$4,988,000 00	399.68	\$12,450
Bonds	11,892,192 00	11,892,192 00	399.68	29,754
Total	\$16,880,192 00	\$16,880,192 00	399.68	\$42,234

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 Co	\$4,988,000 00	\$11,892,192 00	\$16,880,192 00	399.68	\$42,234
Belfast and Moosehead Lake R. R. Co.	648,100 00	90,500 00	738,600 00	33.13	22,294
Dexter and Newport Railroad Co	122,000 00	175,000 00	297,000 00	14.23	20,871
Dexter & Piscataquis Railroad Co	122,000 00	175,000 00	297,000 00	16.54	17,956
European and North American Railway..	2,494,100 00	1,000,000 00	3,494,100 00	126.03	27,724
Eastern Maine Railway Co	200,000 00	.....	200,000 00	19.07	10,488
Portland and Rumford Falls Railroad	1,000,000 00	.....	.....	.....	.....
Portland and Rumford Falls Railway	2,000,000 00	1,842,900 00	5,842,000 00	103.85	56,254
Rumford Falls and Rangeley Lakes R. Co ..	300,000 00	700,000 00			
The Portland and Ogdensburg Railway...	4,392,538 00	2,119,000 00	6,511,538 00	110.44	58,960
Upper Coos Railroad (New Hampshire)...	350,000 00	1,043,600 00	1,485,000 00	55.33	26,839
Upper Coos Railroad (Vermont)	32,000 00				
Coos Valley Railroad Company	60,000 00				
Hereford Railway Co..	800,000 00	800,000 00	1,600,000 00	52.85	30,274
Grand total	\$17,508,738 00	\$19,836,692 00	\$37,345,430 00	931.15	\$40,107

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Cost to June 30, 1906, \$14,562,748.85; cost to June 30, 1907, \$14,562,748.85; cost per mile, \$36,436.02.

Equipment: Cost to June 30, 1906, \$2,617,687.93; cost to June 30, 1907, \$2,617,687.93; cost per mile, \$6,549.46.

Total cost of construction and equipment, etc., to June 30, 1906, \$17,180,436.78; to June 30, 1907, \$17,180,436.78; cost per mile, \$42,985.48.

Construction: Not included in operating expenses, \$255,410.86.

Equipment: Not included in operating expenses, \$468,895.46.

INCOME ACCOUNT.

Gross earnings from operation.....	\$8,348,139 15	
Less operating expenses.....	5,664,172 97	
Income from operation		\$2,683,966 18
Dividends on stock owned.....	\$12,397 40	
Interest on bonds owned.....	32,746 05	
Miscellaneous income.....	51,986 92	
Income from other sources		97,130 37
Total income		\$2,781,096 55
Deductions from income:		
Interest on funded debt accrued	\$617,960 00	
Rents paid for lease of road	605,852 42	
Taxes	310,074 99	
Permanent improvements.....	724,306 32	
Other deductions—sinking funds.....	13,440 00	
Total deductions from income		2,271,633 73
Net income		\$509,462 82
Dividends, 7 per cent, common stock.....		348,369 00
Surplus from operations of year ending June 30, 1907.....		\$161,093 82
Surplus on June 30, 1906.....		1,176,992 83
Additions for year, miscellaneous items.....	\$89,917 84	\$1,338,086 65
Deductions for year surplus transferred to contingent fund.....	161,093 82	71,175 98
Surplus on June 30, 1907.....		\$1,266,910 67

EARNINGS FROM OPERATION—ENTIRE LINE.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$2,721,922 17		
Less repayments—			
Tickets redeemed.....		\$4,965 98	
Excess fares refunded.....		7,927 45	
Other repayments.....		1,025 20	
Total deductions.....		\$13,918 63	
Total passenger revenue.....			\$2,708,003 54
Mail.....	\$228,265 82		
Express.....	181,921 45		
Extra baggage and storage.....	47,982 10		
Other items.....	15,046 38		473,215 75
Total passenger earnings.....			\$3,181,219 29
Freight:			
Freight revenue.....	\$5,012,561 55		
Less repayments—			
Overcharge to shippers.....		\$18,415 83	
Total freight revenue.....			4,994,145 72
Other items.....			57,622 74
Total freight earnings.....			\$5,051,768 46
Total passenger and freight earnings.....			\$8,232,987 75
Other earnings from operation:			
Rents from tracks, yards and terminals..	\$27,133 33		
Rents not otherwise provided for.....	6,760 36		
Other sources:			
Steamboat earnings.....	74,115 28		
Wharfage and pierage.....	7,142 43		
Total other earnings.....			115,151 40
Total gross earnings from operation—entire line.....			\$8,348,139 15

STOCKS OWNED.

Railway Stock.	Total par value.	Rate-%.	Income or dividend received.	Valuation.
Boston & Maine Railroad.....	\$4,700 00	7	\$329 00	\$8,225 00
The Portland & Ogdensburg Railway	593,420 00	2	11,868 40	296,710 00
Bridgton & Saco River Railroad	5,000 00	4	200 00	5,000 00
Washington County Railway Company.....	2,500,000 00	.....	.....	1 00
Phillips & Rangeley Railroad	25,000 00	.....	.....	1 00
Sebasticoock & Moosehead Railroad.....	8,000 00	.....	.....	1 00
Upper Coos Railroad, Vermont.....	32,000 00	.....	.....	1 00
Coos Valley Railroad Company	60,000 00	.....	.....	1 00
Somerset Railway Company	650,000 00	.....	.....	617,500 00
Portland Union Railway Station Company.	25,000 00	.....	.....	25,000 00
Total	\$3,903,120 00	..	\$12,397 40	952,440 00
Other Stocks.				
Portland, Mt. Desert & Machias Steamboat Co.	\$110,000 00	.....	.....	1 00

BONDS OWNED.

Maine Central Railroad Company Consols...	\$46,500 00	7	\$ 3,255 00	\$46,500 00
Knox and Lincoln Railway.....	44,000 00	5	2,200 00	44,000 00
Maine Shore Line Railroad.....	5,000 00	6	300 00	5,000 00
Upper Coos Railroad	118,000 00	4	5,310 00	118,000 00
Washington County Railway Company	250,000 00	3	21,468 12	225,000 00
Maine Central Railroad Company and European & North American Railway ...	5,000 00	4	200 00	5,000 00
Portland & Ogdensburg Railway.....	.....	3	12 93	.....
Total	\$468,500 00	.....	\$32,746 05	\$443,500 00

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company using property leased.	Item.	Total.
Tracks:				
Mattawamk'g to	Vanceboro	Canadian Pacific Ry.	\$23,800 00	
Lewiston to	Rumford Junction	P'tl'd & R'm'd F'l's Ry	3,333 33	
Total .....	.....	.....	.....	\$27,133 33

MISCELLANEOUS INCOME.

Item.	Gross income.	Expenses.	Net miscel-laneous income.
Rent of real estate	\$12,700 08	.....	\$12,700 08
Interest and discount.....	39,286 84	.....	39,286 84
Total	\$51,986 92	.....	\$51,986 92

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$708,967 92
Renewals of rails.....	67,168 38
Renewals of ties.....	124,305 32
Repairs and renewals of bridges and culverts.....	36,366 75
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	24,831 52
Repairs and renewals of buildings and fixtures.....	107,401 53
Repairs and renewals of docks and wharves.....	5,781 41
Repairs and renewals of telegraph.....	100 38
Stationery and printing.....	1,269 88
Total.....	\$1,076,193 09
Maintenance of equipment:	
Superintendence.....	\$32,960 10
Repairs and renewals of locomotives.....	349,920 12
Repairs and renewals of passenger cars.....	134,089 36
Repairs and renewals of freight cars.....	694,560 98
Repairs and renewals of work cars.....	31,301 60
Repairs and renewals of marine equipment.....	32,336 15
Repairs and renewals of shop machinery and tools.....	21,909 56
Stationery and printing.....	3,553 17
Other expenses.....	2,634 19
Total.....	\$1,303,215 23
Conducting transportation:	
Superintendence.....	\$65,877 06
Engine and roundhouse men.....	504,220 16
Fuel for locomotives.....	906,830 57
Water supply for locomotives.....	34,517 89
Oil, tallow, and waste for locomotives.....	13,926 03
Other supplies for locomotives.....	7,709 90
Train service.....	367,160 55
Train supplies and expenses.....	81,859 21
Switchmen, flagmen and watchmen.....	218,775 07
Telegraph expenses.....	83,970 67
Station service.....	338,586 67
Station supplies.....	66,441 97
Car per diem and mileage—balance.....	65,793 96
Loss and damage.....	33,384 16
Injuries to persons.....	46,054 21
Clearing wrecks.....	18,100 54
Operating marine equipment.....	73,040 16
Advertising.....	23,436 09
Outside agencies.....	1,437 15
Commissions.....	2,878 31
Rents for tracks, yards and terminals.....	7,500 00
Rents of buildings and other property.....	10,293 13
Stationery and printing.....	45,442 33
Total.....	\$3,017,175 79
General expenses:	
Salaries of general officers.....	\$53,400 24
Salaries of clerks and attendants.....	67,991 43
General office expenses and supplies.....	23,939 42
Insurance.....	69,417 64
Law expenses.....	41,556 92
Stationery and printing (general offices).....	9,387 76
Other expenses.....	1,895 45
Total.....	\$267,588 86
Recapitulation of expenses:	
Maintenance of way and structures.....	\$1,076,193 09
Maintenance of equipment.....	1,303,215 23
Conducting transportation.....	3,017,175 79
General expenses.....	267,588 86
Grand total.....	\$5,664,172 97

RENTALS PAID.
RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
European and North American Ry	\$40,000 00		\$125,500 00	\$165,500 00
Belfast and Moosehead Lake Railroad			36,000 00	36,000 00
Dexter and Newport Railroad	7,000 00	\$6,100 00	250 00	13,350 00
Eastern Maine Railway			9,500 00	9,500 00
Portland and Ogdensburg Railway	93,950 00	87,850 76	500 00	182,300 76
Dexter and Piscataquis Railroad	7,000 00		6,350 00	13,350 00
Upper Coos Railroad	45,185 00	21,000 00	500 00	66,685 00
Hereford Railway	32,000 00	32,000 00	500 00	64,500 00
Portland and Rumford Falls Railroad			54,666 66	54,666 66
Total rents	\$225,135 00	\$146,950 76	\$233,766 66	\$605,552 42

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.
Terminals: Union Station, Portland, Maine, owned by Portland Union Railway Station Company, \$7,500.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	14,562,748 85	Cost of road		14,562,748 85		
	2,617,687 93	Cost of equip- ment		2,617,687 93		
	334,939 66	Stocks owned		952,441 00	\$617,502 00	
	772,685 50	Bonds owned		443,500 00		\$329,185 50
	1,833,456 35	Cash and cur- rent assets		1,319,982 28		513,474 07
	1,001,711 42	Other assets:				
		Materials and supplies		1,241,652 02	239,940 60	
	389,066 24	Sinking fund		418,350 20	29,343 96	
	50,516 76	Insurance paid, not accrued		36,339 58		14,177 18
	21,562,752 05	Grand total.		21,562,701 86	\$29,949 81	
		LIABILITIES.				
	4,988,000 00	Capital stock		4,988,000 00		
	11,892,192 00	Funded debt		11,892,192 00		
	764,924 04	Current liabil- ities		1,690,773 02	925,848 98	
	155,042 49	Accrued inter- est on funded debt not yet payable		155,042 49		
	85,280 91	Accrued rent not yet payable		85,280 91		
	149,686 76	Accrued taxes not yet payable		14,339 38		135,347 38
	293,003 60	Equip- ment fund				293,003 00
	726,603 09	Improvement fund		80,656 33		645,946 76
	175,000 00	Injury fund		117,380 95		57,619 05
	104,933 75	Sundry lease accounts		104,933 75		
	389,066 24	Sinking fund		418,350 20	29,343 96	
	489,052 37	Contingent fund		735,625 20	246,572 83	
	173,034 57	Sundry ac- counts		43,216 96		129,817 61
	1,176,992 83	Profit and loss		1,266,910 67	89,917 84	
	21,562,752 05	Grand total.		21,562,701 86	\$29,949 81	

IMPORTANT CHANGES DURING THE YEAR--ENTIRE LINE.

Additional second track from East Newport to Etna Me., 5.38 miles.

Portland and Rumford Falls Railroad leased for a term of 999 years from May 1, 1907.

Securities purchased during the year:

- 6,500 shares Somerset Railway Company stock.
- 11,000 Portland and Ogdensburg Railway 3½% bonds.
- 5,000 Washington County Railway 3½% bonds.

Securities sold during the year:

- 11,000 Portland and Ogdensburg Railway 3½% bonds.
- 300,000 Washington County Railway 3½% bonds.

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Miles.	Amount of mortgage per mile of line.
	From--	To--			
*Maine Central R. R. Co. consolidated mt'g bonds..	Portland Brunswick Cumberland Jc. Brunswick Crowley's Leed's Junction.	Bangor Bath Skowhegan Leeds Junction Lewiston Farmington		304.10	\$29,543
Maine Central R. R. Co. col. lateral trust bonds..... Maine Shore Line Railroad Co. 1st mortgage bonds..		Brewer Junction. Mt. Desert Ferry.		41.13	18,235
†Penobscot Shore Line R. R. Co. 1st mortgage.....	Bath	Rockland		48.57	26,765
†Knox and Lincoln Railway 2d mortgage.....	Bath	Rockland .....				8,236

* 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	34	10,407	44,718 14	4 30
General office clerks	237	73,430	142,133 98	1 94
Station agents	231	72,935	123,009 97	1 69
Other station men	545	163,928	260,474 98	1 59
Enginemmen	213	68,149	256,331 45	3 77
Firemen	237	67,638	161,965 15	2 39
Conductors	193	55,151	180,500 68	3 27
Other trainmen	465	135,062	309,999 70	2 30
Machinists	158	48,092	97,590 95	2 03
Carpenters	314	97,445	191,952 10	1 97
Other shopmen	134	39,867	80,574 70	2 02
Section foremen	190	56,276	114,047 33	2 03
Other trackmen	1,314	325,177	529,529 71	1 63
Switch tenders, crossing tenders and watchmen	251	73,835	102,409 26	1 39
Telegraph operators and dispatchers	118	38,650	73,412 00	1 90
Employees—account floating equipment	102	23,470	43,448 76	1 85
All other employees and laborers	922	278,212	495,622 62	1 78
Total (including "general officers")	5,669	1,631,739	\$3,286,421 76	\$2 01
Less "general officers"	11	4,015	78,200 28	19 48
Total (excluding "general officers")	5,658	1,627,724	\$3,208,221 48	\$1 97
Distribution of above:				
General administration	188	60,821	\$164,914 05	\$2 72
Maintenance of way and structures	1,988	519,679	935,440 27	1 80
Maintenance of equipment	719	221,177	443,863 90	2 01
Conducting transportation	2,774	830,262	1,742,263 54	2 10

TRAFFIC AND MILEAGE STATISTICS--ENTIRE LINE.

Item.	Column for number of passengers, tonnage, car mileage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	3,717,849			
Number of passengers carried one mile	132,969,286			
Number of passengers carried one mile per mile of road	157,388			
Average distance carried, miles	35.77			
Total passenger revenue.....		2,708,003	54	
Average amount received from each passenger			72	837
Average receipts per passenger per mile			02	036
Total passenger earnings		3,181,219	29	
Passenger earnings per mile of road		3,765	38	
Passenger earnings per train mile.....		1	38	151
Freight traffic:				
Number of tons carried of freight earning revenue	5,536,829			
Number of tons carried one mile	490,360,187			
Number of tons carried one mile per mile of road	580,404			
Average distance haul of one ton, miles	88.56			
Total freight revenue		4,994,145	72	
Average amount received for each ton of freight			90	199
Average receipts per ton per mile			01	018
Total freight earnings.....		5,051,768	46	
Freight earnings per mile of road.....		5,979	41	
Freight earnings per train mile		2	88	177
Total traffic:				
Gross earnings from operation.....		8,348,139	15	
Gross earnings from operation per mile of road		9,881	09	
Gross earnings from operation per train mile.....		2	08	875
Operating expenses		5,664,172	97	
Operating expenses per mile of road		6,704	27	
Operating expenses per train mile		1	42	399
Income from operation		2,683,966	18	
Income from operation per mile of road		3,176	82	
Car mileage, etc:				
Mileage of passenger cars	11,415,535			
Average number of passenger cars per train mile.....	4.96			
Average number of passengers per train mile	58			
Average number of freight cars per train mile	25.42			
Average number of loaded cars per train mile.....	18.66			
Average number of empty cars per train mile.....	6.76			
Average number of tons of freight per train mile.....	279.73			
Average number of tons of freight per loaded car mile	14.99			
Average mileage operated during year	844.86			
Train mileage:				
Mileage of revenue passenger trains.....	2,224,657			
Mileage of locomotives employed in "helping" passenger trains	12,219			
Mileage of revenue mixed trains	78,059			
Mileage of revenue freight trains	1,674,948			
Mileage of locomotives employed in "helping" mixed and freight trains.....	71,345			
Percentage of "helping" to revenue train mileage, 4.07 per cent				
Total revenue train mileage.....	3,977,664			
Mileage of nonrevenue trains.....	285,065			

Average mileage operated during year, Maine, 764.99.

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	27,890	381,539	409,429	7.39
Flour	3,902	66,744	70,646	1.28
Other mill products.....	15,716	94,774	110,490	2.00
Hay	70,828	23,544	94,372	1.70
Tobacco	109	319	428	.08
Cotton	158	20,720	20,878	.38
Fruit and vegetables.....	63,925	458,160	522,085	9.43
Other products of agriculture.....	5,083	4,638	9,721	.18
Total	187,611	1,050,438	1,238,049	22.36
Products of Animals:				
Live stock	17,935	8,252	26,187	.47
Dressed meats	4,867	5,135	10,002	.18
Other packing-house products	2,626	7,939	10,565	.19
Poultry, game and fish	2,711	6,778	9,489	.17
Wool	1,321	4,599	5,920	.12
Hides and leather	3,523	14,645	18,168	.33
Other products of animals	9,964	2,705	12,669	.23
Total	42,947	50,053	93,000	1.69
Products of Mines:				
Anthracite coal.....		113,548	113,548	2.05
Bituminous coal		529,515	529,515	9.56
Coke	35	3,118	3,153	.06
Ores	257	130	387	.01
Stone, sand and other like articles	96,900	48,237	145,137	2.62
Other products of mines.....	5,147	29,948	35,095	.64
Total	102,339	724,516	826,855	14.93
Products of Forests:				
Lumber	494,441	463,143	957,584	17.29
Other products of forests.....	469,774	176,341	646,115	11.67
Total	964,215	639,484	1,603,699	28.96
Manufactures:				
Petroleum and other oils	17,027	7,935	24,962	.45
Sugar	3,000	10,836	13,836	.25
Naval stores	86	291	377	.01
Iron, pig and bloom	11,711	11,554	23,265	.42
Iron and steel rails	1,457	14,822	16,279	.29
Other castings and machinery	11,040	25,866	36,906	.67
Bar and sheet metal	793	4,418	5,211	.10
Cement, brick and lime	127,686	40,466	168,152	3.04
Agricultural implements	1,416	3,632	5,048	.09
Wagons, carriages, tools, etc.	1,546	2,539	4,085	.07
Wines, liquors and beers	231	1,585	1,816	.03
Household goods and furniture.....	8,389	5,369	13,758	.25
Other manufactures	591,869	317,117	908,986	16.42
Total	776,261	446,430	1,222,691	22.08
Merchandise.....	207,901	184,470	392,371	7.09
Miscellaneous:				
Other commodities not mentioned above.....	41,624	118,550	160,174	2.89
Total tonnage—entire line	2,322,888	3,213,941	5,536,829	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		Equipment fitted with automatic coupler—number.
			Number.	Name.	
Locomotives—owned and leased:					
Passenger.....	6	73	73	Westinghouse..	73
Freight	15	89	89	Westinghouse..	89
Switching.....	8	40	40	Westinghouse..	40
Total locomotives owned and in service	29	202	202	.....	202
Cars—owned and leased:					
In passenger service—					
First-class cars.....		166	166	Westinghouse..	166
Second-class cars		5	5	Westinghouse..	5
Combination cars.....	3	23	23	Westinghouse..	23
Dining cars.....	2	3	3	Westinghouse..	3
Baggage, express and postal cars	*1	79	79	Westinghouse..	79
Other cars in passenger service		2	2	Westinghouse..	2
Total	4	278	278	.....	278
In freight service—					
Box cars	986	3,930	3,883	Westinghouse..	3,930
Flat cars	178	2,144	2,141	Westinghouse..	2,144
Stock cars.....	*1	102	102	Westinghouse..	102
Coal cars.....	54	787	786	Westinghouse..	787
Refrigerator cars		27	27	Westinghouse..	27
Other freight cars in service.....	185	185			
Total.....	1402	7,175	6,939	.....	6,990
In company's service—					
Officers' and pay cars.....		2	2	Westinghouse..	2
Gravel cars		58			
Derrick cars	5	24	13	Westinghouse..	23
Caboose cars	10	84	78	Westinghouse..	84
Other road cars.....	11	380	278	Westinghouse..	362
Total	26	548	371	.....	471
Total cars owned and in service.....	1432	8,001	7,588	.....	7,739
Cars contributed to fast freight line service		43	43	Westinghouse..	43

* Decrease.

NOTE—The equipment of all leased lines is 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.	Branch and spurs.							Iron.	Steel.
Miles of single track	392.36	7.32	.....	531.47	.....	.25	931.40	.....	1.26	930.14
Miles of sec'nd track	42.75	.....	.....	8.00	.....	.....	50.75	5.38	.....	50.75
Miles of yard track and sidings	157.28	.66	.....	159.57	.....	.....	317.51	.....	14.80	302.71
Total mileage operated (all tracks)	592.39	7.98	.....	699.04	.....	.25	1,299.66	5.38	16.06	1,283.60

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

Maine	392.36	7.32	.....	365.31	.....	.....	764.99	.....	1.26	763.73
New Hampshire .....	.....	.....	.....	100.13	.....	.....	100.13	.....	.....	100.13
Vermont .....	.....	.....	.....	13.85	.....	.25	14.10	.....	.....	14.10
Quebec .....	.....	.....	.....	82.18	.....	.....	82.18	.....	.....	82.18
Total mileage operated (single track)	392.36	7.32	.....	531.47	.....	.25	931.40	.....	1.26	930.14

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	392.36	7.32	399.68	.....	.....	399.68

MILEAGE OF ROAD OPERATED (ALL TRACKS)—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	392.36	7.32	365.31	764.99	.....	1.26	763.73
Miles of second track	42.75	.....	8.00	50.75	5.38	.....	50.75
Miles of yard track and sidings	157.28	.66	121.03	278.97	.....	11.35	267.62
Total mileage operated (all tracks)	592.39	7.98	494.34	1,094.71	5.38	12.61	1,082.10

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.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine	392.36	7.32	365.31	764.99	1.26	763.73

RENEWALS OF RAILS AND TIES—ENTIRE LINE.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point—dollars.	Kind.	Number.	Average price at distributing point—cts.
Steel	{ 9,460.92 2,262.22	{ 85 75	{ 30.07 30.07	Cedar	311,748	40.7
				Hackmatack	2,462	34.4
				Hemlock	24,223	29.1
				Hard pine (switch)..	12,513	135.7
				" " (bridges).	1,067	20.70
Total steel	11,723.14		30.07	Total	352,081	43.7

CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE.

Locomotives.	COAL—tons.		Wood, hard—cords.	Wood, soft—cords.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.					
Passenger		87,552.00		236.62	87,670.31	2,277,618	76.98
Freight		134,092.75		207.50	134,196.50	1,996,216	134.45
Switching	8,677.90	52,769.90		151.00	61,523.30	1,453,179	84.67
Construction		13,089.00		39.14	13,108.57	394,526	66.45
Total	8,677.90	287,503.65		634.26	296,493.68	6,121,539	96.87
Average cost at distributing point.....	\$3.39	\$3.19		\$2.99	\$3.20		

ACCIDENTS TO PERSONS—STATE OF MAINE.

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

Kind of Accident.	RAILWAY EMPLOYEES.									
	Trainmen.		Switch tenders, crossing tenders and watchmen.		Station men.		Shopmen.		Trackmen.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or uncoupling.....	2	10								
Collisions.....	4	16								
Derailments.....		4								
Locomotives or cars breaking down.....		1								
Falling from trains, locomotives or cars.....		10								
Jumping on or off trains, locomotives or cars.....		11						1	1	
Struck by trains, locomotives or cars.....	2									1
Overhead obstructions.....	2	2								
Other causes.....		23				2				7
Total.....	10	77				2		1	2	7

Kind of Accident.	RAILWAY EMPLOYEES—CONCLUDED.					
	Telegraph employees.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or uncoupling.....				1	2	11
Collisions.....			1	2	15	32
Derailments.....						4
Locomotives or cars breaking down.....						1
Falling from trains, locomotives or cars.....						10
Jumping on or off trains, locomotives or cars.....						12
Struck by trains, locomotives or cars.....				1		4
Overhead obstructions.....					2	2
Other causes.....			1	2	1	35
Total.....		1		4	19	107

ACCIDENTS—CONTINUED.

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.
Collisions.....		25		6						
Derailments....		21		14						
Falling from trains, locomotives or cars...		4			1				1	
Jumping on or off trains, locomotives or cars	1	6			1	7			1	7
Struck by trains, locomotives or cars:										
At highway crossings...					1			3	1	3
At stations...					3	2			3	2
At other points along track...					10	3		7	16	0
Other causes....		19				3				3
Total.....	1	78		22	16	15		10	16	

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

Kind of Accident.	RAILWAY EMPLOYEES.										Passengers.		Other persons	
	Station men.		Shopmen.		Trackmen.		Other employees.		Total.					
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Handling traffic....		2						3		5				
Handling tools, machinery, etc.....				27	3			8	38					
Handling, supplies, etc.....		1		4	6	1	15	1	26					
Getting on or off locomotive or cars at rest.....					1			1	2			3		
Other causes.....				3	4			2	16			2		4
Total.....		3		34		14		1	36	1	87		5	4

ACCIDENTS--CONCLUDED.

Summary.		Total.	
		Killed.	Injured.
Table A.			
Railway employees.....		16	107
Passengers.....		1	78
Postal clerks, etc.....		22	22
Other persons.....		16	25
Table B.			
Railway employees.....		1	87
Passengers.....		5	5
Other persons.....		4	4
Grand total.....		34	328

BRIDGES, TRESTLES, TUNNELS, ETC.—ENTIRE LINE.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Stone ...	3	156	5	25	5	72	0	Bridges	20	15	0
Iron....	197	25,572	4	22	0	1,024	9	Trestles	20	14	10
Wooden	10	1,326	3	26	0	376	6	Total	40		
Reinfc'd concrete	1	25	0	25	0	25	0	Overhead Railway Crossings:			
Total..	211	27,080	0					Bridges	1	15	8
Trestles:								Trestles	3	20	10
Steel....	4	1,158	3	45	3	518	0	Total	4		
Wooden	39	9,172	3	23	9	1,331	9				

Gauge of track, 4 feet, 8½ inches—931.15 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT, INCLUDING LEASED LINES.

Miles of line.	Miles of wire.	OPERATED BY ANOTHER COMPANY.	
		Miles of line.	Miles of wire.
Name of Operating Company.			
265.43	343.23	265.43	343.23
Western Union Telegraph Co.			

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
719.80	6,521.90	Western Union Telegraph Co.....	Western Union Telegraph Co.
63.40	63.40	International Telegraph Co.....	Western Union Telegraph Co.
57.98	57.98	Commercial Cable Co.....	Postal Telegraph Cable Co.
38.04	88.27	Postal Telegraph Cable Co.....	Postal Telegraph Cable Co.
56.00	336.00	Canadian Pacific Telegraph Co...	Canadian Pacific Telegraph Co.

Report of the Monson Railroad Company for the Year Ending June 30, 1907.

[Narrow Gauge—Two Feet.]

HISTORY.

Name of common carrier making this report. Monson Railroad Company.
Date of organization. October 9, 1883.
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 10, 1908.
Harry W. Walte	80 Broad St., Boston, Mass.	June 10, 1908.
Fred H. Crane	Monson, Maine	June 10, 1908.
J. F. Sprague	Monson, Maine	June 10, 1908.
H. E. Morrill	Monson, Maine	June 10, 1908.
Geo. F. Barnard	113 Devonshire St., Boston, Mass	June 10, 1908.
I. P. Wing	Monson, Maine	June 10, 1908.

Total number of stockholders at date of last election, 13.

Date of last meeting of stockholders for election of directors, June 21, 1907.

Post-office address of general and operating office, 103 Central Street, Lowell, Mass.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board, President, General Solicitor, General Manager	Chas. J. Wier	103 Central Street, Lowell, Mass. Monson, Maine.
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, \$79,000; 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, 1907.	
Cash	\$1,005 67	Matured interest coupons unpaid (including coupons due July 1)	\$95,491 91
Balance—Current liabilities .	95,491 91	Total—current liabilities.	\$95,491 91
Total	\$96,507 58		

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, 1906, \$60,886.68; cost to June 30, 1907, \$60,886.68; cost per mile, \$7,461.60.

Equipment: Cost to June 30, 1906, \$18,839.95; cost to June 30, 1907, \$18,839.95; cost per mile, \$2,307.83.

Total cost construction and equipment, to June 30, 1906, \$79,726.63; to June 30, 1907 \$79,726.63; cost per mile, \$9,769.43.

INCOME ACCOUNT.

Gross earnings from operation.....	\$9,130 38	
Less operating expenses.....	9,003 49	
Income from operation.....	\$126 89	
Miscellaneous income.....	37 05	
Total income.....		\$163 94
Deductions from income:		
Interest on funded debt accrued.....	\$4,200 00	
Taxes.....	159 27	
Total deductions from income.....		4,359 27
Deficit.....		\$4,196 33
Deficit on June 30, 1906.....		150,564 28
Deficit on June 30, 1907.....		\$154,759 61

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue.....			\$1,873 23
Mail.....			111 75
Express.....			355 71
Extra baggage and storage.....			121 26
Total passenger earnings.....			\$2,461 95
Total freight earnings.....			6,668 43
Total passenger and freight earnings.....			\$9,130 38
Total gross earnings from operation.....			\$9,130 38

MISCELLANEOUS INCOME.

Sale of iron.....	\$20 00
Rent of land.....	6 00
Interest on deposits.....	11 05
Total.....	\$37 05

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$2,088 01
Renewals of ties.....	164 94
Repairs and renewals of buildings and fixtures.....	29 70
Other expenses.....	118 40
Total.....	\$2,401 05
Maintenance of equipment:	
Superintendence.....	\$279 35
Repairs and renewals of freight cars.....	450 33
Total.....	\$728 68
Conducting transportation:	
Superintendence.....	\$934 10
Engine and roundhouse men.....	1,283 55
Fuel for locomotives.....	696 79
Oil, tallow and waste for locomotives.....	41 03
Other supplies for locomotives.....	1 96
Train service.....	2 50
Station service.....	150 00
Switching charges.....	935 29
Other expenses.....	1,190 17
Total.....	\$5,235 39
General expenses:	
Salaries of general officers.....	\$500 00
General office expenses and supplies.....	67 37
Insurance.....	70 00
Total.....	\$637 37
Recapitulation of expenses:	
Maintenance of way and structures.....	\$2,401 05
Maintenance of equipment.....	729 68
Conducting transportation.....	5,235 39
General expenses.....	637 37
Grand total.....	\$9,003 49

Percentage of expenses to earnings, 99.81.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$60,886 68	Cost of road....		\$60,886 68		
	18,839 95	Cost of equip- ment.....		18,839 95		
	1,000 97	Cash and cur- rent assets...		1,005 67	\$4 70	
	150,564 31	Profit and loss.		154,759 61	4,195 30	
	\$231,291 91	Grand total.....		\$235,491 91	\$4,200 00	
		LIABILITIES.				
	\$70,000 00	Capital stock ..		\$70,000 00		
	70,000 00	Funded debt....		70,000 00		
	91,291 91	Current liabil- ities.....		95,491 91	\$4,200 00	
	\$231,291 91	Grand total.....		\$235,491 91	\$4,200 00	

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	1 48
Enginemen.....	1	312	575 25	1 84
Firemen.....	2	418	708 30	1 70
Conductors.....	1	313	834 10	2 66
Other trainmen.....	3	800	935 29	1 44
Section foremen.....	1	309	601 18	1 94
Other trackmen.....	3	778	1,202 64	1 54
Total (including "general officers").....	13	3,556	\$5,506 76	\$1 55
Less "general officers".....	2	616	650 00	
Total (excluding "general officers").....	11	2,940	\$4,856 76	\$1 65
Distribution of above:				
General administration.....	2	616	\$650 00	\$1 04
Maintenance of way and structures.....	4	1,087	1,803 82	1 66
Conducting transportation.....	7	1,843	3,052 94	1 65

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.	
		Dollars.	Cents. Mills.
Passenger traffic:			
Number of passengers carried earning revenue	5,753		
Number of passengers carried one mile	35,438		
Number of passengers carried one mile per mile of road	5,753		
Average distance carried, miles	6.16		
Total passenger revenue		2,461	95
Average amount received from each passenger			42 794
Average receipts per passenger per mile			66 948
Total passenger earnings		1,873	23
Passenger earnings per mile of road		304	09
Passenger earnings per train mile			11 068
Freight traffic:			
Number of tons carried of freight earning revenue ...	8,608		
Number of tons carried one mile	53,025		
Number of tons carried one mile per mile of road	8,608		
Average distance haul of one ton, miles	6.16		
Total freight revenue		6,668	43
Average amount received for each ton of freight			77 455
Average receipts per ton per mile			12 565
Total freight earnings		6,668	43
Freight earnings per mile of road		1,082	53
Freight earnings per train mile			41 615
Total traffic:			
Gross earnings from operation		9,130	38
Gross earnings from operation per mile of road		1,480	58
Gross earnings from operation per train mile			57 041
Operating expenses		9,003	49
Operating expenses per mile of road		1,461	60
Operating expenses per train mile			56 186
Income from operation		126	89
Income from operation per mile of road			20 60
Car mileage, etc.:			
Mileage of passenger cars	16,024		
Average number of passenger cars per train mile	1		
Average number of passengers per train mile	2		
Average number of freight cars per train mile .....	.73		
Average number of loaded cars per train mile .....	.33		
Average number of empty cars per train mile .....	.21		
Average number of tons of freight per train mile	3.31		
Average number of tons of freight per loaded car mile	6.17		
Average mileage operated during year	6.16		
Train mileage:			
Mileage of revenue mixed trains	16,024		
Total revenue train mileage	16,024		
Mileage of nonrevenue trains	1,800		

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 5,751 tons; freight received from connecting roads and other carriers, 2,856 tons. Total, 8,607 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
Miles of yard tracks and sidings	.20						
Total.....	6.36	2.00	.....	8.16	.....	.....	8.16

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
State of Maine.....	6.16	2.00	8.16	.....	.....	8.16

NEW TIES LAID DURING THE YEAR.

Cedar, 641; average price at distributing point, 15 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger mixed locomotives—Coal, bituminous, 114.89 tons; wood, hard, 35 cords; total fuel consumed, 167.39 tons; miles run, 17,824; average pounds consumed per mile, 18.78. Average cost at distributing point, coal, \$4.11; wood, \$1.75.

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 line, 6.00, miles of wire, 12.00. Operating company, Monson Railroad Company.

Report of the Phillips and Rangeley Railroad Company for the Year Ending June 30, 1907.

[Narrow--2 Feet Gauge.]

HISTORY.

Name of common carrier making this report. Phillips and Rangeley Railroad.
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. Byron, 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 Lewis-
ton, Maine, 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.

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds: Amount issued and outstanding, \$200,000; interest accrued
during year, \$10,000.

* The Madrid Railroad and the Eustis Railroad are operated by this company
under an agreement made between the Receiver 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.

RECEIVER'S CERTIFICATES.

Date issued.	Amount issued.	Amount outstanding.	INTEREST.		
			Amount accrued during year.	Amount paid during year.	Rate.
June 8, 1905.....	\$2,000	\$2,000	\$1,913 88	\$1,875 00	5%
June 12, 1905.....	1,000	1,000			
July 7, 1905.....	1,000	1,000			
August 7, 1905.....	6,000	6,000			
November 1, 1905.....	25,000	25,000			
November 5, 1906.....	5,000	5,000			
Total	\$40,000	\$40,000	\$1,913 88	\$1,875 00	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1907.	
Cash.....	\$5,017 32	Receiver's certificates.....	\$40,000 00
Due from agents	295 10	Loans and bills payable.....	108,362 80
Due from solvent companies and individuals	2,049 55	Audited vouchers and accounts.....	15,660 21
Net traffic balances due from other companies.....	2,348 67	Wages and salaries	1,599 57
Total—cash and current assets	\$9,710 64	Matured interest coupons unpaid (including coupons due July 1).....	25,000 00
Balance—current liabilities..	180,911 94		
Total	\$190,622 58	Total—current liabilities.	\$190,622 58

Materials and supplies on hand \$180.95.

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, 1906, \$238,934.48; charged to construction, not included in operating expenses, \$12,015.68; cost to June 30, 1907, \$250,950.16; cost per mile, \$8,774.48.

Equipment: Cost to June 30, 1906, \$55,588.28; cost to June 30, 1907, \$55,588.28; cost per mile, \$1,943.65.

Total cost of construction and equipment, etc., to June 30, 1906, \$294,522.76; to June 30, 1907, \$306,538.44; cost per mile, \$10,718.13.

INCOME ACCOUNT.

Gross earnings from operation	\$52,451 96	
Less operating expenses	54,596 73	
Deficit		\$2,144 77
Deductions from income:		
Interest on funded debt accrued	\$10,000 00	
Interest on interest bearing current liabilities, etc	6,858 19	
Taxes	457 92	
Total deductions from income		17,316 11
Deficit		\$19,460 88
Deficit from operations of year ending June 30, 1907		19,460 88
Deficit on June 30, 1906		182,613 62
Deficit on June 30, 1907		\$202,074 50

EARNINGS FROM OPERATION.

Item.	Actual earnings.	Deductions, account of repayments, etc.	Total receipts.
Total passenger revenue			\$14,458 81
Mail	\$1,241 88		
Express	2,187 76		
Extra baggage and storage	183 40		
Other items	30 00		
			3,643 04
Total passenger earnings			\$18,101 85
Total freight revenue			34,270 11
Total passenger and freight earnings			\$52,371 96
Other earnings from operation:			
Rents not otherwise provided for			80 00
Total gross earnings from operation			\$52,451 96

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$15,576 42
Renewals of ties	2,712 30
Repairs and renewals of bridges and culverts	203 66
Repairs and renewals of fences, road crossings, signs and cattle guards	14 48
Repairs and renewals of buildings and fixtures	698 83
Total	\$19,205 69
Maintenance of equipment:	
Repairs and renewals of locomotives	\$2,792 32
Repairs and renewals of passenger cars	850 28
Repairs and renewals of freight cars	2,294 63
Repairs and renewals of work cars	44 99
Repairs and renewals of shop machinery and tools	86 53
Other expenses	18 89
Total	\$6,087 64
Conducting transportation:	
Superintendence	\$1,433 13
Engine and roundhouse men	5,618 04
Fuel for locomotives	8,120 20
Water supply for locomotives	230 20
Oil, tallow and waste for locomotives	387 00
Train service	6,518 46
Train supplies and expenses	281 53
Switchmen, flagmen and watchmen	1,211 88
Telegraph expenses	75 93
Station service	2,656 13
Station supplies	216 27
Loss and damage	272 91
Advertising	72 08
Stationery and printing	286 59
Total	\$27,380 35
General expenses:	
Salaries of general officers	\$633 86
Salaries of clerks and attendants	468 00
General office expenses and supplies	173 26
Insurance	602 38
Law expenses	18 60
Stationery and printing (general offices)	26 95
Total	\$1,923 05
Recapitulation of expenses:	
Maintenance of way and structures	\$19,205 69
Maintenance of equipment	6,087 64
Conducting transportation	27,380 35
General expenses	1,923 05
Grand total	\$54,596 73

Percentage of expenses to earnings, 104.08.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$238,934 48	Cost of road.....		\$250,950 16	\$12,015 68	
	55,588 28	Cost of equip- ment.....		55,588 28		
	20,828 49	Cash and cur- rent assets...		9,710 64		11,117 85
	2,255 50	Other assets:				
		Materials and supplies.....		180 95		\$2,074 55
	182,613 62	Profit and loss.		202,074 50	\$19,460 88	
	\$500,220 37	Grand total.....		\$518,504 53	\$18,284 16	
		LIABILITIES.				
	\$99,400 00	Capital stock.....		\$99,400 00		
	200,000 00	Funded debt.....		200,000 00		
	177,839 66	Current liabil- ities.....		190,622 58	\$13,282 92	
	3,958 33	Accrued inter- est on funded debt not yet payable.....		3,958 33		
	19,230 72	Accrued inter- est on floating debt not yet payable.....		24,193 08	4,962 36	
	291 66	Accrued inter- est on receiv- er's certifi- cates not yet payable.....		330 54	38 88	
	\$500,220 37	Grand total.....		\$518,504 53	\$18,284 16	

SECURITY FOR FUNDED DEBT.

First mortgage, from Phillips to Rangeley, 28.60 miles; amount of mortgage per mile of line, \$5,246.76.

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 mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	2	626	\$2,066 99	\$3 30
General office clerks	1	312	488 00	1 50
Station agents	4	1,738	2,582 18	1 51
Enginemen	5	1,508	3,261 10	2 16
Firemen	6	1,523	3,278 64	1 50
Conductors	6	1,416	2,896 34	2 05
Other trainmen	10	2,591	3,827 11	1 48
Machinists	1	308	696 97	2 26
Carpenters	3	725	1,409 32	1 94
Other shopmen	4	623	1,186 00	1 90
Section foremen	9	2,680	4,704 72	1 76
Other trackmen	27	6,788	10,141 17	1 49
Switch tenders, crossing tenders and watchmen	5	950	1,211 88	1 28
Total (including "general officers")	83	21,758	\$36,730 42	\$1 69
Less "general officers"	2	626	2,066 99	3 30
Total (excluding "general officers")	81	21,132	\$34,663 43	\$1 64
Distribution of above:				
General administration	2	626	\$2,066 99	\$3 30
Maintenance of way and structures	36	9,468	14,845 89	1 57
Maintenance of equipment	8	1,656	3,292 29	1 99
Conducting transportation	37	10,008	16,525 25	1 65

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.....	16,751			
Number of passengers carried one mile	415,381			
Number of passengers carried one mile per mile of road	8,306			
Average distance carried, miles.....	24.74			
Total passenger revenue.....		14,458	81	
Average amount received from each passenger			86	162
Average receipts per passenger per mile.....			03	482
Total passenger earnings.....		18,101	85	
Passenger earnings per mile of road.....			362	04
Passenger earnings per train mile			47	998
Freight traffic:				
Number of tons carried of freight earning revenue....	55,469			
Number of tons carried one mile	1,054,764			
Number of tons carried one mile per mile of road.....	21,095			
Average distance haul of one ton, miles	19.02			
Total freight revenue.....		34,270	11	
Average amount received for each ton of freight.....			61	782
Average receipts per ton per mile			03	249
Total freight earnings		34,270	11	
Freight earnings per mile of road.....			8	40
Freight earnings per train mile.....			5	73 252
Total traffic:				
Gross earnings from operation		52,451	96	
Gross earnings from operation per mile of road.....			1,049	04
Gross earnings from operation per train mile.....				62 070
Operating expenses.....		54,596	73	
Operating expenses per mile of road.....			1,091	93
Operating expenses per train mile.....				64 613
Income from operation.....		2,144	77	
Income from operation per mile of road			42	90
Car mileage, etc.:				
Mileage of passenger cars	66,628			
Average number of passenger cars per train mile....	1.77			
Average number of passengers per train mile.....	11			
Average number of freight cars per train mile	4.38			
Average number of loaded cars per train mile.....	2.79			
Average number of empty cars per train mile.....	1.59			
Average number of tons of freight per train mile....	22.55			
Average number of tons of freight per loaded car mile	8.06			
Average mileage operated during year.....	50			
Train mileage:				
Mileage of revenue passenger trains.....	37,714			
Mileage of revenue freight trains.....	46,784			
Total revenue train mileage.....	84,489			
Mileage of nonrevenue trains.....	10,749			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 48,130 tons; received from connecting roads and other carriers, 7,339 tons; total tons, 55,469.

19,641 tons lumber originating on this road through billed out.

1,537 tons of pulp wood originating on this road through billed out.

26,885 tons logs for local mills on this road.

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year	EQUIPMENT FITTED WITH TRAIN BRAKE.		Equipment fitted with automatic coupler—number.
			Number.	Name.	
Locomotives—owned and leased:					
Passenger.....	}	7	7	Eames Vacuum	
Freight.....					
Switching.....					
Total locomotives in service.....		7	7		
Less locomotives leased		3	3		
Total locomotives owned		4	4		
Cars—owned and leased:					
In passenger service—					
First-class cars.....		2	2	Eames Vacuum	
Combination cars.....		1	1	Eames Vacuum	
Baggage, express and postal cars....		1	1	Eames Vacuum	
Other cars in passenger service		1			
Total		5	4		
In freight service—					
Box cars		15			
Flat cars		92			
Other cars in freight service.....		14			
Total		121			
In company's service—					
Caboose cars		1			
Other road cars.....		3			
Total		4			
Total cars in service.....		130			
Less cars leased		25			
Total cars owned		105			

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 lease.	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	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 TRACKS).

Maine	28.60	28.60
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NEW TIES LAID DURING THE YEAR.

Cedar, 24,000; average price at distributing point, 12 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, freight, switching and construction: Bituminous coal, 1,624 tons; miles run, 95,247; average pounds consumed per mile, 34.10; 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 for the Year Ending April 30, 1907.

HISTORY.

Name of common carrier making this report. Portland and Rumford Falls Railway.

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, and on November 23, 1896, all property, title and rights of the Rumford Falls and Buckfield Railroad Company were transferred by deed of trust to the Portland and Rumford Falls Ry. This latter company 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 10, 1907.

Total number of stockholders at date of last election, 72.

Date of last meeting of stockholders for election of directors, September 11, 1906.

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 class of roads named.	Miles of line for each road named.
	From—	To—		
Portland & Rumford Falls R'y	Rumford Jct.....	Rumford Falls, Me...	53.58	
Otis Falls Branch	Branch Switch, Me	Livermore, Me.....	10.27	
Spur	Main line	Ox. Pa. Co., mill.....	1.30	
	M. C. R. R con'tion	W. Switch .....	.26	
	Whitney Brook...	W. Switch .....	.43	65.54
Maine Central Railroad*.....	Rumford Jct.....	Lewiston, Me.....	4.20	
Total				70.04

*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 period, rate 6%, amount \$95,000.

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 2, 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 the period, \$3,066.67.

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 the period, \$11,666.66.

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 period, \$16,666.67.

Grand total: Amount authorized and issued, \$1,850,000; amount outstanding, \$1,842,000; interest accrued and paid during the period, \$61,400.

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds: Amount issued, \$1,000,000; amount outstanding, \$992,000; interest, amount accrued and paid during the period, \$33,066.67.

Miscellaneous obligations: Amount issued and outstanding, \$850,000; interest, amount accrued and paid during the period, \$28,333.33.

Total: Amount issued, \$1,850,000; amount outstanding, \$1,842,000; interest, amount accrued and paid during the period, \$61,400.

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, 65.84, amount, \$30,377.

Bonds: Amount outstanding, \$1,842,000; apportionment to railroads, \$1,842,000; amount per mile of line, miles, 65.84, amount, \$27,977.

Total: Amount outstanding, \$3,842,000; apportionment to railroads, \$3,842,000; amount per mile of line, miles, 65.84, amount, \$58,354.

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Portland and Rumford Falls Railway: Capital stock, \$2,000,000; funded debt, \$1,842,000; total, \$3,842,000; amount per mile of line, miles, 65.84, amount, \$58,354.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Cost to June 30, 1906, \$2,230,325.35; expenditures during the year, not included in operating expenses, charged to construction, \$659.83. Total cost to April 30, 1907, \$2,230,985.18. Cost per mile, \$33,884.95.

Equipment: Cost to June 30, 1906, 339,211.99; expenditures during the year, not included in operating expenses, charged to equipment, \$22,500; total cost to April 30, 1907, \$361,711.99, cost per mile, \$5,493.80.

Total cost construction, equipment, etc.: Cost to June 30, 1906, \$2,569,537.34; expenditures during the year, not included in operating expenses, charged to construction or equipment, \$23,159.83, total cost to April 30, 1907, \$2,592,697.17; total cost per mile, \$39,378.75.

INCOME ACCOUNT.

Gross earnings from operation.....	\$588,485 10	
Less operating expenses.....	292,308 44	
Income from operation		\$296,176 66
Dividends on stock owned.....	\$3,166 50	
Interest on bonds owned.....	55,698 40	
Miscellaneous income.....	9,181 39	
Income from other sources		68,046 29
Total income		\$364,222 95
Deductions from income:		
Interest on funded debt accrued	\$61,400 00	
Interest on interest-bearing current liabilities, etc.....	1,702 24	
Taxes	26,124 00	
Other deductions—sinking funds.....	18,055 55	
Total deductions from income		107,281 79
Net income		\$256,941 16
Dividends, 6 per cent, common stock.....		95,000 00
Surplus from operations of year ending April 30, 1907.....		161,941 16
Surplus on June 30, 1906.....		810,290 34
		\$972,231 50
Deductions for year		875,793 80
Surplus on April 30, 1907		\$96,437 70

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$101,687 81
Mail			6,164 93
Express			8,267 29
Extra baggage and storage.....			1,375 49
Other items.....			333 33
Total passenger earnings.....			\$117,828 35
Total freight revenue.....			447,895 22
Other items.....			10,682 50
Total freight earnings			\$458,577 72
Total passenger and freight earnings.....			576,406 07
Other earnings from operation:			
Rents from tracks, yards and terminals			1,000 00
Other sources.....			11,079 03
Total other earnings.....			\$12,079 03
Total gross earnings from operation.....			\$588,485 10

OTHER STOCKS OWNED.

International Paper Company, preferred—income or dividend received, \$166.50—rate 6%; Rumford Falls Power Company, \$3,000.00—rate 5%; total income or dividend received, \$3,166.50.

BONDS OWNED.

Railway Bonds.	Total par value.	Rate—%.	Income or interest received.	Valuation.
Rumford Falls and Rangeley Lakes R. R. Co.		4	\$2,612 00	
Other Bonds.....		5	42,936 40	
Oxford Paper Company.....		6	9,150 00	
International Paper Company		6	1,000 00	
International Paper Company		6	1,000 00	
Total.....			\$53,086 40	
Grand total.....			\$55,698 40	

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

Terminals at Rumford Falls, Me., used by Rumford Falls and Rangeley Lakes Railroad Company. Rent received, \$1,000.00.

MISCELLANEOUS INCOME.

Item.	Gross income.	Expenses.	Net miscellaneous income.
Interests on notes.....	\$9,762 81	\$4,044 49	\$5,718 32
Rent of real estate	390 00	134 17	255 83
Other sources.....	4,182 72	925 48	3,207 24
Total	\$14,235 53	\$5,104 14	\$9,181 39

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of road way.....	\$46,042 76
Renewals of rails.....	1,573 55
Renewals of ties.....	6,323 24
Repairs and renewals of bridges and culverts.....	5,092 49
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	1,395 65
Repairs and renewals of buildings and fixtures.....	9,885 81
Repairs and renewals of telegraph.....	1,981 23
Stationery and printing.....	121 09
Other expenses.....	30 60
Total.....	\$72,447 42
Maintenance of equipment:	
Superintendence.....	\$3,178 12
Repairs and renewals of locomotives.....	15,974 37
Repairs and renewals of passenger cars.....	4,311 03
Repairs and renewals of freight cars.....	7,891 37
Repairs and renewals of work cars.....	1,132 74
Repairs and renewals of shop machinery and tools.....	1,533 92
Stationery and printing.....	191 82
Other expenses.....	1,411 45
Total.....	\$35,624 82
Conducting transportation:	
Superintendence.....	\$5,146 46
Engine and roundhouse men.....	18,291 47
Fuel for locomotives.....	44,308 53
Water supply for locomotives.....	1,574 25
Oil, tallow, and waste for locomotives.....	769 45
Other supplies for locomotives.....	261 40
Train service.....	12,114 09
Train supplies and expenses.....	2,089 69
Switchmen, flagmen and watchmen.....	8,172 86
Telegraph expenses.....	4,211 00
Station service.....	16,645 92
Station supplies.....	2,949 67
Car per diem and mileage—balance.....	26,015 73
Loss and damage.....	1,911 11
Injuries to persons.....	26 50
Clearing wrecks.....	296 14
Advertising.....	3,305 11
Outside agencies.....	78 32
Rents for tracks, yards and terminals.....	3,333 33
Rents of buildings and other property.....	2,146 67
Stationery and printing.....	3,028 24
Other expenses.....	12 64
Total.....	\$156,679 58
General expenses:	
Salaries of general officers.....	\$8,133 33
Salaries of clerks and attendants.....	10,764 26
General office expenses and supplies.....	1,878 15
Insurance.....	3,109 56
Law expenses.....	2,358 04
Stationery and printing (general offices).....	1,308 14
Other expenses.....	5 14
Total.....	\$27,556 62
Recapitulation of expenses:	
Maintenance of way and structures.....	\$72,447 42
Maintenance of equipment.....	35,624 82
Conducting transportation.....	156,679 58
General expenses.....	27,556 62
Grand total.....	\$292,308 44

Percentage of expenses to earnings—entire line, 49 67.

RENTALS PAID.

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. Co.....	Between Rumford Jct. and Lewiston, 4.20 m.	Maine Central Rail- road Company.....	.....	\$3,333 33

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1906.		ASSETS.	APRIL 30, 1907.		YEAR ENDING APRIL 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$2,230,325 35	Cost of road		\$2,230,985 18	\$659 83	
	339,211 99	Cost of equipment ..		361,711 99	22,500 00	
	697,939 00	Stocks owned				\$697,939 00
	1,257,800 00	Bonds owned				1,257,807 00
	425 00	Other permanent in- vestments				425 00
	38,933 63	Lands and buildings owned		21,701 32		17,232 31
	268,119 14	Cash and current assets				268,119 14
	67,252 62	Other assets: Materials and sup- plies				67,252 62
	109,253 95	Sinking fund				109,253 95
		Portland & Rumford Falls R. R. lessee.		1,227,601 51	1,227,601 51	
	\$5,009,260 68	Grand total.....		\$3,842,000 00		\$1,167,260 68
		LIABILITIES.				
	\$2,000,000 00	Capital stock		\$2,000,000 00		
	1,842,000 00	Funded debt		1,842,000 00		
	170,633 51	Current liabilities ..				\$170,633 51
	20,780 00	Accrued interest on funded debt not yet payable				20,780 00
	109,253 95	Sinking funds for redemption of b'ds ..				109,253 95
	15,000 00	Contingent fund				15,000 00
	40,000 00	Equipment fund.....				40,000 00
	1,302 88	Employes insurance fund.....				1,302 88
	810,290 34	Profit and loss				810,290 34
	\$5,009,260 68	Grand total.....		\$3,842,000 00		\$1,167,260 68

IMPORTANT CHANGES DURING THE YEAR.

Under lease dated April 4, 1907, effective April 1, 1907, all the railroad property, rights, franchises and privileges of the Portland and Rumford Falls Railway were leased to the Portland and Rumford Falls Railroad for a term of one thousand (1,000) years, and by vote of the directors of the Portland and Rumford Falls Railroad, this company continued to operate the property up to and including April 30, 1907.

Under lease dated April 26, 1907, the Portland and Rumford Falls Railroad leased all the foregoing leased property and the terminal property and rights then owned by it to the Maine Central Railroad Company, for the term of nine hundred and ninety-nine (999) years, from May 1, 1907, on and after which date the control and operation of the Portland and Rumford Falls Railroad, including its leased lines, was assumed by the Maine Central Railroad Company.

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount mortgage per mile of line.
	From—	To—	Miles.	
Consolidated 30 years mortgage gold sinking fund bonds dated Nov. 2, 1896....	Rumford Junct. Branch Switch....	Rumford Falls Livermore	63.85	\$15,536

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	3	780	\$5,916 67	\$7 58
Other officers	7	1,585	8,711 66	5 50
General office clerks	32	7,649	14,860 20	1 94
Station agents	22	6,076	9,277 75	1 53
Other station men	23	6,378	9,508 43	1 49
Enginemen	13	3,009	3,040 24	3 00
Firemen	13	3,092	5,882 03	1 90
Conductors	11	2,486	7,198 41	2 90
Other trainmen	28	6,111	11,816 11	1 93
Machinists	5	1,935	4,202 05	2 17
Carpenters	2	514	1,217 53	2 37
Other shopmen	22	4,813	9,826 12	2 04
Section foremen	15	3,925	7,285 54	1 86
Other trackmen	47	10,825	15,463 28	1 43
Switch tenders, crossing tenders and watchmen	10	2,688	3,677 90	1 37
Telegraph operators and dispatchers	3	789	1,732 86	2 20
All other employees and laborers	35	11,170	22,794 00	2 04
Total (including "general officers")	291	73,825	\$148,404 76	\$2 01
Less "general officers"	3	780	5,916 67	7 58
Total (excluding "general officers")	288	73,045	\$142,488 09	\$1 95
Distribution of above:				
General administration	39	9,234	\$24,388 53	\$2 64
Maintenance of way and structures	83	22,640	40,914 93	1 81
Maintenance of equipment	44	10,978	22,394 64	2 04
Conducting transportation	125	30,973	60,706 66	1 96

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for Number Passengers, Car mileage, Number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	178,901			
Number of passengers carried one mile	4,359,203			
Number of passengers carried one mile per mile of road	62.238			
Average distance carried, miles	24.37			
Total passenger revenue		101,687	31	
Average amount received from each passenger			56	840
Average receipts per passenger per mile			02	333
Total passenger earnings		117,828	35	
Passenger earnings per mile of road		1,682	30	
Passenger earnings per train mile		1	33	126
Freight traffic:				
Number of tons carried of freight earning revenue	666,542			
Number of tons carried one mile	23,679,822			
Number of tons carried one mile per mile of road	338,089			
Average distance haul of one ton, miles	35.53			
Total freight revenue		447,895	22	
Average amount received for each ton of freight			67	197
Average receipts per ton per mile			01	891
Total freight earnings		458,577	72	
Freight earnings per mile of road		6,547	37	
Freight earnings per train mile		5	65	282
Total traffic:				
Gross earnings from operation		588,485	10	
Gross earnings from operation per mile of road		8,402	13	
Gross earnings from operation per train mile			3	50
Operating expenses		292,308	44	
Operating expenses per mile of road		4,173	45	
Operating expenses per train mile			1	74
Income from operation		296,176	66	
Income from operation per mile of road		4,228	68	
Car mileage, etc:				
Mileage of passenger cars	218,941			
Average number of passenger cars per train mile.....	2.47			
Average number of passengers per train mile	49			
Average number of freight cars per train mile.....	22.92			
Average number of loaded cars per train mile.....	16.14			
Average number of empty cars per train mile.....	6.78			
Average number of tons of freight per train mile.....	298.86			
Average number of tons of freight per loaded car mile	18.52			
Average mileage operated during year	70.04			
Train mileage:				
Mileage of revenue passenger trains	88,509			
Mileage of revenue freight trains	79,234			
Total revenue train mileage	167,743			
Mileage of nonrevenue trains	24,940			

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.....	2,287	16,323	24,610	3.69
Products of animals.....	3,049	1,547	4,596	.69
Products of mines.....	4,755	151,843	156,238	23.45
Products of forests.....	77,538	72,148	149,686	22.46
Manufactures.....	236,011	63,586	299,597	44.95
Merchandise.....	4,834	10,994	15,828	2.37
Miscellaneous: Other commodities not mentioned above.....	3,604	12,383	15,987	2.39
Total tonnage.....	338,072	328,464	666,542	1.00

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		Equipment fitted with automatic coupler—number.
			Number.	Name.	
Locomotives—owned and leased:					
Passenger.....		4	4	Westinghouse..	4
Freight.....		7	7	Westinghouse..	7
Switching.....		2	1	Westinghouse Vacuum Dr.	1 1
Total locomotives owned and in service.....		13	12		13
Cars—owned and leased:					
In passenger service--					
First-class cars.....		6	6	Westinghouse..	6
Combination cars.....		2	2	Westinghouse..	2
Baggage, express and postal cars.....		2	2	Westinghouse..	2
Total.....		10	10		10
In freight service--					
Box cars.....		73	73	Westinghouse..	73
Flat cars.....	25	117	117	Westinghouse..	117
Stock cars.....		1	1	Westinghouse..	1
Coal cars.....		50	50	Westinghouse..	50
Bark cars.....		3	3	.....	3
Other freight cars in service.....		60	60	.....	60
Total.....	25	304	301		304
In company's service--					
Derrick cars.....		1	1	Westinghouse..	1
Caboose cars.....		6	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.....	25	346	320		343

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.	Branch and spurs.							Iron.	Steel.
Miles of single track	53.58	12.26	.....	.....	.....	4.20	70.04	.....	.....	65.84
Miles of yard track and sidings	21.34	8.46	.....	.....	.....	.....	29.80	.....	.....	29.80
Total mileage operated (all tracks)	74.92	20.72	.....	.....	.....	4.20	99.84	.....	.....	95.64

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

Maine	53.58	12.26	*65.84	65.84
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* Owned.

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point—dollars.	Kind.	Number.	Average price at distributing point—cts.
Steel	84	80	32.42	Cedar	9,340	43.7
				Hack		
				Oak		
				Hemlock		
				Ash		
				Georgia pine.....	723	96
				Total	10,063	47.46

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

Kind of Accident.	RAILWAY EMPLOYEES.									Passen- gers.	Other persons	
	Station men.	Shop- men.	Track- men.	Other employees.		Total.		Killed.	Injured.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.			Injured.	Killed.	Injured.
								Killed.	Injured.			
Handling tools, ma- chinery, etc.....			1					1				
Handling, supplies, etc			1				1	2				
Other causes							2	3				
Total			2			1	3	5				

Summary.		Total.
		Killed.
		Injured.
Table A.		
Railway employees.....		7
Other persons		1
Table B.		
Railway employees.....		5
Grand total		13

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 concrete..	6	165	0	6	0	72	0				
Iron and steel ..	18	1,590	2	13	0	60 ⁰	2				
Wooden	2	81	0	10	0	71	0				
Total ..	35	1,920	2								
Trestles:	1	540	0	540	0	540	0				

Gauge of track, 4 feet, 8½ inches—65.84 miles.

Report of the Rumford Falls and Rangeley Lakes Railroad Company for the Year Ending April 30, 1907.

HISTORY.

Name of common carrier making this report. Rumford Falls and Rangeley Lakes Railroad Company.

Date of organization. September 11, 1894.

Organized under the general laws of the State of Maine.

NAMES AND ADDRESSES OF THE BOARD OF DIRECTORS.

Hugh J. Chisholm, Portland, Me.; Waldo Pettengill, Rumford Falls, Me.; Galen C. Moses, Bath, Me.; William W. Brown, Portland, Me.; Herbert J. Brown, Portland, Me.; Chas. D. Brown, Boston, Mass.; Fred E. Richards, Portland, Me.; George D. Bisbee, Rumford Falls, Me.; R. C. Bradford, Portland, Me.; Harry E. Plummer, Lisbon Falls, Me. Term expires September 10, 1907.

Total number of stockholders at date of last election, 25.

Date of last meeting of stockholders for election of directors, September 11, 1906.

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 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 road 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			29.78

*Trackage rights.

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

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.				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						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 period.	Amount paid during year.
Forty year gold cons	Oct. 1 1897	Oct. 1 1937	\$400,000	\$400,000	\$400,000	5	Ap. 1	\$16,666 67	\$16,666 67
Twenty year mortg.	Nov. 2, 1903	Nov. 1, 1923	300,000	300,000	300,000	4	Nov. 2 My. 1	9,750 67	9,750 67
Grand total			\$700,000	\$700,000	\$700,000			\$26,417 34	\$26,417 34

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount received during year.	Amount paid during year.
Mortgage bonds.....	\$700,000 00	\$700,000 00	\$26,417 34	\$26,417 34

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding	Apportionment to railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock	\$300,000 00	\$300,000 00	38.36	\$7,820 00
Bonds	700,000 00	700,000 00	38.36	18,248 00
Total.....	\$1,000,000 00	\$1,000,000 00	38.36	\$26,068 00

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EX-
CLUDED) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Rumford Falls and Range- ley Lakes Railroad Co...	\$300,000 00	\$700,000 00	\$1,000,000 00	38.36	\$26,068

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Total cost to June 30, 1906, \$869,457.87, charged to construction; \$5,085.30; total cost to April 30, 1907, \$874,542.97; cost per mile, \$22,798.30.

Equipment: Total cost to June 30, 1906, \$53,234.17; decrease of cost of equipment, \$38,000.00; total cost to April 30, 1907, \$55,234.17; cost per mile, \$1,439.89.

Total cost construction, equipment, etc.: To June 30, 1906, \$962,691.84; to April 30, 1907, \$929,777.14; cost per mile, \$24,238.19.

INCOME ACCOUNT.

Gross earnings from operation.....	\$127,435 81	
Less operating expenses.....	73,573 42	
Income from operation.....		\$53,862 39
Miscellaneous income.....		1,520 39
Total income.....		\$55,382 78
Deductions from income:		
Interest on funded debt accrued.....	\$26,417 34	
Taxes.....	2,470 00	
Other deductions—sinking fund.....	3,000 00	
Total deductions from income.....		31,887 34
Net income.....		\$23,495 44
Surplus from operations of year ending April 30, 1907.....		23,495 44
Surplus on June 30, 1906.....		49,829 68
		\$73,425 12
Additions for year.....		7,333 89
Surplus on April 30, 1907.....		\$80,759 01

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue.....			\$22,599 16
Mail.....			1,628 92
Express.....			1,670 90
Extra baggage and storage.....			54 85
Other items.....			50 00
Total passenger earnings.....			\$26,303 83
Total freight earnings.....			98,316 70
Other items.....			364 50
Total passenger and freight earnings.....			\$124,985 03
Other earnings from operation: Other sources.....			2,450 78
Total gross earnings from operation.....			\$127,435 81

MISCELLANEOUS INCOME.

Income from real estate, \$118.10; other sources, \$1,402.29. Total \$1,520.39.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$23,019 93
Renewals of rails.....	2,748 79
Renewals of ties.....	2,467 93
Repairs and renewals of bridges and culverts.....	2,216 45
Repairs and renewals of fences, road crossings, signs and cattle guards.....	102 25
Repairs and renewals of buildings and fixtures.....	1,704 36
Repairs and renewals of telegraph.....	436 49
Stationery and printing.....	40 91
Total.....	\$32,737 11
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$1,664 40
Repairs and renewals of passenger cars.....	35 76
Repairs and renewals of freight cars.....	4,635 89
Repairs and renewals of work cars.....	230 37
Repairs and renewals of shop machinery and tools.....	3 85
Stationery and printing.....	8 37
Other expenses.....	91 85
Total.....	\$6,670 49
Conducting transportation:	
Engine and roundhouse men.....	\$3,564 66
Fuel for locomotives.....	12,964 12
Water supply for locomotives.....	260 39
Oil, tallow and waste for locomotives.....	240 96
Train service.....	3,370 90
Train supplies and expenses.....	364 29
Switchmen, flagmen and watchmen.....	7 50
Telegraph expenses.....	294 52
Station service.....	2,308 26
Station supplies.....	576 64
Car per diem and mileage—Balance.....	2,377 94
Loss and damage.....	765 44
Injuries to persons.....	119 00
Clearing wrecks.....	7 74
Advertising.....	25 00
Rents for tracks, yards and terminals.....	1,000 00
Rents of buildings and other property.....	430 00
Stationery and printing.....	448 08
Total.....	\$29,125 44
General expenses:	
Salaries of general officers.....	1,333 33
Salaries of clerks and attendants.....	2,638 00
General office expenses and supplies.....	123 48
Insurance.....	736 68
Law expenses.....	15 00
Stationery and printing (general offices).....	90 10
Other expenses.....	103 79
Total.....	\$5,040 38
Recapitulation of expenses:	
Maintenance of way and structures.....	\$32,737 11
Maintenance of equipment.....	6,670 49
Conducting transportation.....	29,125 44
General expenses.....	5,040 38
Grand total.....	\$73,573 42

Percentage of expenses to earnings, 57.73.

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Terminals: Leased of Portland and Rumford Falls Railway at Rumford Falls, \$1,000.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1906.		ASSETS.	APRIL 30, 1907.		YEAR ENDING APRIL 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$869,457 87	Cost of road....		\$874,542 97	\$5,085 30	
	93,234 17	Cost of equip- ment.....		55,234 17		\$38,000 00
	4,002 17	Lands owned..		3,702 17		300 00
	91,764 79	Cash and cur- rent assets...				91,769 79
		Other assets:				
	21,077 97	Materials and supplies....				21,077 97
	12,994 05	Sinking fund. Portland and Rumford Falls R. R. leases		66,520 69	66,520 69	12,994 05
		Grand total.....		\$1,000,000 00		\$92,530 82
	\$1,092,530 82					
		LIABILITIES.				
	\$300,000 00	Capital stock ..		\$300,000 00		
	678,000 00	Funded debt....		700,000 00	\$22,000 00	
	14,445 55	Current liabil- ities.....				\$14,445 55
	6,853 33	Accrued inter- est on funded debt not yet payable.....				6,853 33
	12,994 09	Sinking funds for redemp- tion of bonds.				12,994 05
	15,000 00	Improvement fund.....				15,000 00
	15,000 00	Equipment fund.....				15,000 00
	308 21	Employes in- surance fund.				308 21
	49,929 68	Profit and loss.				49,929 68
		Grand total.....		\$1,000,000 00		\$92,530 82
	\$1,092,530 82					

IMPORTANT CHANGES DURING THE YEAR.

Under lease dated April 4, 1907, effected April 1, 1907, all the railroad property rights, franchises and privileges of the Rumford Falls and Rangeley Lakes R. R. Co. were leased to the Portland and Rumford Falls Railroad for a term of one thousand (1,000) years, and by vote of the directors of the Portland and Rumford Falls Railroad the company continued to operate the property to and including April 30, 1907.

Under lease dated April 26, 1907, the Portland and Rumford Falls Railroad leased all the foregoing leased property and the terminal property and rights then owned by it, to the Maine Central Railroad Company for the term of nine hundred and ninety-nine (999) years from May 1, 1907, on and after which date the control and operation of the Portland and Rumford Falls Railroad, including its leased lines was assumed by the Maine Central Railroad Company.

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 November 2, 1903	{ *Rumford Falls Bemis		27.00	
	{ †Bemis	Oquossoc	8.99	
	{ †Oquossoc	Kennebago Farm	2.37	7,247

* Second mortgage.

† First mortgage.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	3			
Other officers	5			
General office clerks	4	1,040	2,638 00	2 54
Station agents	7	1,870	2,335 36	1 25
Other station men	1	230	264 40	1 15
Enginemen	3	764	2,168 22	2 84
Firemen	3	743	1,383 95	1 86
Conductors	3	723	1,912 89	2 65
Other trainmen	4	1,064	1,953 42	1 84
Machinists	1	170	428 12	2 52
Carpenters	1	229	591 66	2 58
Other shopmen	3	966	1,896 49	1 96
Section foremen	9	2,408	4,354 82	1 81
Other trackmen	19	5,453	7,944 64	1 46
Switch tenders, crossing tenders and watchmen	1	323	483 00	1 49
All other employees and laborers	8	4,494	8,153 56	1 81
Total (including "general officers")	69	20,992	\$38,108 63	1 82
Less "general officers"	2	520	1,600 00	3 08
Total (excluding "general officers")	67	20,472	\$36,508 63	\$1 78
Distribution of above:				
General administration	6	1,560	4,238 00	2 72
Maintenance of way and structures	35	12,067	20,995 77	1 67
Maintenance of equipment	6	1,627	3,240 47	1 99
Conducting transportation	22	5,738	10,534 39	1 84

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue	23,762			
Number of passengers carried one mile.....	602,904			
Number of passengers carried one mile per mile of road	15,156			
Average distance carried, miles	25.37			
Total passenger revenue.....		22,899	16	
Average amount received from each passenger.....			98	369
Average receipts per passenger per mile			03	798
Total passenger earnings		26,303	88	
Passenger earnings per mile of road		661	28	
Passenger earnings per train mile.....			99	361
Freight traffic:				
Number of tons carried of freight earning revenue	160,082			
Number of tons carried one mile.....	4,433,658			
Number of tons carried one mile per mile of road	111,454			
Average distance haul of one ton, miles.....	27.70			
Total freight revenue		98,316	70	
Average amount received for each ton of freight			61	416
Average receipts per ton per mile			02	218
Total freight earnings.....		98,681	20	
Freight earnings per mile of road		2,480	67	
Freight earnings per train mile			237	803
Total traffic:				
Gross earnings from operation		127,435	81	
Gross earnings from operation per mile of road.....		3,203	51	
Gross earnings from operation per train mile			231	925
Operating expenses.....		73,573	42	
Operating expenses per mile of road		1,849	50	
Operating expenses per train mile.....			133	899
Income from operation		53,862	39	
Income from operation per mile of road		1,354	01	
Car mileage, etc.:				
Mileage of passenger cars.....	66,785			
Average number of passenger cars per train mile.....	2.52			
Average number of passengers per train mile.....	23			
Average number of freight cars per train mile.....	10.19			
Average number of loaded cars per train mile	5.10			
Average number of empty cars per train mile.....	5.09			
Average number of tons of freight per train mile.....	106.84			
Average number of tons of freight per loaded car mile	20.93			
Average mileage operated during year.....	39.78			
Train mileage:				
Mileage of revenue passenger trains	13,450			
Mileage of revenue mixed trains.....	13,023			
Mileage of revenue freight trains.....	28,474			
Total revenue train mileage.....	54,947			
Mileage of nonrevenue trains	11,047			

FREIGHT TRAFFIC MOVEMENT.

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	335	2,122	2,457	1.54
Products of animals	351	198	549	.34
Products of mines	7	863	870	.54
Products of forests:				
Lumber	5,636	46	5,682	3.55
Other products of forests	147,179	38	147,217	91.96
Manufactures	406	56	462	.29
Merchandise	1,286	1,495	2,781	1.74
Miscellaneous; Other commodities not mentioned above	52	12	64	.04
Total tonnage	155,252	4,830	160,082	100

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		Equipment fitted with automatic coupler—number.
			Number.	Name.	
Locomotives—owned and leased:					
Freight		4	2	Westinghouse..	4
Total locomotives owned and in service		4	2		4
Cars—owned and leased:					
In passenger service—					
First-class cars		1	1	Westinghouse..	1
Combination cars		1	1	Westinghouse..	1
Total		2	2		2
In freight service—					
Flat cars		10	10		10
Other cars in freight service		23	23		23
Logging trucks (basis 8 wheels)		92			
Total		125	33		33
In company's service—					
Derrick cars		1			1
Caboose cars		2			2
Other road cars		4	1		4
Snow plow		1	1		1
Total		8	1		8
Total cars owned and in service		135	36		43

RUMFORD FALLS AND RANGELEY LAKES RAILROAD. 177

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under track-age rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	35.99	2.37	1.42	39.78	.....	.....	38.36
Miles of yard track and sidings.	9.17	.....	.....	9.17	1.32	.....	9.17
Total mileage operated (all tracks).....	45.16	2.37	1.42	48.95	1.32	.....	47.53

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	39.78	.....	.....	38.36

NEW TIES LAID DURING THE YEAR.

Cedar, hack, hemlock, ash and oak, 4,787; average price, 35.27 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.....	438.21	.....	1.00	438.71	13,562	64.70
Freight.....	2,387.59	.....	9.75	2,392.46	47,318	101.12
Switching.....	221.09	.....	.75	221.47	4,175	106.09
Construction.....	327.91	.....	2.25	329.03	10,842	60.70
Total.....	3,374.80	.....	13.75	3,381.67	75,897	89.11
Average cost at distributing point.....	\$4.26	.....	\$2.38	.....	.....	.....

ACCIDENTS TO PERSONS.

Not trespassing, 1 injured. Other employes, handling traffic, 1 injured.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges:								Overhead Highway Crossings:			
Stone and rail covers..	2	18		9		9		Bridges.....			
Stone and concrete....	2	17		6		11		Conduits.....			
Steel....	6	690	6	50		350	6	Trestles.....			
Wooden	12	204	9	8		60		Total.....			
Total..	22	930	3					Overhead Railway Crossings:			
								Bridges.....			
								Conduits.....			
								Trestles.....			
								Total.....			
Trestles ..	6	423	4	28		154					

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, 1907.**

[Narrow Gauge—Two Feet.]

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 20, 1907.

Total number of stockholders at date of last election, 3.

Date of last meeting of stockholders for election of directors, November 21, 1906

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.; 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, 1907.	
Cash	\$2,479 01	Loans and bills payable	\$239,897 30
Due from agents	1,699 18	Audited vouchers and accounts	1,199 17
Net traffic balances due from other companies	8,325 33	Wages and salaries	1,168 36
Other cash assets	18,352 87	Dividends not called for	2,000 00
Total—cash and current assets	\$30,856 39	Matured interest coupons unpaid (including coupons due July 1)	5,000 00
Balance—current liabilities..	218,408 44		
Total	\$249,264 83	Total—current liabilities.	\$249,264 83

Materials and supplies on hand, \$680.00.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Capital stock outstanding, \$100,000; apportionment to railroads, \$100,000; miles of road, 18; amount per mile, \$5,556. Bonds outstanding, \$300,000; apportionment to railroads, \$300,000 miles of road, 18; amount per mile, \$16,667. Total stocks and bonds, \$400,000. Total amount per mile, \$22,223.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Total cost to June 30, 1906, \$222,391.89; total cost to June 30, 1907, \$222,391.89; cost per mile, \$12,355.11.

Equipment: Total cost to June 30, 1906, \$77,204.68; total cost to June 30, 1907, \$77,204.68; cost per mile, \$4,289.15.

Grand total cost construction, equipment, etc., to June 30, 1906, \$299,596.57; to June 30, 1907, \$299,596.57; cost per mile, \$16,644.25.

INCOME ACCOUNT.

Gross earnings from operation	\$75,347 47	
Less operating expenses	42,089 88	
Income from operation		\$33,257 59
Interest on bonds owned		1,125 00
Total income		\$34,382 59
Deductions from income:		
Interest on funded debt accrued	\$15,000 00	
Interest on interest bearing current liabilities	1,249 44	
Taxes	1,658 65	
Total deductions from income		\$17,908 09
Net income		\$16,474 50
Dividend 4 per cent, common stock		4,000 00
Surplus from operations of year ending June 30, 1907		12,474 50
Deficit on June 30, 1906		62,285 22
Additions for the year		200 00
Deficit on June 30, 1907		\$49,610 72

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$22,416 25		
Less repayments—			
Tickets redeemed.....		\$38 14	
Total passenger revenue			\$22,378 11
Mail			1,455 86
Express			3,129 01
Extra baggage and storage.....			268 72
Other items.....			393 75
Total passenger earnings.....			\$27,625 45
Freight:			
Freight revenue	\$47,789 11		
Less repayments.....		\$67 09	
Total freight revenue			\$47,722 02
Total passenger and freight earnings.....			\$75,347 47
Total gross earnings from operation.....			\$75,347 47

RAILWAY STOCKS OWNED.

Kingfield and Dead River Railroad Company, total par value, \$4,500; valuation \$4,500.

OTHER STOCKS OWNED.

Phillips Woolen Company, \$200.00; Phillips Hotel Company, \$500.00; total, \$700.00.

BONDS OWNED.

Railway Bonds.	Total par value.	Rate—%	Income or interest received.	Valuation.
Phillips & Rangeley Railroad Company, second mortgage bonds	\$50,000 00	5	.....	\$41,565 20
Phillips & Rangeley Railroad Company, first mortgage bonds	150,000 00	5	.....	89,171 04
Eustis Railroad Company, 1st mortgage bonds	116,000 00	5	.....	62,250 76
Madrid Railroad Company, 1st mortgage bonds	30,000 00	5	.....	16,099 34
Sandy River Railroad Co., 1st mortgage bonds	51,000 00	5	\$1,125 00	55,901 48
Total.....	\$397,000 00	..	\$1,125 00	\$264,987 82

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$5,951 85
Renewals of ties	788 60
Repairs and renewals of bridges and culverts	9 68
Repairs and renewals of fences, road crossings, signs and cattle guards	383 64
Repairs and renewals of buildings and fixtures	294 24
Other expenses	951 37
Total	\$8,379 38
Maintenance of equipment:	
Repairs and renewals of locomotives	\$2,984 66
Repairs and renewals of passenger cars	1,448 01
Repairs and renewals of freight cars	1,743 44
Other expenses	167 48
Total	\$6,343 59
Conducting transportation:	
Engine and roundhouse men	\$4,126 04
Fuel for locomotives	5,095 87
Water supply for locomotives	509 10
Oil, tallow and waste for locomotives	323 42
Other supplies for locomotives	135 76
Train service	5,141 15
Train supplies and expenses	555 10
Switchmen, flagmen and watchmen	944 72
Station service	2,447 12
Station supplies	458 56
Loss and damage	546 25
Advertising	1,280 23
Stationery and printing	334 26
Other expenses	2,180 03
Total	\$24,077 61
General expenses:	
Salaries of general officers	\$1,200 00
Salaries of clerks and attendants	590 00
General office expenses and supplies	309 98
Insurance	589 50
Law expenses	66 35
Stationery and printing (general offices)	74 70
Other expenses	458 77
Total	\$3,289 30
Recapitulation of expenses:	
Maintenance of way and structures	\$8,379 38
Maintenance of equipment	6,343 59
Conducting transportation	24,077 61
General expenses	3,289 30
Grand total	\$42,089 88

Percentage of expenses to earnings, 55.86.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$222,391 89	Cost of road		\$222,391 89		
	77,204 68	Cost of equip- ment		77,204 68		
	4,500 00	Stocks owned ..		5,200 00	\$700 00	
	41,565 20	Bonds owned ..		264,887 82	223,422 62	
	37,208 67	Cash and cur- rent assets ..		30,856 39		\$6,352 28
	1,530 00	Other assets:				
	62,285 22	Materials and supplies		680 00		850 00
		Profit and loss ..		49,610 72		12,674 50
	\$446,685 66	Grand total		\$650,931 50	\$204,245 84	
		LIABILITIES.				
	\$100,000 00	Capital stock ..		\$100,000 00		
	300,000 00	Funded debt ..		300,000 00		
	45,018 99	Current liabil- ities		249,264 83	\$204,245 84	
	1,666 67	Accrued inter- est on funded debt not yet payable		1,666 67		
	\$446,685 66	Grand total		\$650,931 50	\$204,245 84	

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.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	1	312	\$1,200 00	\$3 85
General office clerks	2	624	590 00	95
Station agents	3	936	1,580 00	1 69
Other station men	3	924	867 12	94
Enginemen	3	1,087	2,393 10	2 20
Firemen	3	1,063	1,732 94	1 63
Conductors	3	1,006	1,968 62	1 96
Other trainmen	5	1,598	3,172 53	1 99
Machinists	3	896	2,110 73	2 36
Carpenters	1	280	563 60	2 01
Other shopmen	5	1,226	2,224 31	1 81
Section foremen	3	963	1,682 81	1 75
Other trackmen	6	1,986	2,989 04	1 51
Switch tenders, crossing tenders and watchmen ..	3	833	944 72	1 13
All other employees and laborers	9	1,605	2,608 38	1 63
Total (including "general officers")	53	15,339	\$26,627 96	\$1 74
Less "general officers"	1	312	1,200 00	3 85
Total (excluding "general officers")	52	15,027	25,427 90	\$1 69
Distribution of above:				
General administration	3	936	1,790 00	\$1 91
Maintenance of way and structures	18	4,554	7,280 23	1 60
Maintenance of equipment	9	2,402	4,898 64	2 04
Conducting transportation	23	7,447	12,659 03	1 70

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	43,478			
Number of passengers carried one mile	607,439			
Number of passengers carried one mile per mile of road.....	33,747			
Average distance carried, miles.....	13.87			
Total passenger revenue.....		23,378	11	
Average amount received from each passenger			51	094
Average receipts per passenger per mile.....			03	684
Total passenger earnings.....		27,625	45	
Passenger earnings per mile of road.....		1,534	75	
Passenger earnings per train mile			56	038
Freight traffic:				
Number of tons carried of freight earning revenue....	71,659			
Number of tons carried one mile	1,030,244			
Number of tons carried one mile per mile of road.....	57,236			
Average distance haul of one ton, miles	14.38			
Total freight revenue.....		47,722	02	
Average amount received for each ton of freight.....			66	506
Average receipts per ton per mile			04	632
Total freight earnings		47,722	02	
Freight earnings per mile of road.....		2,651	22	
Freight earnings per train mile.....			1	92 738
Total traffic:				
Gross earnings from operation		75,347	47	
Gross earnings from operation per mile of road.....		4,185	97	
Gross earnings from operation per train mile.....			1	29 108
Operating expenses.....		42,089	85	
Operating expenses per mile of road.....		2,338	33	
Operating expenses per train mile.....			72	121
Income from operation.....		33,257	59	
Income from operation per mile of road		1,847	64	
Car mileage, etc.:				
Mileage of passenger cars	116,497			
Average number of passenger cars per train mile.....	2.36			
Average number of passenger cars per train mile.....	12			
Average number of tons of freight per train mile.....	41.61			
Average mileage operated during year.....	18.00			
Train mileage:				
Mileage of revenue passenger trains.....	33,600			
Mileage of revenue mixed trains.....	15,697			
Mileage of revenue freight trains.....	9,063			
Total revenue train mileage.....	58,360			
Mileage of nonrevenue trains.....	2,676			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 10,033 tons; received from connecting roads, 61,626 tons; total freight tonnage, 71,659.

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.	} 1
Freight.....		3	2	Eames.....	
			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.....	2
Total.....		8	8		
In freight service—					
Box cars.....		40			
Flat cars.....		81			
Caboose cars.....		1			
Total.....		130			
Total cars owned and in service.....		130			

MILEAGE OF ROAD OWNED AND OPERATED.

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 TIES LAID DURING THE YEAR.

Cedar, 6,555; 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		483			483	33,600	28.75
Freight		572			572	24,760	46.20
Construction		52			52	2,676	38.86
Total		1,107			1,107	61,036	36.27
Average cost at distributing point		4.60					

ACCIDENTS.

Passengers injured: Derailment, 1.

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:			
Iron.....	2	262	0	105	0	157	0	Bridges.....	1	13	0
Wooden.	4	161	1	19	6	87	7	Trestles.....	1	15	0
Total ..	6	423	1					Total	2		
Trestles ..	2	186	0	63	0	123	0				

Gauge of track, 2 feet—18 miles.

TELEGRAPHIC.

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 Sebasticook and Moosehead Railroad Company for the Year Ending June 30, 1907.

HISTORY.

Name of common carrier making this report. Sebasticook and Moosehead Railroad.

Date of organization. July 24, 1886.

Organized under the laws of the State of Maine.

Post-office address of general and operating office, Pittsfield, Maine.

OFFICERS.

Title.	Name.	Location of Office.
President	W. J. Hayes	Cleveland, Ohio.
First Vice-President	J. W. Manson	Pittsfield, Maine.
Treasurer	A. B. Thompson.....	Pittsfield, Maine.
General Manager	A. B. Thompson.....	Pittsfield, Maine.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each class of roads named. Miles of line for each road named.	
	From—	To—		
Sebasticook and Moosehead Railroad	Pittsfield, Maine.	Mainstream, Maine..	15	15

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock : common	8,000	\$50	\$400,000 00	\$180,000 00		

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

First mortgage bonds, issued October, 1895, due 1925; amount of issue, \$250,000.00; amount issued, \$100,000.00; amount outstanding, \$100,000.00. Interest on these bonds not taken into account.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Expenditures during the year, not included in operating expenses: Construction, \$1,540.80; equipment, \$3,680.75.

INCOME ACCOUNT.

Gross earnings from operation.....	\$28,398 08	
Less operating expenses.....	19,080 67	
Income from operation	\$9,317 41	
Total income		\$9,317 41
Deductions from income:		
Interest on receiver's certificates.....	\$1,764 81	
Taxes	270 82	
Permanent improvements.....	5,221 55	
Other deductions—receiver's certificates.....	7,000 00	
Total deductions from income		14,257 18
Deficit.....		\$4,939 77

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$8,500 98
Mail	\$740 80		
Express	2,225 22		2,966 02
Total passenger earnings.....			\$11,467 00
Total freight earnings			16,931 08
Total passenger and freight earnings.....			\$28,398 08
Total gross earnings from operation.....			\$28,398 08

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$6,266 53
Renewals of ties.....	814 20
Repairs and renewals of bridges and culverts.....	87 19
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	1 53
Repairs and renewals of buildings and fixtures.....	42 57
Other expenses.....	20 03
Total.....	\$7,232 05
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$15 46
Total.....	\$15 46
Conducting transportation:	
Engine and roundhouse men.....	\$1,903 63
Fuel for locomotives.....	2,376 96
Water supply for locomotives.....	50 00
Oil, tallow, and waste for locomotives.....	152 22
Other supplies for locomotives.....	47 14
Train service.....	881 05
Train supplies and expenses.....	157 11
Station service.....	1,628 04
Station supplies.....	296 41
Car per diem and mileage—balance.....	1,855 10
Hire of equipment—balance.....	95 27
Loss and damage.....	45 03
Stationery and printing.....	60 30
Other expenses.....	253 22
Total.....	\$9,801 48
General expenses:	
Salaries of general officers.....	\$960 00
Salaries of clerks and attendants.....	521 14
General office expenses and supplies.....	365 25
Law expenses.....	100 00
Other expenses.....	83 29
Total.....	\$2,031 68
Recapitulation of expenses:	
Maintenance of way and structures.....	\$7,232 05
Maintenance of equipment.....	15 46
Conducting transportation.....	9,801 48
General expenses.....	2,031 68
Grand total.....	\$19,080 67

Percentage of expenses to earnings—67%.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1	313	\$960 00	\$3 10
General office clerks.....	1	313	521 14	1 66
Station agents.....	3	939	1,388 04	1 48
Other station men.....	4	1,252	240 00	19
Enginemen.....	1	348	871 26	2 50
Firemen.....	1	311	544 32	1 75
Conductors.....	1	324	567 05	1 75
Other trainmen.....	1	314	314 00	1 00
Section foremen.....	3	918	1,653 25	1 80
Other trackmen.....	10	2,641	4,092 96	1 55
Switch tenders, crossing tenders and watchmen	1	349	488 05	1 40
All other employees and laborers	5	84	168 50	2 00
Total (including "general officers")	32	8,106	11,808 57	\$1 46
Less "general officers".....	1	313	960 00	3 10
Total (excluding "general officers").....	31	7,793	10,848 57	\$1 40
Distribution of above:				
General administration.....	2	626	1,481 14	\$2 36
Maintenance of way and structures.....	13	3,559	5,746 21	1 62
Conducting transportation	17	3,921	4,581 22	1 17

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	23,737			
Number of passengers carried one mile	224,134			
Number of passengers carried one mile per mile of road	14,942			
Average distance carried, miles	9.44			
Total passenger revenue		8,500	98	
Average amount received from each passenger			35	813
Average receipts per passenger per mile			03	792
Total passenger earnings		11,467	00	
Passenger earnings per mile of road		764	46	666
Passenger earnings per train mile			57	882
Freight traffic:				
Number of tons carried of freight earning revenue ...	30,396			
Number of tons carried one mile	367,967			
Number of tons carried one mile per mile of road	24,531			
Average distance haul of one ton, miles	12.10			
Total freight revenue		16,931	08	
Average amount received for each ton of freight			55	761
Average receipts per ton per mile			04	601
Total freight earnings		16,931	08	
Freight earnings per mile of road		1,128	74	
Freight earnings per train mile		1	80	309
Total traffic:				
Gross earnings from operation		28,398	08	
Gross earnings from operation per mile of road		1,893	20	
Gross earnings from operation per train mile		1	43	344
Operating expenses		19,080	67	
Operating expenses per mile of road		1,272	04	
Operating expenses per train mile			96	313
Income from operation		9,517	41	
Income from operation per mile of road		621	16	
Train mileage:				
Mileage of revenue passenger trains	10,421			
Mileage of revenue freight trains	9,396			
Total revenue train mileage	19,817			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, 20,306 tons; freight received from connecting roads and other carriers, 10,090 tons; total tonnage, 30,396.

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		1
Total locomotives owned		2	2	Westinghouse..	2
Cars--owned and leased:					
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		8	7		8

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	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	.....	.....	.....	15	.....	.....	15
Yard track and sidings..	1.01	.....	.....	.....	1.01	.....	.....	1.01
Total	16.01	.....	.....	.....	16.01	.....	.....	16.01

RENEWALS OF TIES.

Cedar, 2,771; cost, 29.4 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, bituminous coal, 524 tons; cost, \$4.54. Total fuel consumed, 524 tons. Miles run, 19,811. Average pounds consumed per mile, 60.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges: Iron, 2.

Gauge of track, 4 feet, 8½ inches--15 miles.

Report of the Somerset Railway Company for the Year Ending June 30, 1907.

HISTORY.

Name of common carrier making this report. Somerset Railway Company.

Date of organization. August 4, 1904.

Organized under laws of the State of Maine; special act approved March 11, 1903, as the Kennebec Valley Railroad Company; name changed to Somerset Railway Company, by vote of stockholders, August 15, 1904.

Reorganized: Somerset Railroad Company; charter granted by the Legislature of the State of Maine, and approved on March 19, 1860.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Lucius Tuttle	Boston, Mass	} Upon election of successors.
George F. Evans	Portland, Me.	
Henry B. Cleaves	Portland, Me.	
John F. Hill	Augusta, Me.	
Franklin Wilson	Bangor, Me.	
Edward P. Ricker	South Poland, Me.	
Samuel C. Lawrence	Medford, Mass.	
William M. Ayer	Oakland, Me.	
Weston Lewis	Gardiner, Me.	

Total number of stockholders at date of last election, 21.

Date of last meeting of stockholders for election of directors, April 5, 1907.

General office, Portland, Maine.

Operating office, Oakland, Maine.

OFFICERS.

Title.	Name.	Location of Office.
President	Lucius Tuttle	Portland, Maine.
Vice-President	George F. Evans	Portland, Maine.
Clerk	Henry B. Cleaves	Portland, Maine.
Treasurer	George W. York	Portland, Maine.
Comptroller and Auditor	George S. Hobbs	Portland, Maine.
Chief Engineer	Theodore L. Dunn	Portland, Maine.
General Superintendent	Morris McDonald	Portland, Maine.
Superintendent	William M. Ayer	Oakland, Maine.
General Freight Agent	William K. Sanderson ..	Portland, Maine.
General Passenger Agent	Frederic E. Boothby	Portland, Maine.
Assistant General Passenger and Freight Agent	Fred V. Berry	Oakland, Maine.
General Baggage Agent	Horace H. Towle	Portland, Maine.
Superintendent Motive Power ..	Phillip M. Hammett	Portland, Maine.
Purchasing Agent	Charles D. Barrows	Portland, Maine.
Car Accountant	Watson B. Drew	Portland, Maine.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each class of roads named.	Miles of line for each road named.
	From—	To—		
Somerset Railway.....	Oakland.....	Kineo Station....	90.59	90.59
	Bangs.....	Dodlin Quarry....	1.02	
	Austin Junction..	Bingham.....	1.42	
	Somerset Jc.....	Gravel pit.....	.88	3.32
Total.....				93.91

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.
Hotel Rockwood.....	Public hotel.....	Owned.....	Maine.

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

Controlled by the Maine Central Railroad Company through ownership of a majority of the capital stock. Control effected March 29, 1907.

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 Somerset Railway stock.....	7,366 ⁴⁸⁷⁶	\$100	\$7,366 ⁴⁸⁷⁶	\$688,300 00		
Somerset Railroad Co. bonds and coupons....				17,200 00		
Total.....	7,366 ⁴⁸⁷⁶		\$7,366 ⁴⁸⁷⁶	91,148 76		
				\$736,648 76		
Manner of Payment for Capital Stock.	Number of shares issued during year.			Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for reorganization: Common ...					6,883	
Somerset railway stock.....					172	
Somerset R. R. Co. bonds and coupons					311 ⁴⁸⁷⁶	
Total.....					7,366 ⁴⁸⁷⁶	

The Somerset Railway stock and the Somerset Railroad Co. bonds and coupons amounting in all to \$48,348.76 are exchangeable for Somerset Railway Company stock upon presentation.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

First mortgage bonds: Date of issue, July 1, 1887; (due July 1, 1917; amount authorized and issued, and outstanding, \$225,000; cash realized on amount issued \$202,500; rate, 5%, January and July 1; amount of interest accrued and paid during the year, \$11,250.

Consolidated mortgage bonds: Date of issue, July 2, 1900, due July 2, 1950; amount authorized, \$420,000; issued, \$172,500; amount outstanding, \$172,500; cash realized, \$169,500; interest, 4%, payable January and July 1; accrued and paid, \$6,900.

First mortgage and refunding: Date of issue, July 1, 1905; due July 1, 1955; amount authorized \$1,500,000; amount issued, \$864,000; amount outstanding, \$864,000; cash realized on amount issued, \$777,600; interest 4%, payable January and July 1; accrued and paid, \$36,357.89.

Total authorized, \$2,145,000; amount issued, \$1,261,500; amount outstanding, \$1,261,500; cash realized on amount issued, \$1,149,600; interest, amount accrued and paid during the year, \$48,507.89.

MISCELLANEOUS OBLIGATIONS.

Somerset Railway Company coupon notes: Issued June 1, 1907, due June 1, 1911, \$1,500,000 authorized, and \$1,280,000 issued and outstanding, cash realized, \$1,243,392; rate 5%; interest accrued, \$4,659.72. Payable June and December.

Total mortgage bonds: Authorized issue, \$2,145,000, issued, \$1,261,500; outstanding, \$1,261,500, cash realized, \$1,149,600; interest accrued and paid, \$48,507.89.

Miscellaneous obligations: Amount authorized, \$1,500,000; issued, \$1,280,000; outstanding, \$1,280,000; cash realized, \$1,243,392; interest accrued, \$4,659.72.

Grand total: Authorized, \$3,645,000; issued and outstanding, \$2,541,500; cash realized, \$2,392,992; interest accrued, \$53,167.61, paid, \$48,507.89.

RECAPITULATION OF FUNDED DEBT.

Class of debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$1,261,500 00	\$1,261,500 00	\$48,507 89	\$48,507 89
Miscellaneous obligations.....	1,280,000 00	1,280,000 00	4,659 72	
Total.....	\$2,541,500 00	\$2,541,500 00	\$53,167 61	\$48,507 89

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1907.	
Cash	\$384,937 28	Audited vouchers and ac- counts.....	\$36,610 81
Due from agents.....	13,431 32	Wages and salaries.....	10,321 63
Due from solvent companies and individuals	45,000 89	Net traffic balances due to other companies.....	6,111 97
		Matured interest coupons un- paid (including coupons due July 1)	26,480 00
		Total--current liabilities.	\$79,524 41
Total--cash and current assets	\$443,369 49	Balance--cash assets ...	363,845 08
Total.....	\$443,369 49	Total	\$443,869 49

Materials and supplies on hand, \$61,596.10.

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	\$736,648 76	\$736,648 76	93.91	\$7,844 00
Bonds	2,541,500 00	2,541,500 00	93.91	27,063 00
Total.....	\$3,278,148 76	\$3,278,148 76	93.91	\$34,907 00

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Somerset Railway Company: Capital stock, \$736,648.76; funded debt, \$2,541,500.00 Total, \$3,278,148.76. Miles, 93.91. Amount per mile of line, \$34,907.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Total cost of construction to June 30, 1906, \$1,865,692.93; expenditures during the year, charged to construction, \$709,254 11; total cost of construction to June 30, 1907 \$2,574,947.04; cost per mile, \$27,419.31.

Total cost of equipment to June 30, 1906, \$205,584.97; expenditures during the year, charged to equipment, \$117,583.15; total cost of equipment to June 30, 1907, \$323,168.12; cost per mile, \$3,441.25.

Total cost construction and equipment to June 30, 1906, \$2,071,277.90; total cost of construction and equipment to June 30, 1907, \$2,898,115.16; total cost per mile, \$30,860.56.

INCOME ACCOUNT.

Gross earnings from operation	\$199,859 58	
Less operating expenses.....	143,186 51	
Income from operation		\$56,673 07
Miscellaneous income		33 67
Total income		\$56,706 74
Deductions from income:		
Interest on funded debt accrued	\$53,167 61	
Taxes	1,253 74	
Other deductions—operation Hotel Rockwood	664 62	
Total deductions from income		55,085 97
Net income		\$1,620 77
Surplus from operations of year ending June 30, 1907.....		1,620 77
Surplus on June 30, 1906.....		126,921 72
		\$128,542 49
Deductions for year		577 50
Surplus on June 30, 1907.....		\$127,964 99

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of Repayments, etc.	Actual earnings.
Passenger revenue	\$49,477 05		
Less repayments—			
Tickets redeemed		\$198 60	
Excess fares refunded		388 36	
Other repayments		40 00	
Total deductions		\$626 96	
Total passenger revenue			\$48,850 09
Mail			3,424 36
Express			3,637 46
Extra baggage and storage			704 57
Total passenger earnings			\$56,616 48
Freight revenue	\$146,763 33		
Less repayments—			
Overcharge to shippers		5,757 57	
Total freight revenue			\$141,005 76
Total freight earnings			\$141,005 76
Total passenger and freight earnings			\$197,622 24
Other earnings from operation:			
Telegraph and telephone companies			238 27
Other sources			1,999 07
Total gross earnings from operation			\$199,859 58

MISCELLANEOUS INCOME.

Rent of real estate, \$33.67.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$26,325 30
Renewals of ties	210 08
Repairs and renewals of bridges and culverts	414 90
Repairs and renewals of buildings and fixtures	775 22
Total	\$27,725 50
Maintenance of equipment:	
Repairs and renewals of locomotives	\$7,978 14
Repairs and renewals of passenger cars	636 52
Repairs and renewals of freight cars	7,847 70
Repairs and renewals of work cars	1,649 88
Repairs and renewals of shop machinery and tools	1,685 07
Other expenses	529 27
Total	\$20,326 58
Conducting transportation:	
Engine and roundhouse men	\$10,051 78
Fuel for locomotives	21,927 46
Water supply for locomotives	2,479 09
Other supplies for locomotives	854 83
Train service	10,645 42
Train supplies and expenses	1,710 85
Switchmen, flagmen and watchmen	2,120 61
Station service	9,124 94
Station supplies	2,473 70
Car per diem and mileage—balance	2,424 53
Loss and damage	1,036 84
Injuries to persons	97 60
Advertising	2,024 62
Other expenses	898 98
Total	\$77,871 25
General expenses:	
Salaries of general officers	\$4,600 00
Salaries of clerks and attendants	3,912 43
General office expenses and supplies	2,181 11
Insurance	1,668 88
Law expenses	3,288 90
Stationery and printing (general offices)	1,611 86
Total	\$17,263 18
Recapitulation of expenses:	
Maintenance of way and structures	\$27,725 50
Maintenance of equipment	20,326 58
Conducting transportation	77,871 25
General expenses	17,263 18
Grand total	\$143,186 51

Percentage of expenses to earnings, 71.64.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$1,865,692 93	Cost of road		\$2,574,947 04	\$709,254 11	
	205,584 97	Cost of equipment.		333,168 12	117,583 15	
		Other permanent investments:				
	10,984 73	Betterments		47,197 82	36,213 09	
		Hotel Rockwood property		45,877 15	45,877 15	
	57,222 33	Cash and current assets.		443,369 49	386,147 16	
		Other assets:				
	13,800 00	Materials and supplies		61,596 10	47,796 10	
		Sundries		756 37	756 37	
	\$2,153,284 96	Grand total		\$3,496,912 09	\$1,343,627 13	
		LIABILITIES.				
	\$736,648 76	Capital stock		\$736,648 76		
	626,500 00	Funded debt		2,541,500 00	\$1,915,000 00	
	663,214 48	Current liabilities.		79,624 41		\$583,690 07
		Accrued interest on funded debt not yet payable.		5,333 33	5,333 33	
		Sundry accounts.		5,940 60	5,940 60	
	126,921 72	Profit and loss		127,964 99	1,043 27	
	\$2,153,284 96	Grand total		\$3,496,912 09	\$1,343,627 13	

IMPORTANT CHANGES DURING THE YEAR.

Road extended from Lander's to Kineo station, 32.29 miles, opened for traffic on March 4, 1907.

Issued \$1,500,000 in four year five per cent coupon notes, authorized to take care of the floating debt, and to properly complete and equip the property. Of this issue \$1,280,000 were outstanding on June 30, 1907.

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Somerset Railway, first mortgage	Oakland.....	Bingham	41.08	\$5,347
	Bangs	Dodlin Quarry...	1.02	
Somerset Railway, consol mortgage	Oakland.....	Bingham	41.06	4,099
	Bangs	Dodlin Quarry...	1.02	
Somerset Railway Company, first mortgage and refunding	Oakland.....	Kineo Station...	90.59	9,200
	Bangs	Dodlin Quarry...	1.02	
	Austin Junction..	Bingham	1.42	
	Somerset Jet	gravel pit .....	.88

EXPLANATORY REMARKS.

The Somerset Railway consol mortgage bonds are a lien on the road from Oakland to Bingham, and from the main line to Dodlin Quarry, subject to the first mortgage. Of the consol mortgage bonds authorized, \$247,500 are impounded to retire the first mortgage bonds at maturity.

The Somerset Railway Company first mortgage and refund bonds are a first lien on the road, from Austin Junction to Kineo station, and a lien on the road from Oakland to Bingham and from the main line to Dodlin Quarry subject to the first and consol mortgages.

Of the first mortgage and refund bonds authorized, \$420,000 are impounded to retire the consol mortgage bonds at maturity.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	13	1,122	\$4,600 00	\$4 10
Other officers	4	255	955 93	3 75
General office clerks	5	1,825	2,956 50	1 62
Station agents	14	3,592	6,752 46	1 88
Other station men	5	1,707	2,372 48	1 39
Enginemen	15	2,101	6,600 16	3 14
Firemen	14	1,963	4,045 26	2 06
Conductors	12	1,450	3,406 53	2 35
Other trainmen	25	4,387	7,238 89	1 65
Machinists	5	1,565	3,599 50	2 30
Carpenters	27	8,073	15,015 78	1 86
Other shopmen	8	2,504	4,356 96	1 74
Section foremen	18	4,869	9,105 03	1 87
Other trackmen	63	14,032	22,451 20	1 60
Switch tenders, crossing tenders and watchmen	4	1,404	2,120 61	1 51
Telegraph operators and dispatchers	4	1,460	3,920 00	2 00
All other employees and laborers	51	15,638	25,200 80	1 60
Total (including "general officers")	287	67,947	\$123,518 09	\$1 82
Less "general officers"	13	1,122	4,600 00	4 10
Total (excluding "general officers")	274	66,825	\$118,918 09	\$1 78
Distribution of above:				
General administration	13	2,667	\$6,656 50	\$2 49
Maintenance of way and structures	118	29,475	49,271 89	1 67
Maintenance of equipment	57	17,270	30,477 38	1 76
Conducting transportation	90	18,535	37,112 32	2 00

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.....	67,275			
Number of passengers carried one mile	1,666,589			
Number of passengers carried one mile per mile of road	23,212			
Average distance carried, miles	24.77			
Total passenger revenue.....		48,850	09	
Average amount received from each passenger			72	613
Average receipts per passenger per mile			02	931
Total passenger earnings		56,616	48	
Passenger earnings per mile of road		488	53	
Passenger earnings per train mile.....			81	222
Freight traffic:				
Number of tons carried of freight earning revenue	213,649			
Number of tons carried one mile	5,632,538			
Number of tons carried one mile per mile of road	78,448			
Average distance haul of one ton, miles	26.36			
Total freight revenue		141,005	76	
Average amount received for each ton of freight.....			65	999
Average receipts per ton per mile.....			02	503
Total freight earnings.....		141,005	76	
Freight earnings per mile of road.....		1,963	87	
Freight earnings per train mile.....			2	35 685
Total traffic:				
Gross earnings from operation.....		199,859	58	
Gross earnings from operation per mile of road		2,783	56	
Gross earnings from operation per train mile.....			1	54 291
Operating expenses		143,186	51	
Operating expenses per mile of road.....		1,994	24	
Operating expenses per train mile			1	10 540
Income from operation		56,673	07	
Income from operation per mile of road.....			789	32
Car mileage, etc:				
Mileage of passenger cars	213,352			
Average number of passenger cars per train mile.....	3.06			
Average number of passengers per train mile	24			
Average number of freight cars per train mile	10.33			
Average number of loaded cars per train mile.....	6.31			
Average number of empty cars per train mile.....	4.02			
Average number of tons of freight per train mile.....	94.15			
Average number of tons of freight per loaded car mile	14.91			
Average mileage operated during year	71.80			
Train mileage:				
Mileage of revenue passenger trains.....	69,706			
Mileage of revenue freight trains.....	59,828			
Total revenue train mileage.....	129,534			
Mileage of nonrevenue trains.....	27,256			

FREIGHT TRAFFIC MOVEMENT.

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	6,515	7,555	14,070	6.59
Products of animals.....	534	894	1,448	.68
Products of mines.....	2,297	25,270	27,567	12.90
Products of forests:				
Lumber.....	35,592	1,604	37,196	17.41
Other products of forests.....	47,800	5,624	53,424	25.01
Manufactures.....	5,714	6,722	12,436	5.81
Merchandise.....	6,691	2,705	9,396	4.40
Miscellaneous: Other commodities not mentioned above.....	56,759	1,353	58,112	27.20
Total tonnage.....	161,922	51,727	213,649	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.....	2	6	6	Westinghouse..	6
Freight.....	2	10	10	Westinghouse..	10
Total locomotives owned and in service	4	16	16	.....	16
Cars—owned and leased:					
In passenger service—					
First-class cars.....	2	3	3	Westinghouse..	3
Combination cars.....	2	3	3	Westinghouse..	3
Baggage, express and postal cars.....	2	5	5	Westinghouse..	5
Total.....	4	16	16	.....	16
In freight service—					
Box cars.....	*4	105	105	Westinghouse..	105
Flat cars.....	25	94	76	Westinghouse..	94
Other cars in freight service.....	100	300			
Total.....	121	499	181	.....	199
In company's service—					
Derrick cars.....	.....	1			1
Caboose cars.....	*4	3	3	Westinghouse..	3
Other road cars.....	15	30	4	Westinghouse..	22
Total.....	11	34	7	.....	26
Total cars owned and in service....	136	549	204	.....	241

* 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.	Branch and spurs.							Iron.	Steel.
Miles of single track	90.59	3.32	.....	.....	.....	.....	93.91	32.65	.06	93.85
Miles of yard track and sidings	15.48	1.52	.....	.....	.....	.....	17.00	7.60	2.17	14.83
Total mileage operated (all tracks)	106.07	4.84	.....	.....	.....	.....	110.91	40.25	2.23	108.68

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

Maine	90.59	3.32	*93.91	32.65	.06	93.85
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* Owned.

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point—dollars.	Kind.	Number.	Average price at distributing point—cts.
Steel	313.50	70	31.10	Cedar	15,604	40
				White pine (switch)	480	100
				Total	16,084	41.8

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		Wood, hard—cords.	Wood, soft—cords.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.					
Passenger		2,359.95			2,359.95	70,445	67.00
Freight		2,758.39			2,758.39	63,719	86.58
Switching		402.39			402.39	11,052	72.82
Construction		678.78			678.78	19,646	60.10
Total		6,199.51			6,199.51	164,862	75.21
Average cost at distributing point		\$5.15					

ACCIDENTS TO PERSONS.

Trainmen: coupling and uncoupling—injured 1.

Passengers: other causes—killed 1.

Employes: other causes—injured, 2.

Total—1 killed; 3 injured.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest surface of rail.
		Ft.	In.	Ft.	In.	Ft.	In.				Ft.	In.
Bridges:								Overhead Railway Crossings:		
Iron.....	11	1624		25	0	579	7	Bridges	1	21 0
Wooden	4	1040	8	26	0	606	8			
Total..	15	2664	8							
Trestles:										
Steel....	1	500	0	500	0	500	0			
Wooden	11	3465	11	60	0	788	0			

Gauge of track, 4 feet, 8½ inches—93.91 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Miles of wire.	OPERATED BY ANOTHER COMPANY.		Name of Operating Company.
		Miles of line.	Miles of wire.	
92.36	107.10	92.36	107.10	Postal Telegraph Cable Co.

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.
	2.66	Postal Telegraph Cable Co.....	Postal Telegraph Cable Co.

Report of the Washington County Railway Company for the Year Ending June 30, 1907.

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.

Names 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. Nash.....	Cherryfield, Maine.....	

Total number of stockholders at date of last election, 3.

Date of last meeting of stockholders for election of directors, October 17, 1906.

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.
Comptroller.....	George S. Hobbs.....	Portland, Maine.
Chief Engineer.....	Theo. L. Dunn.....	Portland, Maine.
Superintendent.....	James Asnault.....	Calais, Maine.
General Freight Agent.....	William K. Sanderson..	Portland, Maine.
General Passenger Agent.....	Frederic E. Boothby....	Portland, Maine.
Assistant General Passenger and Freight Agent.....	LeRoy F. Tobie.....	Calais, Maine.
General Baggage Agent.....	Horace H. Powle.....	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 road named.	Miles of line for each class of roads named.
	From—	To—		
Washington County Railway.	Calais	Washington Junction	102.49	102.49
	Ayer's Junction..	Eastport	16.48	
	St. Croix Junction	Princeton	12.75	
	Woodland Jet	Woodland	1.21	
	Industrial track..	.....	.75
Total	133.68

PROPERTY OPERATED.

Washington County Railway.	Calais	Washington Jet.....	102.49	102.49
	Ayer's Junction..	Eastport	16.48	
	St. Croix Junction	Princeton	17.85	
	Woodland Jet	Woodland	1.21	
	Industrial track..	.....	.75
Total	138.78

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

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, \$87,307.50.

The entire issue may be retired and paid at par and accrued interest, by the Railway Company or any guarantor 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, \$87,307.50.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1907.	
Cash.....	\$58,318 74	Loans and bills payable.....	\$40,000 00
Due from agents.....	14,557 95	Audited vouchers and accounts.....	20,724 53
Due from solvent companies and individuals.....	13,520 22	Wages and salaries.....	7,672 87
Total—cash and current assets.....	\$86,396 91	Net traffic balances due to other companies.....	8,780 27
Balance—current liabilities..	34,793 26	Matured interest coupons unpaid (including coupons due July 1).....	44,012 50
Total.....	\$121,190 17	Total—current liabilities..	\$121,190 17

Materials and supplies on hand \$36,198.49.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Capital stock: Amount outstanding, \$2,500,000; apportionment to railroads, \$2,500,000; 138.78 miles; amount per mile of line, \$18,014.

Bonds: Amount outstanding, \$2,500,000; apportionment to railroads, \$2,500,000; 138.78 miles; amount per mile of line, \$18,014.

Total: Amount outstanding, \$5,000,000; apportionment to railroads, \$5,000,000; 138.78 miles; amount per mile of line, \$36,028.

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Washington County Railway Company: Capital stock, \$2,500,000; funded debt \$2,500,000; total, \$5,000,000; miles, 138.78; amount per mile of line, \$36,028.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction: Cost to June 30, 1906, \$4,779,831.72, cost to June 30, 1907, \$4,782,444.73; cost per mile, \$34,460.62. Purchase of constructed road, \$2,613.01.

Equipment: Cost to June 30, 1906, \$156,050.99; cost to June 30, 1907, \$196,050.99; cost per mile, \$1,412.67.

Grand total construction, equipment, etc.: Cost to June 30, 1906, \$4,975,882.71; cost to June 30, 1907, \$4,978,495.72; cost per mile, \$35,873.29.

INCOME ACCOUNT.

Gross earnings from operation.....	\$414,783 13	
Less operating expenses.....	304,102 32	
Income from operation.....		\$110,680 81
Miscellaneous income.....	\$149 50	
Income from other sources		149 50
Total income.....		\$110,830 31
Deductions from income:		
Interest on funded debt accrued.....	\$87,500 00	
Interest on interest-bearing current liabilities	810 97	
Taxes	2,400 99	
Total deductions from income		90,711 96
Net income		\$20,118 35
Surplus from operations of year ending June 30, 1907		\$20,118 35
Deficit on June 30, 1906		42,562 80
Additions for year		2,010 47
Deficit on June 30, 1907		\$20,833 98

EARNINGS FROM OPERATION—ENTIRE LINE.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$166,659 55		
Less repayments—			
Tickets redeemed.....		\$485 61	
Excess fares refunded.....		784 00	
Other repayments.....		981 10	
Total deductions.....		\$2,250 71	
Total passenger revenue.....			\$164,408 84
Mail.....			17,087 60
Express.....			10,746 86
Extra baggage and storage.....			3,504 15
Other items.....			480 00
Total passenger earnings.....			\$196,197 45
Freight:			
Freight revenue.....	\$205,915 74		
Less repayments—			
Overcharge to shippers.....		\$1,060 99	
Total freight revenue.....			204,854 75
Other items.....			6,749 93
Total freight earnings.....			\$211,604 68
Total passenger and freight earnings.....			\$407,802 13
Other earnings from operation:			
Car per diem and mileage—balance.....	\$1,993 04		
Rents not otherwise provided for.....	210 46		
Other sources.....	4,777 50		
Total other earnings.....			6,981 00
Total gross earnings from operation—entire line.....			\$414,783 13

MISCELLANEOUS INCOME.

Item.	Gross income.	Expenses.	Net miscel- laneous income.
Rent of real estate.....	\$149 50		\$149 50

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$55,070 23
Renewals of rails.....	666 08
Renewals of ties.....	24,064 48
Repairs and renewals of bridges and culverts.....	6,412 35
Repairs and renewals of fences, road crossings, signs and cattle guards.....	3,150 69
Repairs and renewals of buildings and fixtures.....	15,693 91
Repairs and renewals of docks and wharves.....	757 37
Stationery and printing.....	176 54
Total.....	\$106,291 65
Maintenance of equipment:	
Superintendence.....	\$2,750 79
Repairs and renewals of locomotives.....	15,620 34
Repairs and renewals of passenger cars.....	3,701 08
Repairs and renewals of freight cars.....	10,433 23
Repairs and renewals of work cars.....	1,327 17
Repairs and renewals of shop machinery and tools.....	529 73
Stationery and printing.....	41 58
Total.....	\$34,403 92
Conducting transportation:	
Superintendence.....	\$2,686 88
Engine and roundhouse men.....	28,823 25
Fuel for locomotives.....	53,315 75
Water supply for locomotives.....	1,587 46
Oil, tallow and waste for locomotives.....	977 07
Other supplies for locomotives.....	225 75
Train service.....	20,949 80
Train supplies and expenses.....	5,224 77
Switchmen, flagmen and watchmen.....	2,728 61
Telegraph expenses.....	3,779 95
Station service.....	20,295 74
Station supplies.....	2,941 66
Loss and damage.....	2,566 39
Injuries to persons.....	695 55
Clearing wrecks.....	822 69
Advertising.....	1,370 50
Outside agencies.....	95 50
Rents of buildings and other property.....	100 00
Stationery and printing.....	3,400 02
Total.....	\$152,587 34
General expenses:	
Salaries of general officers.....	\$2,000 04
Salaries of clerks and attendants.....	5,469 66
General office expenses and supplies.....	583 65
Insurance.....	2,512 44
Law expenses.....	47 87
Stationery and printing (general offices).....	205 75
Total.....	\$10,819 41
Recapitulation of expenses:	
Maintenance of way and structures.....	\$106,291 65
Maintenance of equipment.....	34,403 92
Conducting transportation.....	152,587 34
General expenses.....	10,819 41
Grand total.....	\$304,102 32

Percentage of expenses to earnings, 73.32.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$4,779,831 72	Cost of road		\$4,782,444 73	\$2,613 01	
	196,050 99	Cost of equip- ment		196,050 99		
	63,860 82	Cash and cur- rent assets ...		86,396 91	22,536 09	
	43,732 05	Other assets:				
	4,246 45	Materials and supplies		36,198 49		\$7,533 56
	1,023 72	Sundries				4,246 45
	42,962 80	Insurance paid not ac- rued		1,102 73	79 01	
		Profit and loss.		20,833 98		22,128 82
	\$5,131,708 55	Grand total.		\$5,123,027 83		\$8,680 72
		LIABILITIES.				
	\$2,500,000 00	Capital stock ..		\$2,500,000 00		
	2,500,000 00	Funded debt...		2,500,000 00		
	126,670 40	Current liabil- ities		121,190 17		\$5,480 23
	4,186 59	Suspense ac- count		1,203 94		2,982 95
	851 26	Taxes accrued not yet pay- able		633 72		217 54
	\$5,131,708 55	Grand total.		\$5,123,027 83		\$8,680 72

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Washington County Rail- way first mortgage.....	Calais.....	Washington Jet ..	138.78	\$18,014
	Ayers Junction..	Eastport		
	St.Croix Junction	Princeton		
	Woodland Jet....	Woodland		
	Industrial tracks			

All equipment mortgaged. Income and securities not mortgaged.

EMPLOYEES AND SALARIES—ENTIRE LINE.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	10	365	\$2,000 04	\$5 48
Other officers	3	1,378	5,043 00	3 66
General office clerks	3	1,135	2,007 50	1 77
Station agents	19	6,934	13,027 55	1 88
Other station men	16	5,911	8,471 35	1 43
Enginemen	13	4,035	13,814 95	3 42
Firemen	13	4,034	8,792 80	2 18
Conductors	9	3,067	9,324 00	3 04
Other trainmen	23	6,950	13,195 80	1 90
Machinists	2	663	1,534 15	2 31
Carpenters	22	6,717	12,346 85	1 84
Other shopmen	9	3,410	6,148 60	1 80
Section foremen	22	8,030	12,795 00	1 59
Other trackmen	67	17,758	25,362 55	1 43
Switch tenders, crossing tenders and watchmen	6	2,261	3,286 40	1 45
Telegraph operators and dispatchers	4	1,140	2,665 00	2 34
All other employees and laborers	67	15,141	23,016 30	1 52
Total (including "general officers")	308	88,929	\$162,832 44	\$1 83
Less "general officers"	10	365	2,000 04	5 48
Total (excluding "general officers")	298	88,564	\$160,832 40	\$1 82
Distribution of above:				
General administration	9	1,135	2,007 50	\$1 77
Maintenance of way and structures	146	37,391	58,436 85	1 56
Maintenance of equipment	51	16,981	27,935 00	1 65
Conducting transportation	102	33,422	74,453 09	2 23

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	285,696			
Number of passengers carried one mile.....	6,757,836			
Number of passengers carried one mile per mile of road	48,695			
Average distance carried, miles	28.65			
Total passenger revenue.....		164,408	84	
Average amount received from each passenger.....			57	547
Average receipts per passenger per mile			02	433
Total passenger earnings		196,197	45	
Passenger earnings per mile of road		1,413	73	
Passenger earnings per train mile.....			94	248
Freight traffic:				
Number of tons carried of freight earning revenue	224,417			
Number of tons carried one mile.....	14,442,994			
Number of tons carried one mile per mile of road	104,071			
Average distance haul of one ton, miles.....	64.36			
Total freight revenue		204,854	75	
Average amount received for each ton of freight			91	283
Average receipts per ton per mile			01	418
Total freight earnings.....		211,604	68	
Freight earnings per mile of road		1,524	75	
Freight earnings per train mile			155	980
Total traffic:				
Gross earnings from operation		414,783	13	
Gross earnings from operation per mile of road		2,988	78	
Gross earnings from operation per train mile			136	301
Operating expenses.....		304,102	32	
Operating expenses per mile of road		2,191	25	
Operating expenses per train mile.....			99	931
Income from operation		110,680	81	
Income from operation per mile of road		797	53	
Car mileage, etc.:				
Mileage of passenger cars.....	711,272			
Average number of passenger cars per train mile.....	3.42			
Average number of passengers per train mile.....	32			
Average number of freight cars per train mile.....	10.39			
Average number of loaded cars per train mile	8.22			
Average number of empty cars per train mile	2.17			
Average number of tons of freight per train mile.....	106.46			
Average number of tons of freight per loaded car mile	12.94			
Average mileage operated during year.....	138.78			
Train mileage:				
Mileage of revenue passenger trains	168,652			
Mileage of revenue mixed trains	39,520			
Mileage of revenue freight trains.....	96,141			
Total revenue train mileage.....	304,313			
Mileage of nonrevenue trains	12,886			

Average mileage operated, State of Maine, 133.68.

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	1,029	12,914	13,943	6.21
Flour	544	3,903	4,447	1.98
Other mill products	198	1,443	1,641	.73
Hay	263	304	567	.25
Tobacco	22	62	84	.04
Cotton		473	473	.21
Fruit and vegetables	2,662	860	3,522	.57
Other products of agriculture	1	22	23	.01
Total	4,719	19,981	24,700	11.00
Products of Animals:				
Live stock	484	212	696	.31
Dressed meats	5	217	222	.10
Other packing-house products	1,165	993	2,158	.96
Poultry, game and fish	8,462	118	8,580	3.83
Wool	37	1	38	.02
Hides and leather	146	132	278	.12
Other products of animals	12	12	24	.01
Total	10,311	1,685	11,996	5.35
Products of Mines:				
Anthracite coal		326	326	.15
Bituminous coal		20,199	20,199	9.00
Coke	1		1	
Ores	43		43	.02
Stone, sand and other like articles	2,401	817	3,218	1.43
Other products of mines	111	2,363	2,474	1.10
Total	2,556	23,705	26,261	11.70
Products of Forests:				
Lumber	32,083	1,115	33,198	14.79
Other products of forests	72,653	583	73,236	32.63
Total	104,736	1,698	106,434	47.42
Manufactures:				
Petroleum and other oils	148	2,005	2,153	.96
Sugar	15	559	574	.26
Naval stores	2	32	34	.02
Iron, pig and bloom	24	299	323	.14
Iron and steel rails	85	20	105	.05
Other castings and machinery	612	1,976	2,588	1.15
Bar and sheet metal	241	612	853	.38
Cement, brick and lime	318	2,622	2,940	1.31
Agricultural implements	392	94	486	.22
Wagons, carriages, tools, etc.	87	96	183	.08
Wines, liquors and beers	2	159	161	.07
Household goods and furniture	351	313	664	.30
Other manufactures	26,154	2,905	29,059	12.95
Total	28,431	11,692	40,123	17.89
Merchandise	2,829	7,620	10,449	4.66
Miscellaneous:				
Other commodities not mentioned above	2,290	2,164	4,454	1.98
Total tonnage	155,872	68,545	224,417	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.....	1	7	7	Westinghouse..	7
Switching.....		1	1	Westinghouse..	1
Total locomotives owned and in service	1	14	14		14
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.....		133	{ 40 Westinghouse.. 93 New York Air.. }		{ 133 }
Flat cars.....	*1	139	139	New York Air..	139
Other cars in freight service.....	*16	186			
Total.....	*17	458	272		272
In company's service—					
Derrick cars.....		1	1	New York Air..	1
Caboose cars.....		4	{ 2 Westinghouse.. 2 New York Air.. }		{ }
Other road cars.....	4	20	{ 4 Westinghouse.. 10 New York Air.. }		{ 14 }
Total.....	4	25	19		19
Total cars owned and in service.....		505	313		313

* Decrease.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	102.49	36.29	138.78	.....	.....	138.78
Miles of yard track and sidings	10.96	4.00	14.96	.....	.53	14.43
Total mileage operated (all tracks).....	113.45	40.29	153.74	.....	.53	153.21

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

Maine	102.49	31.19	133.68	.....	.....	133.68
New Brunswick.....	.....	5.10	5.10	.....	.....	5.10
Total	102.49	36.29	138.78	.....	.....	138.78

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	31.19	.....	133.68	.....	.....	133.68
New Brunswick.....	.....	5.10	.....	5.10	.....	.....	5.10
Total mileage owned (single track)	102.49	36.29	.....	138.78	.....	.....	138.78

NEW TIES LAID DURING THE YEAR--ENTIRE LINE.

Kind.	Number.	Average price at distributing point--cents.
Cedar.....	61,614	37.60
Hard pine (switch)	452	145.00
Hemlock (switch).....	416	83.00
Total	62,482	38.7

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal--tons.		Wood--cords.		Total fuel consumed--tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger	6,118.58	.....	.....	.....	6,118.58	183,539	66.67
Freight	5,794.44	.....	.....	.....	5,794.44	142,834	81.14
Switching	3,828.04	.....	.....	.....	3,828.04	102,249	74.88
Construction	680.40	.....	.....	.....	680.40	15,276	89.08
Total	16,421.46	.....	.....	.....	16,421.46	443,898	73.99
Average cost at distributing point.....	\$3.40	.....	.....	.....	.....	.....	.....

ACCIDENTS TO PERSONS--STATE OF MAINE.

- Trainmen: 1 killed, coupling and uncoupling.
- Passengers: 1 killed, jumping on and off trains.
- Trespassers: 1 killed at points on track.

BRIDGES, TRESTLES, TUNNELS, ETC.--ENTIRE LINE.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above sur-face of rail.	
		Ft.	In.	Ft.	In.	Ft.	In.			Ft.	In.
Bridges.								Overhead Highway Crossings:			
Iron.....	16	2,043	1	27	0	468	8	Bridges	1	16	6
Trestles:								Overhead Railway Crossings:			
Wooden.	41	5,671	0	26	0	899	6	Bridges	1	16	6

Gauge of track, 4 feet, 8½ inches—138.78 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 Six Months Ending December 31, 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, for construction, 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-%.	When payable.	Amount accrued during six months.
*First mortgage	July, 1901	July, 1931	\$1,000,000 00	\$671,800	\$671,800	5	July and January	\$16,795

* In addition to the \$671,800 of bonds, \$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 six months.	Amount paid during six months.
Mortgage bonds.....	\$671,800 00	\$671,800 00	\$16,795 00	

RECEIVER'S CERTIFICATES.

Date issued.	Amount issued.	Amount outstanding.	PRINCIPAL.		INTEREST.		Rate.
			Amount paid during year.	Amount funded or otherwise disposed of.	Amount accrued during six months.	Amount paid during six months.	
October 7, 1905.....	\$5,000 00	\$5,000 00	\$125 00	\$125 00	5 6
March 22, 1906.....	12,000 00	11,500 00	500 00	.....	340 41	227 18
Total.....	\$17,000 00	\$16,500 00	\$500 00	.....	\$465 41	\$352 18

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING DECEMBER 31, 1906.	
Cash.....	\$6,219 75	Receiver's certificates.....	\$16,500 00
Bills receivable.....	15,019 58	Loans and bills payable.....	48,614 32
Due from agents.....	1,309 49	Audited vouchers and accounts.....	32,193 97
Due from solvent companies and individuals.....	5,973 07	Wages and salaries.....	2,690 19
Due from stock subscribers.....	12,184 00	Matured interest coupons unpaid (interest on receiver's certificates).....	126,624 89
Total—cash and current assets.....	\$40,705 89		
Balance—current liabilities..	185,917 48		
Total.....	\$226,623 37	Total—current liabilities.	\$226,623 37

Materials and supplies on hand, \$267.70.

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.....	\$243,900 00	\$243,900 00		
Bonds.....	671,800 00	671,800 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, 1906, \$932,493.25; cost to December 31, 1906, \$933,310.25.

INCOME ACCOUNT.

Gross earnings from operation.....	\$24,166 91	
Less operating expenses.....	24,249 91	
Deficit.....		\$83 00
Miscellaneous income.....		59 86
Deficit.....		\$23 14
Deductions from income:		
Interest on funded debt accrued.....	\$16,795 00	
Interest on interest bearing current liabilities.....	465 41	
Taxes.....	138 39	
Total deductions from income.....		\$17,398 80
Deficit.....		\$17,421 94
Deficit from operations of year ending Dec. 31, 1906.....		\$17,421 94
Deficit on June 30, 1906.....		150,117 59
Deficit on Dec. 31, 1906.....		\$167,539 53

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue and excess baggage ..	\$6,698 21		
Less repayments—			
Tickets redeemed		\$61 14	
Other repayments		4 65	
Total deductions		\$65 79	
Total passenger revenue			\$6,632 42
Mail			1,873 32
Express			1,223 18
Other items			122 50
Total passenger earnings			\$9,861 42
Freight:			
Freight revenue	\$14,343 34		
Less repayments—			
Overcharge to shippers		\$37 85	
Total freight revenue			\$14,305 49
Total passenger and freight earnings			\$24,166 91
Total gross earnings from operation			\$24,166 91

MISCELLANEOUS INCOME.

Rent of telephone poles, etc., \$20.00; sale of oil barrels, etc., \$39.80. Total, \$59.80.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$6,373 57
Renewals of ties.....	239 16
Repairs and renewals of bridges and culverts.....	95 09
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	2 45
Repairs and renewals of buildings and fixtures.....	14 43
Repairs and renewals of docks and wharves.....	21 44
Total.....	\$6,746 14
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$1,471 50
Repairs and renewals of passenger cars.....	156 13
Repairs and renewals of freight cars.....	179 58
Repairs and renewals of work cars.....	10 00
Total.....	\$1,817 21
Conducting transportation:	
Superintendence.....	\$450 00
Engine and roundhouse men.....	2,051 01
Fuel for locomotives.....	3,371 39
Water supply for locomotives.....	261 34
Oil, tallow, and waste for locomotives.....	144 42
Train service.....	1,903 52
Train supplies and expenses.....	97 00
Switchmen, flagmen and watchmen.....	322 00
Station service.....	3,034 76
Station supplies.....	133 26
Loss and damage.....	145 64
Injuries to persons.....	1,000 00
Advertising.....	36 40
Rents of buildings and other property.....	25 00
Stationery and printing.....	19 63
Other expenses.....	144 53
Total.....	\$13,640 80
General expenses:	
Salaries of general officers.....	\$1,200 00
Salaries of clerks and attendants.....	210 00
General office expenses and supplies.....	187 58
Insurance.....	423 00
Law expenses.....	22 30
Stationery and printing (general offices).....	2 88
Total.....	\$2,045 76
Recapitulation of expenses:	
Maintenance of way and structures.....	\$6,746 14
Maintenance of equipment.....	1,817 21
Conducting transportation.....	13,640 80
General expenses.....	2,045 76
Grand total.....	\$24,249 91

Percentage of expenses to earnings--100.

RAILROAD COMMISSIONERS' REPORT.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1906.		ASSETS.	DECEMBER 31, 1906.		SIX MONTHS ENDING DECEMBER 31, 1906.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$932,493 25	Cost of road and equipment		\$933,810 25	\$1,317 00	
	34,922 50	Cash and current assets		40,705 89	5,783 89	
	2,338 11	Other assets:				
		Materials and supplies		267 70		\$2,070 41
	150,117 59	Profit and loss		167,539 53	17,421 94	
	\$1,119,871 45	Grand total		\$1,142,323 37	\$22,451 92	
		LIABILITIES.				
	\$243,000 00	Capital stock		\$243,000 00		
	671,800 00	Funded debt		671,800 00		
	204,171 45	Current liabilities		226,623 37	22,451 92	
	\$1,119,871 45	Grand total		\$1,142,323 37	\$22,451 92	

IMPORTANT CHANGES DURING THE YEAR.

Road, property, premises and franchises sold at public auction pursuant to decrees of court, purchaser taking possession as of January 1st, 1907.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total compensation.	Average daily compensation.
General officers	1	157	\$1,200 00	\$7 64
Other officers	1	157	450 00	2 86
General office clerks	1	157	210 00	1 34
Station agents	17	2,669	2,242 50	84
Enginemen	4	696	1,257 64	1 80
Firemen	4	585	793 37	1 35
Conductors	3	533	933 43	1 75
Other trainmen	4	677	898 94	1 33
Other shopmen	2	180	323 32	1 80
Section foremen	11	1,729	2,361 51	1 36
Other trackmen	25	3,149	3,838 29	1 21
Switch tenders, crossing tenders and watchmen	3	578	822 00	1 33
Total (including "general officers")	76	11,268	\$15,331 00	\$1 36
Distribution of above:				
General administration	2	314	\$1,410 00	\$4 50
Maintenance of way and structures	36	4,878	6,199 80	1 27
Maintenance of equipment	2	180	323 32	1 80
Conducting transportation	36	5,896	7,397 88	1 25

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.....	20,433			
Number of passengers carried one mile.....	234,058			
Number of passengers carried one mile per mile of road.....	4,073			
Average distance carried, miles.....	11.45			
Total passenger revenue.....		6,632	42	
Average amount received from each passenger.....			32	459
Average receipts per passenger per mile.....			02	833
Total passenger earnings.....		9,861	42	
Passenger earnings per mile of road.....		171	65	
Passenger earnings per train mile.....			30	516
Freight traffic:				
Number of tons carried of freight earning revenue.....	13,311			
Number of tons carried one mile.....	319,147			
Number of tons carried one mile per mile of road.....	6,581			
Average distance haul of one ton, miles.....	28.48			
Total freight revenue.....		14,305	49	
Average amount received for each ton of freight.....			1 07	471
Average receipts per ton per mile.....			03	773
Total freight earnings.....		14,305	49	
Freight earnings per mile of road.....		249	00	
Freight earnings per train mile.....			33	009
Total traffic:				
Gross earnings from operation.....		24,166	91	
Gross earnings from operation per mile of road.....			420	96
Gross earnings from operation per train mile.....			63	072
Operating expenses.....		24,249	91	
Operating expenses per mile of road.....		423	84	
Operating expenses per train mile.....			63	239
Train mileage:				
Mileage of revenue passenger trains.....	1,644			
Mileage of revenue mixed trains.....	30,761			
Mileage of revenue freight trains.....	6,001			
Total revenue train mileage.....	38,316			
Mileage of nonrevenue trains.....	103			

DESCRIPTION OF EQUIPMENT.

Locomotives: Total locomotives in service, 4.

Cars: Passenger service—first-class, 3; Miller brake, 2; link and pin, 1; combination, 1; baggage, express and postal cars, 1; other cars in passenger service, 1; total, 6. Freight service—box cars, 36; 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, 1,872, average price at distributing point, 13.5 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, freight, switching and construction: Total bituminous coal, 733 tons; miles run, 38,419; average pounds consumed per mile, 42.72; average cost at distributing point, \$4.54.

ACCIDENTS.

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

Station men: killed, 1.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.		Item.	Number.	Height of lowest above surface of rail.
		Ft.	In.	Ft.	In.	Ft.	In.				Ft.	In.
Bridges:								Overhead Highway Crossings:		
Iron.....	1	112	8					Bridges.....	1	
Wooden	20	3,786	4	6		2,133		Overhead Railway Crossings:		
Total ..	21	3,899								
Trestles ..	11	1,491		30		696				

Gauge of track, 2 feet--57.46 miles.

Report of the Wiscasset, Waterville and Farmington Railway Company for Six Months Ending June 30, 1907.

[Narrow Gauge--Two Feet.]

HISTORY.

Name of common carrier making this report. Wiscasset, Waterville and Farmington Railway Co.

Date of organization. January, 1907.

Organized under the laws of the State of Maine, act of the Legislature, approved February 5, 1901.

Wiscasset, Waterville and Farmington Railroad Company. Chartered by Legislature of the State of Maine by act approved February 5, 1901. Property and franchises sold at receiver's sale, pursuant to decree of supreme judicial court December 4, 1906, to Carson C. Peck and by him transferred to this corporation.

ORGANIZATION.

Name of Directors.	Post-Office Address.	Date of Expiration of Term.
Carson C. Peck	New York, N. Y.....	
Godfrey P. Farley.....	Wiscasset, Maine.....	
Samuel J. Sewall.....	Wiscasset, Maine.....	
Norman L. Basset.....	Augusta, Maine.....	
William D. Patterson.....	Wiscasset, Maine.....	

Post-office address of general and operating office, Wiscasset, Maine.

OFFICERS.

Title.	Name.	Location of Office.
President	Carson C. Peck	New York, N. Y.
Clerk	Norman L. Basset	Augusta, Maine.
Treasurer	William D. Patterson ...	Wiscasset, Maine.
General Manager	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.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock:						
Common	1,000	\$100	\$100,000 00	\$100,000 00		
Preferred	2,000	100	200,000 00	132,500 00		
Total.....	3,000	\$100	\$300,000 00	\$232,500 00		
Manner of Payment for Capital Stock.			Number of shares issued.	Cash realized on amount issued.	Total number shares issued and outstanding.	Total cash realized.
Preferred—issued for cash.....			325	\$32,500 00	325	\$32,500 00
Issued for property and franchise Wisconsin, Waterville and Farmington Railroad Company:						
Common.....			1,000	.....	1,000	
Preferred.....			1,000	.....	1,000	
Total.....			2,325	\$32,500	2,325	\$32,500 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1907.	
Cash.....	\$3,507 79	Audited vouchers and accounts	\$1,443 72
Due from agents	1,674 66	Wages and salaries.....	4,977 33
Due from solvent companies and individuals	1,098 67		
Total—cash and current assets.....	\$6,281 12		
Balance—current liabilities..	139 93		
Total	\$6,421 05	Total current liabilities	\$6,421 05

Materials and supplies on hand, \$2,800.12.

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.....	\$232,500 00	\$232,500 00	57.46	\$4,046 29

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Cost of construction and equipment to June 30, 1907, \$230,050.03. Per mile of line, \$4,003.65.

INCOME ACCOUNT.

Gross earnings from operation.....	\$19,796 63	
Less operating expenses.....	19,380 93	
Income from operation.....		\$415 70
Miscellaneous income.....		7 77
Total income.....		\$423 47
Deductions from income:		
Taxes.....		213 25
Net income.....		\$210 22
Surplus on June 30, 1907.....		\$210 22

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$3,122 07		
Less repayments—			
Other repayments.....		\$3 25	
Total passenger revenue.....			\$3,118 82
Mail.....			1,766 84
Express.....			1,119 84
Other items.....			70 00
Total passenger earnings.....			\$6,075 50
Freight:			
Freight revenue.....	\$13,725 45		
Less repayments—			
Overcharge to shippers.....		\$4 32	
Total freight earnings.....			13,721 13
Total passenger and freight earnings.....			\$19,796 63
Total gross earnings from operation.....			\$19,796 63

MISCELLANEOUS INCOME.

Sale of oil barrels, \$7.77.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$5,274 44
Repairs and renewals of fences, road crossings, signs and cattle guards.....	15 01
Repairs and renewals of buildings and fixtures.....	11 35
Total.....	\$5,300 80
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$331 65
Repairs and renewals of passenger cars.....	105 48
Repairs and renewals of freight cars.....	113 78
Total.....	\$550 91
Conducting transportation:	
Engine and roundhouse men.....	\$1,917 27
Fuel for locomotives.....	3,283 40
Water supply for locomotives.....	48 67
Oil, tallow and waste for locomotives.....	122 10
Train service.....	1,936 86
Train supplies and expenses.....	48 06
Switchmen, flagmen and watchmen.....	993 49
Station service.....	3,212 10
Station supplies.....	37 43
Loss and damage.....	311 48
Advertising.....	23 06
Rents of buildings and other property.....	25 00
Stationery and printing.....	58 82
Other expenses.....	225 85
Total.....	\$12,243 43
General expenses:	
Salaries of general officers.....	\$900 00
Salaries of clerks and attendants.....	275 00
General office expenses and supplies.....	54 70
Insurance.....	16 61
Stationery and printing (general offices).....	9 00
Other expenses.....	30 48
Total.....	\$1,285 79
Recapitulation of expenses:	
Maintenance of way and structures.....	\$5,300 80
Maintenance of equipment.....	550 91
Conducting transportation.....	12,243 43
General expenses.....	1,285 79
Grand total.....	\$19,380 93

Percentage of expenses to earnings, 98.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
		Cost of road .....	.....	\$230,050 08		
		Cost of equipment .....	.....		
		Cash and current assets		6,281 12		
		Other assets:				
		Materials and supplies		2,800 12		
		Grand total		\$239,131 27		
		LIABILITIES.				
		Capital stock		\$232,500 00		
		Current liabilities		6,421 05		
		Profit and loss		210 22		
		Grand total		\$239,131 27		

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total compensation.	Average daily compensation.
General officers	3	465	\$900 00	\$1 93
General office clerks	1	155	275 00	1 77
Station agents	17	2,675	2,375 53	90
Enginemen	4	676	1,298 24	1 92
Firemen	3	535	749 82	1 40
Conductors	3	537	999 29	1 86
Other trainmen	4	682	961 51	1 39
Other shopmen	2	178	411 37	2 32
Section foremen	11	1,736	2,564 01	1 47
Other trackmen	22	1,816	2,377 18	1 30
Switch tenders, crossing tenders and watchmen	4	638	993 49	1 55
Total (including "general officers")	74	10,059	\$13,905 44	1 38
Less "general officers"	3	465	900 00	1 93
Total (excluding "general officers")	71	9,594	\$13,005 44	\$1 35
Distribution of above:				
General administration	3	465	\$900 00	\$1 35
Maintenance of way and structures	33	3,552	4,941 19	1 39
Maintenance of equipment	2	177	411 37	2 32
Conducting transportation	36	5,866	7,652 88	1 30

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	8,762			
Number of passengers carried one mile	93,664			
Number of passengers carried one mile per mile of road	1,632			
Average distance carried, miles	10.69			
Total passenger revenue		3,118	82	
Average amount received from each passenger			35	594
Average receipts per passenger per mile			03	329
Total passenger earnings		6,075	50	
Passenger earnings per mile of road		105	73	
Passenger earnings per train mile			25	080
Freight traffic:				
Number of tons carried of freight earning revenue ...	11,606			
Number of tons carried one mile	351,247			
Number of tons carried one mile per mile of road	6,113			
Average distance haul of one ton, miles	30.26			
Total freight revenue		19,721	13	
Average amount received for each ton of freight			1	18 224
Average receipts per ton per mile			03	906
Total freight earnings		19,721	13	
Freight earnings per mile of road		238	79	
Freight earnings per train mile			48	038
Total traffic:				
Gross earnings from operation		19,796	63	
Gross earnings from operation per mile of road		344	52	
Gross earnings from operation per train mile			66	550
Operating expenses		19,380	93	
Operating expenses per mile of road		337	29	
Operating expenses per train mile			65	118
Income from operation		415	70	
Income from operation per mile of road			7	23
Train mileage:				
Mileage of revenue passenger trains	1,184			
Mileage of revenue mixed trains	22,359			
Mileage of revenue freight trains	6,204			
Total revenue train mileage	29,747			
Mileage of nonrevenue trains	2,764			

DESCRIPTION OF EQUIPMENT.

Locomotives: Total locomotives in service, 5. One added during the year.

Cars: Passenger service—first-class, 3; combination, 2; baggage, express and postal cars, 1; total, 6. Freight service—box cars, 36; flat cars, 37; total, 73. In company's service—coose 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 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.	Branch 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, 5,771, average price at distributing point, 14 cents. Oak, 350, price, 20 cents. Cedar, 1,211, price, 19 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, freight, switching and construction: Total bituminous coal, 711 tons; miles run, 32,511; average pounds consumed per mile, 48.96; average cost at distributing point, \$4.53.

BRIDGES, TRESTLES, TUNNELS, Etc.

Item..	Number.	Aggregate length.		Minimum length.	Maximum length.	Item.	Number.	Height of lowest surface of rail.
		Ft. In.	Ft. In.					
Bridges:						Overhead Highway Crossings: Bridges.....	1	
Iron.....	1	112	8					
Wooden	20	3,786	4	6	0,213			
Total..	21	3,899						
Trestles:	11	1,491		30	0	696	0	

Gauge of track, 2 feet—57.46 miles.

Report of the York Harbor and Beach Railroad Company for the Year Ending June 30, 1907.

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, Me.; Alvah W. Sulloway, Franklin, N. H.; S. W. Junkins, York Corner, Me. Expiration of term, October 23, 1907.

Total number of stockholders at date of last election, 84.

Date of last meeting of stockholders for election of directors, October 24, 1906.

Address of general and operating office, Boston, Mass.

NAMES AND BUSINESS ADDRESSES OF THE PRINCIPAL OFFICERS.

President, Lucius Tuttle, Boston, Mass.; Clerk, F. D. Marshall, Portland, Me.; Treasurer, Herbert E. Fisher, Boston, Mass.; Auditor, Wm. J. Hobbs, Boston, Mass.; Chief Engineer, H. Bissell, Boston, Mass.; Superintendent, W. T. Perkins, Boston, Mass.; General Traffic Manager, Wm. F. Berry, Boston, Mass.; General Freight Agent, M. T. Donovan, Boston, Mass.; General Passenger Agent, C. M. Burt, Boston, Mass.

PROPERTY OPERATED.

York Harbor and Beach Railroad from Kittery to York Beach, 11.17 miles. Spur track from Kittery Navy Yard station to United States Navy Yard Station, .34 miles. Total mileage operated, 11.51 miles.

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

The Boston & Maine Railroad owns \$255,460 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, 1907.	
Cash	\$9,986 24	Audited vouchers and accounts.....	\$666 66
Bills receivable.....	20,000 00		
Due from solvent companies and individuals	10,572 49	Total--current liabilities.	\$666 66
		Balance--cash assets ...	39,892 07
Total--cash and current assets	\$40,558 73	Total	\$40,558 73

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, 1906, \$300,000; to June 30, 1907, \$300,000; cost per mile \$26,064.29.

INCOME ACCOUNT.

Gross earnings from operation	\$43,292 95	
Less operating expenses.....	32,637 62	
Income from operation		\$10,655 33
Miscellaneous income.....		1,396 98
Total income		\$12,052 31
Deductions from income:		
Taxes		798 84
Net income		\$11,253 47
Dividends, 2 per cent, common stock		6,000 00
Surplus from operations of year ending June 30, 1907.....		\$5,253 47
Surplus on June 30, 1906.....		34,638 60
Surplus on June 30, 1907.....		\$39,892 07

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$24,653 62		
Less repayments—			
Excess fares refunded		\$252 20	
Total passenger revenue			\$24,401 42
Extra baggage and storage.....			853 33
Other items.....			124 11
Total passenger earnings			\$25,378 86
Freight:			
Freight revenue.....	\$17,728 61		
Less repayments—			
Overcharge to shippers.....		\$24 81	
Total freight revenue.....			\$17,703 80
Total freight earnings			17,703 80
Total passenger and freight earnings.....			*43,082 66
Other earnings from operation:			
Switching charges—balance.....			31 70
Hire equipment—balance			178 59
Total gross earnings from operation			\$43,292 95

*Note: Deduct baggage storage, \$19.62, making gross transportation earnings \$43,063.04.

MISCELLANEOUS INCOME.

Rent of lands, \$316.00; interest, \$1,080.98; total, \$1,396.98.

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$6,427 76
Renewals of rails	1,386 70
Renewals of ties	1,931 39
Repairs and renewals of bridges and culverts	1,181 85
Repairs and renewals of fences, road crossings, signs and cattle guards	549 82
Repairs and renewals of buildings and fixtures	684 01
Other expenses	128 87
Total	\$12,290 40
Conducting transportation:	
Engine and roundhouse men	\$2,610 10
Fuel for locomotives	5,274 75
Water supply for locomotives	216 91
Oil, tallow and waste for locomotives	66 45
Other supplies for locomotives	8 73
Train service	2,342 20
Train supplies and expenses	332 21
Switchmen, flagmen and watchmen	615 58
Telegraph expenses	498 71
Station service	2,666 57
Station supplies	384 49
Car per diem and mileage—balance	2,455 35
Hire of equipment—balance	2,035 10
Loss and damage	152 18
Injury to persons	25 00
Advertising	164 38
Stationery and printing	145 79
Total	\$19,994 50
General expenses:	
General office expenses and supplies	\$75 06
Insurance	262 06
Law expenses	15 60
Total	\$352 72
Recapitulation of expenses:	
Maintenance of way and structures	\$12,290 40
Conducting transportation	19,994 50
General expenses	352 72
Grand total	\$32,637 62

Percentage of expenses to earnings, 75.39.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$300,000 00	Cost of road.		\$300,000 00		
	39,599 75	Cash and current assets.....		40,558 73	\$958 98	
	\$339,599 75	Grand total		\$340,558 73	\$958 98	
		LIABILITIES.				
	\$300,000 00	Capital stock.....		\$300,000 00		
	4,961 15	Current liabilities.....		666 66		\$4,294 49
	34,638 60	Profit and loss		39,892 07	\$5,253 47	
	\$339,599 75	Grand total....		\$340,558 73	\$958 98	

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total Yearly compensation.	Average daily compensation.
General officers	9			
Station agents	7	1,471	\$2,506 63	\$1 70
Other station men	3	590	860 18	1 46
Enginemen	2	375	1,354 21	3 60
Firemen	2	375	792 40	2 11
Conductors	1	231	765 06	3 31
Other trainmen	2	474	978 56	2 06
Section foremen	2	468	936 00	2 00
Other trackmen	6	1,404	2,246 40	1 60
Switch tenders, crossing tenders and watchmen	2	446	611 25	1 37
Telegraph operators and dispatchers	1	84	156 10	1 85
All other employees and laborers	1	91	45 50	50
Total (including "general officers")	38	6,009	\$11,252 29	\$1 87
Less "general officers"	9			
Total (excluding "general officers")	29	6,009	\$11,252 29	\$1 87
Distribution of above:				
General administration	9			
Maintenance of way and structures	8	1,872	\$3,182 40	\$1 70
Conducting transportation	21	4,137	8,069 89	1 95

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	237,135			
Number of passengers carried one mile	951,234			
Number of passengers carried one mile per mile of road	82,644			
Average distance carried, miles	4.01			
Total passenger revenue		24,401	42	
Average amount received from each passenger			16	290
Average receipts per passenger per mile			02	565
Total passenger earnings		25,378	86	
Passenger earnings per mile of road		2,204	94	
Passenger earnings per train mile.....			1	07 656
Freight traffic:				
Number of tons carried of freight earning revenue	33,722			
Number of tons carried one mile	191,783			
Number of tons carried one mile per mile of road	16,662			
Average distance haul of one ton, miles	5.69			
Total freight revenue		17,703	80	
Average amount received for each ton of freight			52	499
Average receipts per ton per mile.....			09	231
Total freight earnings.....		17,703	80	
Freight earnings per mile of road.....		1,538	12	
Freight earnings per train mile.....			3	27 303
Total traffic:				
Gross earnings from operation.....		43,292	95	
Gross earnings from operation per mile of road		3,761	33	
Gross earnings from operation per train mile.....			1	49 374
Operating expenses		32,637	62	
Operating expenses per mile of road		2,835	59	
Operating expenses per train mile			1	12 610
Income from operation		10,655	33	
Income from operation per mile of road.....			925	74
Car mileage, etc:				
Mileage of passenger cars	73,198			
Average number of passenger cars per train mile.....	3.11			
Average number of passengers per train mile	40			
Average number of freight cars per train mile	8.12			
Average number of loaded cars per train mile.....	5.18			
Average number of empty cars per train mile.....	2.94			
Average number of tons of freight per train mile.....	35.46			
Average number of tons of freight per loaded car mile	6.85			
Average mileage operated during year	11.51			
Train mileage:				
Mileage of revenue passenger trains.....	23,574			
Mileage of revenue freight trains.....	5,409			
Total revenue train mileage.....	28,983			
Mileage of nonrevenue trains.....	3,343			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on the road, tons, 14,641; from connecting roads, 19,081; total 33,722 tons.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	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....	11.17	.34			11.51			11.51
Miles of yard track and sidings.....	1.08				1.08	.67		.41
Total	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

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point—dollars.	Kind.	Number.	Average price at distributing point—cts.
New	0 1200		24.00	Chestnut	689	50
Second hand	189 816		20.04	Oak	48	36
Total steel.....	189 2016		20.11	Cedar	1,928	58
				Switch (60 ft. each) ..	171	106
				Total	2,836	59

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		Coke—tons.	Wood, soft—cords.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.					
Passenger	1,046 ⁵⁰⁰	.....	.....	1,046 ⁵⁰⁰	26,338	79.45
Freight	212	.....	.....	212	4,466	94.94
Switching	36 ¹⁵⁰⁰	17	.....	53 ¹⁵⁰⁰	1,522	70.63
Total	1,295	17	.....	1,312	32,326	81.17
Average cost at distributing point.....	\$3.48	\$3.21	.....	.....	.....	.....

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.			Minimum length.	Maximum length.	Item.	Number.	Height of lowest above sur. face of rail.	
		Ft.	In.	Ft.					In.	Ft.	In.
Bridges.						Overhead Highway Crossings:				
Wooden.	2	63	0	11	0	Bridges	1	20	0	
						Trestles	1	19	6	
Trestles ..	8	1,723	11	24	0	Total	2			

Gauge of track, 4 feet, 8½ inches—11.51 miles.

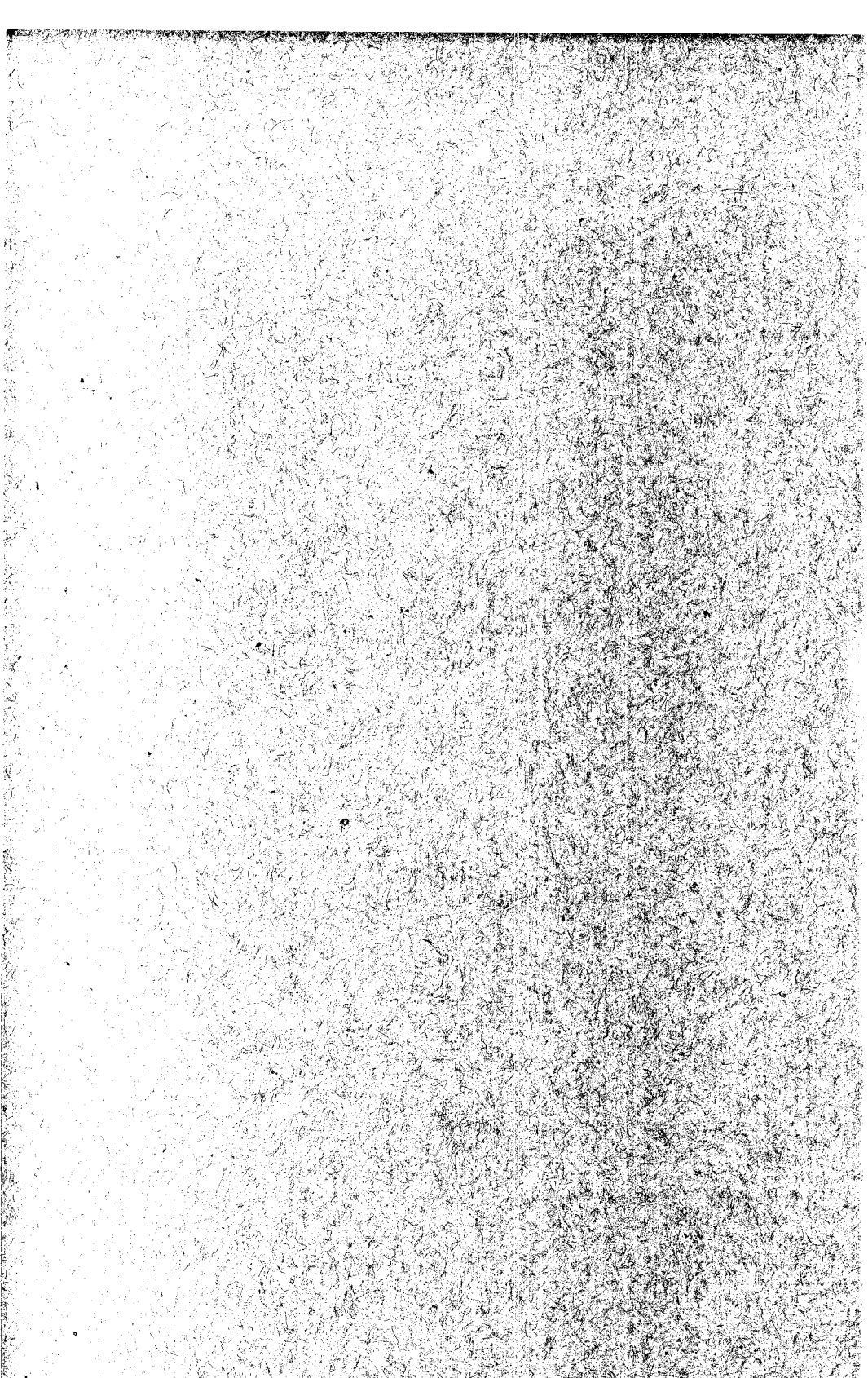
TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
11.17	22.34	Western Union Telegraph Co	Western Union Telegraph Co.







STREET RAILWAY REPORTS

For the Year Ending June 30, 1907.

**Report of the Atlantic Shore Line Railway for the Year
Ending June 30, 1907.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1907.

Gross earnings from operation.....	\$295,152 09	
Operating expenses	160,972 52	
Net earning from operation.....		\$134,179 57
Miscellaneous income:		
Accrued from sinking fund.....		3,125 00
Gross income less operating expenses		\$137,304 57
Deductions from income:		
Taxes—		
On real and personal property		
On capital stock		
On earnings	\$3,600 00	
Miscellaneous		
Interest—		
On funded debt	89,990 00	
On floating debt.....	59 93	93,649 93
Net income		\$43,654 64
Deductions from net income:		
Burglary at Town House.....		575 45
Surplus for year.....		\$43,079 19
Surplus at beginning of year		5,983 30
Surplus at close of year		\$49,062 49

GROSS EARNINGS FROM OPERATION.

Car earnings:		
Passengers	\$230,759 45	
Chartered cars	705 65	
Freight and cartage	29,883 51	
Mail	4,289 49	
Express and baggage	5,269 33	\$270,907 43
Miscellaneous earnings:		
Advertising	\$720 00	
Rent of land and buildings	925 54	
Sale of power	22,007 57	
Eliot bridge tolls.....	364 20	
Miscellaneous	227 35	\$24,244 66
Total		\$295,152 09

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track, roadway and bridges.....	\$6,702 28	
Maintenance of electric line.....	4,708 47	
Maintenance of buildings and fixtures.....	1,175 44	
Total.....		\$12,586 19
Equipment—		
Maintenance of steam plant.....	\$629 78	
Maintenance of electric plant, sub stations and batteries.....	241 56	
Maintenance of cars.....	7,382 41	
Maintenance of electric equipment of cars.....	6,715 79	
Maintenance of miscellaneous equipment.....	361 53	
Miscellaneous shop expenses.....	1,245 11	
Total.....		16,576 16
Transportation:		
Operation of power plant—		
Power plant wages.....	\$9,945 73	
Fuel for power.....	10,856 62	
Lubricants and waste for power plant and water.....	708 87	
Miscellaneous supplies and expenses of power plant.....	314 78	
Hired power.....	17,460 80	
Total.....		\$9,286 80
Maintenance and operation of freight service.....		9,417 03
Operation of cars—		
Superintendence of transportation.....	\$2,020 50	
Wages of conductors.....	32,361 35	
Wages of motormen.....	1,308 03	
Wages of miscellaneous car service employees.....	5,491 26	
Wages of car house employees.....	1,540 23	
Car service supplies.....	1,636 03	
Miscellaneous car service expenses.....	651 97	
Cleaning and sanding track.....	1,250 23	
Removal of snow and ice.....	4,129 07	
Total.....		50,388 72
Maintenance and operation of ferry.....		13,344 42
General—		
Salaries of general officers.....	\$4,750 79	
Salaries of clerks.....	3,780 63	
Printing and stationery.....	1,236 15	
Miscellaneous office expenses.....	1,342 93	
Advertising and attractions.....	1,676 22	
Miscellaneous general expenses.....	586 25	
Damages.....	5 00	
Miscellaneous legal expenses.....	383 36	
Rent of land and buildings.....	899 57	
Park expense.....	4,752 30	
Insurance.....		
Total.....		19,373 20
Grand total.....		\$160,972 52

COMPARATIVE GENERAL BALANCE SHEET.
(Showing Condition at Close of Business June 30, 1907.)

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$4,840,464 54	Construction and equipment		\$5,100,919 54	\$260,455 00	
		Current assets, as follows:				
	10,467 32	Cash		14,686 75	4,219 43	
	17,651 70	Accounts receivable		55,545 35	37,893 65	
	7,807 17	Materials and supplies		5,432 07		\$2,375 10
	1,683 66	Prepaid accounts		1,418 63		265 03
		Sinking and other special funds:				
	11,500 00	Sinking fund, Mousam River Railroad		12,700 00	1,200 00	
	51,866 37	Sinking fund, Sanford Power Company		54,391 37	2,525 00	
	\$4,941,440 76	Total		\$5,245,093 71	\$303,652 95	
		LIABILITIES.				
	\$1,000,000 00	Capital stock, preferred		\$1,000,000 00		
	2,000,000 00	Capital stock, common		2,000,000 00		
	1,871,000 00	Funded debt		2,071,000 00	\$200,000 00	
		Current liabilities as follows:				
	6,000 00	Loans and notes payable		13,300 00	7,300 00	
	43,477 84	Accounts payable		96,754 50	53,276 66	
		Accrued liabilities as follows:				
	13,701 25	Taxes accrued and not yet due		867 06	867 06	
	105 00	Interest on funded debt accrued and not yet due		13,701 25		
	105 15	Miscellaneous interest accrued and not yet due		130 20	25 20	
		Rentals accrued and not yet due		120 04	14 89	
	1,068 22	Miscellaneous		49 94	49 94	
	5,983 30	Accident fund		108 23		\$959 99
		Surplus		49,062 49	43,079 19	
	\$4,941,440 76	Total		\$5,245,093 71	\$503,652 95	

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1906.	Additions during year.	Deductions during year.	Total cost to June 30, 1907.
Organization		\$82 82		
Right of way.....		2 78		
Track and roadway construc- tion, also bridges		18,095 64		
Electric line construction and telephone		3,367 83		
Buildings and fixtures used in operation of road		5,401 97		
Power plant equipment, rotary, etc		7,896 10		
Shop tools and machinery		118 19		
Cars, air brakes, etc		8,283 53		
Electric equipment of cars		2,656 40		
Miscellaneous equipment, loco- motives, freight cars, etc.....		9,184 31		
Miscellaneous.....		5,365 43		
New extension		200,000 00		
Total	\$4,840,464 54	\$260,455 00		\$5,100,919 54

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		
{ 2d				300,000 00		
Common				2,000,000 00		
Total				\$3,000,000 00		

Total number of stockholders in this state, 45. Amount of stock held in this state, \$227,500.

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		April, 1926		\$500,000 00	4	Oct. and April.	
Sanford and Cape Porpoise, 1st mortgage			July, 1928		246,000 00	5	Jan. and July..	
Mousam River Railroad			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, cons'l	April, 1904		October, 1934		361,500 00	5	Oct. and April.	
Sanford Power Company	January, 1898		July, 1908		74,500 00	5	Jan. and July..	
Portsmouth, Kittery and York Street Railway	March, 1897		1817		200,000 00	6	Sept. and March	
Portsmouth, Dover and York Street Railway	1903		1923		450,000 00	4½	June and Dec..	
Portsmouth, Dover and York 2d	1905		1925		60,000 00	5	June and Dec..	
Total					\$2,071,000 00			

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, ect.	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.....	.....	13	13
Mail cars.....	1	.....	1
Work cars.....	.....	9	9
Snow plows.....	.....	5	5
Freight motors.....	6	.....	6
Ferry boats.....	.....	.....	1
Steamers.....	.....	.....	1
Total.....	51	27	80

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	1,059,622
Freight, mail and express car mileage.....	77,132
Total car mileage.....	1,136,754
Passenger car hours.....	96,601
Freight, mail and express car hours.....	9,823
Total car hours.....	106,424
Fare passengers carried.....	4,722,413
Transfer passengers carried.....	796,805
Total passengers carried.....	5,519,218
Average fare, revenue passengers.....	\$0.04886
Average fare, all passengers (including transfer passengers).....	.04181
Car earnings per car mile.....	.238
Miscellaneous earnings per car mile.....	.0213
Gross earnings per car mile.....	.259
Car earnings per car hour.....	2.545
Miscellaneous earnings per car hour.....	.225
Gross earnings per car hour.....	2.773
Operating expenses per car mile.....	.141
Operating expenses and taxes per car mile.....	.144
Operating expenses per car hour.....	1.51
Operating expenses and taxes per car hour.....	1.54
Operating expenses per cent. of gross earnings.....	54.5%
Operating expenses and taxes per cent. of gross earnings.....	55.7%
Average number of employes, including officials, during year.....	180
Aggregate amount of salaries and wages paid.....	\$92,070 42

CORPORATE NAME AND ADDRESS OF COMPANY.

Atlantic Shore Line Railway, Sanford, Maine.

OFFICERS OF THE COMPANY.

President, E. M. Goodall, Sanford, Maine; Vice-President, I. L. Meloon, 30 Pine St., New York, N. Y.; Treasurer, Louis B. Goodall, Sanford, Maine; General Manager, Willis G. Meloon, Kittery, Maine; Clerk and General Counsel, Fred J. Allan, Sanford, Maine.

DIRECTORS OF THE COMPANY.

E. M. Goodall, Sanford, Me.; Louis B. Goodall, Sanford, Me.; George B. Goodall, Sanford, Me.; A. H. Bickmore, 30 Pine St., New York, N. Y.; J. W. Tobin, 30 Pine St., New York, N. Y.; Fred J. Allen, Sanford, Me.; I. L. Meloon, 30 Pine St., New York, N. Y.

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 E. M. Goodall, President, and W. G. Meloon, General Manager of the Atlantic Shore Line 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. 1907, according to their best knowledge and belief.

E. M. GOODALL, President.

W. G. MELOON, General Manager.

Sworn and subscribed before me this second day of October, A. D. 1907.

HORACE MITCHELL,

Justice of the Peace,

**Report of the Auburn and Turner Railroad Company for the
Year Ending June 30, 1907.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1907.

Gross earnings from operation	\$16,756 26	
Operating expenses.....	13,755 41	
Net earnings from operation.....		\$3,000 85
Gross income less operating expenses.....		\$3,000 85
Deductions from income:		
Taxes—		
On real and personal property	\$84 50	
On earnings	51 25	\$135 75
Interest—		
On funded debt	3,125 00	3,260 75
Deficit.....		\$259 90
Dividends 5% on \$35,000 preferred stock.....		1,750 00
Deficit for year.....		\$2,009 90
Surplus at beginning of year.....		2,363 81
Surplus at close of year		\$353 91

GROSS EARNINGS FROM OPERATION.

Car earnings—		
Passengers	\$10,778 20	
Chartered cars	40 00	
Freight.....	4,922 18	\$15,740 38
Miscellaneous earnings—		
Advertising	\$50 00	
Rent of equipment.....	965 88	1,015 88
Total		\$16,756 26

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway	\$93 09	
Maintenance of electric line.....	4 60	
Total		\$97 69
Equipment—		
Maintenance of electric plant	\$27 86	
Maintenance of cars	472 97	
Maintenance of electric equipment of cars	116 74	
Total		617 57
Transportation:		
Operation of power plant—		
Power plant wages	\$1,439 49	
Hired power.....	4,400 10	
Total		5,839 59
Operation of cars—		
Wages of conductors	\$1,576 86	
Wages of motormen	1,359 07	
Removal of snow and ice	402 72	
Total		3,338 65
General—		
Salaries of general officers	\$1,200 00	
Salaries of clerks	314 17	
Printing and stationery	72 70	
Miscellaneous office expenses.....	182 45	
Advertising and attractions	168 96	
Miscellaneous general expenses	70 14	
Rent of land and buildings.....	187 50	
Rent of tracks and terminals	1,118 64	
Insurance	547 35	
Total		3,861 91
Grand total		\$13,755 41

COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business June 30, 1907.)

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease
		Construction and equipment		\$227,355 04		
		Current assets as follows:				
		Cash		619 68		
		Bills receivable		787 81		
		Material and supplies		545 60		
		Total		\$229,308 13		
		LIABILITIES.				
		Capital stock, preferred		\$35,000 00		
		Capital stock, common		65,000 00		
		Funded debt.....		125,000 00		
		Current liabilities as follows:				
		Accounts payable		3,842 97		
		Dividends unpaid		60 00		
		Accrued liabilities as follows:				
		Taxes accrued and not yet due		51 25		
		Surplus		353 91		
		Total		\$229,308 13		

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1906.	Additions during year.	Deductions during year.	Total cost to June 30, 1907.
Track and roadway construction		\$2,570 54		
Total	\$224,784 50	\$2,570 54		\$227,355 04

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	5	\$1,750 00
Common	65,000 00	650	100 00	65,000 00		
Total						

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.	Rate-%.	INTEREST.	
							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

Per mile of single track owned, 9 miles: Capital stock outstanding, \$11,111. Funded debt outstanding, \$13,889. Total, \$15,000.

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under trackage 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	.....
Trailer flat.....	.....	3	
Work cars.....	.....	1	1
Snow plows.....	1	.....	1
Total.....	7	4	11

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	86,640
Freight, mail and express car mileage.....	16,335
Total car mileage	102,979
Passenger car hours.....	4,904
Freight, mail and express car hours.....	1,092
Total car hours	5,996
Fare passengers carried.....	59,879
Average fare, revenue passengers.....	\$0.18
Average fare, all passengers (including transfer passengers).....	0.18
Car earnings per car mile.....	0.1528
Miscellaneous earnings per car mile	0.0098
Gross earnings per mile	\$0.1626
Car earnings per car hour	2.621
Miscellaneous earnings per car hour.....	0.169
Gross earnings per car hour.....	\$2.790
Operating expenses per car mile.....	0.133
Operating expenses and taxes per car mile	0.135
Operating expenses per car hour.....	2.294
Operating expenses and taxes per car hour.....	2.317
Operating expenses per cent of gross earnings	82.0
Operating expenses and taxes per cent. of gross earnings	82.9
Average number of employes, including officials, during year.....	11
Aggregate amount of salaries and wages paid	\$6,423.90

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. Placed in a receiver's hands, May 15, 1907. Operated by receiver from that date up to time of filing this report without it becoming necessary to issue receiver's certificates.

OFFICERS OF THE COMPANY.

President, Frank W. Dana, Boston, Mass.; Vice-president, Harry Manser, Auburn, Maine; Secretary, A. L. Kavanagh, Lewiston, Maine; Treasurer, Edgar S. Hill, Boston, Mass.; Auditor, Jesse D. Dana, St. Louis, Mo.; General Manager, H. B. Potter, Turner, Maine; Superintendent, H. B. Potter, Turner, Maine.

DIRECTORS OF THE COMPANY.

Frank W. Dana, Boston, Mass.; Harry Manser, Auburn, Maine; A. L. Kavanagh, Lewiston, Maine; Edgar S. Hill, Boston, Mass.; Jesse D. Dana, St. Louis, Mo.; E. S. Bradford, Auburn, Maine.

Date of close of fiscal year, June 30, 1907. Date of stockholders' annual meeting, December 1, 1906.

COMMONWEALTH OF MASSACHUSETTS, } ss.
COUNTY OF SUFFOLK,

Personally appeared before me Frank W. Dana, President, Auburn and Turner Railroad Company, who, being duly sworn, does depose and says 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. 1907, according to the best of his knowledge and belief.

FRANK W. DANA.

Sworn and subscribed before me, this 17th day of October, A. D. 1907.

WALTER C. HENDERSON,
Notary Public.

[SEAL]

STATE OF MAINE, } ss.
COUNTY OF ANDROSCOGGIN,

Personally appeared before me Henry Bertram Potter, manager of the Auburn and Turner Railroad Company, who, being duly sworn, does depose and says 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. 1907, according to the best of his knowledge and belief.

HENRY BERTRAM POTTER.

Sworn and subscribed before me, this 18th day of October, A. D. 1907.

A. L. KAVANAGH,
Justice of the Peace.

**Report of the Augusta, Winthrop and Gardiner Railway for
Ten Months Ending April 30, 1907.**

INCOME ACCOUNT FOR TEN MONTHS ENDING APRIL 30, 1907.

Gross earnings from operation	\$88,061 76	
Operating expenses	54,083 28	
Net earnings from operation		\$33,978 48
Deductions from income:		
Taxes, on real and personal property	\$740 15	
Interest—		
On funded debt.....	15,172 86	
On floating debt.....	2,130 38	18,043 39
Net income		\$15,935 09
Dividends 1% on \$300,000 common stock.....		3,000 00
Surplus for ten months.....		\$12,935 09
Surplus at beginning of year.....	\$44,336 17	
Profit or loss adjustments during year:		
Debits—		
Tickets sold, \$300.00; tax adjustment, \$222.06; Discount on bonds, \$12,614.70; fuel adjustment, \$2,335.76	\$15,472 52	25,863 65
Surplus at close of ten months		\$41,798 74

GROSS EARNINGS FROM OPERATION.

Car earnings:		
Passengers	\$83,722 86	
Chartered cars.....	42 50	
Freight and express	2,338 35	
Mail	765 26	\$86,868 97
Miscellaneous earnings:		
Advertising	\$433 30	
Rent of land and buildings.....	28 99	
Sale of power.....	510 34	
Other miscellaneous earnings.....	220 16	1,192 79
Total		\$88,061 76

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway	\$5,432 31	
Maintenance of electric line	1,671 75	
Maintenance of buildings and fixtures	379 56	
Total		\$7,483 62
Equipment—		
Maintenance of steam plant	\$75 29	
Maintenance of electric plant	121 91	
Maintenance of cars	1,911 09	
Maintenance of electric equipment of cars	913 85	
Maintenance of miscellaneous equipment	25 04	
Miscellaneous shop expenses	2,137 86	
Total		5,185 04
Transportation:		
Operation of power plant—		
Power plant wages	\$4,256 70	
Fuel for power	10,565 63	
Lubricants and waste for power plant	232 17	
Miscellaneous supplies and expenses of power plant	110 74	
Total		15,165 24
Operation of cars—		
Wages of conductors	12,168 30	
Wages of motormen		
Wages of car house employees	608 71	
Car service supplies	39 82	
Miscellaneous car service expenses	1,905 82	
Freight and express	515 46	
Cleaning and sanding track	41 25	
Removal of snow and ice	3,253 75	
Total		\$18,533 11
General:		
Salaries of general officers	\$1,402 26	
Salaries of clerks	753 22	
Printing and stationery	678 90	
Miscellaneous office expenses		
Stores expenses	32 82	
Advertising and attractions	770 87	
Miscellaneous general expenses	1,689 89	
Damages	1,444 38	
Miscellaneous legal expenses	137 50	
Insurance	806 43	
Total		\$7,716 27
Grand total		\$54,083 28

COMPARATIVE GENERAL BALANCE SHEET.
(Showing Condition at Close of Business April 30, 1907.)

JUNE 30, 1906.		ASSETS.	APRIL 30, 1907.		TEN MONTHS ENDING APRIL 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$813,537 29	Construction and equipment		\$819,277 66	\$5,740 37	
		Other permanent investments as follows:				
		Stocks and bonds of other companies—				
		Augusta, Hallowell & Gardner 6% bond.		\$1,000 00	\$1,000 00	
		Current assets, as follows:				
\$3,055 88		Cash	\$16,696 71			
511 87		Accounts receivable	272 27			
12,027 38		Material and supplies	12,180 74			
583 23	21,178 36	Prepaid accounts	852 42	30,002 14	8,823 78	
	\$834,715 65	Total		\$850,279 80	\$15,564 15	
		LIABILITIES.				
\$300,000 00		Capital stock, common	\$300,000 00			
428,500 00	\$728,500 00	Funded debt	500,000 00	\$800,000 00	\$71,500 00	
		Current liabilities as follows:				
\$50,190 00		Loans and notes payable				\$50,190 00
1,346 47		Accounts payable		532 79		813 68
205 00		Matured interest on funded debt unpaid				205 00
		Coupons unpaid		85 00	85 00	
		Miscellaneous—				
		Tickets outstanding		331 89	331 89	
		Accrued liabilities as follows:				
\$9,067 50		Taxes accrued and not yet due		74 02		9,013 48
1,050 51		Interest on funded debt accrued and not yet due		7,050 00	5,999 49	
		Miscellaneous—				
		Accrued damages	394 86		394 86	
		Accrued, legal	12 50	407 36	12 50	
	44,336 17	Surplus		41,798 74		2,537 43
	\$834,715 65	Total		\$850,279 80	\$15,564 15	

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1906.	Additions during year.	Deductions during year.	Total cost to April 30, 1907.
Organization.....	\$814,285 65			\$814,285 65
Track and roadway construc- tion.....		\$3,251 12		3,251 12
Electric line construction		437 03		437 03
Power plant equipment.		1,285 98		1,285 98
Electric equipment of cars		165 00		165 00
Miscellaneous equipment			\$147 12	*147 12
Total.....	\$814,285 65	\$5,139 13	\$147 12	\$819,277 66

* Decrease.

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	1	\$3,000 00

Total number of stockholders, 7. Total number of stockholders in this state, 7. 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, Winthrop and Gardiner Ry., gen. mortg.	March 1, 1905 ...	30	January 1, 1935.	\$125,000 00	\$100,000 00	5	Jan. and July..	\$4,166 66
Augusta, Winthrop and Gardiner Ry., 1st mortgage	July 1, 1902	50	July 1, 1952	150,000 00	99,000 00	4	Jan. and July..	3,330 00
Augusta, Hallowell and Gardiner Ry., gen. mortg.	July 1, 1901	50	July 1, 1951	250,000 00	61,500 00	4	Jan. and July..	2,050 00
Augusta, Hallowell and Gardiner Ry., 1st mortgage	July 1, 1890	20	July 1, 1910 .....	.....	10,500 00	6	Jan. and July..	525 00
Preferred stock given in exchange for Augusta, Winthrop and Gardiner 1st mortgage bonds .....	.....	.....	.....	.....	51,000 00	4	Jan. and July..	1,700 00
Preferred stock given in exchange for Augusta, Hallowell and Gardiner general mortgage bonds.	.....	.....	.....	.....	178,000 00	4	Jan. and July..	5,933 33
Total .....	.....	.....	.....	\$525,000 00	\$500,000 00	.....	.....	\$17,704 99

\$10,500 of the Augusta, Hallowell and Gardiner Railway general mortgage are held in escrow to retire the Augusta, Hallowell and Gardiner Railway 1st mortgage bonds.

Per mile of single track owned, 27,909 miles: Capital stock outstanding, \$10,767.00. Funded debt outstanding, \$17,921.00. Total, \$28,688.00.

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first main track).....	26.665			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.....	11	1	12
Open passenger cars.....	11		11
Combination closed and open passenger cars.....	1		1
Total passenger cars	23	1	24
Express cars.....	1		1
Work cars.....	1	3	4
Snow plows.....	2		2
Total	27	4	31

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	360,814.15
Passenger car hours	35,108
Fare passengers carried	1,678,938
Transfer passengers carried	17,324
Total passengers carried	1,696,262
Average fare, revenue passengers	\$0.0499
Average fare, all passengers (including transfer passengers) .....	.0493
Car earnings per car mile .....	.2406
Miscellaneous earnings per car mile .....	.0633
Gross earnings per car mile .....	.2439
Car earnings per car hour	\$2.47
Miscellaneous earnings per car hour .....	.03
Gross earnings per car hour	\$2.50
Operating expenses per car mile .....	.1499
Operating expenses and taxes per car mile .....	.1520
Operating expenses per car hour	\$1.54
Operating expenses and taxes per car hour	1.56
Operating expenses per cent. of gross earnings	61.42
Operating expenses and taxes per cent. of gross earnings	62.26
Average number of employes, including officials, during year	54
Aggregate amount of salaries and wages paid	\$27,350 00

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Passengers		2	2
Employees		1	1
Others		2	2
Total		5	5

CORPORATE NAME AND ADDRESS OF COMPANY.

Augusta, Winthrop and Gardiner Railway, Augusta, Maine.

OFFICERS OF THE COMPANY.

President, John R. Graham, Bangor, Maine; Vice-president, Frank Silliman, Jr., Scranton, Pa.; Secretary and Treasurer, D. S. Hahn, Lewiston, Maine; Superintendent, L. F. Taylor, Augusta, Maine.

DIRECTORS OF THE COMPANY.

John F. Hill, Augusta, Maine; Geo. E. Macomber, Augusta, Maine; Thos. J. Lynch, Augusta, Maine; John R. Graham, Bangor, Maine; Frank Silliman, Jr., Scranton, Pa.; Herbert L. Clark, Philadelphia, Pa.; Chas. A. Pearson, Jr., Philadelphia, Pa.

Date of close of fiscal year, June 30. Date of stockholders' annual meeting, first Monday after July 4.

STATE OF MAINE,
COUNTY OF ANDROSCOGGIN, } ss.

Personally appeared before me John R. Graham, President, and D. S. Hahn, Treasurer of the Augusta, Winthrop and Gardiner 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. 1907, according to the best of their knowledge and belief.

JOHN R. GRAHAM,
D. S. HAHN.

Sworn and subscribed before me, this 29th day of August, A. D. 1907.

[SEAL.]

WM. H. NEWELL,
Notary Public for said County.

**Report of the Bangor Railway and Electric Company, for the
Year Ending June 30, 1907.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1907.

Gross earnings from operation.....	\$262,162 98	
Operating expenses	158,879 13	
Net earnings from operation		\$103,283 85
Miscellaneous income:		
Interest on deposits	\$1,679 92	
Income from securities owned	23,663 00	
Other miscellaneous income—		
Light and power department and water department....	82,771 91	108,114 83
Gross income less operating expenses		\$211,398 68
Deductions from income:		
Taxes on real and personal property	\$9,251 54	
Interest on funded debt	77,562 50	
Other deductions from income—		
Rent of water power.....	6,800 00	93,614 04
Net income		\$117,784 64
Deductions from net income:		
Reserves and special charges—		
Reserve for renewals, depreciation, etc	\$32,964 56	
*Dividends 5% on common stock.....	68,698 40	101,662 96
Surplus for year.....		\$16,121 68
Surplus at beginning of year.....	\$10,493 20	
Profit or loss adjustments during year:		
Credits—Cash from Bangor & Northern Railroad \$16,898 67		
Debits—Uncollectable accounts,\$4,402.66; discount		
on bonds sold, \$3,875.00	8,277 66	8,621 01
Surplus at close of year		\$35,235 89

GROSS EARNINGS FROM OPERATION.

Car earnings:		
Passengers	\$230,142 30	
Chartered cars	872 67	
Freight.....	22,391 90	
Mail	1,435 45	\$254,752 32
Miscellaneous earnings:		
Advertising	\$702 00	
Rent of land and buildings	1,301 79	
Other miscellaneous earnings:		
Sale of gravel, junk, etc	5,406 87	7,410 66
Total		\$262,162 98

* 5% on { \$1,249,968, July 1, 1906 to January 1, 1907. }
 { \$1,489,968, January 1, 1907 to July 1, 1907. }

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway	\$8,599 13	
Maintenance of electric line	4,455 77	
Maintenance of buildings and fixtures	2,346 65	
Total		\$15,401 55
Equipment—		
Maintenance of steam plant	\$2,234 18	
Maintenance of electric plant	1,406 56	
Maintenance of water power plant	2,920 79	
Maintenance of cars	7,511 38	
Maintenance of electric equipment of cars	8,420 96	
Maintenance of miscellaneous equipment	1,007 57	
Miscellaneous shop expenses	959 67	
Total		24,461 11
Transportation:		
Operation of power plant—		
Power plant wages	\$8,604 80	
Fuel for power	4,274 35	
Lubricants and waste for power plant	268 34	
Miscellaneous supplies and expenses of power plant	631 40	
Total		13,778 99
Operation of cars—		
Superintendence of transportation	\$3,890 67	
Wages of conductors	20,319 40	
Wages of motormen	23,053 01	
Wages of miscellaneous car service employees	3,742 24	
Wages of car house employees	2,828 85	
Car service supplies	1,213 32	
Miscellaneous car service expenses	4,277 83	
Cleaning and sanding track	1,520 52	
Removal of snow and ice	5,994 51	
Total		66,840 35
General—		
Salaries of general officers	\$8,445 25	
Salaries of clerks	4,052 76	
Printing and stationery	2,713 21	
Miscellaneous office expenses		
Stores expenses	581 51	
Stable expenses	438 68	
Advertising and attractions	5,266 23	
Miscellaneous general expenses	2,692 57	
Damages	7,154 58	
Miscellaneous legal expenses	1,332 45	
Rent of land and buildings	2,391 00	
Insurance	3,328 89	
Total		38,397 13
Grand total		\$158,879 13

COMPARATIVE GENERAL BALANCE SHEET.
(Showing Condition at Close of Business June 30, 1907.)

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$2,680,871 62	Construction and equipment.....		\$2,771,263 34	\$90,391 72	
	15,301 00	Other permanent investments as follows:				
		Stocks and bonds of other companies.....		317,031 11	302,330 11	
		Current assets, as follows:				
\$110,376 71		Cash.....	\$59,344 21			\$51,032 50
446 38		Bills receivable.....	223,756 74		223,310 36	
23,468 08		Accounts receivable.....	24,079 23		611 20	
32,854 60		Material and supplies.....	41,032 73		8,178 13	
9,144 39	176,290 11	Prepaid accounts.....	10,280 49	358,493 40	1,136 10	
	\$3,872,462 73	Total.....		\$3,447,387 85	\$574,925 12	
		LIABILITIES.				
\$1,249,968 00		Capital stock, common.....	\$1,499,968 00		\$250,000 00	
1,500,000 00	\$2,749,968 00	Funded debt.....	1,655,000 00	\$3,154,968 00	155,000 00	
		Current liabilities as follows:				
\$27,418 33		Loans and notes payable.....	147,500 00		147,500 00	
15,612 10		Accounts payable.....	39,424 18		12,005 85	
120 64	43,151 07	Dividends unpaid.....	18,737 10		3,125 00	
		Tickets outstanding.....	73 44	205,734 72		47 20
		Accrued liabilities as follows:				
\$4,391 61		Taxes accrued and not yet due.....	4,663 94		272 33	
29,750 00	34,141 61	Interest on funded debt accrued and not yet due.....	32,828 33	37,492 27	3,078 33	
	34,708 85	Reserves.....		13,956 97		20,751 88
	10,493 20	Surplus.....		35,235 89	24,742 69	
	\$2,872,462 73	Total.....		\$3,447,387 85	\$574,925 12	

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1906.	Additions during year.	Deductions during year.	Total cost to June 30, 1907.
Track and roadway construction		\$36,135 00	\$36,135 00	
Electric line construction.....		11,599 07	847 59	
Real estate used in operation of road.....		600 00		
Buildings and fixtures used in operation of road.....		18,537 29		
Power plant equipment.....		38,101 63	8,524 88	
Shop tools and machinery		296 67	296 67	
Cars.....		16,627 64	8,158 00	
Electric equipment of cars		8,614 18	1,972 00	
Miscellaneous.....		21,825 35	5,500 00	
Total.....	\$2,680,360 65	\$152,336 85	\$61,434 14	\$2,771,263 34
Cost of construction and equip- ment per mile of road owned	\$41,524 11			\$44,340 21

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	\$1,500,000 00	14,999 ⁸⁸ / ₁₀₀	\$100 00	\$1,499,968 00	5	\$68,698 40

Total number of stockholders, 93. Total number of stockholders in this state, 19. Amount of stock held in this state, \$323,206.

FUNDED DEBT.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.	INTEREST.		
						Rate.	When payable.	Accrued during year.
First consolidated mortgage.....	April 1, 1905	30	July 1, 1935	\$2,600,000 00	\$1,055,000 00	5	Jan. and July..	\$47,562 50
Public Works Company, first mortgage	April 1, 1899	30	April 1, 1929	600,000 00	600,000 00	5	April and Oct..	30,600 00
Total				\$2,600,000 00	\$1,655,000 00	5		\$77,562 50

Per mile of single track owned, 62.52 miles	}	Capital stock outstanding....	\$23,992.32
		Funded debt outstanding....	26,471.52
		Total	\$50,463 84

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under trackage 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	.....	.....	63.520

Cars, etc.	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars	24	1	25
Open passenger cars.....	22	7	29
Total passenger cars.....	46	8	54
Freight cars	3	20	23
Work cars.....	2	.....	2
Snow plows.....	6	.....	6
Miscellaneous	1	.....	1
Total.....	58	28	86

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	1,060,340
Freight, mail and express car mileage.....	62,305
Total car mileage.....	1,122,645
Passenger car hours.....	115,848
Freight, mail and express car hours.....	6,312
Total car hours.....	122,160
Fare passengers carried.....	4,607,694
Transfer passengers carried.....	375,148
Total passengers carried.....	4,982,842
Average fare, revenue passengers.....	\$0.05
Average fare, all passengers (including transfer passengers).....	.046
Car earnings per car mile.....	.218
Miscellaneous earnings per car mile.....	.014
Gross earnings per car mile.....	\$0.232
Car earnings per car hour.....	\$1.99
Miscellaneous earnings per car hour.....	.13
Gross earnings per car hour.....	\$2.12
Operating expenses per car mile.....	.136
Operating expenses and taxes per car mile.....	.145
Operating expenses per car hour.....	1.25
Operating expenses and taxes per car hour.....	1.37
Operating expenses per cent. of gross earnings.....	60.6
Operating expenses and taxes per cent. of gross earnings.....	64.1
Average number of employees, including officials, during year.....	200
Aggregate amount of salaries and wages paid.....	\$159,783 64

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Passengers.....	1	6	7
Employees.....		3	3
Total.....	1	9	10

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 Silliman, Jr., Scranton, Pa.; Secretary, Geo. T. Sewall, Old Town, Maine; Treasurer, H. B. Ivers, 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; E. C. Ryder, 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. 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 H. B. Ivers, 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. 1907, according to the best of their knowledge and belief.

Signed,

JOHN R. GRAHAM,
HARRY B. IVERS.

Sworn and subscribed before me, this 22d day of August, A. D. 1907.

FRED D. OLIVER,
Justice of the Peace.

**Report of the Benton and Fairfield Railway Company, for the
Year Ending June 30, 1907.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1907.

Gross earnings from operation.....	\$11,609 63	
Operating expenses	10,114 37	
Net earnings from operation		\$1,495 26
Gross income less operating expenses		\$1,495 26
Deductions from income:		
Taxes—		
On real and personal property	} \$208 49	
On capital stock.....		
On earnings		
Miscellaneous		
Interest—		
On funded debt.....	1,650 00	1,858 49
Deficit for year.....		\$363 23
Deficit at beginning of year.....	\$712 34	
Profit or loss adjustments during year:		
Credits: Two bonds, \$500 each, not issued but credited to bond account on error in 1903	1,000 00	287 66
Deficit at close of year		\$75 57

GROSS EARNINGS FROM OPERATION.

Car earnings—		
Passengers	\$2,358 80	
Freight... ..	9,229 83	\$11,588 63
Miscellaneous earnings—		
Sale of power.....		21 00
Total		\$11,609 63

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway.....	\$937 26	
Maintenance of electric line.....	152 18	
Maintenance of buildings and fixtures	7 25	
Total		\$1,096 69
Equipment—		
Maintenance of electric plant	} \$2,354 65	
Maintenance of cars.....		
Maintenance of electric equipment of cars.....		
Maintenance of miscellaneous equipment .....			108 30
Total		2,462 95
Transportation:		
Operation of power plant—		
Water for power		1,800 00
Operation of cars —		
Superintendence of transportation	\$334 62	
Wages of conductors	} 3,488 32	
Wages of motormen		
Removal of snow and ice	184 85	
Total		4,007 79
General—		
Salaries of clerks	\$174 56	
Miscellaneous office expenses	8 30	
Miscellaneous general expenses	32 58	
Damages.....	421 50	
Rent of land and buildings.....	5 00	
Rent of tracks and terminals	50 00	
Insurance.....	55 00	
Total		746 94
Grand total		\$10,114 37

COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business June 30, 1907.)

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$50,586 51	Construction and equipment		\$50,602 31	\$15 80	
		Current assets, as follows:				
	1,292 00	Cash		1,227 64		\$64 36
	865 55	Accounts receivable		897 41	31 86	
	1,680 21	Material and supplies		2,790 22	1,110 01	
		Prepaid accounts		125 09	125 09	
	712 34	Deficit		75 57		636 77
	\$55,136 61	Total		\$55,718 24	\$581 63	
		LIABILITIES.				
	\$20,000 00	Capital stock, common		\$20,000 00		
	34,000 00	Funded debt		33,000 00		\$1,000 00
		Current liabilities as follows:				
	1,136 61	Accounts payable		2,718 24	\$1,581 63	
	\$55,136 61	Total		\$55,718 24	\$581 63	

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1906.	Additions during year.	Deductions during year.	Total cost to June 30, 1907.
Organization				
Engineering and superintendence				
Right of way	\$33,403 20			\$33,403 20
Track and roadway construction				
Electric line construction				
Real estate used in operation of road	1,247 00			1,247 00
Power plant equipment	4,260 92			4,260 92
Cars	11,675 39	\$15 80		11,691 19
Electric equipment of cars				
Total	\$50,586 51	\$15 80		\$50,602 31
Cost of construction and equipment per mile of road owned	\$12,278 27	\$3 83		\$12,282 11

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 00	\$20,000 00	.....	.....

Total number 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 1, 1919.	\$33,000 00	\$33,000 00	5	.....

Per mile of single track owned, 4.67 miles	Capital stock outstanding ...	\$4,283 00
	Funded debt outstanding ...	7,066 00
	Total	\$11,349 00

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first main track).....	4.12			4.12
Length of sidings and turnouts .....	.55			.55
Total computed as single track	4.67			4.67

CARS, ETC.

Closed passenger cars, 1; freight cars, 9; work cars, 2; miscellaneous, 1 equipped with electrical power, 3; without electric power, 10.

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	9,086
Freight, mail and express car mileage.....	18,900
Total car mileage.....	27,986
Passenger car hours.....	6,120
Freight, mail and express car hours	3,650
Total car hours	9,770
Fare passengers carried	47,176
Passengers carried, passes	6,617
Total passengers carried	53,793
Average fare, revenue passengers.....	\$0.05
Average fare, all passengers (including transfer passengers).....	.04
Car earnings per car mile, passenger .....	.25
Car earnings per car mile, freight .....	.48
Gross earnings per car mile. ....	.73
Car earnings per car hour	1.18
Gross earnings per car hour.....	1.18
Operating expenses per car mile .....	.49
Operating expenses and taxes per car mile.....	.51
Operating expenses per car hour	1.03
Operating expenses and taxes per car hour	1.05
Operating expenses per cent. of gross earnings.....	.87
Operating expenses and taxes per cent. of gross earnings. ....	.88
Average number of employees, including officials, during year	14
Aggregate amount of salaries and wages paid	\$6,193 49

SUMMARY OF ACCIDENTS DURING YEAR.

Employees, one injured.

CORPORATE NAME AND ADDRESS OF COMPANY.

Benton and Fairfield Railway Company, Fairfield, Maine.

OFFICERS OF THE COMPANY.

President, Sidney Mitchell, 111 Broadway, New York City; Treasurer, Hyatt Cox, 111 Broadway, New York City; Cashier, Thomas W. Harper, Benton Falls, Me.; General Manager and Superintendent, W. I. Rollins, Fairfield, Me.

DIRECTORS OF THE COMPANY.

Sidney Mitchell, 111 Broadway, New York City; Hyatt Cox, 111 Broadway, New York City; Edward F. Parker, Benton Station, Me.; Wilfred I. Rollins, Fairfield, Me.; Thomas W. Harper, Benton Falls, Me.

Date of close of fiscal year, June 30, 1907. Date of stockholders' annual meeting third Thursday of June.

STATE OF MAINE, }
COUNTY OF SOMERSET } ss.

Personally appeared before me Thomas W. Harper, Cashier, and W. I. Rollins 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. 1907, according to their best of their knowledge and belief.

THOMAS W. HARPER, Cashier.
W. I. ROLLINS, Manager.

Sworn and subscribed before me this sixteenth day of August, A. D. 1907.

GEORGE G. WEEKS,
Justice of the Peace.

**Report of the Biddeford and Saco Railroad for the Year
Ending June 30, 1907.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1907.

Gross earnings from operation.....		\$67,582 20	
Operating expenses		49,437 50	
Net earnings from operation.....			\$18,144 70
Gross income less operating expenses			\$18,144 70
Deductions from income:			
Taxes—			
On real and personal property		\$956 51	
Interest—			
On funded debt	6,000 00		
On floating debt.....	364 45	6,364 45	7,320 96
Net income			\$10,823 74
Dividends 5% on \$100,000 common stock			5,000 00
Surplus for year.....			\$5,823 74
Surplus at beginning of year			449 99
			\$6,273 73
Profit or loss adjustments during year:			
Debits:			
Contingent account.....			4,000 00
Surplus at close of year			\$2,273 73

GROSS EARNINGS FROM OPERATION.

Car earnings:			
Passengers			\$60,497 20
Miscellaneous earnings:			
Advertising		\$305 00	
Sale of power		6,780 00	7,085 00
Total			\$67,582 20

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway.....	\$1,625 67	
Maintenance of electric line.....	976 15	
Maintenance of buildings and fixtures.....	46 24	
Total		\$2,648 06
Equipment—		
Maintenance of steam plant.....	\$1,016 48	
Maintenance of electric plant.....	624 31	
Maintenance of cars.....	1,248 38	
Maintenance of electric equipment of cars.....	2,007 95	
Maintenance of miscellaneous equipment.....	56 35	
Total		4,953 47
Transportation:		
Operation of power plant—		
Power plant wages.....	\$3,583 56	
Fuel for power.....	15,190 21	
Water for power.....	676 14	
Lubricants and waste for power plant.....	358 37	
Miscellaneous supplies and expenses of power plant.....	148 90	
Total		19,955 18
Operation of cars—		
Wages of conductors.....	\$6,098 47	
Wages of motormen.....	6,161 65	
Wages of car house employees.....	1,249 50	
Car service supplies.....	335 48	
Cleaning and sanding track.....	253 40	
Removal of snow and ice.....	893 03	
Total		14,991 53
General—		
Salaries of general officers.....	\$2,400 00	
Printing and stationery.....	95 45	
Stable expenses.....	125 90	
Advertising and attractions.....	83 35	
Miscellaneous general expenses.....	557 10	
Damages.....	1,106 45	
Legal expenses in connection with damages.....	994 22	
Rent of land and buildings.....	202 50	
Insurance.....	1,324 29	
Total		6,889 26
Grand total		\$49,437 50

COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business June 30, 1907.)

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$257,919 73	Construction and equipment		\$257,651 57		\$268 16
	1,530 26	Current assets, as follows: Cash		1,122 16		408 10
	4,000 00	Sinking and other special funds: Contingent account				4,000 00
	\$263,449 99	Total		\$258,773 73		\$4,676 26
		LIABILITIES.				
	\$100,000 00	Capital stock, common		\$100,000 00		
	150,000 00	Funded debt		150,000 00		
	13,000 00	Current liabilities as follows: Loans and notes payable		6,500 00		\$6,500 00
	449 99	Surplus		2,273 73	\$1,823 74	
	\$263,449 99	Total		\$258,773 73		\$4,676,26

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1906.	Additions during year.	Deductions during year.	Total cost to June 30, 1907.
Track and roadway construction	\$110,534 45		\$327 50	\$110,206 95
Electric line construction	12,071 33			12,071 33
Real estate, buildings and fixtures used in operation of road	17,209 44			17,209 44
Power plant equipment	36,324 97	18 00		36,342 97
Cars	78,324 12			78,324 12
Electric equipment of cars				
Miscellaneous equipment	3,455 42	41 34		3,496 76
Total	\$257,919 73	\$59 34	\$327 50	\$257,651 57
Cost of construction and equipment per mile of road owned	\$33,887 66			\$33,852 47

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	5	\$5,000 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.	Rate.	INTEREST.	
							When payable.	Accrued during year.
First mortgage gold bonds.....	1900.....	40	June 1, 1940	\$300,000 00	\$150,000 00	4	June and Dec..	\$6,000 00

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
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		
Open passenger cars		10	12	22
Total passenger cars		19	12	31
Snow plows		2	1	3
Miscellaneous: 1 cart, 1 sled, 2 wagons, 1 sleigh				
Total ..		21	13	34

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	322,779
Total car mileage	322,779
Fare passengers carried	*930,815
Transfer passengers carried	95,513
Total passengers carried	1,026,328
Average fare, revenue passengers	\$0.0649
Average fare, all passengers (including transfer passengers) .....	.0589
Car earnings per car mile .....	.187
Miscellaneous earnings per car mile .....	.0219
Gross earnings per car mile	\$0.2089
Operating expenses per car mile .....	.15316
Operating expenses and taxes per car mile .....	.15612
Operating expenses per cent of gross earnings	73
Operating expenses and taxes per cent of gross earnings	74
Average number of employes, including officials, during year	38
Aggregate amount of salaries and wages paid	\$23,274.13

SUMMARY OF ACCIDENTS DURING YEAR.

Passengers: Injured, 1.

CORPORATE NAME AND ADDRESS OF COMPANY.

Biddeford and Saco Railroad 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. 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. 1907, according to the best of their knowledge and belief.

C. H. PRESCOTT, President.
EUGENE F. LORD, Treasurer.

Sworn and subscribed before me this 13th day of September, A. D. 1907.

[SEAL.]

CHARLES A. MOODY,
Notary Public.

**Report of the Calais Street Railway Company for the Year
Ending June 30, 1907.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1907.

Gross earnings from operation	\$28,466 00	
Operating expenses.....	26,919 39	
Net earnings from operation.....		\$1,546 61
Gross income less operating expenses.....		\$1,546 61
Deductions from income:		
Taxes—		
On real and personal property	\$348 30	
On earnings	120 48	
Interest—		
On funded debt	5,000 00	
		5,468 78
Deficit for year.....		\$3,922 17
Deficit at beginning of year.....		12,051 11
Deficit at close of year		\$15,973 28

GROSS EARNINGS FROM OPERATION.

Car earnings—		
Passengers		\$28,030 90
Miscellaneous earnings—		
Advertising	\$150 00	
Sale of power	235 80	
Other miscellaneous earnings:		
Sale of old material	49 30	435 10
Total		\$28,466 00

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway	\$2,144 51	
Maintenance of electric line.....	92 40	
Maintenance of buildings and fixtures	116 93	
Total		\$2,354 14
Equipment—		
Maintenance of steam plant.....	\$447 51	
Maintenance of electric plant	45 15	
Maintenance of cars	908 20	
Maintenance of electric equipment of cars	1,640 83	
Maintenance of miscellaneous equipment	1 70	
Miscellaneous shop expenses.....	106 42	
Total		3,149 81
Transportation:		
Operation of power plant—		
Power plant wages	\$1,026 75	
Fuel for power	7,524 53	
Water for power	150 00	
Lubricants and waste for power plant	170 76	
Miscellaneous supplies and expenses of power plant	7 50	
Total		8,879 54
Operation of cars—		
Superintendence of transportation	\$955 00	
Wages of conductors	2,755 70	
Wages of motormen	2,662 45	
Wages of car house employeess	1,567 80	
Miscellaneous car service expenses	21 45	
Cleaning and sanding track.....	1 03	
Removal of snow and ice	896 80	
Total		8,260 23
General—		
Salaries of general officers	\$1,845 00	
Salaries of clerks	163 50	
Printing and stationery	34 45	
Miscellaneous office expenses.....	101 83	
Miscellaneous general expenses	152 35	
Legal expenses in connection with damages	500 00	
Miscellaneous legal expenses.....	500 00	
Insurance	978 54	
Total		4,275 67
Grand total		\$26,919 39

COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business June 30, 1907.)

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$200,000 00	Construction and equipment		\$200,000 00		
		Current assets as follows:				
	258 89	Cash		293 52	\$34 63	
	12,051 11	Deficit		15,973 28	3,922 17	
	\$212,310 00	Total		\$216,266 80	\$3,956 80	
		LIABILITIES.				
	\$100,000 00	Capital stock, common		\$100,000 00		
	100,000 00	Funded debt		100,000 00		
		Current liabilities as follows:				
	9,810 00	Accounts payable		13,766 80	\$3,956 80	
	2,500 00	Matured interest on funded debt unpaid		2,500 00		
	\$212,310 00	Total		\$216,266 80	\$3,956 80	

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1906.	Additions during year.	Deductions during year.	Total cost to June 30, 1907.
Engineering and superintendence	\$30,000 00			\$30,000 00
Track and roadway construction	82,000 00			82,000 00
Electric line construction	35,000 00			35,000 00
Real estate used in operation of road	6,200 00			6,200 00
Buildings and fixtures used in operation of road	25,000 00			25,000 00
Cars	11,800 00			11,800 00
Electric equipment of cars	8,000 00			8,000 00
Interest and discount	2,000 00			2,000 00
Total	\$200,000 00			\$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 00	\$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 00	\$100,000 00	5	Jan. and July..	\$5,000 00

Per mile of single track owned, 7 miles	}	Capital stock outstanding....	\$14,444 44
		Funded debt outstanding	\$14,444 44
		Total.....	\$28,888 88

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under franchise rights.	Total operated
Length of road (first 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	.....	3
Open passenger cars.....	4	.....	4
Total passenger cars.....	7	.....	7
Work cars 1, snow plows 1	2	.....	2
Total.....	9	.....	9

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	183,960
Total car mileage	183,960
Passenger car hours	6.411
Total car hours	6.411
Fare passengers carried.....	561,363
Transfer passengers carried.....	22,251
Total passengers carried	583,614
Average fare, revenue passengers.....	\$0.0499
Average fare, all passengers (including transfer passengers) .....	.0485
Car earnings per car mile.....	.1525
Miscellaneous earnings per car mile .....	.00256
Gross earnings per car mile.....	\$0.15486
Car earnings per car hour	\$4.37
Miscellaneous earnings per car hour.....	.067
Gross earnings per car hour.....	\$4.43
Operating expenses per car mile.....	.1466
Operating expenses and taxes per car mile .....	.1488
Operating expenses per car hour.....	4.08
Operating expenses and taxes per car hour.....	4.27
Operating expenses per cent of gross earnings	91
Operating expenses and taxes per cent. of gross earnings	96
Average number of employes, including officials, during year.....	25
Aggregate amount of salaries and wages paid	\$12,435 20

CORPORATE NAME AND ADDRESS OF COMPANY.

Calais Street Railway Company, Calais, Maine.

OFFICERS OF THE COMPANY.

President, George A. Curran, Calais, Maine; Secretary, Charles F. Pray, Calais, Maine; Treasurer, Charles W. Young, Calais, Maine; General Manager, Charles W. Young, Calais, Maine; Superintendent, Charles F. Pray, Calais, Maine.

DIRECTORS OF THE COMPANY.

George A. Curran, Calais, Maine; Charles F. Pray, Calais, Maine; Charles W. Young, Calais, Maine.

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. 1907, according to the best of their knowledge and belief.

CHARLES W. YOUNG.

CHARLES F. PRAY.

Sworn and subscribed before me, this 21st day of August, A. D. 1907.

BEN Y. CURRAN,
Notary Public.

[SEAL]

**Report of the Fryeburg Horse Railroad Company for the
Year Ending June 30, 1907.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1907.

Gross earnings from operation *		
Debits:		
Adjustment of accounts.....		\$412 72

* Operated under an oral agreement by Frank L. Meserve by which all expenditures and costs of operation were assumed by the party so operating the road.

COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business June 30, 1907.)

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$5,587 72	Construction and equipment		\$5,587 72		
		Adjusted accounts		412 72		
		Total.....		\$5,175 00		
		LIABILITIES.				
	\$5,175 00	Capital stock, com- mon.....		\$5,175 00		
	\$5,175 00	Total.....		\$5,175 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.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common	\$5,175 00	207	\$25 00	\$5,175 00		

Total number of stockholders, 6. Total number of stockholders in this state, 4. Amount of stock held in this state, \$3,500.
 Per mile of single track owned, 3 miles. Capital stock outstanding, \$1,725.

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

Length of road (first main track) owned, 3 miles.

CARS, ETC.

Closed passenger cars, 3; open, 3; total, 6. Operated by horse power. Number of passengers carried, 8,000.

CORPORATE NAME AND ADDRESS OF COMPANY.

Fryeburg Horse Railroad Company, Fryeburg, Maine.

OFFICERS OF THE COMPANY.

President, Enoch C. Farrington, Augusta, Maine; Secretary and Treasurer Edward E. Hastings, Fryeburg, Me.

DIRECTORS OF THE COMPANY.

Enoch C. Farrington, Augusta, Me.; Edward E. Hastings, Fryeburg, Me.; Geo. B. James, 220 Washington St., Boston, Mass.; Geo. E. Macomber, Augusta, Me.; Fred J. Allen, Sanford, Me.; A. Crosby Kennett, Conway, N. H.

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 Enoch C. Farrington, President and Edward E. Hastings, Treasurer of the Fryeburg Horse 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. 1907, according to the best of their knowledge and belief.

ENOCH C. FARRINGTON,
EDWARD E. HASTINGS.

Sworn and subscribed before me, this 21st day of October, A. D. 1907.

SETH W. FIFE,
Justice of the Peace.

**Report of the Lewiston, Augusta and Waterville Street Railway
for Two Months Ending June 30, 1907.**

INCOME ACCOUNT FOR TWO MONTHS ENDING JUNE 30, 1907.

Gross earnings from operation	\$65,280 07	
Operating expenses	44,952 38	
Net earnings from operation		\$20,327 69
Deductions from income:		
Taxes, on real and personal property	\$739 14	
Interest—		
On funded debt.....	11,855 34	
On floating debt.....	1,809 96	
		14,407 45
Net income		\$5,920 24
Surplus for the period.....		5,920 24
Surplus at close of period.....		5,920 24

GROSS EARNINGS FROM OPERATION.

Car earnings:		
Passengers	\$59,938 31	
Chartered cars.....	888 09	
Freight	2,113 07	
Mail	184 60	\$63,124 07
Miscellaneous earnings:		
Advertising	\$256 66	
Rent of land and buildings.....	130 64	
Sale of power.....	1,600 72	
Interest and discount	138 45	
Miscellaneous.....	29 53	2,156 00
Total		\$65,280 07

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway	\$7,689 41	
Maintenance of electric line	1,029 18	
Maintenance of buildings and fixtures	83 27	
Total		\$8,801 86
Equipment—		
Maintenance of steam plant	\$460 55	
Maintenance of electric plant	398 30	
Maintenance of cars	2,519 46	
Maintenance of electric equipment of cars	2,212 10	
Maintenance of miscellaneous equipment	133 05	
Miscellaneous shop expenses	885 32	
Total		6,608 78
Transportation:		
Operation of power plant—		
Power plant wages	\$1,806 61	
Fuel for power	2,112 54	
Water power purchased	5,350 42	
Lubricants and waste for power plant	69 80	
Miscellaneous supplies and expenses of power plant	40 27	
Total		9,379 64
Operation of cars—		
Superintendence of transportation	\$388 37	
Wages of conductors	9,881 65	
Wages of motormen		
Wages of miscellaneous car service employees	548 76	
Wages of car house employees	356 75	
Car service supplies	517 00	
Miscellaneous car service expenses	297 05	
Freight expense	567 79	
Cleaning and sanding track	248 92	
Removal of snow and ice	49 26	
Waiting rooms, signals and telephones	815 16	
Total		13,650 71
General—		
Salaries of general officers	\$562 18	
Salaries of clerks	433 00	
Printing and stationery	428 68	
Miscellaneous office expenses		
Stores expenses	208 70	
Stable expenses	48 64	
Advertising and attractions	1,491 08	
Miscellaneous general expenses	481 35	
Damages	1,498 45	
Legal expenses in connection with damages		
Miscellaneous legal expenses	400 00	
Insurance	959 31	
Total		6,511 39
Grand total		\$44,952 38

COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition two months operation at Close of Business June 30, 1907.)

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
		Construction and equip- ment.....		\$2,276,279 05		
		Other perman- ent invest- ments as fol- lows:				
		Augusta, Hallo- well & Gardi- ner R'y 6% b'd		1,000 00		
		Current assets, as follows:				
		Cash		23,164 19		
		Accounts re- ceivable		35,647 26		
		Material and supplies		60,904 19		
		Prepaid ac- counts		2,298 92		
		Total		\$2,399,293 61		
		LIABILITIES.				
		Capital stock, common		\$621,650 00		
		Funded debt ...		1,500,000 00		
		Current liabili- ties as follows:				
		Loans and notes payable		178,071 50		
		Accounts pay- able		55,856 79		
		Coupons un- paid		15,015 00		
		Tickets out- standing		1,277 57		
		Accrued liabili- ties as fol- lows:				
		Taxes accrued and not yet due		1,108 71		
		Interest on funded debt accrued and not yet due ...		14,437 48		
		Miscellaneous interest ac- crued and not yet due		1,780 72		
		Accrued dam- ages	\$3,716 21			
		Accrued legal.	459 39	4,175 60		
		Surplus		5,920 24		
		Total		\$2,399,293 61		

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to April 30, 1906.	Additions during year.	Deductions during year.	Total cost to April 30, 1907.
Organization	\$2,229,327 64			\$2,229,327 64
Track and roadway construction	}	\$7,718 33		7,718 33
Electric line construction				
Power plant equipment.		155 79		155 79
Cars.....	}	39,077 29		39,077 29
Electric equipment of cars				
Total.....	\$2,229,327 64	\$46,951 41		\$2,276,279 05
Cost of construction and equipment per mile of road owned				\$28,019 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.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common				*\$621,650 00		

Total number of stockholders, 5. Total number of stockholders in this State, 5. Amount of stock held in this State, \$621,650.

* In 1892 the Auburn, Mechanic Falls & Norway Street Railway, was organized with a capital consisting of 1,000 shares, par value \$100 amounting to \$1,000,000, of which five per cent, \$5,000, was paid in. On April 24, 1907 by authority granted it by the 73rd legislature it changed its name to Lewiston, Augusta and Waterville Street Railway, and purchased the Lewiston, Brunswick and Bath Street Railway, and the Augusta, Winthrop and Gardiner Railway for the sum of \$316,650 for the Lewiston, Brunswick and Bath Street Railway and \$300,000 for the Augusta, Winthrop and Gardiner Railway. In order to make payment for these properties it issued its notes for \$616,650. At the time of making out the annual report the capital stock had not been increased from the original amount of \$5,000. At a later date than June 30, the capital stock was increased to \$3,000,000.

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 1, 1898...	20	March 1, 1918...	\$1,000,000 00	\$845,000 00	5	March and Sept	\$7,041 72
\$155,000 of the above are held in trust to retire at maturity the following:								
Bath Street Railway bonds.....	July 1, 1893...	20	July 1, 1913...	70,000 00	70,000 00	5	July and Jan...	583 32
Lewiston & Auburn Horse Railroad.....	June 1, 1891 ..	20	Jan. 1, 1911...	85,000 00	85,000 00	5	June and Dec..	708 32
Augusta, Winthrop & Gardiner Railway, general mortgage.....	March 1, 1905...	30	Jan. 1, 1935...	125,000 00	100,000 00	5	Jan. and July..	833 32
Augusta, Winthrop & Gardiner Ry., first mortgage.....	July 1, 1902...	50	July 1, 1952...	150,000 00	99,000 00	4	Jan. and July..	660 00
Augusta, Hallowell & Gardiner Railway, general mortgage.....	July 1, 1901...	50	July 1, 1951...	250,000 00	61,500 00	4	Jan. and July..	410 00
Augusta, Hallowell & Gardiner Ry., 1st mortgage.....	July 1, 1890...	20	July 1, 1910...	.....	10,500 00	6	Jan. and July..	95 00
Preferred stock given in exchange for Augusta, Winthrop & Gardiner Ry., first mortgage bonds.....					51,000 00	4	Jan. and July..	340 00
Preferred stock given in exchange for Augusta, Hallowell & Gardiner Ry., general mortgage bonds.....					178,000 00	4	Jan. and July..	1,186 66
\$10,500 of the Augusta, Hallowell & Gardiner Ry., general mortgage, are held in escrow to retire the Augusta, Hallowell & Gardiner Railway, first mortgage bonds.								
Total					\$1,500,000 00			\$11,858 34

Per mile of single track owned, \$3.666 miles.	{	Capital stock outstanding....	\$7,430 00
		Funded debt outstanding....	11,928 00
		Total	\$29,358 00

The \$155,000 of bonded debt referred to in the following statement, is held in trust to retire at maturity the bonds of the Lewiston and Auburn Horse Railroad Company.

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first main track).....	79.565	.....	.....	79.565
Length of second main track.....	1.920	.....	.....	1.920
Total length of main track.....	80.885	.....	.....	80.885
Length of sidings and turnouts.....	2.781	.....	.....	2.781
Total computed as single track.....	83.666	.....	.....	83.666

Cars, etc.	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	34	8	42
Open passenger cars.....	39	.....	39
Combination closed and open passenger cars.....	1	.....	1
Total passenger cars.....	74	8	82
Freight cars.....	1	.....	1
Express cars.....	3	.....	3
Work cars.....	4	3	7
Snow plows.....	2	8	10
Miscellaneous.....	1	1	2
Parlor cars.....	1	.....	1
Total.....	86	20	106

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	276,583
Total car mileage.....	276,583
Passenger car hours	28,696
Total car hours.....	28,696
Fare passengers carried.....	1,225,665
Transfer passengers carried	76,812
Total passengers carried	1,302,477
Average fare, revenue passengers	\$6.0489
Average fare, all passengers (including transfer passengers).....	.0460
Car earnings per car mile.....	.2283
Miscellaneous earnings per car mile.....	.0077
Gross earnings per car mile.....	.2362
Car earnings per car hour	\$2.20
Miscellaneous earnings per car hour.....	.07
Gross earnings per car hour.....	\$2.27
Operating expenses per car mile.....	.1626
Operating expenses and taxes per car mile .....	.1653
Operating expenses per car hour.....	\$1.56
Operating expenses and taxes per car hour.....	1.59
Operating expenses per cent. of gross earnings	68.86
Operating expenses and taxes per cent. of gross earnings.....	70.00
Average number of employees, including officials, during year.....	410
Aggregate amount of salaries and wages paid	\$25,362 67

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Passengers.....	2	6	8
Employees		1	1
Others	1	5	6
Total.....	3	12	15

CORPORATE NAME AND ADDRESS OF COMPANY.

Lewiston, Augusta and Waterville Street Railway, Lewiston, Maine.

HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES NOW OPERATED.

During October, 1902, the Auburn, Mechanic Falls and Norway Street Railway was organized and on April 3, 1907 it changed its name, by authority of the 73d legislature, to Lewiston, Augusta and Waterville Street Railway, and on April 24, 1907 it acquired by purchase all the property and franchises and assets of the Lewiston, Brunswick and Bath Street Railway and the Augusta, Winthrop and Gardiner Railway.

OFFICERS OF THE COMPANY.

President, John R. Graham, Bangor, Maine; Vice-President, Frank Silliman, Jr., Scranton, Pa.; Secretary and Treasurer, D. S. Hahn, Lewiston, Maine; General Manager, E. D. Reed, Lewiston, Maine.

DIRECTORS OF THE COMPANY.

John R. Graham, Bangor, Maine; Thos. J. Lynch, Augusta, Maine; H. M. Heath Augusta, Maine; C. L. Andrews, Augusta, Maine; Fred Bogue, Augusta, Maine.

Date of close of fiscal year, June 30, 1907. Date of stockholders' annual meeting, second Tuesday in August.

STATE OF MAINE,)
COUNTY OF ANDROSCOGGIN,) ss.

Personally appeared before me John R. Graham, President, and D. S. Hahn, Treasurer of the Lewiston, Augusta and Waterville 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. 1907, according to the best of their knowledge and belief.

JOHN R. GRAHAM.
D. S. HAHN.

Sworn and subscribed before me, this 29th day of August, A. D. 1907.

[SEAL.]

WM. H. NEWELL,
Notary Public for said county.

**Report of the Lewiston, Brunswick and Bath Street Railway
Company, for ten months Ending April 30, 1907.**

INCOME ACCOUNT FOR YEAR ENDING APRIL 30, 1907.

Gross earnings from operation.....	\$212,891 26	
Operating expenses	136,778 45	
Net earnings from operation		\$76,112 81
Deductions from income:		
Taxes on real and personal property.....	\$2,685 50	
Interest:		
On funded debt	\$41,666 64	
On floating debt.....	4,181 41	48,848 05
Net income		\$27,579 26
Surplus for year.....		\$27,579 26
Surplus at beginning of year.....	\$13,152 67	
Profit or loss adjustments during year:		
Credits:		
Tax adjustments	\$825 89	
Debits, adjustments of:		
Supplies, \$707.68; uncollectable accounts, \$176.62; ticket sales, \$50 60.....	934 30	108 41
Surplus at close of year		\$40,623 52

GROSS EARNINGS FROM OPERATION.

Car earnings:		
Passengers	\$193,592 36	
Chartered cars	1,412 20	
Freight and eXpress.....	7,713 76	
Mall	15 25	\$202,733 57
Miscellaneous earnings:		
Advertising	\$703 28	
Rent of land and buildings.....	467 74	
Sale of power	8,582 13	
Other miscellaneous earnings:		
Interest and discount	157 86	
Miscellaneous.....	246 68	10,157 69
Total		\$212,891 26

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway.....	\$9,847 88	
Maintenance of electric line.....	2,393 58	
Maintenance of buildings and fixtures	245 11	
Total		\$12,486 57
Equipment—		
Maintenance of steam plant.....	\$1 00	
Maintenance of electric plant	461 59	
Maintenance of cars	5,952 70	
Maintenance of electric equipment of cars.....	5,573 42	
Maintenance of miscellaneous equipment	1,516 70	
Miscellaneous shop expenses.....	1,337 14	
Total		14,842 55
Transportation:		
Operation of power plant—		
Power plant wages	\$5,572 49	
Fuel for power	73 63	
Water power purchased.....	28,067 31	
Lubricants and waste for power plant	131 94	
Miscellaneous supplies and expenses of power plant.....	229 04	
Total		34,074 41
Operation of cars—		
Superintendence of transportation	\$1,333 05	
Tolls for trackage.....	20 74	
Wages of conductors	35,809 08	
Wages of motormen		
Wages of miscellaneous car service employees	2,928 06	
Wages of car house employees	1,148 77	
Car service supplies	1,496 00	
Miscellaneous car service expenses	3,514 07	
Freight and express	2,316 77	
Cleaning and sanding track.....	666 97	
Removal of snow and ice.....	5,123 79	
Waiting rooms, signals and telephones.....	2,089 39	
Total		56,451 69
General:		
Salaries of general officers.....	\$3,632 61	
Salaries of clerks	2,596 27	
Printing and stationery	1,811 09	
Miscellaneous office expenses		
Stores expenses	563 87	
Stable expenses.....	196 15	
Advertising and attractions	2,490 53	
Miscellaneous general expenses	1,301 00	
Damages.....	2,529 11	
Legal expenses in connection with damages		
Miscellaneous legal expenses	500 00	
Insurance	3,302 60	
Total		18,923 23
Grand total		\$136,778 45

COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business April 30, 1907)

JUNE 30, 1906.		ASSETS.	APRIL 30, 1907.		TEN MONTHS ENDING APRIL 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$1,673,404 78	Construction and equipment		\$1,802,313 24	\$128,908 46	
	5,000 00	Other permanent investments as follows:				\$5,000 00
	14,990 44	Stock in treasury				
	2,607 78	Current assets, as follows:				
	27,751 29	Cash		7,578 68		7,411 76
	1,174 73	Accounts receivable		4,148 65	1,540 87	
		Material and supplies		59,282 36	31,531 07	
		Prepaid accounts		2,384 05	1,209 32	
	\$1,724,929 02	Total		\$1,875,706 98	\$150,777 96	
		LIABILITIES.				
	\$638,300 00	Capital stock, common		\$633,300 00		\$5,000 00
	1,000,000 00	Funded debt		1,000,000 00		
	10,000 00	Current liabilities as follows:				
	38,276 31	Loans and notes payable		175,500 00	\$165,500 00	
	4,140 00	Accounts payable		9,099 82		29,176 49
		Coupons unpaid		480 00		3,660 00
		Miscellaneous—				
		Tickets outstanding		1,092 74	1,092 74	
		Accrued liabilities as follows:				
	1,622 54	Taxes accrued and not yet due		295 55		1,326 99
	14,437 50	Interest on funded debt accrued and not yet due		9,979 14		4,458 36
		Miscellaneous interest accrued and not yet due		2,542 25		
	5,000 00	Miscellaneous—				
		Accrued damages	\$2,527 97	2,793 96	336 21	
		Accrued legal expense	265 99			
	13,152 67	Surplus		40,623 52	27,470 85	
	\$1,724,924 02	Total		\$1,875,706 98	\$150,777 96	

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1906.	Additions during year.	Deductions during year.	Total cost to April 30, 1907.
Organization	\$1,673,404 78			\$1,673,404 78
Track and road construction }		\$77,923 83		\$77,923 83
Electric line construction.... }				
Real estate used in operation of road.....		7,575 00		7,575 00
Buildings and fixtures used in operation of road.....		1,374 52		1,374 52
Power plant equipment.....		4,714 54		4,714 54
Car shops.....		1,836 95		1,836 95
Cars and electric equipment of cars		35,483 62		35,483 62
Total.....	\$1,673,404 78	\$128,908 46		\$1,802,313 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	\$638,300 00	6,333	\$100 00	\$638,300 00		

Total number of stockholders, 11. Total number of stockholders in this state, 8. Amount of stock held in this state, \$622,900.

FUNDED DEBT.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding	INTEREST.		
						Rate.	When payable.	Accrued during year.
1,000,000 first mortgage.....	March 1, 1898 ...	20	March 1, 1918 ...	\$1,000,000 00	\$845,000 00	5	March & Sept..	\$35,208 32
155,000 of above held in trust to retire at maturity the following:								
Bath Street Railway.....	July 1, 1893.....	20	July 1, 1913	70,000 00	70,000 00	5	July and Jan...	2,916 66
Lewiston and Auburn Horse Railroad	June 1, 1891. ...	30	January 1, 1911..	85,000 00	85,000 00	5	June and Dec..	3,541 66
Total					\$1,000,000 00			\$41,666 64

Per mile of single track owned, 55.757 miles	}	Capital stock outstanding....	\$11,450 00
		Funded debt outstanding....	17,940 00
		Total	\$29,390 00

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first main track).....	52.900	.....	.....	52.900
Length of second main track	1.320	.....	.....	1.320
Total length of main track	54.220	.....	.....	54.220
Length of sidings and turnouts ..	1.537	.....	.....	1.537
Total computed as single track.....	55.757	.....	.....	55.757

Cars, etc.	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars	23	7	30
Open passenger cars.....	28	.....	28
Total passenger cars.....	51	7	58
Freight cars	1	.....	1
Express cars.....	2	.....	2
Work cars.....	3	.....	3
Snow plows.....	.....	8	8
Miscellaneous	1	1	2
Parlor car.....	1	.....	1
Total.....	59	16	75

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	953,336.87
Passenger car hours.....	110,149
Fare passengers carried.....	3,933,048
Average fare, revenue passengers.....	\$0.0492
Car earnings per car mile.....	.2126
Miscellaneous earnings per car mile.....	.0106
Gross earnings per car mile.....	\$0.2232
Car earnings per car hour.....	\$1.84
Miscellaneous earnings per car hour.....	.09
Gross earnings per car hour.....	\$1.93
Operating expenses per car mile.....	.1434
Operating expenses and taxes per car mile.....	.1463
Operating expenses per car hour.....	1.24
Operating expenses and taxes per car hour.....	1.26
Operating expenses per cent. of gross earnings.....	64.24
Operating expenses and taxes per cent. of gross earnings.....	65.51
Average number of employees, including officials, during year.....	287
Aggregate amount of salaries and wages paid.....	\$106,848 46

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Passengers.....	2	4	6
Others.....	1	3	4
Total.....	3	7	10

CORPORATE NAME AND ADDRESS OF COMPANY.

Lewiston, Brunswick and Bath Street Railway, Lewiston, Maine.

OFFICERS OF THE COMPANY.

President, John R. Graham, Bangor, Maine; Vice-President, Frank Silliman, Jr., Scranton, Pa.; Secretary and Treasurer, D. S. Hahn, Lewiston, Maine; General Manager, E. D. Reed, Lewiston, Maine.

DIRECTORS OF THE COMPANY.

John R. Graham, Bangor, Maine; J. W. Cartwright, Jr., Bangor, Maine; Frank Silliman, Jr., Scranton, Pa.; W. H. Newell, Lewiston, Maine; M. H. Blackwell, Brunswick, Maine; H. L. Clark, Philadelphia, Pa.; A. 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 D. S. Hahn, Treasurer 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, 1907, according to the best of their knowledge and belief.

JOHN R. GRAHAM,
D. S. HAHN.

Sworn and subscribed before me, this 29th day of August, A. D. 1907.

WM. H. NEWELL,
Notary Public for said County.

[SEAL.]

**Report of the Norway and Paris Street Railway Company, for
the Year Ending June 30, 1907.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1907.

Gross earnings from operation.....	\$9,967 59	
Operating expenses	6,822 78	
Net earnings from operation		\$3,144 81
Miscellaneous income:		
From lighting plant.....		5,753 73
Gross income less operating expenses		\$8,898 54
Deductions from income:		
Taxes—		
On real and personal property	\$1,029 49	
On capital stock.....		
On earnings		
Interest—		
On funded debt.....	\$4,920 00	
On floating debt.....	194 87	5,114 87
Net income		6,144 36
Net income		\$2,754 18
Surplus for year		2,754 18
Surplus at beginning of year.....		1,953 49
Surplus at close of year		\$4,707 67

GROSS EARNINGS FROM OPERATION.

Car earnings—		
Passengers	\$9,667 63	
Mail	200 00	\$9,867 63
Miscellaneous earnings—		
Advertising		99 96
Total		\$9,967 59

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway.....	\$827 36	
Maintenance of electric line.....	191 19	
Maintenance of buildings and fixtures	69 59	
Total		\$1,088 14
Equipment—		
Maintenance of cars.....	\$1,490 15	
Maintenance of electric equipment of cars.....	240 64	
Total		1,730 79
Transportation:		
Operation of power plant—		
Hired power, cost less amount used by lighting plant.....		556 43
Operation of cars—		
Wages of conductors	\$916 87	
Wages of motormen	916 87	
Miscellaneous car service expenses	179 53	
Removal of snow and ice	479 75	
Total		2,493 02
General—		
Salaries of general officers.....	\$601 90	
Salaries of clerks		
Miscellaneous office expenses	104 00	
Miscellaneous general expenses	164 24	
Insurance	84 26	
Total		954 40
Grand total		\$6,822 78

COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business June 30, 1907.)

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
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			
126,840 20	\$170,518 16	Electric light plant	127,981 42	\$171,659 38	\$1,141 22	
		Current assets, as follows:				
1,258 19		Cash.....	1,683 09		424 90	
1,814 52		Accounts receivable.....	1,429 18			\$385 34
3,969 61		Material and supplies.....	4,720 77		751 16	
111 93	7,154 25	Prepaid accounts..	76 80	7,909 84		35 13
	\$177,672 41	Total.....		\$179,569 22	\$1,896 81	
		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:				
1,014 15		Loans and notes payable.....	1,100 00		\$85 85	
4,778 10	5,792 25	Accounts payable..	3,834 88	4,934 88		\$943 22
		Accrued liabilities as follows:				
	1,926 67	Interest on funded debt accrued and not yet due.....		1,926 67		
	1,953 49	Surplus.....		4,707 67	2,754 18	
	\$177,672 41	Total.....		\$179,569 22	\$1,896 81	

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1906.	Additions during year.	Deductions during year.	Total cost to June 30, 1907.
Railway.....	\$43,177 96			\$43,177 96
Lighting plant and stocks in other companies.....	127,340 20	\$1,141 22		128,481 42
Total.....	\$170,518 16	\$1,141 22		\$171,659 38
Cost of construction and equipment per mile of road owned (lighting plant not included)	\$20,176 61			

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 00	\$50,000 00	.....	.....

Total number of stockholders, 8. Total number of stockholders in this State, 8. Amount of stock held in this State, \$50,000.

FUNDED DEBT.

Description.	Date of issue.	Term of Years.	Date of maturity.	Amount authorized.	Amount outstanding	INTEREST.		
						Rate.	When payable.	Accrued during year.
Norway and Paris Street Ry. first mortgage bonds.	1896.....	20	1916.....	\$18,000 00	\$18,000 00	4	Jan. and July ..	\$720 00
Norway and Paris Street Ry. second mortgage bonds	1905.....	20	1925.....	20,000 00	20,000 00	5	Jan. and July ..	1,000 00
Oxford Light Company first mortgage bonds	1897.....	20	1917.....	80,000 00	80,000 00	4	Mar. and Sept..	3,200 00
Total				\$118,000 00	\$118,000 00			\$4,920 00

Per mile of single track owned	Capital stock outstanding ...	\$23,364 48	(Includes electric light plant).
	Funded debt outstanding ...	55,140 18	
	Total	\$78,504 66	

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

Length of road (first main track) owned, 2.13. Length of sidings, .01. Total single track, 2.14.

CARS, ETC.

Closed passenger cars with electric equipment, 2. Open passenger cars with same equipment, 2. Total, 4. Snow plow, 1.

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	43,122
Total car mileage.....	43,122
Total fare passengers carried.....	193,352
Average fare, revenue passengers.....	\$0.05
Car earnings per car mile.....	.228
Miscellaneous earnings per car mile.....	.002
Gross earnings per car mile.....	.23
Operating expenses per car mile.....	.158
Operating expenses per cent. of gross earnings.....	68
Average number of employees, including officials, during year.....	6
Aggregate amount of salaries and wages paid.....	\$3,217 80

CORPORATE NAME AND ADDRESS OF COMPANY.

Norway and Paris Street Railway, Norway, Maine.

OFFICERS OF THE COMPANY.

President, Freeland Howe, Norway, Maine; Secretary, Percy V. Hill, Augusta, Maine; Treasurer, E. H. Morrill, Augusta, Maine; General Manager, H. B. Young, Norway, Maine.

DIRECTORS OF THE COMPANY.

Freeland Howe, Norway, Maine; O. D. Baker, Augusta, Maine; Guy P. Gannett, Augusta, Maine; Percy V. Hill, Augusta, Maine; E. B. Beal, Norway, Maine.

Date of close of fiscal year, June 30. Date of stockholders' annual meeting third Wednesday in August.

STATE OF MAINE,)
COUNTY OF KENNEBEC, } ss.

Personally appeared before me E. H. Morrill, Treasurer, and Howard B. Young, Manager 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. 1907, according to the best of their knowledge and belief.

Signed,

E. H. MORRILL,
HOWARD B. YOUNG.

Sworn and subscribed before me, this 20th day of July, A. D. 1907.

THOMAS J. LYNCH,
Justice of the Peace.

Sworn to and subscribed by the above manager, Howard B. Young, before me, this 23d day of July, A. D. 1907.

WALTER L. GRAY,
Justice of the Peace.

**Report of the Portland and Brunswick Street Railway for
the Year Ending June 30, 1907.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1907.

Gross earnings from operation.....	\$37,947 16	
Operating expenses	29,847 77	
Net earnings from operation.....		\$8,099 39
Miscellaneous income:		
Hotel park and privileges.....		7,500 00
Gross income less operating expenses		\$15,599 39
Deductions from income:		
Taxes—		
On real and personal property	\$1,334 50	
Interest—		
On funded debt.....	11,250 00	12,584 50
Net income		\$3,014 89
Surplus for year.....		\$3,114 89
Surplus at beginning of year		6,709 63
Surplus at close of year		\$9,724 52

GROSS EARNINGS FROM OPERATION.

Car earnings:		
Passengers	\$35,547 16	
Freight and express	2,000 00	\$37,547 16
Miscellaneous earnings:		
Advertising		400 00
Total		\$37,947 16

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway.....	\$1,790 13	
Maintenance of electric line.....	876 47	
Maintenance of buildings and fixtures	195 24	
Total		\$2,861 84
Equipment—		
Maintenance of steam plant.....	\$221 90	
Maintenance of electric plant		
Maintenance of cars	1,977 56	
Maintenance of electric equipment of cars.....	2,532 99	
Total		4,732 45
Transportation:		
Operation of power plant—		
Storage battery expense	\$20 60	
Power plant wages	1,681 50	
Lubricants and waste for power plant	175 84	
Miscellaneous supplies and expenses of power plant.. }		
Hired power.....	8,604 54	
Total		\$10,482 48
Operation of cars—		
Wages of conductors	\$3,023 61	
Wages of motormen	3,023 61	
Wages of miscellaneous car service employees	206 72	
Wages of car house employees	818 16	
Removal of snow and ice	606 01	
Total		7,678 11
General—		
Salaries of general officers and clerks	1,702 67	
Miscellaneous office expenses	324 72	
Advertising and attractions	35 00	
Miscellaneous general expenses.....	674 54	
Damages.....	30 00	
Rent of land and buildings.....	344 38	
Insurance.....	981 58	
Total		4,092 89
Grand total		\$28,847 77

COMPARATIVE GENERAL BALANCE SHEET.
(Showing Condition at Close of Business June 30, 1907.)

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$562,542 58	Construction and equipment		\$567,854 67	\$5,312 09	
	596 30	Current assets, as follows:				
	3,693 60	Cash		886 71	290 41	
		Accounts receivable		2,404 59		1,286 01
	\$566,832 48	Total		\$571,148 97	\$4,316 49	
		LIABILITIES.				
	\$300,000 00	Capital stock, common		\$300,000 00		
	225,000 00	Funded debt		225,000 00		
		Current liabilities as follows:				
	30,000 00	Loans and notes payable		30,000 00		
	1,372 85	Accounts payable ..		2,874 45	\$1,301 60	
		Accrued liabilities as follows:				
	3,750 00	Interest on funded debt accrued and not yet due		3,750 00		
	6,709 63	Surplus		9,724 52	3,014 89	
	\$566,832 48	Total		\$571,148 97	\$4,316 49	

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1906.	Additions during year.	Deductions during year.	Total cost to June 30, 1907.
Organization				
Engineering and superintendence				
Right of way	\$295,308 35	\$3,048 65		\$298,357 00
Track and roadway construction				
Electric line construction	53,759 20	1,379 86		55,139 06
Real estate, buildings and fixtures used in operation of road	91,607 53			91,607 53
Investment real estate	72,500 00	883 58		73,383 58
Cars	21,882 50			21,882 50
Electric equipment of cars	26,175 00			26,175 00
Miscellaneous equipment	1,510 00			1,310 00
Total	\$562,542 58	\$5,312 09		\$567,854 67
Cost of construction and equipment per mile of road owned				\$36,873 68

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.
Total common stock.....	\$300,000 00	3,000	\$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.	INTEREST.		
						Rate.	When payable.	Accrued during year.
First mortgage.....	March 1, 1901 ...	20	March 1, 1921 ...	\$225,000 00	\$225,000 00	5	Mar. and Sept..	\$11,250 00

Per mile of single track owned, 16.40 miles	Capital stock outstanding....	\$18,292 68
	Funded debt outstanding....	13,719 52
	Total	\$32,012 20

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first main track).....	15.80	.....	.....	15.80
Length of sidings and turnouts .....	.60	.....	.....	.60
Total computed as single track	16.40	.....	.....	16.40

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	236,875
Total car mileage	236,875
Passenger car hours	14,800
Total car hours	14,800
Fare passengers carried	753,118
Total passengers carried	753,118
Average fare, revenue passengers.....	\$0.0472
Car earnings per car mile .....	.159
Miscellaneous earnings per car mile .....	.001
Gross earnings per car mile .....	.16
Car earnings per car hour	\$2.53
Miscellaneous earnings per car hour .....	.03
Gross earnings per car hour	\$2.56
Operating expenses per car mile .....	.125
Operating expenses and taxes per car mile .....	.13
Operating expenses per car hour	\$2.01
Operating expenses and taxes per car hour	2.10
Operating expenses per cent of gross earnings.....	78
Operating expenses and taxes per cent of gross earnings.....	82
Average number of employees, including officials, during year	26
Aggregate amount of salaries and wages paid	\$17,187.30

CORPORATE NAME AND ADDRESS OF COMPANY.

Portland and Brunswick Street Railway, Waterville, Maine.

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, 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. 1907, according to the best of their knowledge and belief.

CYRUS W. DAVIS, Treasurer.

A. F. GERALD, Manager.

Sworn and subscribed before me this 14th day of September, A. D. 1907.

RALPH M. GILMORE,

Justice of the Peace.

**Report of the Portland Railroad Company for the Year
Ending June 30, 1907.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1907.

Gross earnings from operation	\$759,841 84		
Operating expenses.....	556,276 61		
Net earnings from operation.....			\$203,565 23
Miscellaneous income:			
Income from securities owned			30 00
Gross income less operating expenses.....			\$203,595 23
Deductions from income:			
Taxes—			
On real and personal property	\$8,000 55		
On earnings	9,784 29	17,784 84	
Interest—			
On funded debt	\$89,750 00		
On floating debt.....	3,345 58	93,095 58	110,580 42
Net income			\$92,714 81
Dividends 4% on \$1,998,600 common stock.....			79,944 00
Surplus for year.....			\$12,770 81
Surplus at beginning of year.....			126,610 24
Surplus at close of year			\$139,381 05

GROSS EARNINGS FROM OPERATION.

Car earnings—			
Passengers	\$750,607 00		
Mail	200 00		
Express	2,637 57	\$753,444 57	
Miscellaneous earnings—			
Advertising	\$5,000 00		
Rent of land and buildings.....	1,125 42		
Miscellaneous earnings.....	271 85	6,397 27	
Total		\$759,841 84	

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway	\$35,890 94	
Maintenance of electric line	11,049 95	
Maintenance of buildings and fixtures	4,060 54	
Total		\$51,001 43
Equipment—		
Maintenance of steam plant	\$3,923 03	
Maintenance of cars	35,720 99	
Maintenance of electric equipment of cars	20,651 79	
Maintenance of miscellaneous equipment	338 18	
Miscellaneous shop expenses	1,344 99	
Total		61,978 98
Transportation:		
Operation of power plant—		
Power plant wages	\$19,884 71	
Fuel for power	72,120 04	
Water for power	4,468 80	
Lubricants and waste for power plant	1,954 22	
Miscellaneous supplies and expenses of power plant	1,757 36	
Hired power	8,000 03	
Total		108,185 16
Operation of cars—		
Superintendence of transportation	\$7,020 16	
Wages of conductors	90,976 44	
Wages of motormen	92,127 90	
Wages of car house employees	19,200 78	
Car service supplies	2,080 66	
Miscellaneous car service expenses	7,544 88	
Cleaning and sanding track	7,655 09	
Removal of snow and ice	23,820 66	
Total		250,426 57
General—		
Salaries of general officers	\$17,384 00	
Salaries of clerks		
Printing and stationery	587 31	
Miscellaneous office expenses	1,232 78	
Stable expenses	7,133 50	
Advertising and attractions	13,262 44	
Miscellaneous general expenses	6,065 49	
Damages	18,388 49	
Legal expenses in connection with damages	3,514 25	
Miscellaneous legal expenses	649 45	
Rent of land and buildings	4,136 71	
Rent of tracks and terminals	4,000 00	
Insurance	8,330 05	
Total		84,684 47
Grand total		\$556,276 61

COMPARATIVE GENERAL BALANCE SHEET.
(Showing Condition at Close of Business June 30, 1907.)

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$2,657,931 87	Construction and equipment		\$2,743,421 71	\$85,489 84	
	1,752,934 48	Construction and equipment, leased lines		1,752,934 48		
	1,000 00	Other permanent investments as follows: Theatre corporation of Portland		1,000 00		
	26,782 20	Current assets as follows: Cash		3,199 66		\$23,582 54
	\$4,438,648 55	Total		\$4,500,555 85	\$61,907 30	
		LIABILITIES.				
	\$1,999,538 31	Capital stock, common		1,999,538 31		
	2,250,000 00	Funded debt		2,250,000 00		
	62,500 00	Current liabilities as follows: Loans and notes payable		97,500 00	35,000 00	
	126,610 24	Accounts payable		14,136 49	14,136 49	
		Surplus		139,381 05	12,770 81	
	\$4,438,648 55	Total		\$4,500,555 85	\$61,907 30	

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1906.	Additions during year.	Deductions during year.	Total cost to June 30, 1907.
Organization.....				
Engineering and superintendence.....				
Right of way.....	\$1,432,354 98	\$3,353 00		\$1,435,707 98
Track and roadway construction.....				
Electric line construction.....	158,022 63			158,022 63
Real estate used in operation of road.....				
Buildings and fixtures used in operation of road.....	449,537 66	26,631 62		476,169 28
Power plant equipment.....	228,763 02	35,461 86		264,164 88
Shop tools and machinery.....	10,054 87			10,054 87
Cars.....	376,997 21	16,343 36		393,340 57
Electric equipment of cars.....				
Miscellaneous equipment.....	2,261 50	3,700 00		5,961 50
Total.....	\$2,657,931 87	\$85,489 84		\$2,743,421 71

Construction and equipment, leased lines, total cost to June 30, 1907, \$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	\$2,600,000 00	19,986	100 00	\$1,998,600 00	4	\$79,944 00
Scrap outstanding and held by company not issued				938 31		
Total	\$2,600,000 00	19,986	\$100 00	\$1,999,538 31	4	\$79,944 00

Total number of stockholders, 188. Total number of stockholders in this State, 152. Amount of stock held in this State, \$1,678,000.

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 Company, 1st mortgage.....	May 1, 1893.....	20	May 1, 1913.....	\$500,000 00	\$500,000 00	4 $\frac{1}{2}$	May and Nov ..	\$22,500 00
Portland Railroad Co., 1st consolidated mortgage..	July 1, 1901.....	30-50	July 1, 1953.....	3,000,000 00	1,350,000 00	3 $\frac{3}{4}$	Jan. and July..	47,250 00
Portland & Cape Elizabeth Railway Co., 1st mort .	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

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under franchise 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	95	.....	95
Open passenger cars.....	99	.....	99
Total passenger cars... ..	194	.....	194
Express cars	1	.....	1
Work cars.....	7	11	18
Snow plows.....	18	2	20
Total.....	26	13	39

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	3,313,387
Total car mileage	3,313,387
Fare passengers carried.....	14,656,599
Transfer passengers carried.....	2,404,038
Total passengers carried	17,060,637
Average fare, revenue passengers.....	\$0.051
Average fare, all passengers (including transfer passengers).....	.044
Car earnings per car mile.....	.227
Miscellaneous earnings per car mile .....	.002
Gross earnings per car mile.....	.229
Operating expenses per car mile.....	.168
Operating expenses and taxes per car mile .....	.173
Operating expenses per cent of gross earnings .....	.73
Operating expenses and taxes per cent. of gross earnings .....	.75
Average number of employes, including officials, during year.....	5.15
Aggregate amount of salaries and wages paid	\$354,065 00

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Passengers.....		24	24
Others.....	1		1
Total.....	1	24	25

CORPORATE NAME AND ADDRESS OF COMPANY.

Portland Railroad Company, 471 Congress Street, Portland, Maine.

OFFICERS OF THE COMPANY.

President, Charles 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, Saco, Maine.

Date of close of fiscal year, June 30. Date of stockholders' annual meeting, August 21, 1907.

STATE OF MAINE, }
COUNTY OF CUMBERLAND, } ss.

Personally appeared before me Charles F. Libby, President, and Edward A. Newman, Treasurer 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. 1907, according to the best of their knowledge and belief.

CHARLES F. LIBBY, President.
EDWARD A. NEWMAN, Treasurer.

Sworn and subscribed before me, this 10th day of October, A. D. 1907.

HOWARD R. IVES,
Justice of the Peace.

Report of the Rockland, Thomaston and Camden Street Railway Company for the Year Ending June 30, 1907.

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1907.

Gross earnings from operation	\$105,500 34	
Operating expenses.....	63,519 67	
Net earnings from operation		\$39,980 67
Miscellaneous income:		
Interest on deposits	\$531 25	
Other miscellaneous income:		
Net earnings from gas and electric plant.....	27,401 00	27,932 25
Gross income less operating expenses		\$67,912 92
Deductions from income:		
Taxes—		
Miscellaneous: Railway department	\$1,828 89	
Interest:		
On funded debt.....	\$32,000 00	
On floating debt.....	262 50	32,262 50
Other deductions from income:		
Additions to gas and electric plant	\$2,337 37	
Additions to construction of Railway	995 53	3,330 90
Net income		\$30,490 63
Dividends 5% on \$400,000 common stock		20,000 00
Surplus for year.....		\$10,490 63
Surplus at beginning of year.....	\$18,171 47	
Profit or loss adjustment during year:		
Credits	64	18,172 11
Surplus at close of year		\$28,662 74

GROSS EARNINGS FROM OPERATION.

Car earnings:		
Passengers	\$81,699 69	
Chartered cars	935 35	
Freight cars	15,394 75	
Mail	2,169 66	
Express and baggage.....	3,228 19	\$103,427 64
Miscellaneous earnings:		
Advertising	\$360 00	
Sale of power.....	679 93	
Other miscellaneous earnings	1,032 77	2,072 70
Total		\$105,500 34

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway	\$7,413 58	
Maintenance of electric line	2,982 41	
Maintenance of buildings and fixtures	351 72	
Total		\$10,747 71
Equipment—		
Maintenance of steam plant	\$1,332 56	
Maintenance of electric plant	336 72	
Maintenance of cars	1,732 77	
Maintenance of electric equipment of cars	1,673 37	
Miscellaneous shop expenses	311 82	
Total		5,387 24
Transportation:		
Operation of power plant—		
Power plant wages	\$3,956 36	
Fuel for power	8,361 11	
Water for power	715 54	
Lubricants and waste for power plant	365 05	
Miscellaneous supplies and expenses of power plant	529 65	
Total		13,927 71
Operation of cars—		
Superintendence of transportation	\$1,200 00	
Wages of conductors	8,478 84	
Wages of motormen	8,544 13	
Wages of miscellaneous car service employees	113 80	
Wages of car house employees	3,143 28	
Miscellaneous car service expenses and supplies	554 73	
Operating freight department	5,178 17	
Removal of snow and ice	1,700 22	
Total		28,913 17
General—		
Salaries of general officers	\$1,279 24	
Salaries of clerks	920 33	
Printing and stationery	305 17	
Miscellaneous office expenses		
Advertising and attractions	129 25	
Miscellaneous general expenses	1,680 55	
Damages	1,217 00	
Miscellaneous legal expenses	181 55	
Insurance	830 75	
Total		6,543 84
Grand total		\$65,519 67

ROCKLAND, THOMASTON AND CAMDEN STREET RAILWAY. 337

COMPARATIVE GENERAL BALANCE SHEET.
(Showing Condition at Close of Business June 30, 1907.)

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$615,704 81	\$615,704 81	Construction and equipment.....		\$619,186 27	\$3,481 46	
		Other permanent investments as follows:				
		Stocks and b'ds of other companies—				
\$1,638 66		Waldo Street Railway	\$1,638 66			
576,750 12		Gas and electric plant.....	586,058 61		9,308 49	
	578,388 78	Current assets, as follows:		587,697 27		
\$3,765 10		Cash	\$4,320 94			
15,075 00		Bills receivable	15,075 00			
11,675 42		Accounts receivable	11,831 11			
17,065 56		Material and supplies	11,163 71			
508 17		Prepaid accounts	484 62			
	48,089 25			42,875 38		\$5,213 87
	\$1,242,182 84	Total		\$1,249,758 92	\$7,576 08	
		LIABILITIES.				
\$400,000 00		Capital stock, common.....	\$400,000 00			
800,000 00		Funded debt	800,000 00			
	\$1,200,000 00	Current liabilities as follows:		\$1,200,000 00		
\$10,000 00		Loans and notes payable	4,000 00			
12,690 79		Accounts payable	16,173 56	20,113 56		\$,2577 23
	22,690 79	Accrued liabilities as follows:				
\$1,278 91		Taxes accrued and not yet due		982 62		337 96
41 67		Miscellaneous interest accrued and not yet due.....				
	1,320 58	Surplus		28,662 24	10,491 27	
	18,171 47					
	\$1,242,182 84	Total		\$1,249,758 92	\$7,576 08	

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1906.	Additions during year.	Deductions during year.	Total cost to June 30, 1907.
Engineering and superintendence.....	\$763 86			\$763 86
Right of way.....	2,557 55			2,557 55
Track and roadway construction	302,243 79	\$217 70		302,461 49
Electric line construction.....	74,968 71	170 11		75,138 82
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.....	74,661 17	535 80		75,196 97
Shop tools and machinery	2,000 00			2,000 00
Cars.....	48,773 91	2,509 85		51,283 76
Electric equipment of cars	52,004 75	48 00		52,052 75
Miscellaneous equipment	15,085 61			15,085 61
Total.....	\$615,704 81	\$3,481 46		\$619,186 27
Cost of construction and equipment per mile of road owned				\$29,252 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.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common	\$400,000 00	4,000	\$100 00	\$400,000 00	5	\$20,000 00

Total number of stockholders, 23. Total number of stockholders in this state, 22. 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.....	January 1, 1901.	20	January 1, 1921.	\$800,000 00	\$800,000 00	4	July and Jan... \$32,000 00

Per mile of single track owned, 23.815 miles	}	Capital stock outstanding....	\$16,766 00
		Funded debt outstanding....	\$33,532 00
		Total.....	\$50,298 00

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under trackage rights.	Total operated
Length of road (first main track)	21.167			21.167
Length of second main track .....	.308			.308
Total length of main track	21.475			21.475
Length of sidings and turnouts	2.34			2.34
Total computed as single track	23.815			23.815
Cars, ect.		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		
Mail cars				
Express cars		1		1
Baggage cars				
Work cars		2		2
Snow plows		1	2	3
Rock cars, dump and hand			60	60
Total		22	69	91

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	426,675
Freight, mail and express car mileage.....	48,257
Total car mileage	474,932
Passenger car hours.....	45,115
Freight, mail and express car hours	10,472
Total car hours	55,587
Fare passengers carried	1,633,964
Total passengers carried	1,633,964
Average fare, revenue passengers	\$0.05
Car earnings per car mile.....	.218
Miscellaneous earnings per car mile .....	.004
Gross earnings per car mile .....	.222
Car earnings per car hour	\$1.861
Miscellaneous earnings per car hour .....	.037
Gross earnings per car hour.....	\$1.898
Operating expenses per car mile.....	.138
Operating expenses and taxes per car mile.....	.142
Operating expenses per car hour	1.18
Operating expenses and taxes per car hour	1.21
Operating expenses per cent. of gross earnings	62.104
Operating expenses and taxes per cent. of gross earnings.	63.837
Average number of employees, including officials, during year.....	70
Aggregate amount of salaries and wages paid	\$42,103 12

CORPORATE NAME AND ADDRESS OF COMPANY.

Rockland, Thomaston & Camden Street Railway, Rockland, Me.

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—Knox Gas and Electric Company February 8, 1901.

OFFICERS OF THE COMPANY.

President, George E. Macomber, Augusta, Maine; Vice-President, Sidney M. Bird, Rockland, Maine; Secretary, Herbert M. Heath, Augusta, Maine; Treasurer, Augustus D. Bird, Rockland, Maine; General Manager, Thomas Hawken, Rockland, Maine; Superintendent, Valentine Chisholm, Rockland, Maine.

DIRECTORS OF THE COMPANY.

George E. Macomber, Augusta, Maine; John F. Hill, Augusta, Maine; Sidney M. Bird, Rockland, Maine; William T. Cobb, Rockland, Maine; William S. White, Rockland, Maine.

Date of close of fiscal year, June 30. Date of stockholders' annual meeting, last Wednesday in 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 & 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. 1907, according to the best of their knowledge and belief.

A. D. BIRD, Treasurer.
THOMAS HAWKEN, Gen. Manager.

Sworn and subscribed before me this 6th day of September, A. D. 1907.

[SEAL.]

J. W. CROOKER,
Notary Public.

Report of the Rockland, South Thomaston and Owl's Head Railway Company for the Year Ending June 30, 1907.

INCOME ACCOUNT FOR THE YEAR ENDING JUNE 30, 1907.

Gross earnings from operation	\$4,386 76	
Operating expenses	1,950 62	
Net earnings from operation		\$2,436 14
Other deductions from income—interest on \$6,000 receiver's certificates at 5% plus discount.....		263 75
Net income.....		\$2,172 39

GROSS EARNINGS FROM OPERATION.

Car earnings:		
Passengers		\$4,386 76

OPERATING EXPENSES.

Transportation:		
Operation of power plant—		
Hired power		} \$1,950 62
Operation of cars—		
Superintendence of transportation.....		
Wages of conductors.....		
Wages of motormen.....		
Wages of miscellaneous car service employees.....		
Wages of car house employees.....		
Car service supplies.....		
Miscellaneous car service expenses.....		
Hired equipment		
Cleaning and sanding track		

COMPARATIVE GENERAL BALANCE SHEET.

Owing to the extended litigation in reference to claims on account of construction of road, as to validity of mortgage securing bonds and as to legality of bonds issued, it is impossible to give with any accuracy a comparative general balance sheet.

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under track-age rights.	Total operated.
Length of road (first main track)	3.80			3.80
Length of sidings and turnouts .....	.40			.40
Total computed as single track	4.20			4.20

CORPORATE NAME AND ADDRESS OF COMPANY.

Rockland, South Thomaston & Owl's Head Railway, Rockland, Maine.

HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES NOW OPERATED.

Organized March 25, 1902, under general laws. In the spring of 1904 various contracts were made by the railroad whereby the same was partially constructed but not opened for traffic. March 27, 1906, upon petition of bond holders and creditors, A. S. Littlefield and S. T. Kimball were appointed joint receivers, and June 9, 1906, on petition of trustees under the mortgage to secure bond holders, J. E. Moore was appointed additional joint receiver. These receivers issued six thousand dollars of receiver's certificates for the purpose of completing and putting in operation the then uncompleted road. Regular travel was begun July 3, 1906. The road was operated under a contract with the Rockland, Thomaston and Camden Street Railway who furnished power, cars, motormen, conductors, etc.

OFFICERS OF THE COMPANY.

President, Charles E. Meservey, Rockland, Me.; Vice-President, F. R. Matthews, 50 Central St., Boston, Mass.; Secretary, John L. Donohue, Rockland, Me.; Treasurer, F. E. Holman, Rockland, Me.; General Manager, John T. Berry, Rockland, Me.

DIRECTORS OF THE COMPANY.

Charles E. Meservey, Rockland, Me.; F. R. Matthews, 50 Central St., Boston, Mass.; John L. Donohue, Rockland, Me.; F. E. Holman, Rockland, Me.

STATE OF MAINE, }
COUNTY OF KNOX, } ss.

Personally appeared before me S. T. Kimball, of Receivers of the Rockland, South Thomaston & Owl's Head Railway 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, 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. 1907 according to the best of his knowledge and belief.

S. T. KIMBALL, as one of the Receivers.

Sworn and subscribed before me, this 26th day of October, A. D. 1907.

JOSEPH E. MOORE,

Justice of the Peace

**Report of the Somerset Traction Company for the Year
Ending June 30, 1907.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1907.

Gross earnings from operation	\$19,969 23	
Operating expenses	14,823 37	
Net earnings from operation		\$5,145 86
Miscellaneous income:		
Steamer		154 92
Gross income less operating expenses		\$5,300 78
Deductions from income:		
Taxes—		
On real and personal property	\$25 70	
On earnings	79 25	\$104 95
Interest on floating debt		2,406 99
Other deductions from income:		
Lakewood Park	1,311 36	
Theatre expense	1,770 13	5,593 43
Deficit for year		\$292 65
Surplus at beginning of year		11,791 01
Surplus at close of year		\$11,498 36

GROSS EARNINGS FROM OPERATION.

Car earnings:		
Passengers	\$18,658 47	
Freight	1,186 93	\$19,845 40
Miscellaneous earnings:		
Advertising		123 83
Total		\$19,969 23

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway.....	\$2,587 27	
Maintenance of electric line.....	536 43	
Maintenance of buildings and fixtures.....	52	
Total		\$3,124 22
Equipment—		
Maintenance of cars.....	\$725 71	
Maintenance of electric equipment of cars.....	690 75	
Maintenance of miscellaneous equipment.....	108 55	
Miscellaneous shop expenses.....	14 55	
Total		1,539 56
Transportation:		
Hired power.....	\$2,271 05	
Total		2,271 05
Operation of cars—		
Wages of conductors.....	\$1,620 51	
Wages of motormen.....	1,620 51	
Wages of car house employees.....	800 00	
Car service supplies.....	128 96	
Miscellaneous car service expenses.....	216 65	
Cleaning and sanding track.....	50 64	
Removal of snow and ice.....	271 75	
Total		4,709 02
General:		
Salaries of general officers.....	\$1,000 00	
Salaries of clerks.....	207 04	
Printing and stationery.....	9 65	
Miscellaneous office expenses.....	85 36	
Advertising and attractions.....	756 71	
Miscellaneous general expenses.....	131 82	
Damages.....	478 80	
Rent of land and buildings.....	199 92	
Insurance.....	310 22	
Total		3,179 52
Grand total		\$14,823 37

COMPARATIVE GENERAL BALANCE SHEET.
(Showing Condition at Close of Business June 30, 1907.)

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$133,823 42	Construction and equipment		\$134,606 17	\$782 75	
	22,349 95	Expenditures at Lakewood		22,349 95		
		Current assets as follows:				
	179 28	Cash		728 47	549 19	
	489 09	Bills receivable		425 00		\$64 09
	1,000 00	Material and supplies		1,000 00		
	275 00	Prepaid acc'ts		275 00		
	\$158,116 74	Total		\$159,384 59	\$1,267 85	
		LIABILITIES.				
	\$30,000 00	Capital stock, common		\$30,000 00		
	75,000 00	Funded debt		75,000 00		
		Current liabilities as follows:				
	40,910 94	Loans and notes payable		41,013 96	\$103 02	
	414 79	Accounts payable		1,872 27	1,457 48	
		Accrued liabilities as follows:				
	11,791 01	Surplus		11,498 36		\$292 65
	\$158,116 74	Total		\$159,384 59	\$1,267 85	

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1906.	Additions during year.	Deductions during year.	Total cost to June 30, 1907.
Organization.....				
Engineering and superin- tendence.....				
Right of way.....				
Track and roadway construc- tion.....	\$97,286 29	\$634 75		\$97,921 04
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.....	26,274 16	148 00		26,422 16
Electric equipment of cars..				
Miscellaneous equipment....				
Telephone construction.....	605 85			605 88
Office furnishings.....	214 64			214 64
Total.....	\$133,823 42	\$782 75		\$134,606 17
Cost of construction and equip- ment per mile of road owned.....				\$10,615 62

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.
Total common stock	\$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	Rate.	INTEREST.	
							When payable.	Accrued during year.
Bonds	April 28, 1896 ...	30	1926	\$200,000 00	\$75,000 00	5	May and Nov ...	

Per mile of single track owned, 12.68 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	.....	14

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	100,276
Freight, mail and express car mileage	2,900
Total car mileage.....	103,176
Passenger car hours.....	8,356
Freight, mail and express car hours.....	242
Total car hours.....	8,598
Fare passengers carried.....	143,258
Total passengers carried.....	143,258
Average fare, revenue passengers	\$0.13
Average fare, all passengers (including transfer passengers).....	.13
Car earnings per car mile.....	.192
Miscellaneous earnings per car mile.....	.061
Gross earnings per car mile.....	.193
Car earnings per car hour	\$2.31
Miscellaneous earnings per car hour.....	.014
Gross earnings per car hour.....	\$2.324
Operating expenses per car mile.....	.143
Operating expenses and taxes per car mile .....	.144
Operating expenses per car hour.....	\$1.72
Operating expenses and taxes per car hour.....	1.73
Operating expenses per cent. of gross earnings	74.
Operating expenses and taxes per cent. of gross earnings.....	74.
Average number of employees, including officials, during year.....	11
Aggregate amount of salaries and wages paid..	\$7,000 00

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Passengers slightly injured.....		6	6

CORPORATE NAME AND ADDRESS OF COMPANY.

Somerset Traction Company, Skowhegan, Maine.

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, L. 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, Portland, 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. } s.s.

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. 1907, according to the best of their knowledge and belief.

FRANCIS W. BRIGGS, President.
H. L. SWETT, General Manager.

Sworn and subscribed before me this 20th day of September, A. D. 1907.

FORREST GOODWIN,
Justice of the Peace

**Report of the Waterville and Fairfield Railway and Light
Company, for the Year Ending June 30, 1907.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1907.

Gross earnings from operation.....	\$38,802 77	
Operating expenses	39,694 80	
Net earnings from operation		\$8,107 97
Miscellaneous income:		
Net income light and heat plant.....		5,083 60
Gross income less operating expenses		\$13,191 57
Deductions from income:		
Taxes—		
On real and personal property	\$1,070 60	
On earnings	372 15	
Interest—		
On funded debt.....	6,122 50	
On real estate mortgages	141 95	
On floating debt.....	1,188 82	\$8,886 02
Other deductions from income:		
Balance legal expense, coal expense, special service, etc.	3,900 00	12,805 02
Net income		\$386 55
Surplus for year		\$386 55
Deficit at beginning of year.....	19,023 49	
Debits:		
Other items.....	144 81	19,168 30
Deficit at close of year		\$18,781 75

GROSS EARNINGS FROM OPERATION.

Car earnings:		
Passengers	\$37,604 05	
Chartered cars	142 95	\$37,797 00
Miscellaneous earnings:		
Advertising	\$105 03	
Rent of land and buildings.....	500 74	
Rent of tracks.....	400 00	1,005 77
Total		\$38,802 77

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway.....	\$3,322 69	
Maintenance of buildings and fixtures	23 23	
Total		\$3,345 92
Equipment—		
Maintenance of cars		
Maintenance of electric equipment of cars.....	\$1,887 26	
Miscellaneous shop expenses.....	1,187 13	
Total		3,074 39
Transportation:		
Operation of power plant—		
Power plant wages	2,890 36	
Fuel for power	684 53	
Lubricants and waste for power plant	149 36	
Miscellaneous supplies and expenses of power plant....	1,954 26	
Hired power	1,371 52	
Machinery.....	2,304 06	
Total		9,354 09
Operation of cars—		
Wages of conductors	\$2,058 42	
Wages of motormen	2,058 43	
Wages of car house employees	2,126 92	
Car service supplies	12 40	
Hired equipment	2,628 96	
Removal of snow and ice.....	676 11	
Total		9,561 24
General:		
Salaries of general officers.....	\$1,962 46	
Salaries of clerks	806 25	
Miscellaneous office expenses	506 10	
Miscellaneous general expenses	462 20	
Damages.....	83 75	
Miscellaneous legal expenses	364 34	
Insurance	1,174 06	
Total		5,359 16
Grand total		\$30,694 80

COMPARATIVE GENERAL BALANCE SHEET.
(Showing Condition at Close of Business June 30, 1907.)

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$200,000 00	Franchise		\$200,000 00		
	295,552 23	Construction and equipment		297,374 41	\$1,522 18	
		Current assets, as follows:				
	6,869 36	Cash		5,807 34		\$1,062 02
	11,581 21	Bills receivable		232 43	232 43	
	3,659 04	Accounts receivable		19,235 95	7,654 74	
	11,017 84	Material and supplies		5,317 36	1,658 32	
	3,000 00	Miscellaneous		4,360 06		6,657 78
	19,023 49	Class B bonds in treasury		3,000 00		
		Deficit		18,781 75		241 74
	\$551,003 17	Total		\$554,109 30	\$3,106 13	
		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		
	8,456 51	Accounts payable		1,509 73		\$6,646 78
	52,500 00	Matured interest on funded debt unpaid		60,375 00	7,875 00	
	1,440 39	Miscellaneous—Vouchers payable		3,792 10	2,351 71	
		Accrued liabilities as follows:				
	3,068 80	Taxes accrued and not yet due		2,595 00		473 80
	1,178 30	Interest on funded debt accrued and not yet due		1,178 30		
	\$551,003 17	Total		\$554,109 30	\$3,106 13	

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1906.	Additions during year.	Deductions during year.	Total cost to June 30, 1907.
Track and road construction ..		\$1,951 18		
Miscellaneous.....		1,297 25		
Sale of old rails			\$1,726 25	
Total.....	\$295,852 23	\$3,248 43	\$1,726 25	\$297,374 41

Cost of construction and equipment per mile of road owned, \$60,685.65.

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.
Total common stock.....	\$200,000 00	2,000	\$100 00	\$200,000 00		

Total number of stockholders, 63. Total number of stockholders in this state, 42. Amount of stock held in this state, \$80,400.

FUNDED DEBT.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding	INTEREST.	
						Rate.	When payable. Accrued during year.
Underlying bonds:							
Waterville and Fairfield Railroad Company.....	1889	20	1909	\$20,000 00	\$17,000 00	6	May & Nov \$1,020 00
Waterville Electric Light and Power Company..	1888	20	1908	25,000 00	22,500 00	6	Jan. and July.. 1,350 00
Waterville and Fairfield R'y and L't Co., Class A.	1897	20	1917	40,000 00	40,000 00		2,000 00
Class B.....	1897	20	1917	160,000 00	157,500 00		7,875 00
Class B bonds on hand					3,000 00		
Total				\$245,000 00	\$240,000 00		\$12,245 00

Per mile of single track owned, 5.00 miles	}	Capital stock outstanding....	\$40,000.00
		Funded debt outstanding....	48,000.00
		Total	\$88,000 00

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

Length of road (first main track) owned and operated, 4.90 miles, sidings, .10.
Total, 5.00 miles.

CARS, ETC.

Closed passenger cars 4, open, 4, total, 8. Equipped with electric power. Work cars, 1, snow plow, 1. Equipped with electric power.

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	128,773
Passenger car hours.....	13,555
Fare passengers carried.....	752,081
Transfer passengers carried.....	3,859
Total passengers carried.....	755,940
Average fare, revenue passengers.....	\$0.05
Average fare, all passengers (including transfer passengers).....	.05
Car earnings per car mile.....	.2935
Miscellaneous earnings per car mile.....	.0078
Gross earnings per car mile.....	.3013
Car earnings per car hour.....	\$2.788
Miscellaneous earnings per car hour.....	.075
Gross earnings per car hour.....	\$2.863
Operating expenses per car mile.....	.238
Operating expenses and taxes per car mile.....	.249
Operating expenses per car hour.....	\$2.26
Operating expenses and taxes per car hour.....	2.406
Operating expenses per cent. of gross earnings.....	71.30
Operating expenses and taxes per cent. of gross earnings.....	82.80
Average number of employees, including officials, during year.....	37
Aggregate amount of salaries and wages paid.....	\$13,594 74

CORPORATE NAME AND ADDRESS OF COMPANY.

Waterville and Fairfield Railway and Light Company.

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.

Wm. S. Spaulding, Boston, Mass.; Clarence A. Leighton, Thomaston, Maine; Geo. K. Boutelle, Waterville, Maine; Frederick C. Thayer, Waterville, Maine; Charles F. Johnson, Waterville, Maine.

Date of close of fiscal year, June 30. Date of stockholders' annual meeting, first Thursday in 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, 1907, according to the best of their knowledge and belief.

RALPH J. PATTERSON, General Manager,
H. D. BATES, Treasurer.

Sworn and subscribed before me, this 16th day of September, A. D. 1907.

[SEAL.]

HASCALL S. HALL,
Notary Public.

**Report of the Waterville and Oakland Street Railway for the
Year Ending June 30, 1907.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1907.

Gross earnings from operation.....	\$30,178 95	
Operating expenses	20,361 90	
Net earnings from operation.....		\$9,817 05
Miscellaneous income:		
Theater, parks, etc		2,158 69
Gross income less operating expenses		\$11,975 74
Deductions from income:		
Taxes—		
On real and personal property	\$592 31	
Interest—		
On funded debt.....	6,250 00	6,842 31
Net income		\$5,133 43
Dividends 5% on \$100,000 common stock		5,000 00
Surplus for year.....		\$133 43
Surplus at beginning of year		11,678 78
Surplus at close of year		\$11,812 21

GROSS EARNINGS FROM OPERATION.

Car earnings—		
Passengers		\$30,038 95
Miscellaneous earnings—		
Advertising		140 00
Total		\$30,178 95

OPERATING EXPENSES.

Maintenance:		
Way and structures—		
Maintenance of track and roadway.....	\$950 59	
Maintenance of electric line.....	159 94	
Maintenance of buildings and fixtures	362 56	
Total		\$1,473 09
Equipment—		
Maintenance of storage battery.....	\$431 85	
Maintenance of electric plant	434 93	
Maintenance of cars	1,340 85	
Maintenance of electric equipment of cars.....	1,790 33	
Total		3,997 96
Transportation:		
Operation of power plant—		
Power plant wages	\$642 50	
Lubricants and waste for power plant	25 60	
Miscellaneous supplies and expenses of power plant.....	178 59	
Hired power.....	3,685 19	
Total		4,531 88
Operation of cars—		
Wages of conductors	\$2,546 15	
Wages of motormen	2,546 16	
Wages of miscellaneous car service employees	403 29	
Wages of car house employees		
Car service supplies	199 75	
Miscellaneous car service expenses		
Hired equipment	593 93	
Removal of snow and ice		
Total		6,199 28
General—		
Salaries of general officers	\$1,393 83	
Salaries of clerks		
Printing and stationery	341 90	
Miscellaneous office expenses	187 45	
Advertising and attractions		
Miscellaneous general expenses.....	1,074 51	
Damages.....	12 50	
Rent of tracks and terminals	400 00	
Insurance	749 50	
Total		4,159 69
Grand total		\$20,361 90

COMPARATIVE GENERAL BALANCE SHEET.
(Showing Condition at Close of Business June 30, 1907.)

JUNE 30, 1906.		ASSETS.	JUNE 30, 1907.		YEAR ENDING JUNE 30, 1907.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$227,761 43	Construction and equipment		\$230,125 43	\$2,364 00	
	4,647 12	Current assets, as follows:				
	6,386 90	Cash		710 68		3,936 54
		Accounts receivable		9,362 02	2,975 12	
	\$238,795 45	Total		\$240,198 03	\$1,402 58	
		LIABILITIES.				
	\$100,000 00	Capital stock, common		\$100,000 00		
	125,000 00	Funded debt		125,000 00		
	554 17	Current liabilities as follows:				
		Accounts payable		1,823 32	1,269 15	
	1,562 50	Accrued liabilities as follows:				
		Interest on funded debt accrued and not yet due		1,562 50		
	11,678 78	Surplus		11,812 21	133 43	
	\$238,795 45	Total		\$240,198 03	\$1,402 58	

CONSTRUCTION AND EQUIPMENT.

Account.	Total cost to June 30, 1906.	Additions during year.	Deductions during year.	Total cost to June 30, 1907.
Organization				
Engineering and superintendence				
Right of way	\$98,370 65	\$403 88		\$98,774 53
Track and roadway construction				
Electric line construction	12,709 20	400 00		13,109 20
Real estate used in operation of road	30,815 93	137 55		30,953 48
Buildings and fixtures used in operation of road	49,265 90	1,422 57		50,688 47
Investment real estate	19,137 50			19,137 50
Cars	17,462 25			17,462 25
Electric equipment of cars				
Total	\$227,761 43	\$2,364 00		\$230,125 43
Cost of construction and equipment per mile of road owned	\$42,178 00			\$42,610 26

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	1,000	\$100	\$100,000	5	\$5,000

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.	Rate.	INTEREST.	
							When payable.	Accrued during year.
First mortgage bonds	April 1, 1903	20	April 1, 1923	\$125,000	\$125,000	5	April and Oct..	\$6,250 00

Per mile of single track owned, 5.75 miles	}	Capital stock outstanding ...	\$17,391 30
		Funded debt outstanding ...	21,739 13
		Total	\$39,130 43

DESCRIPTION OF ROAD AND EQUIPMENT.

Track.	Owned.	Leased.	Operated under truckage rights.	Total operated.
Length of road (first main track)	5.40	5.40
Length of sidings and turnouts3535
Total computed as single track	5.75	5.75
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	163,620
Total car mileage.....	163,620
Passenger car hours.....	15,150
Fare passengers carried	682,703
Total passengers carried	682,703
Average fare, revenue passengers.....	\$0.044
Car earnings per car mile .....	.183
Miscellaneous earnings per car mile .....	.001
Gross earnings per car mile .....	.184
Car earnings per car hour.....	\$1.98
Miscellaneous earnings per car hour.....	.01
Gross earnings per car hour.....	\$1.99
Operating expenses per car mile .....	.124
Operating expenses and taxes per car mile .....	.128
Operating expenses per car hour	\$1.34
Operating expenses and taxes per car hour	1.38
Operating expenses per cent of gross earnings.....	67
Operating expenses and taxes per cent of gross earnings.....	69
Average number of employees, including officials, during year.....	16
Aggregate amount of salaries and wages paid	\$10,289.55

CORPORATE NAME AND ADDRESS OF COMPANY.

Waterville and Oakland Street Railway, Waterville, Maine.

HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES NOW OPERATED.

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. Gerald, Fairfield, Maine; Albert B. Page, Fairfield, Maine; Stephen A. Nye, Fairfield, Maine; William M. Ayer, Oakland, Maine; Henry M. Soule, Boston, Mass.

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. 1907, according to the best of their knowledge and belief.

CYRUS W. DAVIS, Treasurer.
AMOS F. GERALD.

Sworn and subscribed before me this 7th day of October, A. D. 1907.

RALPH M. GILMORE,
Justice of the Peace.

EXPENSE ACCOUNT.

Appropriation	\$3,200 00	
Unexpended balance November 30, 1906	402 34	
Interest on deposits	3 41	\$3,605 75
Stationery	198 10	
Express	125 02	
Railway magazines, etc.....	55 50	
Telephone and telegraph expense	282 45	
Postage	295 91	
Law books.....	48 00	
Map plate repairs	39 33	
Office, miscellaneous and incidental.....	173 52	
Change in typewriter.....	51 75	
Stenography expense	463 75	
Paid on adding machine	75 00	
Expert engineering.....	20 00	
Engineering implements	40 25	
Incidental expenses, Joseph B. Peaks, Chairman	344 24	
Incidental expenses, Benj. F. Chadbourne, Com'r to Sept. 14....	223 41	
Incidental expenses, Parker Spofford, Commissioner.....	201 47	
Incidental expenses, Frank Keizer, Com'r from Sept. 14th.....	104 35	
Incidental expenses, Assistant Clerk, attending hearings.....	63 70	2,805 75
Unexpended balance November 20th, 1907.....		800 00
		\$3,605 75

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