

# MAINE STATE LEGISLATURE

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PUBLIC DOCUMENTS OF MAINE

1910

BEING THE

ANNUAL REPORTS

OF THE VARIOUS

DEPARTMENTS AND INSTITUTIONS

For the Year 1909.

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VOLUME IV.

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AUGUSTA  
KENNEBEC JOURNAL PRINT  
1910

FIFTY-FIRST 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, 1909, INCLUDING  
PETITIONS,

## DECISIONS AND RULES OF THE BOARD

MADE DURING THE YEAR ENDED NOVEMBER 30.

1909

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WATERVILLE  
SENTINEL PUBLISHING COMPANY  
1910



BOARD OF RAILROAD COMMISSIONERS.

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

FRANK KEIZER, ROCKLAND, ME.

\* JOHN A. JONES, LEWISTON, ME.

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GEO. F. GIDDINGS, *Clerk*, AUGUSTA, ME.

ELMER E. PARKMAN, *Assistant, Clerk*, AUGUSTA, ME.

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\* John A. Jones, Lewiston, Me., was appointed in place of Parker Spofford whose term expired November 24, 1909.

## RULES OF THE BOARD OF RAILROAD COMMISSIONERS.

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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.

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*To His Excellency, Bert M. Fernald, Governor of Maine:*

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

The report for 1908 embraced the returns of nineteen steam railroad corporations and sixteen electric railroad corporations and one street railroad operated by animal power.

The reason why the number of steam railroad corporations is three less than in 1908 is from the fact that the Sandy River and Rangeley Lakes Railroad now operates and controls the Sandy River Railroad, the Franklin & Megantic Railway System, and the Phillips & Rangeley Railroad.

Of the steam railroads in the State, five are narrow or two-foot gauge, with a mileage of 195.29.

The total mileage of the steam railroads on June 30, 1909, was 2,174.95 miles, an increase of 1.04 miles since the report of 1908.

This increase is made up by the extension of industrial tracks on the Maine Central Railroad, .56 of a mile; Sandy River & Rangeley Lakes Railroad, remeasurement, .40 of a mile; and a change of location on the Somerset Railway, .08 of a mile.

The total mileage of street railways in operation on June 30, 1909, was 454.36 miles. On June 30, 1908, it was 412.76 miles. The increase of 41.60 miles is accounted for as follows:

The extension of the Bangor Railway & Electric Company's track, .30 of a mile; the extension of the Lewiston, Augusta & Waterville Street Railway from Augusta to Waterville, and from Gardiner to Sabattus, 41.18 miles; the extension of the Rockland, South Thomaston & St. George Railway, .12 of a mile.

## GROSS OPERATING REVENUES OF STEAM RAILROADS IN MAINE.

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 having been made in company reports of revenues, passengers carried, tons of freight carried 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 OPERATING REVENUES IN MAINE.

The gross operating revenues in Maine, of the steam railroads for the year ending June 30, 1909, were \$15,421,870.51 against \$15,490,147.24 in 1908, a reduction in gross operating revenues of \$68,276.73.

## PASSENGERS CARRIED.

The number of passengers carried for the year ending June 30, 1909, was 8,153,123 against 8,415,962 in 1908, a decrease of passengers carried of 262,839.

## TONS OF FREIGHT CARRIED.

The number of tons of freight carried in 1909 was 10,331,037 against 10,866,154 in 1908, a decrease in the number of tons of freight carried of 535,117.

## PASSENGERS CARRIED ONE MILE.

The number of passengers carried one mile for the year ending June 30, 1909, was 231,505,092 against 237,567,633 in 1908, a decrease in the number of passengers carried one mile of 6,062,541.

## TONS OF FREIGHT CARRIED ONE MILE.

The number of tons of freight carried one mile for the year ending June 30, 1909, was 973,391,135 against 962,165,428 in 1908, an increase in the number of tons of freight carried one mile of 11,225,707.



## PASSENGER TRAIN MILEAGE.

The total passenger train mileage for the year ending June 30, 1909, was 4,033,851 against 4,290,143 in 1908, a decrease in passenger train mileage of 256,292.

## FREIGHT TRAIN MILEAGE.

The total freight train mileage for the year ending June 30, 1909, was 3,602,295 against 3,686,813 in 1908, a decrease in freight train mileage of 84,518.

## MIXED AND SPECIAL TRAIN MILEAGE.

The total mixed and special train mileage for the year ending June 30, 1909, was 616,235 against 567,125 in 1908, an increase in mixed and special train mileage of 49,110 miles.

## TOTAL REVENUE TRAIN MILEAGE.

The total revenue train mileage for the year ending June 30, 1909, was 8,252,383 against 8,544,081 in 1908, a decrease in total revenue train mileage of 291,698 miles.

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.
Bangor and Aroostook Railroad:					
Aroostook Junction to Caribou . . . . .	154.95				
Old Town to Greenville . . . . .	76.00				
Fort Fairfield Jct., to Fort Fairfield . . . . .	13.30				
Ashland Junction to Ashland . . . . .	43.89				
Caribou to Van Buren . . . . .	33.11				
Milo Jct., to Katahdin Iron Works . . . . .	18.95				
Patten Jct., to Patten . . . . .	5.67				
Caribou to Limestone . . . . .	15.72	514.67	514.67	31.03	158.25
Ashland to Fort Kent . . . . .	51.00				
Searsport to South Lagrange . . . . .	54.13				
Schoodic Stream Jct. to Medway . . . . .	9.50				
South Lagrange to Packards . . . . .	27.95				
Cape Jellison to Cape Jellison Wharf . . . . .	2.11				
Northern Maine Jct. to Station . . . . .	.77				
Industrial tracks . . . . .	7.62				
Boston and Maine Railroad, W. Div.:					
N. H. Line to Portland . . . . .	44.00				
Eastern Division:					
N. H. Line to Portland . . . . .	50.76				
Conway Jct. to So. Berwick . . . . .	2.92				
W. N. & Portland Division:					
N. H. Line to Portland . . . . .	50.86	157.99	2,288.78	553.67	1,302.86
Old Orchard Branch to Camp Ellis . . . . .	3.27				
Union Branch U. S. to Elm St. . . . .	1.12				
Kennebunk to Kennebunkport . . . . .	4.50				
W. & E. Div. tracks at Union Station . . . . .	.56				
*Bridgton and Saco River Railroad:					
Harrison to Bridgton Jct. . . . .	21.25	21.25	21.25	-	1.50
Canadian Pacific Ry., (I. N. Ry., Me.)					
Boundary to Mattawamkeag . . . . .	144.50				
Boundary to Houlton . . . . .	3.00				
Boundary to Presque Isle . . . . .	29.20	177.98	9,878.50	483.20	1,997.10
Greenville Branch . . . . .	1.28				
Mattawamkeag to Vanceboro . . . . .	†56.60				
Georges Valley Railroad:					
Warren to Union . . . . .	8.00	8.50	8.50	-	.50
Main Line to Line Kilns . . . . .	.50				
Grand Trunk Railway (At. & St. L.):					
N. H. Line to Portland . . . . .	82.69				
Lewiston Jct. to Lewiston . . . . .	5.41	89.51	172.13	-	89.09
South Paris to Norway . . . . .	1.50				
* Kennebec Central Railroad:					
Randolph to Togus . . . . .	5.00	5.00	5.00	-	-
Lime Rock Railroad . . . . .	5.09				
Branches to Quarries . . . . .	6.21	11.30	12.57	-	-
Trackage rights, M. C. R. R. . . . .	†1.27				

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

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

## Mileage of Steam Railroads—Concluded.

RAILROADS.	Miles in Maine.	Length of line operated.	Miles of second track.	Miles of yard track and sidings operated.	Miles of branch track operated.	Miles of branch track
Maine Central Railroad (in Maine):						
Portland to Bangor	136.60	931.96	51.80	326.67	° 7.84	
Brunswick to Bath	8.90					
Cumberland Jet. to Skowhegan	91.20					
Brunswick to Farmington	62.60					
Crowley's Jet. to Lewiston	4.80					
Brewer Jet. to Mt. Desert Ferry	41.13					
Woolwich to Rockland	47.13					
Rockland to Rockland Wharf	1.44					
Gardiner to Copsecook Mill	1.15					
Industrial tracks	5.25					
Burnham Jet. to Belfast	33.13					
Newport Jet. to Dexter	14.23					
Dexter Jet. to Foxcroft	16.54					
Bangor to Vanceboro	114.30					
Orono to Stillwater	3.01					
Enfield to Montague	5.03					
Montague to Howland	.72					
Industrial tracks	5.00					
Bangor Jet. to Bucksport	18.80					
Industrial tracks	.27					
Rumford Jet. to Rumford Falls	52.86					
Rumford Jet. to R. F. & R. L. R.	.72					
Canton to Livermore	10.27					
Industrial tracks	1.23					
Rumford Falls to Kennebago Farm	38.36					
Industrial tracks	.35					
Portland to N. H. Line	51.12					
Portland Sta. to Thompson's Point	.74					
Industrial tracks	.60					
* Monson Railroad:						
Monson Jet. to Monson	6.16	8.16	-	-	° 2.00	
Monson to Slate Quarry	2.00					
* Sandy River and Rangeley Lakes:						
Farmington to Rangeley	47.00	103.40	-	5.60	° 4.00	
Strong to Bigelow	31.00					
Madrid to No. 6	6.40					
Mt. Abram Jet. to Mt. Abram	1.70					
Kingfield to Alder Stream	2.30					
Eustis Jet. to Berlin Mills Camps	15.00					
Sebastieook and Moosehead Railroad:						
Pittsfield to Mainstream	15.00	15.00	-	1.04	-	
Somerset Railway:						
Oakland to Kineo Station	90.67	93.99	-	18.86	° 3.32	
Bangs to Dodlin Quarry	1.02					
Austin Jet. to Bingham	1.42					
Somerset Jet. to Gravel Pit	.88					
Washington County Railway:						
Calais to Washington Jet.	102.49	138.78	-	14.78	° 36.29	
Ayer's Jet. to Eastport	16.48					
St. Croix Jet. to Princeton	12.75					
Woodland Jet. to Woodland	1.21					
Industrial tracks	.75					
Wisasset, Waterville and Farmington Railroad:						
Wisasset to Winslow	42.20	57.46	-	1.50	2.25	
Weeks Mills to Albion	15.26					
York Harbor and Beach Railroad:						
Kittery to York Beach	11.17	11.51	-	1.12	° 34	
Kittery Navy Yd. to U.S. Navy Yd.	.34					
	2,174.95	14,261.66	1,119.70	3,918.87	3,311.06	

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

MILEAGE OF STEAM RAILROADS AND INCREASE  
FROM 1836 TO JUNE 30, 1909.

As nearly as can be ascertained the mileage of the steam railroads in Maine, from the first road built in 1836 to 1909, was as follows:

	MILES.	INCREASE.		MILES.	INCREASE.
1836.....	12.00	.....	1882.....	1,051.64	15.49
1842.....	19.88	7.88	1883.....	1,063.27	11.63
1843.....	72.39	52.51	1884.....	1,132.27	69.00
1847.....	75.39	3.00	1885.....	1,132.27	.....
1848.....	132.16	56.77	1886.....	1,141.43	9.16
1849.....	211.49	79.33	1887.....	1,164.52	23.09
1850.....	232.59	21.10	1888.....	1,164.07	*.45
1851.....	280.61	48.02	1889.....	1,322.45	158.38
1852.....	319.74	39.13	1890.....	1,360.26	37.81
1853.....	330.74	11.00	1891.....	1,382.92	22.66
1854.....	333.74	3.00	1892.....	1,385.00	2.08
1855.....	352.84	19.10	1893.....	1,399.14	14.14
1856.....	370.75	17.91	1894.....	1,515.99	116.85
1857.....	390.82	20.07	1895.....	1,626.75	110.76
1859.....	411.29	20.47	1896.....	1,720.41	93.66
1861.....	441.99	30.70	1897.....	1,722.92	2.51
1867.....	444.49	2.50	1898.....	1,748.95	26.03
1868.....	516.45	71.96	1899.....	1,871.85	122.90
1869.....	601.65	85.20	1900.....	1,905.00	33.15
1870.....	650.20	48.55	1901.....	1,918.98	13.98
1871.....	772.63	122.43	1902.....	1,933.35	14.37
1873.....	814.63	42.00	1903.....	2,004.81	71.46
1874.....	846.43	31.80	1904.....	2,018.60	13.79
1875.....	865.71	19.28	1905.....	2,022.63	4.03
1876.....	881.33	15.62	1906.....	2,093.49	70.86
1879.....	911.23	29.90	1907.....	2,144.77	51.28
1880.....	1,023.32	112.09	1908.....	2,173.91	29.14
1881.....	1,036.15	12.83	1909.....	2,174.95	1.04

\* Loss.

The following table gives the cost of "Total Maintenance of Way and Structure", "Total Maintenance of Equipment", "Total Traffic Expenses", "Total Transportation Expenses", "Total General Expenses", "Total Operating Expenses", and "Ratio of Operating Expenses to Operating Revenue", for year 1909.

RAILROADS.	Total maintenance of way and structures.	Total maintenance of equipment.	Total traffic expenses.	Total transportation expenses.	Total general expenses.	Total operating expenses.	RATIO.	
							1909.	1908.
Bangor & Aroostook R. R. Co.	\$482,706 72	\$324,312 94	\$33,847 19	\$824,168 72	\$124,129 76	\$1,789,165 39	63 00	68 73
Boston & Maine R. R.	4,251,565 95	4,730,778 83	516,417 01	17,800,498 22	964,595 24	28,263,855 31	71 50	75 28
Bridgton & Saco River R. R. Co.	7,423 09	4,066 10		20,777 50	1,967 50	34,234 19	71 02	68 52
Canadian Pacific Railway	198,498 71	198,538 53	48,689 97	482,632 12	35,128 97	963,488 30	95 53	88 88
Georges Valley R. R. Co.	2,982 91	142 81		5,945 77		9,885 17	76 05	78 68
* Grand Trunk Ry. (A. & St. L. R. R.)	98,797 72	82,741 70	19,654 08	252,590 63	17,281 16	471,065 29	67 26	79 11
Kennebec Central R. R. Co.	2,722 88	1,496 23	58 30	6,116 36	773 30	11,167 07	70 36	68 55
Lime Rock R. R. Co.	12,988 05	5,790 33		17,193 36	4,828 12	40,799 86	53 00	60 95
Maine Central R. R. Co.	1,231,550 64	1,180,584 38	90,695 72	3,005,266 83	271,180 33	5,779,278 00	69 31	69 53
Monson R. R. Co.	3,015 94	629 00	500 00	4,271 07	124 20	8,540 21	78 77	77 00
Sandy River & Rangeley Lakes R. R.	34,676 95	17,728 31	3,678 13	57,667 99	7,413 91	121,165 29	69 00	74 83
Sebasticook & Mooshead R. R. Co.	10,552 29	2,158 30	232 35	8,970 50	1,672 54	22,685 98	75 00	94 50
Somerset Railway	74,039 04	52,690 37	1,601 62	102,059 83	7,534 79	237,925 65	87 81	96 33
Washington County Railway	123,912 22	58,655 16	3,902 47	167,624 97	12,490 52	366,585 34	75 78	74 99
Wiscasset, Waterville & Farmington Ry.	18,516 41	8,360 13		26,010 32	3,173 33	56,060 19	95 00	94 00
York Harbor & Beach R. R. Co.	14,681 69		217 92	16,522 71	236 39	31,658 71	81 62	58 40
Total	\$6,568,631 21	\$6,668,673 12	\$719,494 76	\$22,797,418 02	\$1,453,342 84	\$38,207,559 95		

\* State of Maine.

RAILROAD COMMISSIONERS' REPORT.

The following table gives the "Freight Revenue", "Passenger Revenue", "Other Passenger Train Revenue", "Total Passenger Train Service Revenue", "Switching Revenue", "Revenue other than Transportation", Total Operating Revenue".

RAILROADS.	Freight revenue.	Passenger revenue.	Other passenger train revenue.	Total passenger train service revenue.	Switching revenue, etc.	Revenue other than transportation.	Total operating revenue.
Bangor & Aroostook R. R. Co. ....	\$2,122,422 24	\$560,446 37	\$91,562 68	\$652,009 05	\$5,426 24	\$38,586 54	\$2,818,444 07
Boston & Maine R. R. ....	23,014,438 58	13,451,751 93	2,097,819 43	15,549,571 36	332,352 18	632,336 33	39,528,698 45
Bridgton & Saco River R. R. Co. ....	24,374 68	17,962 85	5,863 05	23,825 90			48,200 58
Canadian Pacific Railway .....	672,390 62	246,871 90	74,761 73	321,633 63	1,471 61	6,909 57	1,008,405 43
Georges Valley R. R. Co. ....	2,631 01	2,173 03	1,003 09	3,176 12		1,190 50	12,997 63
* Grand Trunk Ry.(A. & St. L. R. R.)	436,893 84	189,356 22	47,066 76	236,422 98	14,450 73	12,560 15	700,327 70
Kennebec Central R. R. Co. ....	8,858 32	6,190 85	822 52	7,013 37			15,871 69
Lime Rock R. R. Co. ....	62,947 79				7,730 00		76,677 79
Maine Central R. R. Co. ....	5,005,111 46	2,774,480 57	462,848 54	3,237,329 11	36,201 31	59,081 59	8,337,723 47
Monson R. R. Co. ....	7,626 00	2,558 17	658 00	3,216 17			10,842 17
Sandy River & Rangeley Lakes R. R.	108,806 93	53,607 52	13,197 99	66,805 51			175,612 44
Sebasticook & Moosehead R. R. ....	18,672 78	7,535 70	3,063 93	10,599 63	455 16	433 77	30,161 34
Somerset Railway .....	161,496 60	94,662 14	11,709 91	106,372 05	1,269 25	1,806 32	270,944 22
Washington County Railway .....	281,401 80	162,254 17	31,954 07	194,208 24	6,009 75	2,113 59	483,733 38
Wiscasset, Waterville & Farmington Ry.	40,467 59	11,095 36	6,678 35	17,773 71			58,241 30
York Harbor & Beach R. R. Co. ....	13,968 11	23,614 35	1,010 62	24,624 97	4 00	189 17	38,786 25
Total .....	\$32,000,508 35	\$17,604,561 13	\$2,850,020 67	\$20,454,581 80	\$405,370 23	\$755,207 53	\$53,615,667 91

\* State of Maine.

The following, Table 1, gives the "Total Operating Revenue", "Revenue from Outside Operations", "Other Income", and "Gross Income".

RAILROADS.	Total operating revenues.	Revenue from outside operations.	Other income.	Gross income.
Bangor & Aroostook R. R. Co.	\$2,818,444 07	*\$1,795 21	\$98,370 77	\$2,915,019 63
Boston & Maine R. R.	39,528,698 45	\$3,413 97	638,586 30	40,250,698 72
Bridgton & Saco River R. R. Co.	48,200 58		310 66	48,511 24
Canadian Pacific Ry.	1,008,405 43		924 18	1,009,329 61
Georges Valley R. R. Co.	12,997 63			12,997 63
† Grand Trunk Ry. (A. & St. L. R. R. Co.)	1,257,774 83		293 00	1,258,067 83
Kennebec Central R. R. Co.	15,871 69		91 06	15,962 75
Lume Rock R. R. Co.	76,677 79		5,723 35	82,401 14
Maine Central R. R. Co.	8,337,723 47	26,068 39	61,919 30	8,425,711 16
Monson R. R. Co.	10,842 17			10,842 17
Sandy River & Rangeley Lakes R. R.	175,612 44		110 00	175,722 44
Sebasticook & Moosehead R. R. Co.	30,161 34			30,161 34
Somerset Railway	270,944 22		1,552 56	272,496 78
Washington County Railway	483,733 38		1,412 36	485,145 74
Wiscasset, Waterville & Farmington Ry.	58,241 30		892 22	59,133 52
York Harbor & Beach R. R. Co.	38,786 25		1,616 37	40,402 62
Total	\$54,173,115 04	\$107,687 15	\$811,802 13	\$55,092,604 32

\* Deficit.

† Entire Line.

The following, Table 2, gives the "Operating Expenses", "Taxes Accrued", "Interest on Funded and other Interest", "Other deductions from Corporate Income", "Dividends, Reserves, etc.", "Total Deductions", and "Balance for the year".

RAILROADS.	Operating expenses.	Taxes accrued.	Interest on funded and other interests.	Other deductions from corporate income.	Dividends, reserves, etc.	Total deductions.	Balance for the year.
Bangor & Aroostook R. R. Co. ....	\$1,789,165 39	\$17,919 63	\$964,459 89	.....	.....	\$2,771,544 91	\$143,474 72
Boston & Maine R. R. ....	28,263,855 31	1,789,932 71	1,859,357 36	\$5,949,950 54	\$1,858,460 01	39,721,555 93	529,142 79
Bridgton & Saco River R. R. Co. ....	34,234 19	574 57	6,945 02	2,667 46	4,099 00	48,511 24	.....
Canadian Pacific Ry. ....	963,488 30	58,609 30	60,440 00	26,031 73	.....	1,108,569 33	*99,239 72
Georges Valley R. R. Co. ....	9,885 17	97 93	3,060 00	.....	.....	13,043 10	*45 47
† Grand Trunk Ry. (A. & St. L. R. R.)	883,556 12	80,473 20	206,280 00	21,936 06	347,040 00	1,539,285 38	*281,217 55
Kennebec Central R. R. Co. ....	11,167 07	3,315 38	1,120 00	.....	2,400 00	15,002 45	960 30
Lime Rock R. R. Co. ....	40,799 86	3,049 24	16,000 00	.....	22,500 00	82,349 10	52 04
Maine Central R. R. Co. ....	5,779,278 00	376,995 73	665,105 78	990,482 67	511,885 26	8,323,747 44	101,963 72
Monson R. R. Co. ....	8,540 21	87 76	4,200 00	.....	.....	12,827 97	*1,985 80
Sandy River & Rangeley Lakes R. R.	121,165 29	1,883 10	34,502 66	500 00	9,664 00	167,715 05	8,007 39
Sebasticook & Moosehead R. R. Co. ....	22,685 98	299 46	1,745 42	1,628 16	.....	26,359 02	3,802 32
Somerset Railway. ....	237,925 65	1,258 74	127,710 00	122 92	.....	367,017 31	*94,520 53
Washington County Railway. ....	366,585 34	2,735 43	87,500 00	49,500 02	.....	506,320 79	*21,175 05
Wiscasset, Waterville & Farmington Ry.	56,060 19	405 66	304 08	.....	.....	56,769 93	2,363 59
York Harbor & Beach R. R. Co. ....	31,658 71	1,031 81	.....	5,185 50	258 00	38,134 02	2,268 60
Total. ....	\$38,620,050 78	\$2,335,669 65	\$4,038,730 21	\$7,048,005 06	\$2,756,297 27	\$54,798,752 97	\$293,851 35

\* Deficit.

† Entire line.



The following, Table 3, gives the "Balance June 30, 1908", "Additions" "Deductions", and "Balance June 30, 1909".

RAILROADS.	Balance June 30, 1908.	Additions.	Deductions.	Balance June 30, 1909.
Bangor & Aroostook R. R. Co.....	\$208,911 25	\$650 00	\$103,989 92	\$249,046 05
Boston & Maine R. R.....	2,414,404 26		283,617 95	2,659,929 10
Bridgton & Saco River R. R. Co.....	8,864 99			8,864 99
Canadian Pacific Ry.....		99,239 72		
Georges Valley R. R. Co.....	*74,281 14			*74,326 61
Grand Trunk Ry. (A. & St. L. R. R. Co.).....		281,217 55		
Kennebec Central R. R. Co.....	18,453 51			19,413 81
Lime Rock R. R. Co.....	121,933 18			121,985 22
Maine Central R. R. Co.....	1,150,130 32	21,698 72	214,701 96	1,059,090 80
Monson R. R. Co.....	*156,663 97			*158,649 77
Sandy River & Rangeley Lakes R. R.....	16,233 36	2,125 30	1,250 68	25,115 37
Sebasticook & Moosehead R. R. Co.....	10,112 18	3 96	46 50	13,871 96
Somerset Railway.....	20,807 60		1,202 62	*74,915 55
Washington County Railway.....	5,473 04		345 84	*16,047 85
Wiscasset Waterville & Farmington Ry.....	2,792 75			5,756 34
York Harbor & Beach R. R. Co.....	45,593 59		12,000 00	35,862 19
Total.....	\$3,792,764 92	\$404,935 25	\$617,155 47	\$3,874,396 05

\* Deficit.

## PASSENGER AND FREIGHT RATES.

## PASSENGER RATES.

Average passenger rate per mile on all standard gauge railroads doing business in Maine for years 1880 and 1891 to 1909.

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
1908	1.759
1909	1.770

## 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 table.

Average freight rate per ton mile on all standard gauge railroads doing business in Maine for years 1880 and 1891 to 1909.

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
1908	0.992
1909	1.046

## NARROW GAUGE RAILROADS.

The average freight rate per ton mile upon the five narrow gauge railroads was 5.643 cents and the average passenger rate was 3.446 cents for the year 1909.

**Steam railroads crossing highways at grade, over or under, steam or street railways at grade, over or under, upon all steam railroads in Maine on June 30, 1909.**

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 railways at grade.	Crossing over street railways.	Crossing under street railways.
Bangor & Aroostook R. R. ....	237	16	3	1	3	1	1	1	1
Boston & Maine R. R. ....	152	19	44	9	.....	.....	9	4	11
Bridgton & Saco River R. R. ....	17	1	.....	.....	.....	.....	.....	.....	.....
Canadian Pacific Ry. ....	21	1	.....	1	2	1	.....	.....	.....
Georges Valley R. R. ....	4	.....	.....	.....	.....	.....	.....	.....	.....
Grand Trunk Railway ....	79	2	5	3	.....	3	3	.....	2
Kennebec Central R. R. ....	5	.....	.....	.....	.....	.....	.....	.....	.....
Lime Rock Railroad. ....	11	.....	.....	1	.....	.....	3	.....	.....
Maine Central Railroad. ....	671	28	39	10	3	2	29	6	5
Monson Railroad. ....	3	.....	.....	.....	.....	.....	.....	.....	.....
Sandy River & Rangeley Lakes R.R.	54	4	1	2	.....	.....	.....	.....	.....
Sebasticook & Moosehead R. R. ...	9	.....	.....	.....	.....	.....	.....	.....	.....
Somerset Railway. ....	35	1	.....	.....	.....	1	.....	.....	.....
Washington County Ry. ....	79	1	2	.....	.....	.....	1	.....	1
Wiscasset, Waterville & Farmington Railway. ....	47	.....	1	1	.....	.....	1	.....	.....
York Harbor & Beach R. R. ....	17	.....	2	.....	.....	.....	.....	.....	3
Total. ....	1,441	73	97	28	8	8	47	11	23

The following table shows the Highway Grade Crossings protected by Gates, protected by Flagmen, protected by Automatic Signals, and Unprotected in Maine for the year ending June 30. 1909.

RAILROADS.	Protected by gates.	Protected by flagmen.	Protected by electric signals.	Unprotected.	Total.
Bangor & Aroostook R. R. ....	2	5		230	237
Boston & Maine R. R. ....	25	21	4	102	152
Bridgton & Saco River R. R. ....				17	17
Canadian Pacific Railway ....	*2		1	18	21
Georges Valley R. R. ....				4	4
Grand Trunk Ry. (A. & St. L. R. R. Co.)	2		2	75	79
Kennebec Central R. R. ....				5	5
Lime Rock R. R. ....		2		9	11
Maine Central R. R. ....	107	†46	8	‡510	671
Monson Railroad. ....				3	3
Sandy River & Rangeley Lakes R. R. ....				54	54
Sebasticook & Mooshead R. R. ....				9	9
Somerset Railway ....	1	1		33	35
Washington County Ry. ....		1		78	79
Wiscasset, Waterville & Farmington Ry. ....				47	47
York Harbor & Beach R. R. ....		3		14	17
Total. ....	139	79	15	1208	1,441

\* Subways.

† 44 in winter.

‡ 512 in winter.

EARNINGS OF STEAM RAILROADS.  
MAINE.

1895-1909.

There are eliminated in the following table, the earnings of the Boston & Maine Railroad and the Grand Trunk Railway. There are 247.50 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.

From 1895 to 1909, the passenger revenue has increased from \$2,553,242.21 to \$4,668,587.46. The freight revenue has increased during the same period from \$3,635,262.39 to \$8,549,175.93. The gross earnings were \$6,217,652.47 in 1895, and \$13,386,641.76 in 1909.

YEARS.	Revenue from passenger service.	Revenue from freight service.	Other earnings from operation.	Gross earnings from operation.
1895.....	\$2,553,242 21	\$3,635,262 39	\$29,147 87	\$6,217,652 47
1896.....	2,764,052 99	3,472,456 26	28,103 43	6,264,612 68
1897.....	2,687,926 65	3,938,254 62	35,675 16	6,661,856 43
1898.....	2,717,512 69	3,788,349 07	53,843 78	6,559,705 54
1899.....	3,457,574 09	4,204,456 90	70,755 28	7,732,786 27
1900.....	3,112,799 51	4,971,749 09	34,902 39	8,119,450 99
1901.....	3,237,328 17	5,220,358 01	88,993 99	8,546,680 17
1902.....	3,403,373 39	5,721,465 95	176,199 05	9,301,038 39
1903.....	3,670,977 27	6,113,743 41	249,814 46	10,034,535 14
1904.....	3,790,822 67	6,484,403 21	228,676 11	10,503,901 99
1905.....	3,910,510 63	6,977,104 46	239,268 74	11,126,883 83
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
1908.....	4,775,102 54	8,348,740 68	194,282 74	13,318,125 96
1909.....	4,668,587 46	8,549,175 93	168,878 37	13,386,641 76

## ACCIDENTS UPON STEAM RAILROADS IN MAINE.

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

The casualties arising from the movement of trains, locomotives or cars as compiled from the reports of the railroad companies for the year ending June 30, 1909, were two hundred thirty-two (232),—thirty-one (31) killed and two hundred one (201) injured, divided as follows:

Railway employees, eleven (11) killed and one hundred five (105) injured; passengers, one (1) killed and thirty-nine (39) injured; postal clerks, express messengers, pullman employees, etc., nine (9) injured; other persons, nineteen (19) killed and forty-eight (48) injured.

In 1908, there were forty-six (46) killed and two hundred one (201) injured, a decrease in the number killed of fifteen (15).

The ratio of passengers killed and injured for the year 1909, was one (1) killed to 8,153,123 carried, and one (1) injured to 209,054 carried.

In 1908, no passengers were killed, but forty-three (43) were injured.

The ratio of passengers killed and injured for the year 1908, was none killed to 8,415,962 carried, and one (1) injured to 195,720 carried.

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

The casualties arising from causes other than those resulting from the movement of trains, locomotives or cars, were one hundred fifty-one (151),—one (1) killed and one hundred fifty (150) injured, divided as follows:

Railway employees, one (1) killed and one hundred forty (140) injured; passengers, six (6) injured; other persons, four (4) injured.

In 1908, there were four (4) killed and one hundred forty-five (145) injured, a decrease in the number killed of three (3), and an increase in the number injured of five (5).

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

## ACCIDENTS TO PERSONS—STATE OF MAINE.

TABLE A.

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.															
	Trainmen.		Switch tenders, crossing tenders, and watchmen.		Station men.		Shopmen.		Trackmen.		Telegraph employees.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or uncoupling . . . . .	2	13	.	.	.	.	.	.	.	.	.	.	.	.	2	13
Collisions . . . . .	1	5	.	.	.	.	.	.	.	.	.	.	.	.	1	5
Locomotives or cars breaking down . . . . .	.	2	.	.	.	.	.	.	.	.	.	.	.	.	.	2
Falling from trains, locomotives or cars . . . . .	2	24	.	.	.	.	.	.	1	.	.	.	.	.	2	25
Jumping on or off trains, locomotives or cars . . . . .	.	13	.	.	.	.	.	.	1	.	.	.	.	.	1	15
Struck by trains, locomotives or cars . . . . .	1	1	1	.	.	.	.	.	1	.	.	2	.	5	5	6
Overhead obstructions . . . . .	1	2	.	.	.	.	.	.	.	.	.	.	.	.	1	3
Other causes . . . . .	.	35	.	.	.	.	.	.	1	.	.	.	2	.	3	38
Total . . . . .	7	94	1	.	.	.	.	.	3	1	.	.	2	8	11	105





## 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.								Passengers.		Postal clerks, express messen- gers, pullman employees, etc.		Other persons.		
	Station men.	Shopmen.	Trackmen.	Other employees.		Total.									
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			
Handling traffic.....		9					3		12						1
Handling tools, machinery, etc.....				43		3	16		32						
Handling supplies, etc.....				7		9	15		31						
Getting on or off locomotives or cars at rest.....				3		1	2		6						
Other causes.....		2		5		6	16	1	26		2	4			3
Total.....		11		58		19	52	1	140		6				4

The following table shows the Railroads upon which accidents occurred resulting from the movement of trains, locomotives or cars in Maine, for the year 1909.

TABLE A.

RAILROADS.	Passengers.		Trainmen.		Other employees.		Postal clerks, express messengers, pullman employees, etc.		Other persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Bangor & Aroostook R. R. ....	1	6	2	7	1	3	2	1	6	5	24	
Boston & Maine R. R. ....			2					5	7			
Canadian Pacific Ry. ....		1		3					4		8	
Grand Trunk Ry. ....		3		4							7	
Lime Rock R. R. ....				1							1	
Maine Central R. R. ....		28	1	70	1	7	7	12	37	14	149	
Somerset Railway ....			2	6	1	1				3	7	
Washington County Ry. ....		1		3	1			1	1	2	5	
Total .....	1	39	7	94	4	11	9	19	48	31	201	

The following table show the railroads upon which accidents occurred arising from causes other than those resulting from the movement of trains, locomotives or cars, in Maine, for the year 1909.

TABLE B.

RAILROADS.	Station men.		Shopmen.		Trackmen.		Other employees.		Passengers.		Other persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Bangor & Aroostook R. R.		5		18		5		14		2		2		46
Canadian Pacific Ry.												1		1
Grand Trunk Ry.							1						1	
Maine Central R. R.		6		37		14		33		3		1		94
Somerset Railway.				3				3						6
Washington County Ry.								2		1				3
Total		11		58		19	1	52		6		4	1	150

**Comparative summary of railway accidents resulting from the movement of trains, locomotives or cars, in Maine, for the years ending June 30, 1895-1909.**

YEAR.	EMPLOYEES.		PASSENGERS.		OTHER PERSONS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1895.....	9	35	2	11	24	35	35	81
1896.....	6	61	4	11	8	28	18	100
1897.....	20	70	0	25	13	53	33	148
1898.....	9	122	5	100	18	32	32	254
1899.....	10	138	6	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	10	35	38	224
1907.....	26	165	4	88	22	51	52	304
1908.....	20	113	0	43	26	45	46	201
1909.....	11	105	1	39	19	57	31	201
	220	1,647	25	530	283	545	528	2,722

The following table gives the summary of accidents for the year 1906, 1907, 1908 and 1909, as stated by the reports made by the Interstate Commerce Commission for those years.

Regarding the accidents for the year 1909, the commission says, "The salient facts of the records of casualties for the twelve months are shown in Table B. (Table following.) As regards employees, a gratifying diminution is seen in every item. As to passengers, the number killed in train accidents has fallen off materially from the figure of the year preceding, which itself was much less than half of the total of the year before that. In injuries from causes other than train accidents—that is to say, from causes which in large measure are to be classed as the victim's own negligence—the change is the other way. For this no explanation is apparent. Possibly the railroads have adopted standards by which less serious injuries are included. As is well known, the term "injury," as used in statistics of this character, is elastic."

	1909.		1908.		1907.		1906.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<b>PASSENGERS.</b>								
In train accidents.....	131	5,865	165	7,430	410	9,070	182	6,778
Other causes.....	204	6,251	241	5,215	237	4,527	236	4,407
Total.....	335	12,116	406	12,645	647	13,597	418	11,185
<b>EMPLOYEES.</b>								
In train accidents.....	520	4,877	642	6,818	1,011	8,924	879	7,483
In coupling accidents.....	161	2,353	239	3,121	302	3,948	311	3,503
Overhead obstructions, etc.	76	1,229	110	1,353	134	1,591	132	1,497
Falling from cars, etc.....	481	10,259	668	11,735	790	12,565	713	11,253
Other causes.....	1,218	33,086	1,699	33,317	2,116	35,661	1,772	31,788
Total.....	2,456	51,804	3,358	56,344	4,353	62,689	3,807	55,524
Total passengers and employees.....	2,791	63,920	3,764	68,989	5,000	76,286	4,225	66,709

The number of accidents to passengers and employees, in Maine, is far below the average in the whole country taking into account the mileage operated.

## ACCIDENTS UPON STREET RAILWAYS.

The following table shows the number of accidents upon the street railways, and the roads upon which they occurred.

During the year 1909, one (1) passenger was killed and sixty (60) injured; eleven (11) employees, injured; nine (9) other persons killed and thirty-one (31) injured, making a total of ten (10) persons killed and one hundred two (102) injured.

During the year 1908, one (1) passenger was killed and ninety-six (96) injured; four (4) employees injured; seven (7) other persons killed, and twenty-two (22) injured, making a total of eight (8) persons killed and one hundred twenty-two (122) injured.

There was an increase of two (2) persons killed, and a decrease of twenty (20) persons injured, during the year ending June 30, 1909.

RAILWAYS.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Atlantic Shore Line Ry. . . . .	1	14	0	1	0	0	1	15
Bangor Railway & Electric Company . . . . .	0	4	0	0	4	3	4	7
Lewiston, Augusta & Waterville Street Railway . . . . .	0	20	0	9	3	16	3	45
Portland Railroad . . . . .	0	22	0	0	1	11	1	33
Rockland, Thomaston & Camden Street Railway . . . . .	0	0	0	1	1	0	1	1
Somerset Traction Co. . . . .	0	0	0	0	0	1	0	1
Total . . . . .	1	60	0	11	9	31	10	102

## EMPLOYES AND WAGES.

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### STEAM RAILROADS.

The total number of employes in Maine employed by railroads operated by steam for the year ending June 30, 1909, including general officers, was 9467, being 416 less than in 1908. The total number excluding general officers was 9428, a decrease in the number of employes of 414.

The total number of days worked, excluding general officers, was 2,776,498, against 2,946,194 in 1908, a decrease in the number of days worked of 169,696.

The total amount paid for wages, excluding general officers, was \$5,792,572.37, and including general officers, \$5,943,375.57, a decrease in the amount of wages paid of \$275,755.22.

The average daily wages paid, excluding general officers, was \$2.08, against \$2.05 in 1908.

### STREET RAILWAYS.

The number of officers and men employed upon the street railways for the year ending June 30, 1909, was 1749, against 1580 in 1908, an increase of men employed of 169.

The total amount of wages paid was \$1,001,246.76, against \$917,387.53, a decrease in wages paid of \$83,859.23.

The total amount of wages paid upon the steam and street railroads was \$6,944,622.33, against \$7,136,518.32 in 1908, a decrease in wages paid of \$191,895.99.



## 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. ....	90.41
Auburn & Turner Railroad. Auburn to Turner .....	8.50
Bangor Railway & Electric Company. In Bangor and to Oldtown, Winterport and to Charleston .....	56.34
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
Fairfield & Shawnut Railway .....	3.10
Fryeburg Horse Railroad. Maine Central Railroad, Fryeburg to West Oxford Agricultural Fair Grounds and Chautauquan grounds .....	3.00
Lewiston, Augusta & Waterville Street Railway. Cities of Lewiston and Auburn; Lewiston, Topsham, Brunswick and Bath, also Augusta to Gardiner, Gardiner to Lewiston; Augusta to Togus; Augusta to Winthrop via Lake Cobbosseecontee and Augusta to Waterville .....	130.26
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 & St. George Railway. From Rockland to Crescent Beach .....	3.92
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 & 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 .....	454.36

## VOLUME OF TRAFFIC.

The following Table shows the Mileage, Passengers Carried, and per cent of Increase for the Years 1908-9.

RAILWAYS.	Miles 1908.	Passengers carried.	Miles 1909.	Passengers carried.	Per cent. of increase in mileage.	Per cent. of increase in passengers.
Atlantic Shore Line Railway.....	90.41	5,881,581	90.41	4,677,689	.....	*25.73
Auburn & Turner R. R. Co.....	8.50	67,122	8.50	75,184	.....	12.01
Bangor Ry. & Electric Co.....	56.04	4,857,740	56.34	5,402,361	00.53	11.21
Benton & Fairfield Ry.....	4.12	55,997	4.12	51,794	.....	*08.11
Biddeford & Saco R. R. Co.....	7.61	1,004,432	7.61	975,404	.....	*02.97
Calais Street Ry. Co.....	7.00	564,541	7.00	614,106	.....	08.77
Fairfield & Shawmut Ry.....	3.10	125,510	3.10	150,840	.....	20.10
Lewiston, Augusta & Waterville St. Ry.....	89.08	7,342,053	130.26	9,503,734	46.22	29.44
Norway & Paris St. Ry.....	2.13	196,030	2.13	179,510	.....	*09.20
Portland & Brunswick St. Ry.....	15.80	788,783	15.80	784,911	.....	*00.49
Portland Railroad Co.....	78.50	15,103,228	78.50	17,592,610	.....	16.48
Rockland, South Thomaston & St. George Ry.....	3.80	.....	3.92	69,422	03.15	.....
Rockland, Thomaston & Camden St. Ry.....	21.17	1,650,115	21.17	1,660,126	.....	00.60
Somerset Traction Co.....	12.20	149,958	12.20	151,288	.....	00.90
Waterville & Fairfield Ry. & Light Co.....	4.90	863,216	4.90	878,854	.....	01.81
Waterville & Oakland St. Ry.....	5.40	642,530	5.40	566,800	.....	*13.36
Total.....	412.76	39,292,936	451.36	43,334,633	.....	.....
Increase.....	29.12	2,702,849	38.60	4,041,697	.....	.....

\* Decrease.

### COMPARATIVE STATEMENT.

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, 1908 and 1909, of the Street Railways doing business in Maine. Earnings, Expenses, Income, per cent of Operating Expenses to Income from Operation.

RAILWAYS.	1908.					1909.				
	Miles operated.	Earnings from operation per mile.	Expenses of operation per mile.	Net earnings from operation per mile.	Per cent. of operating 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 to earnings from operation.
Atlantic Shore Line Ry. . . . .	90.41	\$3,851.42	\$2,537.69	\$1,313.73	65.80	90.41	\$3,918.27	\$2,740.81	\$1,177.46	69.90
Auburn & Turner R. R. Co. . . . .	8.50	2,152.95	1,632.07	520.88	75.20	8.50	2,153.41	1,617.03	536.38	75.00
Bangor Railway & Electric Co. . . . .	56.04	4,854.89	2,945.37	1,909.51	61.50	56.339	4,867.30	2,935.81	1,931.49	60.30
Benton & Fairfield Ry. . . . .	4.12	2,818.52	2,367.71	450.81	84.00	4.12	2,610.00	2,361.69	248.31	90.00
Biddeford & Saco Railroad. . . . .	7.61	9,647.63	7,392.84	2,554.79	73.00	7.61	8,781.12	6,688.33	2,092.77	76.00
Calais Street Ry. . . . .	7.00	4,041.90	3,762.74	279.16	92.00	7.00	4,235.61	3,782.87	452.74	89.50
Fairfield & Shawmut Ry. . . . .	3.10	2,365.80	1,104.83	1,260.96	46.70	3.10	2,590.63	1,312.98	1,278.65	50.62
Lewiston, Augusta & Waterville Street Ry. . . . .	89.08	4,306.17	2,681.49	1,624.68	62.66	130.26	3,487.18	2,188.00	1,299.18	63.12
Norway & Paris Street Ry. . . . .	2.13	4,742.46	3,337.38	1,405.08	70.37	2.13	4,589.30	335.53	4,253.77	72.68
Portland Railroad Co. . . . .	78.50	9,960.01	7,260.41	2,700.60	73.00	78.50	10,005.71	7,290.23	2,715.48	73.00
Portland & Brunswick Street Ry. . . . .	15.80	2,384.31	2,276.00	108.31	95.40	15.80	2,635.42	2,362.05	273.37	89.62
* Rockland, So. Thomaston & St. George Ry. . . . .	3.80	1,255.52	575.03	680.49	63.00	3.92	619.87	753.64	-133.77	121.57
Rockland, Thomaston & Camden Street Ry. . . . .	21.17	4,871.66	3,069.20	1,802.46	63.00	21.17	5,094.01	3,289.57	1,804.44	64.60
Somerset Traction Company. . . . .	12.20	1,699.76	1,334.65	365.11	78.50	12.20	1,831.77	1,362.43	469.34	74.30
Waterville & Fairfield Ry & Light Co. . . . .	4.90	9,038.34	7,262.35	1,775.99	86.00	4.90	9,283.65	8,613.45	670.20	92.80
Waterville & Oakland Street Ry. . . . .	5.40	5,622.96	3,705.03	1,917.93	66.00	5.40	5,278.61	3,735.84	1,542.77	70.77

\* Formerly Rockland, South Thomaston & Owl's Head Ry.

† Deficit.

## 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, 1909.

RAILWAYS.	Transportation earnings.	Other earnings.	Miscellaneous income.	Gross income.	Operating expenses.	Taxes, interest and other charges.	Total charges.	Net income.	Reserves and special charges.	Dividends paid.	Rate per cent.	Surplus for the year.
Atlantic Shore Line Ry....	\$338,243 18	\$16,007 28	.....	\$354,250 46	\$247,796 68	\$134,459 20	\$382,255 88	*\$28,005 42	.....	.....	.....	*\$28,095 42
Auburn & Turner R. R. Co.	17,620 01	683 97	36 18	18,340 16	13,744 74	451 60	14,196 34	4,143 82	.....	.....	.....	4,143 82
Bangor Railway & Electric Company.....	272,186 68	2,032 62	151,943 60	426,162 90	165,400 61	133,777 68	299,178 29	126,984 61	\$22,010 31	\$74,948 40	5	30,025 90
Benton & Fairfield.....	10,726 24	27 00	.....	10,753 24	9,730 19	1,752 06	11,482 25	*729 01	.....	.....	.....	*729 01
Biddeford & Saco R. R....	59,370 30	7,453 93	117 54	66,941 77	50,898 21	7,031 52	57,929 73	9,012 04	.....	5,000 00	5	4,012 04
Calais Street.....	29,493 30	156 00	.....	29,649 30	26,480 11	5,524 02	32,004 13	*2,354 83	.....	.....	.....	*2,354 83
Fairfield & Shawmut Ry...	7,742 00	298 25	.....	8,040 25	4,070 25	1,550 50	5,620 75	2,419 50	.....	.....	.....	2,419 50
Lewiston, Augusta & Waterville Street.....	447,723 28	6,518 99	12,034 67	466,276 94	285,089 95	160,889 79	445,899 74	20,377 20	9,031 00	.....	.....	11,346 20
Norway & Paris Street....	9,636 75	138 48	6,131 12	15,906 35	7,104 69	6,048 64	13,153 33	2,753 02	.....	.....	.....	2,753 02
Portland Railroad.....	778,075 24	7,373 30	30 00	785,478 54	572,283 44	119,551 11	691,834 57	93,643 97	.....	79,944 00	4	13,699 97
Portland & Brunswick St.	39,669 61	1,970 10	.....	41,639 71	37,320 48	15,013 89	52,334 37	*10,694 66	.....	.....	.....	*10,694 66
Rockland, So. Thomaston & St. George Ry.....	2,429 92	.....	.....	2,429 92	2,954 27	17 61	2,971 88	*541 96	.....	.....	.....	*541 96
Rockland, Thomaston & Camden Street.....	105,003 00	2,837 27	33,532 91	141,373 24	69,640 33	35,986 31	105,626 64	35,746 60	.....	20,000 00	5	15,746 60
Somerset Traction Co.....	22,238 71	109 00	.....	22,347 71	16,621 72	6,057 71	22,679 43	*331 72	.....	.....	.....	*331 72
Waterville & Fairfield....	43,942 70	1,547 21	6,589 96	52,079 87	42,205 95	8,345 06	50,551 01	1,528 86	.....	.....	.....	1,528 86
Waterville & Oakland St.	28,364 52	140 00	.....	28,504 52	20,173 57	7,096 56	27,270 13	1,234 39	.....	.....	.....	1,234 39
Total.....	\$2,212,465 56	\$47,233 40	\$210,415 98	\$2,470,174 88	\$1,571,435 19	\$643,553 28	\$2,214,988 47	\$255,186 41	\$31,041 31	\$179,832 40	.....	\$44,252 70

\* Deficit.

## STREET RAILWAYS.

### TABLE No. 1.

The following tables 1, 2 and 3, give the mileage, hours, passengers carried, fares, earnings and expenses per car mile an hour, percentages, etc., on the street railways operated in Maine for the year ending June 30, 1909.

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 Ry. ....	1,269,688	127,710	1,397,398	112,019	17,184	129,203	3,678,421	999,268	4,677,689
Auburn & Turner R. R. Co. ....	78,917	25,131	104,048	4,617	2,003	6,620	75,184	.....	75,184
Bangor Railway & Electric Co. ....	1,103,189	31,472	1,134,661	114,270	29,800	123,070	4,956,103	446,258	5,402,361
Benton & Fairfield Ry. ....	49,902	50,108	100,010	5,567	7,820	13,387	48,713	3,081	51,794
Biddeford & Saco R. R. Co. ....	314,426	.....	314,426	33,141	.....	33,141	912,287	63,117	975,404
Calais Street Railway Co. ....	183,960	.....	183,960	6,411	.....	6,411	590,717	23,389	614,106
Fairfield & Shawmut Railway	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fryeburg Horse R. R. Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lewiston, Augusta & Waterville St. Ry.	2,180,106.71	57,864.43	2,237,971.14	191,140	9,079	200,219	8,919,160	584,574	9,503,734
Norway & Paris Street Ry. ....	43,116	.....	43,116	5,696	.....	5,696	179,510	.....	179,510
Portland Railroad Co. ....	3,452,435	17,394	3,469,829	378,283	2,792	381,075	15,117,381	2,475,229	17,592,610
Portland & Brunswick Street Ry. ....	241,400	1,280	242,680	15,088	80	15,168	784,911	.....	784,911
Rockland, Thomaston & Camden Street Railway Co. ....	424,994	39,384	464,378	43,295	9,903	53,198	1,660,126	.....	1,660,126
Rockland, South Thomaston & St. George Railway. ....	146,376	.....	146,376	1,926	.....	1,926	69,422	.....	69,422
Somerset Traction Co. ....	96,965	4,000	100,965	7,948	328	8,276	151,288	.....	151,288
Waterville & Fairfield Railway & Light Company. ....	214,757	.....	214,757	22,606	.....	22,606	878,854	.....	878,854
Waterville & Oakland Street Ry. ....	128,480	.....	128,480	11,680	.....	11,680	566,800	.....	566,800

RAILROAD COMMISSIONERS' REPORT.

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 Ry. ....	\$0.0778	\$0.0612	\$0.2420	\$0.0110	\$0.2530	\$2.610	\$0.1230	\$2.7330
Auburn & Turner R. R. Co. ....	1433	1433	1693	0065	1758	2.513	.1030	2.6160
Bangor Railway & Electric Co. ....	0500	0459	2399	0018	2417	2.212	.0165	2.2285
Benton & Fairfield Ry. ....	0500	0470	2140	.....	2140	.801	.0020	.8030
Biddeford & Saco R. R. Co. ....	0650	0608	1888	.0237	2125	1.800	.2250	2.0250
Calais Street Railway Co. ....	0499	0482	1620	0003	1628	4.590	.0240	4.6140
Fairfield & Shawmut Ry. ....	0500	.....	.....	.....	.....	.....	.....	.....
Fryeburg Horse R. R. ....	.....	.....	Data not	given.	.....	.....	.....	.....
Lewiston, Augusta & Waterville Street Ry. ....	0488	0451	2053	0030	2083	2.340	.0300	2.3700
Norway & Paris Street Ry. ....	0500	.....	2235	0032	2267	1.691	.0240	1.7150
Portland Railroad Co. ....	0510	0430	2240	0020	2260	2.041	.0190	2.0600
Portland & Brunswick Street Ry. ....	0500	.....	1620	0080	1700	2.587	.1290	2.7160
Rockland, Thomaston & Camden Street Railway Co. ....	0500	.....	2260	0060	2320	1.974	.0530	2.0270
Rockland, South Thomaston & St. George Ry. ....	0350	0350	0166	.....	0166	1.261	.....	1.2610
Somerset Traction Co. ....	1380	1380	2200	0010	2210	2.680	.0130	2.6930
Waterville & Fairfield Railway & Light Co. ....	0500	0500	2046	0072	2118	1.944	.0684	2.0120
Waterville & Oakland Street Ry. ....	0500	.....	2210	0010	2220	2.429	.0120	2.4410

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 Ry. . . . .	\$0.1770	\$0.1800	\$1.016	\$1.950	69.90	71.00	\$0.0760	\$0.8230
Auburn & Turner R. R. Co. . . . .	.1320	.1338	2.073	2.119	75.00	76.10	.4380	.5430
Bangor Railway & Electric Co. . . . .	.1459	.1550	1.345	1.429	60.30	64.10	.0958	.8835
Benton & Fairfield Ry. . . . .	.0970	.0980	.727	1.734	90.00	91.00	.1170	.0760
Biddeford & Saco R. R. Co. . . . .	.1618	.1657	1.530	1.560	76.00	77.00	.0507	.4950
Calais Street Railway Co. . . . .	.1440	.1460	4.140	4.210	89.50	91.00	.0188	.4740
Fairfield & Shawmut Ry. . . . .	.1105		.670		50.62			
Fryeburg Horse R. R. Co. . . . .			Data not	given.				
Lewiston, Augusta & Waterville Street Ry. . . . .	.1307	.1326	1.470	1.490	63.12	64.02	.0776	.9000
Norway & Paris Street Ry. . . . .	.1640	.1900	1.247	1.445	72.68	64.22	.0627	.4680
Portland Railroad Co. . . . .	.1600	.1710	1.510	1.560	73.00	75.70	.0630	.5500
Portland & Brunswick Street Ry. . . . .	.1530	.1599	2.460	2.544	89.62	92.69	.0170	.1270
Rockland, Thomaston & Camden Street Railway Co. . . . .	.1500	.1540	1.309	1.342	64.60	66.20	*.0820	.7180
Rockland, South Thomaston & St. George Ry. . . . .	.0201	.0202	1.260	1.261	121.57	122.30	*.0035	.0010
Somerset Traction Co. . . . .	.1640	.1650	2.000	2.020	74.30	73.10	.0570	.6930
Waterville & Fairfield Railway & Light Co. . . . .	.1965	.2026	1.867	1.925	92.80	95.70	.0153	.1450
Waterville & Oakland Street Ry. . . . .	.1570	.1620	1.727	1.789	70.77	73.30	.0650	.7140

\* Deficit.





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TABULATED AND COMPARATIVE STATEMENTS

COMPILED FROM THE

Reports of Street Railway Companies

FOR THE

Year Ending June 30, 1909.

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**TABULATED STATEMENT FROM REPORTS OF STREET RAILWAY COMPANIES,**

STREET RAILWAYS.	ASSETS JUNE 30, 1909.					
	1—Construction and equipment.	2—Other permanent investments.	3—Total permanent investments.	4—Current assets.	5—Other assets.	6—Gross assets.
Atlantic Shore Line Railway	\$6,053,382 19		\$6,053,382 19	\$287,009 18	\$16,350 00	\$6,356,741 37
Auburn & Turner Railroad	231,352 29		231,352 29	3,445 60		234,797 89
Bangor Railway & Electric Co.	2,821,371 95	\$994,869 96	3,816,241 91	282,071 02		4,098,312 93
Benton & Fairfield Railway	53,686 95		53,686 95	3,321 52		57,008 47
Biddeford & Saco Railway	257,751 39		257,751 39	6,015 54		263,746 93
Calais Street Railway	200,000 00		200,000 00	1,632 18		201,632 18
Fairfield & Shawmut Railway	69,178 50		69,178 50	444 50		69,623 00
Fryeburg Horse Railroad	5,175 00		5,175 00			5,175 00
Lewiston, Augusta & Waterville Street Ry.	6,340,564 81	209,237 83	6,549,802 64	420,285 27		6,970,087 91
Norway & Paris Street Railway	43,551 71	173,919 34	217,471 05	9,823 48		227,294 53
Portland Railroad	4,591,814 74	1,000 00	4,592,814 74	2,460 27		4,595,275 01
Portland & Brunswick	572,133 57		572,133 57	6,971 08		579,104 65
Rockland, Thomaston & Camden Street Ry.	631,600 19	588,108 88	1,219,709 07	51,401 23		1,271,110 30
Somerset Traction Company	134,906 17	22,849 95	157,756 12	1,484 62		159,240 74
Waterville & Fairfield Railway and Light Co.	302,395 69	200,000 00	502,395 69	35,746 36		538,142 05
Waterville & Oakland Street Railway	230,841 94		230,841 94	15,081 19		245,923 13
Total	\$22,539,687 09	\$2,189,985 96	\$24,729,673 05	\$1,127,193 04	\$16,350 00	\$25,873,216 09

**Tabulated Statement from Reports of Street Railway Companies—Continued.**

STREET RAILWAYS.	LIABILITIES JUNE 30, 1909.						
	7—Capital stock.	8—Funded debt.	9—Real estate mortgages.	10—Current liabilities.	11—Accrued liabilities.	12—Reserves.	13—Gross liabilities.
Atlantic Shore Line Railway . . . . .	\$3,000,000 00	\$2,935,000 00		\$414,641 79	\$41,477 67		\$6,391,119 46
Auburn & Turner Railroad . . . . .	100,000 00	125,000 00		1,139 36	63 60		226,202 96
Bangor Railway & Electric Co. . . . .	1,499,968 00	2,451,000 00		59,457 62	8,208 76	\$18,850 51	4,037,484 89
Benton & Fairfield Railway . . . . .	20,000 00	33,000 00		4,733 70			57,733 70
Biddeford & Saco Railway . . . . .	100,000 00	150,000 00					250,000 00
Calais Street Railway . . . . .	100,000 00	100,000 00		23,660 00			223,660 00
Fairfield & Shawmut Railway . . . . .	30,000 00	30,000 00		4,525 00			64,525 00
Fryeburg Horse Railroad . . . . .	5,175 00						5,175 00
Lewiston, Augusta & Waterville St. Ry	3,000,000 00	3,500,000 00		351,757 42	39,271 73	11,819 98	6,902,849 13
Norway & Paris Street Railway . . . . .	50,000 00	118,000 00		723 26	1,926 67		170,649 87
Portland Railroad . . . . .	1,999,538 31	2,250,000 00		197,500 00			4,447,038 31
Portland & Brunswick . . . . .	300,000 00	225,000 00		66,606 62	3,750 00		595,356 62
Rockland, Thomaston & Camden St. Ry	400,000 00	800,000 00		20,768 51			1,220,768 51
Somerset Traction Company . . . . .	30,000 00	75,000 00		42,888 64			147,888 64
Waterville & Fairfield Railway & Light Company . . . . .	200,000 00	240,000 00	4,731 90	27,102 17	80,475 23		552,309 30
Waterville & Oakland Street Railway . .	100,000 00	125,000 00		16,827 89	1,562 50		243,390 39
<b>Total . . . . .</b>	<b>\$10,934,681 31</b>	<b>\$13,157,000 00</b>	<b>\$4,731 90</b>	<b>\$1,232,331 92</b>	<b>\$176,736 16</b>	<b>\$30,670 49</b>	<b>\$25,536,151 78</b>

## Tabulated Statement from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	PROPERTY ACCOUNTS; ADDITIONS AND DEDUCTIONS DURING THE YEAR.		
	14—Total additions.	15—Deductions.	16—Net additions.
Atlantic Shore Line Railway.....	\$138,424 47	\$4,189 30	\$134,235 17
Auburn & Turner Railroad.....	2,162 76		2,162 76
Bangor Railway & Electric Co.....	42,604 94	31,188 41	11,416 53
Benton & Fairfield Railway.....			
Biddeford & Saco Railway.....			
Calais Street Railway.....			
Fryeburg Horse Railroad.....			
Lewiston, Augusta & Waterville Street Railway.....	359,166 81		359,166 81
Norway & Paris Street Railway.....	1,087 44		1,087 44
Portland Railroad.....	107,984 43		107,984 43
Portland & Brunswick.....	2,330 38		2,330 38
Rockland, South Thomaston & St. George Railway.....	3,298 02		3,298 02
Rockland, Thomaston & Camden Street Railway.....	181 81	20 00	161 81
Somerset Traction Company.....	300 00		300 00
Waterville & Fairfield Railway & Light Company.....	2,242 89		2,242 89
Waterville & Oakland Street Railway.....	316 51		316 51
Total.....	\$660,100 46	\$35,397 71	\$624,702 75

**Tabulated Statement from Reports of Street Railway Companies—Continued.**

STREET RAILWAYS.	INCOME FOR THE YEAR ENDING JUNE 30, 1909.						
	17—From passengers.	18—From mails, merchandise, freight, etc.	19—From rents, advertising, etc.	20—Total earnings from operations.	21—Rentals from lease of railway.	22—Miscellaneous income.	23—Gross income.
Atlantic Shore Line Railway . . . . .	\$284,714 93	\$53,528 25	\$16,007 28	\$354,250 46			\$354,250 46
Auburn & Turner Railroad . . . . .	10,775 30	6,844 71	683 97	18,303 98		\$36 18	18,340 16
Bangor Railway & Electric Co. . . . .	247,043 55	25,143 13	2,032 62	274,219 30		151,943 60	426,162 90
Benton & Fairfield Railway . . . . .	2,435 65	8,290 59	27 00	10,753 24			10,753 24
Biddeford & Saco Railway . . . . .	59,370 30		7,453 93	66,824 23		117 54	66,941 77
Calais Street Railway . . . . .	29,493 30		156 00	29,649 30			29,649 30
Fairfield & Shawmut Railway . . . . .	7,542 00	200 00	298 25	8,040 25			8,040 25
Fryeburg Horse Railroad . . . . .							
Lewiston, Augusta & Waterville St. Ry. . . . .	435,987 97	11,735 31	6,518 99	454,242 27		12,034 67	466,276 94
Norway & Paris Street Railway . . . . .	8,975 50	661 25	138 48	9,775 23		6,131 12	15,906 35
Portland Railroad . . . . .	772,756 96	5,318 28	7,373 30	785,448 54		30 00	785,478 54
Portland & Brunswick . . . . .	39,245 56	424 05	1,970 10	41,639 71			41,639 71
Rockland, So. Thomaston & St. George Railway . . . . .	2,429 92			2,429 92			2,429 92
Rockland, Thomaston & Camden St. Ry. . . . .	83,006 32	21,996 74	2,837 27	107,840 33		33,532 91	141,373 24
Somerset Traction Company . . . . .	20,955 79	1,282 92	109 00	22,347 71			22,347 71
Waterville & Fairfield Railway & Light Company . . . . .	43,942 70		1,547 21	45,489 91		6,589 96	52,079 87
Waterville & Oakland Street Railway . . . . .	28,340 02	24 50	140 00	28,504 52			28,504 52
Total . . . . .	\$2,077,015 77	\$135,449 73	\$47,293 40	\$2,259,758 90		\$210,415 98	\$2,470,174 88

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statement from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1909.						
	24—Main- tenance of track and roadway.	25—Main- tenance of electric line.	26—Main- tenance of buildings and fixtures.	27—Total maintenance of way and structures.	28—Main- tenance of steam plant.	29—Main- tenance of electric plant.	30—Main- tenance of cars.
Atlantic Shore Line Railway . . . . .	\$23,884 72	\$7,384 18	\$2,508 65	\$33,777 55	†\$4,259 21	.....	\$11,657 26
Auburn & Turner Railroad . . . . .	123 98	93 23	35 93	253 14	.....	\$76 29	508 50
Bangor Railway & Electric Co. . . . .	15,464 61	3,130 65	620 04	19,215 30	409 62	*9,203 84	8,327 74
Benton & Fairfield Railway . . . . .	715 21	107 16	2 97	825 34	.....	429 11	637 59
Biddeford & Saco Railway . . . . .	5,467 53	481 94	21 84	5,971 31	541 75	1,118 67	725 36
Calais Street Railway . . . . .	2,816 96	380 02	152 81	3,349 79	285 29	228 95	768 24
Fairfield & Shawmut Railway . . . . .	.....	.....	.....	.....	.....	.....	190 00
Fryeburg Horse Railroad . . . . .	.....	.....	.....	.....	.....	.....	.....
Lewiston, Augusta & Waterville St. Ry. . . . .	17,777 17	3,627 45	402 82	21,807 44	1,249 49	1,145 50	10,861 83
Norway & Paris Street Railway . . . . .	401 03	107 06	16 87	524 96	.....	.....	1,321 92
Portland Railroad . . . . .	43,460 40	10,346 30	3,126 24	56,932 94	3,390 28	730 65	31,273 72
Portland & Brunswick . . . . .	3,188 23	269 52	32 17	3,489 92	252 31	234 14	1,615 96
Rockland, So. Thomaston & St. George Railway . . . . .	757 03	252 34	.....	1,009 37	.....	.....	.....
Rockland, Thomaston & Camden St. Ry. . . . .	9,123 08	3,477 91	194 29	12,795 28	1,893 84	189 28	2,290 36
Somerset Traction Company . . . . .	4,116 80	371 14	41 66	4,529 60	.....	.....	932 82
Waterville & Fairfield Railway & Light Company . . . . .	6,923 33	.....	126 97	7,050 30	.....	.....	2,416 58
Waterville & Oakland Street Railway . . . . .	1,310 08	170 98	60 94	1,542 00	.....	456 09	1,107 27
Total . . . . .	\$135,530 16	\$30,199 88	\$7,344 20	\$173,074 24	\$12,281 79	\$13,812 52	\$74,635 15

\* Includes maintenance of water power.

† Includes maintenance of electric plant.

**Tabulated Statement from Reports of Street Railway Companies—Continued.**

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1909—Continued.						
	31—Main- tenance of electric equipment of cars.	32—Main- tenance of miscellaneous equipment.	33—Miscel- laneous shop expenses.	34—Total maintenance of equipment.	35—Power plant wages.	36—Fuel for power.	37—Water for power.
Atlantic Shore Line Railway .....	\$9,152 96	\$1,598 43	\$1,261 22	\$27,929 08	\$12,905 06	\$15,073 29	\$666 02
Auburn & Turner Railroad .....	109 74			694 53	960 00		
Bangor Railway & Electric Co. ....	7,597 75	561 06	1,077 77	27,177 78	3,922 99	2,194 34	
Benton & Fairfield Railway .....	1,176 32	331 68		2,574 70			600 00
Biddeford & Saco Railway .....	3,920 61	24 69		6,331 08	3,798 29	13,053 12	764 64
Calais Street Railway .....	1,911 47		112 10	3,306 05	942 05	5,669 58	150 00
Fairfield & Shawmut Railway .....	100 00			290 00			
Fryeburg Horse Railroad .....							
Lewiston, Augusta & Waterville St. Ry.	10,900 32	2,400 07	2,350 82	28,998 03	12,088 08	4,497 46	
Norway & Paris Street Railway .....	969 90			2,291 82			
Portland Railroad .....	23,794 45	312 94	622 00	60,124 04	22,885 08	67,239 31	5,298 90
Portland & Brunswick .....	2,279 40			4,381 81	2,446 50	3,554 10	
Rockland, So. Thomaston & St. George Railway .....							
Rockland, Thomaston & Camden St. Ry.	1,458 67		247 03	6,079 18	4,441 15	7,795 68	400 43
Somerset Traction Company .....	759 96	60 00	24 22	1,777 00			
Waterville & Fairfield Railway & Light Company .....			1,132 87	3,549 45	3,158 30	879 91	
Waterville & Oakland Street Railway ..	1,012 16			2,575 52	775 05	508 73	2,375 00
Total .....	\$65,143 71	\$5,378 87	\$6,828 03	\$178,080 07	\$68,322 55	\$120,465 52	\$10,254 99

RAILROAD COMMISSIONERS' REPORT.

## Tabulated Statement from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1909—Continued.						
	38—Lubricants and waste for power plant.	39—Miscellaneous supplies and expenses of power plant.	40—Hired power.	41—Total operation of power plant.	42—Superintendence of transportation.	43—Wages of conductors.	44—Wages of motormen.
Atlantic Shore Line Railway.....	\$409 33	\$19,579 06	\$27,379 94	\$76,012 70	\$7,381 59		*\$39,206 84
Auburn & Turner Railroad.....			4,624 61	5,584 61		\$1,525 45	1,501 29
Bangor Railway & Electric Co.....	164 02	242 61	8,115 26	14,639 22	2,927 83	21,399 03	23,035 96
Benton & Fairfield Railway.....	38 99		185 00	823 99	414 18	†3,853 39	
Biddeford & Saco Railway.....	497 05	104 73		18,217 83		6,239 02	6,256 17
Calais Street Railway.....	184 60			6,946 23	355 00	2,743 80	2,715 80
Fairfield & Shawmut Railway.....			865 00	865 00		†1,675 06	
Fryeburg Horse Railroad.....							
Lewiston, Augusta & Waterville St. Ry.....	610 81	342 69	62,796 29	80,335 33	3,074 98		*71,847 37
Norway & Paris Street Railway.....			543 24	543 24		1,002 19	952 01
Portland Railroad.....	1,973 11	1,074 72	15,312 50	113,783 62	7,176 42	97,572 74	100,444 28
Portland & Brunswick.....	120 14	263 52	7,922 20	14,306 46			*5,782 70
Rockland, So. Thomaston & St. George Railway.....			705 47	705 47	184 00	252 63	252 63
Rockland, Thomaston & Camden St. Ry.....	473 75	655 46		13,766 47	1,200 00	8,104 06	8,466 81
Somerset Traction Company.....			2,234 57	2,234 57		1,636 06	1,636 06
Waterville & Fairfield Railway & Light Company.....	236 32	1,413 77	‡4,257 87	9,946 17		3,892 13	3,892 13
Waterville & Oakland Street Railway.....	76 51	239 56	599 16	4,574 01		†4,317 52	
Total.....	\$4,784 63	\$23,916 12	\$135,541 11	\$363,284 92	\$22,714 00	\$154,303 02	\$265,990 05

\* Includes wages of conductors. † Includes wages of motormen. ‡ Includes hired machinery. § Includes maintenance of freight service, \$18,993.30.



**Tabulated Statement from Reports of Street Railway Companies—Continued.**

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1909—Continued.						
	45—Wages of miscellaneous car service employes.	46—Wages of car house employes.	47—Car service supplies.	48—Miscellaneous car service expenses.	49—Hired equipment.	50—Cleaning and sanding track.	51—Removal of snow and ice.
Atlantic Shore Line Railway.....	\$437 63	\$6,222 47	\$7,786 58	\$239 92	•\$712 85	\$2,364 29	\$1,521 12
Auburn & Turner Railroad.....							145 18
Bangor Railway & Electric Co.....	4,693 81	1,315 66	1,313 36	3,343 99	*740 72	1,430 63	4,007 27
Benton & Fairfield Railway.....				268 95			411 05
Biddeford & Saco Railway.....		1,407 37	166 41			244 99	427 30
Calais Street Railway.....		2,113 40	15 10				572 15
Fairfield & Shawmut Railway.....		900 00	50 00	150 00			40 00
Fryeburg Horse Railroad.....							
Lewiston, Augusta & Waterville St. Ry.	3,771 89	3,610 93	3,676 54	9,323 23		3,272 22	6,503 19
Norway & Paris Street Railway.....				149 11			516 91
Portland Railroad.....		20,077 57	1,899 05	5,364 43		8,535 98	7,722 72
Portland & Brunswick.....	207 83	†918 22					171 09
Rockland, So. Thomaston & St. George Railway.....						391 78	109 84
Rockland, Thomaston & Camden St. Ry.	203 05	3,257 86		†530 21	‡4,875 91		1,072 13
Somerset Traction Company.....		900 00	70 19	257 22		50 00	468 41
Waterville & Fairfield Railway & Light Company.....		3,255 84				3,018 96	455 86
Waterville & Oakland Street Railway..	†■707 92					50 00	370 55
Total.....	\$10,022 13	\$43,979 32	\$14,977 23	\$19,627 06	\$9,790 22	\$15,898 11	\$24,514 77

\* Per diem. † Includes car service supplies. ‡ Operation of freight. § Operation of signal and interlocking systems.  
 ▲ Includes miscellaneous car service expenses. • Includes wages of mail car employes. ■ Includes wages car house employes.

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statement from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1909—Continued.						
	52—Total operation of cars.	53—Salaries of general officers.	54—Salaries of clerks.	55—Printing and stationery	56—Miscellaneous office expenses.	57—Stores expenses.	58—Stable expenses.
Atlantic Shore Line Railway . . . . .	\$65,873 29	\$10,165 79	\$3,772 21	\$494 53	\$975 82	\$684 70	
Auburn & Turner Railroad . . . . .	3,171 92	840 00	360 00		33 58		
Bangor Railway & Electric Co. . . . .	64,208 26	8,123 56	†5,326 82		2,156 48	865 16	\$423 71
Benton & Fairfield Railway . . . . .	4,947 57		40 50		5 75	27 39	
Biddeford & Saco Railway . . . . .	14,741 26	2,500 00		132 39			151 18
Calais Street Railway . . . . .	8,515 25	1,845 00	165 00	6 25	98 73		
Fairfield & Shawmut Railway . . . . .	2,815 00						
Fryeburg Horse Railroad . . . . .							
Lewiston, Augusta & Waterville St. Ry. . . . .	105,080 35	7,812 79	3,390 98		*1,958 01	1,280 32	272 82
Norway & Paris Street Railway . . . . .	2,620 22	†600 00			45 63		
Portland Railroad . . . . .	248,793 19	†16,930 87		285 31	966 08		7,483 37
Portland & Brunswick . . . . .	7,079 84	†3,327 00			379 67		
Rockland, So. Thomaston & St. George Railway . . . . .	1,190 88	30 00		13 55			
Rockland, Thomaston & Camden St. Ry. . . . .	27,800 03	1,383 36	1,128 01		*355 42		
Somerset Traction Company . . . . .	5,017 94	1,000 00	206 88	24 25	99 38		
Waterville & Fairfield Railway & Light Company . . . . .	14,514 92	1,874 96	1,665 00		385 42		
Waterville & Oakland Street Railway . . . . .	5,445 99	†2,680 65			214 75		
Total . . . . .	\$581,815 91	\$59,113 98	\$16,055 40	\$962 03	\$7,696 36	\$2,839 18	\$8,331 08

† Includes detectives.

‡ Includes salaries of clerks.

\* Includes printing and stationery.

**Tabulated Statement from Reports of Street Railway Companies—Continued.**

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1909—Continued.							
	50—Adver- tising and attractions.	60—Miscel- laneous gen- eral expenses.	61—Dam- ages.	62—Legal expenses in connection with damages.	63—Miscel- laneous legal expenses.	64—Rent of land and buildings.	65—Rent of tracks and terminals.	66—Insur- ance.
Atlantic Shore Line Railway.....	\$3,984 55	†\$15,934 45	\$1,030 33		\$1,267 42			\$5,894 26
Auburn & Turner Railroad.....	138 85	899 41				\$217 50	\$1,004 50	546 70
Bangor Railway & Electric Co.....	5,203 59	3,803 74	6,209 27		2,384 02	2,056 62		3,607 08
Benton & Fairfield Railway.....			114 18				†165 90	204 87
Biddeford & Saco Railway.....	78 00	898 54	80 10			186 00		1,610 52
Calais Street Railway.....		160 02	27 75	\$500 00	551 50			1,008 54
Fairfield & Shawmut Railway.....								100 25
Fryeburg Horse Railroad.....								
Lewiston, Augusta & Waterville St. Ry.	8,070 74	4,276 64		*13,079 78	1,200 00	1,093 50		6,344 22
Norway & Paris Street Railway.....		246 82						232 00
Portland Railroad.....	11,840 05	6,440 56	29,149 79		3,023 47	7,130 97		\$9,399 18
Portland & Brunswick.....	945 16	540 91	660 00	294 99		277 21		1,637 51
Rockland, So. Thomaston & St. George Railway.....						5 00		
Rockland, Thomaston & Camden St. Ry.	110 00	3,820 71		*1,225 75	182 14			993 98
Somerset Traction Company.....	778 51	202 86	232 94			199 92		317 87
Waterville & Fairfield Railway & Light Company.....		715 04	591 82		730 51			1,182 36
Waterville & Oakland Street Railway..	33 74	777 84	573 75			82 28	400 00	1,333 04
Total.....	\$31,183 19	\$38,717 54	\$38,609 93	\$15,100 52	\$9,339 06	\$11,249 00	\$1,570 40	\$34,412 38

\* Includes damages.

† Includes rent of land and buildings.

‡ Includes B. & D. transfer account.

‡ Includes maintenance of ferry, \$13,343.24.

Tabulated Statement from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1909—Continued.							
	67—Total general expenses.	68—Total operating expenses.	69—Per cent. to earnings from operation.	70—Taxes, interest and other charges.	71 Reserves— and special charges.	72—Divi- dends paid.	73—Rate.	74—Gross expenditures.
Atlantic Shore Line Railway.....	\$44,204 06	\$247,796 68	69.90	\$134,459 20	.....	.....	.....	\$382,255 88
Auburn & Turner Railroad.....	4,040 54	13,744 74	75.00	451 60	.....	.....	.....	14,196 34
Bangor Railway & Electric Co.....	40,160 05	165,400 61	60.30	133,777 68	\$22,010 31	\$74,948 40	5%	396,137 00
Benfon & Fairfield Railway.....	558 59	9,730 19	90.00	1,752 06	.....	.....	.....	11,482 25
Biddeford & Saco Railway.....	5,636 73	50,898 21	76.00	7,031 52	.....	5,000 00	5%	62,929 73
Calais Street Railway.....	4,362 79	26,480 11	89.50	5,524 02	.....	.....	.....	32,004 13
Fairfield & Shawmut Railway.....	100 25	4,070 25	50.60	1,550 50	.....	.....	.....	5,620 75
Fryeburg Horse Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....
Lewiston, Augusta & Waterville St. Ry.	48,788 80	285,009 95	63.12	160,889 79	9,031 00	.....	.....	454,930 74
Norway & Paris Street Railway.....	1,124 45	7,104 69	72.68	6,048 64	.....	.....	.....	13,153 33
Portland Railroad.....	92,649 65	572,283 44	73.00	119,551 13	.....	79,944 00	4%	771,778 57
Portland & Brunswick.....	8,062 45	37,320 48	89.62	15,013 89	.....	.....	.....	52,334 37
Rockland, So. Thomaston & St. George Railway.....	48 55	2,954 27	121.57	17 61	.....	.....	.....	2,961 88
Rockland, Thomaston & Camden St. Ry.	9,199 37	69,640 33	64.66	35,986 31	.....	20,000 00	5%	125,626 64
Somerset Traction Company.....	3,362 61	16,621 72	74.30	6,057 71	.....	.....	.....	22,679 43
Waterville & Fairfield Railway & Light Company.....	7,145 11	42,205 95	92.80	8,345 06	.....	.....	.....	50,551 01
Waterville & Oakland Street Railway..	6,036 05	20,173 57	70.77	7,096 56	.....	.....	.....	27,270 13
Total.....	\$275,180 05	\$1,571,435 19	.....	\$643,553 28	\$31,041 31	\$179,892 40	.....	\$2,425,922 18

**Tabulated Statement from Reports of Street Railway Companies—Continued.**

STREET RAILWAYS.	CONDENSED EXHIBIT FOR THE YEAR.						
	75—Net earnings from operation.	76—All other income.	77—Gross income less operating expenses.	78—Taxes, interest and other charges.	79—Net income.	\$0—Reserves and special charges.	\$1—Dividends declared.
Atlantic Shore Line Railway.....	\$106,453 78		\$106,453 78	\$134,459 20	*\$28,005 42		
Auburn & Turner Railroad.....	4,559 24	\$36 18	4,595 42	451 60	4,143 82		
Bangor Railway & Electric Co.....	108,818 69	151,943 60	260,762 29	133,777 68	126,984 61	\$22,010 31	\$74,948 40
Benton & Fairfield Railway.....	1,023 05		1,023 05	1,752 06	*729 01		
Biddeford & Saco Railway.....	15,926 02	117 54	16,043 56	7,031 52	9,012 04		5,000 00
Calais Street Railway.....	3,169 19		3,169 19	5,524 02	*2,354 83		
Fairfield & Shawmut Railway.....	3,970 00		3,970 00	1,550 50	2,419 50		
Fryeburg Horse Railroad.....							
Lewiston, Augusta & Waterville St. Ry.	169,232 32	12,034 67	181,266 99	160,889 79	20,377 20	9,031 00	
Norway & Paris Street Railway.....	2,670 54	6,131 12	8,801 66	6,048 64	2,753 02		
Portland Railroad.....	213,165 10	30 00	213,195 10	119,551 13	93,643 97		79,944 00
Portland & Brunswick.....	4,319 23		4,319 23	15,013 89	*10,694 66		
Rockland, So. Thomaston & St. George Railway.....	*524 35		*524 35	117 61	*541 96		
Rockland, Thomaston & Camden St. Ry.	38,200 00	33,532 91	71,732 91	35,986 31	35,746 60		20,000 00
Somerset Traction Company.....	5,725 99		5,725 99	6,057 71	*331 72		
Waterville & Fairfield Railway & Light Company.....	3,283 96	6,589 96	9,873 92	8,345 06	1,528 86		
Waterville & Oakland Street Railway..	8,330 95		8,330 95	7,096 56	1,234 39		
<b>Total.....</b>	<b>\$688,323 71</b>	<b>\$210,415 98</b>	<b>\$898,739 69</b>	<b>\$643,553 28</b>	<b>\$255,186 41</b>	<b>\$31,041 31</b>	<b>\$179,892 40</b>

\* Deficit.

RAILROAD COMMISSIONERS' REPORT.

**Tabulated Statement from Reports of Street Railway Companies—Concluded.**

STREET RAILWAYS.	CONDENSED EXHIBIT FOR THE YEAR—Continued.				
	S2—Surplus for the year.	S3—Surplus June 30, 1908.	S4—Credits during year.	S5—Debits during year.	S6—Surplus June 30, 1909.
Atlantic Shore Line Railway.....	*\$28,005 42	\$51,758 85	.....	\$58,131 52	*\$34,378 09
Auburn & Turner Railroad.....	4,143 82	4,451 11	.....	.....	8,594 93
Bangor Railway & Electric Co.....	30,025 90	61,123 62	\$54 00	30,375 48	60,828 04
Benton & Fairfield Railway.....	*729 01	3 78	.....	.....	*725 23
Biddeford & Saco Railway.....	4,012 04	9,734 89	.....	.....	13,746 93
Calais Street Railway.....	*2,354 83	*19,672 99	.....	.....	*22,027 82
Fairfield & Shawmut Railway.....	2,419 50	2,678 50	.....	.....	5,098 00
Lewiston, Augusta & Waterville Street Railway.....	11,346 20	57,827 76	1,189 74	3,124 92	67,238 78
Norway & Paris Street Railway.....	2,753 02	10,339 93	.....	.....	13,092 95
Portland Railroad.....	13,699 97	154,818 17	.....	20,281 44	148,236 70
Portland & Brunswick Street Railway.....	*10,694 66	*5,557 31	.....	.....	*16,251 97
Rockland, So. Thomaston & St. George Railway.....	*541 96	.....	.....	.....	*541 96
Rockland, Thomaston & Camden Street Railway.....	15,746 60	42,507 98	.....	7,912 79	50,341 79
Somerset Traction Company.....	*331 72	11,683 82	.....	.....	11,352 10
Waterville & Fairfield Railway & Light Company.....	1,528 86	*14,827 79	5 45	873 77	*14,167 25
Waterville & Oakland Street Railway.....	1,234 39	1,298 35	.....	.....	2,532 74
Total.....	\$44,252 70	\$368,168 67	\$1,249 19	\$120,699 92	\$292,970 64

\* Deficit.

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COMPARATIVE STATEMENTS OF THE CONDITION  
AND OPERATION

OF THE

# Steam Railroad Corporations

COMPILED FROM THE REPORTS

For the Year Ending June 30, 1909.

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**TABULATED STATEMENT FROM RETURNS OF RAILROAD CORPORATIONS.**

OPERATING RAILROADS.	Bangor and Aroostook Railroad.	Boston and Maine Railroad.	Bridgton and Saco River Railroad.	Canadian Pacific Railway.
<b>ASSETS.</b>				
Road .....	\$17,598,528 48	\$46,624,658 21	\$224,856 30	\$7,157,607 73
Equipment .....	3,538,001 21	18,627,033 34	48,119 28	558,000 00
Other permanent property .....	463,460 95	10,421,257 59	5,942 16	407 37
Total permanent investments .....	21,599,990 64	75,672,949 14	278,917 74	7,716,015 10
Cash and current assets .....	910,694 45	8,624,913 12	.....	.....
Other assets .....	1,766,755 41	7,403,723 07	622 07	.....
Gross assets .....	24,277,440 50	91,701,585 33	279,539 81	7,716,015 10
<b>LIABILITIES.</b>				
Capital stock, common .....	2,510,000 00	28,271,790 70	102,250 00	2,273,000 00
Capital stock, preferred .....	.....	3,149,800 00	.....	.....
Total capital stock .....	2,510,000 00	31,421,590 70	102,250 00	2,273,000 00
Funded debt .....	20,005,000 00	42,073,000 00	163,000 00	3,514,000 00
Current liabilities .....	1,398,473 62	5,781,895 99	4,881 49	.....
Accrued liabilities .....	114,920 83	3,188,985 58	543 33	1,929,015 10
Total indebtedness .....	21,518,394 45	56,717,528 47	168,424 82	5,443,015 10
Sinking and other special funds .....	.....	902,537 06	.....	.....
Gross liabilities .....	24,028,394 45	89,041,656 23	270,674 82	7,716,015 10
<b>INCOME.</b>				
Revenue from passengers .....	560,446 37	13,451,751 93	17,962 85	246,871 90
Revenue from mails .....	47,929 51	511,964 31	1,590 96	29,929 58
Revenue from express .....	35,136 08	1,173,514 93	3,980 40	44,604 83
Revenue from extra baggage .....	8,027 43	100,395 99	291 69	113 24
Revenue from other passenger service .....	469 66	311,944 20	.....	114 08
Total passenger revenue .....	652,009 05	15,549,571 36	23,825 90	321,633 63
Revenue from freight .....	2,122,422 24	23,014,438 58	24,374 68	678,390 62
Other transportation revenue .....	5,426 24	332,352 18	.....	1,471 61
Total revenue from transportation .....	2,779,857 53	38,896,362 12	48,200 58	1,000,495 86
Revenue from operation other than transportation .....	38,586 54	632,336 33	.....	6,909 57
Total operating revenue .....	2,818,444 07	39,528,698 45	48,200 58	1,008,405 43
Outside operations .....	*1,795 21	83,413 97	.....	.....
Other income .....	98,370 77	638,586 30	310 66	924 18
Gross income .....	2,915,019 63	40,250,698 72	48,511 24	1,009,329 61



EXPENDITURES.				
Operating expenses.....	1,789,165 39	28,263,855 31	34,234 19	963,488 30
Taxes.....	17,919 63	1,789,932 71	574 57	58,609 30
Deductions from Corporate Income:				
Rents.....		5,921,165 54		26,031 73
Interest on funded and other debts.....	964,459 89	1,859,357 36	6,945 02	60,440 00
Sinking funds chargeable to income.....		28,785 00		
Disposition of Net Corporate Income:				
Dividends.....		1,817,360 63	4,090 00	
Additions and betterments charged to income.....		41,099 38	2,667 46	
Appropriation to reserves.....				
Gross expenditures.....	2,771,544 91	39,721,555 93	48,511 24	1,108,569 33
SURPLUS.				
Balance June 30, 1908.....	208,911 25	2,414,404 26	8,864 99	
Balance for the year.....	143,474 72	529,142 79		*99,239 72
Additions during the year.....	650 00			99,239 72
Deductions during the year.....	103,989 92	283,617 95		
Balance June 30, 1909.....	249,046 05	2,659,929 10	8,864 99	
VOLUME OF TRAFFIC, ETC.				
Passengers carried.....	627,775	42,836,742	31,145	167,430
Passengers average length of journey.....	37 83	18 50	13 33	94 30
Total passenger mileage.....	23,751,756	792,426,736	415,162	15,788,068
Average fare per mile on local tickets.....	2 28c.	0 793c.	4 01c.	
Average fare for commutation tickets.....	1 72c.		3 57c.	
Average fare for mileage tickets.....	2 04c.	\$		
Average fare for season tickets.....				
Average fare for joint tickets.....	2 33c.		4 14c.	
Tons of freight hauled.....	1,463,619	20,414,314	24,711	848,335
Tons of freight average length of haul.....	123 91	104 09	17 81	165 38
Total freight mileage.....	181,361,658	2,124,899,447	440,102	140,299,909
Miles run by revenue passenger trains.....	509,966	11,707,150		175,426
Miles run by revenue freight trains.....	602,653	8,700,926		435,018
Miles run by revenue mixed and special trains.....	161,648	198,056	41,630	157,599
Total mileage of trains earning revenue.....	1,274,267	20,606,132	41,630	768,043
Total non-revenue train mileage.....	27,083	342,666		11,902

† Premium on Boston & Maine Railroad, common stock sold.

§ Within suburban circuit, 1c. to 2cts. Without suburban circuit, 2c. to 2½ cts.

\* Deficit.

† Premium on bonds sold.

Tabulated Statement from Returns of Railroad Corporations—Continued.

OPERATING RAILROADS.	Bangor and Aroostook Railroad.	Boston and Maine Railroad.	Bridgton and Saco River Railroad.	Canadian Pacific Railway.
EQUIPMENT.				
Number of locomotives . . . . .	93	1,079	5	10
Number of passenger and combination cars . . . . .	56	1,269	3	
Number of dining, parlor and sleeping cars . . . . .	2	22		
Number of baggage, express and mail cars . . . . .	23	338	2	
Number of other passenger service cars . . . . .		1155	1	
Number of freight cars (basis 8 wheels) . . . . .	5,360	24,859	57	1,000
Number of officers' and pay cars . . . . .	2	7		
Number of gravel and other cars . . . . .	136	1,047		6
MISCELLANEOUS.				
Whole number of stockholders . . . . .	44	7,523	87	50
Whole number in Maine . . . . .	30	980	72	17
Amount of stock held in Maine . . . . .	\$2,322,400 00	\$1,799,700 00	\$80,850 00	\$7,500 00
Total miles of road operated . . . . .	514.67	2,288.78	21.25	9,878.50
Total miles of roads operated in Maine . . . . .	514.67	157.99	21.25	232.90
Highway grade crossings in Maine . . . . .	237	152	17	21
Number of highway crossings over railroad . . . . .	3	44		
Number of highway crossings under railroad . . . . .	16	19	1	1
Number of railroad crossings, other steam railroads at grade . . . . .	1	9		1
Number of crossings over other steam railroads . . . . .	3			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	11		
Average number of employees, Maine . . . . .	1,653	1,097	46	497
Total number of freight cars equipped with grab irons . . . . .	5,360	All.	26	1,006
Total number of freight cars equipped with automatic couplers . . . . .	5,360	24,335	57	1,006
Total number of engines equipped with "driving wheel" brakes . . . . .	93	1,093		10
Total number of engines equipped with "air brakes" . . . . .	93	1,093	5	10

‡ Includes 64 electric cars.

**Tabulated Statement from Returns of Railroad Corporations—Continued.**

OPERATING RAILROADS.	Georges Valley Railroad.	Grand Trunk Railway. (A. & St. L. R. R.)	Kennebec Central Railroad.	Lime Rock Railroad.
<b>ASSETS.</b>				
Road .....	\$80,982 00	*\$9,230,750 00	\$61,517 32	\$364,925 94
Equipment .....	4,172 36		21,250 33	124,528 40
Other permanent property .....				500,149 50
Total permanent investments .....	85,154 36	9,230,750 00	82,767 65	989,603 84
Cash and current assets .....	6,175 22		3,736 47	17,820 63
Other assets .....	283 02		363 17	14,560 75
Gross assets .....	91,612 60	9,230,750 00	86,867 29	1,021,985 22
<b>LIABILITIES.</b>				
Capital stock, common .....	100,000 00	5,792,750 00	40,000 00	450,000 00
Capital stock preferred .....				
Total capital stock .....	100,000 00	5,792,750 00	40,000 00	450,000 00
Funded debt .....	50,000 00	3,438,000 00	27,000 00	425,000 00
Current liabilities .....	15,939 21		313 48	25,000 00
Accrued liabilities .....			140 00	
Total indebtedness .....	65,939 21	3,438,000 00	27,453 48	450,000 00
Sinking and other special funds .....				
Gross liabilities .....	165,939 21	9,230,750 00	67,453 48	900,000 00
<b>INCOME.</b>				
Revenue from passengers .....	2,173 03	189,356 22	6,190 85	
Revenue from mails .....	374 95	14,737 78	227 43	
Revenue from express .....	627 23	23,162 09	595 09	
Revenue from extra baggage .....	91	3,731 33		
Revenue from other passenger service .....		5,435 56		
Total passenger revenue .....	3,176 12	236,422 98	7,013 37	
Revenue from freight .....	8,631 01	436,893 84	8,858 32	68,947 79
Other transportation revenue .....		14,450 73		7,730 00
Total revenue from transportation .....	11,807 13	687,767 55	15,871 69	76,677 79
Revenue from operation other than transportation .....	1,190 50	12,560 15		
Total operating revenue .....	12,997 63	1700,327 70	15,871 69	76,677 79
Other income .....		†1,257,774 83		
Gross income .....	12,997 63	†1,258,067 83	15,916 75	5,723 35
				82,401 14

\* Includes equipment.

† Entire line.

‡ State of Maine.

Tabulated Statement from Returns of Railroad Corporations—Continued.

OPERATING RAILROADS.	Georges Valley Railroad.	Grand Trunk Railway (A. & St. L. R. R.)	Kennebec Central Railroad.	Lime Rock Railroad.
<b>EXPENDITURES.</b>				
Operating expenses.....	\$9,885 17	\$1471,065 29	\$11,167 07	40,799 86
Taxes.....	97 93	†883,556 12	315 38	3,049 24
Deductions From Corporate Income:				
Rents.....		21,936 06		
Interest on funded and other debts.....	3,060 00	206,280 00	1,120 00	16,000 00
Sinking funds chargeable to income.....				
Disposition of Net Corporate Income:				
Dividends.....		347,040 00	2,400 00	22,500 00
Additions and betterments charged to income.....				
Appropriation to reserves.....				
Gross expenditures.....	13,043 10	†1,539,285 38	15,002 45	82,349 10
<b>SURPLUS.</b>				
Balance June 30, 1908.....	*74,281 14		18,453 51	121,933 18
Balance for the year.....	*45 47	*281,217 55	960 30	52 04
Additions during the year.....		281,217 55		
Deductions during the year.....				
Balance June 30, 1909.....	*74,326 61		19,413 81	121,985 22
<b>VOLUME OF TRAFFIC, ETC.</b>				
Passengers carried.....	6,050	288,480	62,624	
Passengers average length of journey.....		32.45	4.95	
Total passenger mileage.....	48,400	9,361,266	309,872	
Average fare per mile on local tickets.....	5c.	2.554c.	2c.	
Average fare for commutation tickets.....		1.414c.	1.66c.	
Average fare for mileage tickets.....		2c.		
Average fare for season tickets.....		1.192c.		
Average fare for joint tickets.....		1.658c.		
Tons of freight hauled.....	19,014	899,096	7,586	236,646
Tons of freight average length of haul.....		61.97	5.00	
Total freight mileage.....		55,709,391	37,930	

Miles run by revenue passenger trains.....		211,535	16,259	
Miles run by revenue freight trains.....		192,351	8,842	
Miles run by revenue mixed and special trains.....	10,916	1,562	809	
Total mileage of trains earning revenue.....	10,916	405,448	25,910	
Total non-revenue train mileage.....		3,654	374	
EQUIPMENT.				
Number of locomotives.....	1		2	4
Number of passenger and combination cars.....	1		3	
Number of dining, parlor and sleeping cars.....				
Number of baggage, express and mail cars.....				
Number of other passenger service cars.....			2	
Number of freight cars (basis 8 wheels).....			16	436
Number of officers' and pay cars.....				
Number of gravel and other cars.....	2			8
MISCELLANEOUS.				
Whole number of stockholders.....	101		69	8
Whole number in Maine.....	99		62	4
Amount of stock held in Maine.....	\$89,000 00		\$37,500 00	\$400 00
Total miles of road operated.....	8.50	172.13	5.00	11.30
Total miles of roads operated in Maine.....	8.50	89.51	5.00	11.30
Highway grade crossings in Maine.....	4	82	5	11
Number of highway crossings over railroad.....		5		
Number of highway crossings under railroad.....		2		
Number of railroad crossings, other steam railroads at grade.....		3		1
Number of crossings over other steam railroads.....				
Number of crossings under other steam railroads.....		3		
Number of crossings street railways at grade.....		3		3
Number of railroad crossings over street railways.....				
Number of railroad crossings under street railroads.....		2		
Average number of employees, Maine.....	11	659	11	
Total number of freight cars equipped with grab irons.....				436
Total number of freight cars equipped with automatic couplers.....				
Total number of engines equipped with "driving wheel" brakes.....				4
Total number of engines equipped with "air brakes".....	1			

\* Deficit.

† Entire line.

‡ State of Maine.

Tabulated Statement from Returns of Railroad Corporations—Continued.

OPERATING RAILROADS.	Maine Central Railroad.	Monson Railroad.	Sandy River & Rangeley Lakes Railroad.	Sebasticook and Moosehead R. R.
<b>ASSETS.</b>				
Road	\$14,794,454 77	\$60,886 68	\$805,734 10	\$217,925 00
Equipment	2,617,687 93	18,839 95	157,008 28	12,075 00
Other permanent property	1,412,948 50		251,558 14	
Total permanent investments	18,825,091 20	79,726 63	1,214,300 52	230,000 00
Cash and current assets	2,194,702 22	5,515 54	23,287 35	8,822 89
Other assets	1,543,147 24		2,633 30	44 08
Gross assets	22,562,940 66	85,242 17	1,240,221 17	238,866 97
<b>LIABILITIES.</b>				
Capital stock, common	4,995,700 00	70,000 00	241,600 00	180,000 00
Capital stock, preferred				
Total capital stock	4,995,700 00	70,000 00	241,600 00	180,000 00
Funded debt	13,892,192 00	70,000 00	730,000 00	
Current liabilities	1,300,248 06	103,891 94	235,122 47	43,531 26
Accrued liabilities	586,136 56		8,383 33	1,463 75
Total indebtedness	15,478,576 62	173,891 94	973,505 80	44,995 01
Sinking and other special funds	1,029,573 24			
Gross Liabilities	21,503,849 86	243,891 94	1,215,105 80	224,995 01
<b>INCOME.</b>				
Revenue from passengers	2,774,480 57	2,558 17	53,607 52	7,535 70
Revenue from mails	225,942 77		4,172 22	805 12
Revenue from express	180,444 00	205 48	8,055 70	2,258 81
Revenue from extra baggage	46,537 63	127 44	546 72	
Revenue from other passenger service	9,924 14	325 08	423 35	
Total passenger revenue	3,237,329 11	3,216 17	66,805 51	10,599 63
Revenue from freight	5,005,111 46	7,626 00	108,806 93	18,672 78
Other transportation revenue	36,201 31			455 16
Total revenue from transportation	8,278,641 88	10,842 17	175,612 44	29,727 57
Revenue from operation other than transportation	59,081 59			433 77
Total operating revenue	8,337,723 47	10,842 17	175,612 44	30,161 34
Outside operations	26,068 39			
Other income	61,919 30		110 00	
Gross income	8,425,711 16	10,842 17	175,724 44	30,161 34

EXPENDITURES.				
Operating expenses	5,779,278 00	8,540 21	121,165 29	22,685 98
Taxes	376,995 73	87 76	1,883 10	299 46
Deductions From Corporate Income:				
Rents	977,042 67		500 00	1,628 16
Interest on funded and other debts	665,105 78	4,200 00	34,502 66	1,745 42
Sinking funds chargeable to income	13,440 00			
Disposition of Net Corporate Income:				
Dividends	398,152 00		9,664 00	
Additions and betterments charged to income	113,733 26			
Appropriation to reserves				
Gross expenditures	8,323,747 44	12,827 97	167,715 05	26,359 02
SURPLUS.				
Balance June 30, 1908	1,150,130 32	*156,663 97	16,233 36	10,112 18
Balance for the year	101,963 72	*1,985 80	8,007 39	3,802 32
Additions during the year	21,698 72		2,125 30	3 96
Deductions during the year	214,701 96		1,250 68	46 50
Balance June 30, 1909	1,059,090 80	*158,649 77	25,115 37	13,871 96
VOLUME OF TRAFFIC, ETC.				
Passengers carried	3,878,688	9,793	70,420	21,613
Passengers carried average length of journey	35 15	6 16	21 06	9 43
Total passenger mileage	136,326,254	60,325	1,482,784	203,831
Average fare per mile on local tickets		4 24c.	3 615c. all.	4 1/2c.
Average fare for commutation tickets				3 1/2c.
Average fare for mileage tickets	2 035c. all.			
Average fare for season tickets				
Average fare for joint tickets				
Tons of freight hauled	5,663,876	9,653	80,699	31,381
Tons of freight average length of haul	88 80	6 16	22 08	12 57
Total freight mileage	502,950,065	59,462	1,781,854	394,317
Miles run by revenue passenger trains	2,292,633		99,903	
Miles run by revenue freight trains	1,799,182		68,145	
Miles run by revenue mixed and special trains	77,344	17,824	1,774	19,767
Total mileage of trains earning revenue	4,169,139	17,824	169,822	19,767
Total non-revenue train mileage	210,648		25,659	939

\* Deficit.

## Tabulated Statement from Returns of Railroad Corporations—Continued.

OPERATING RAILROADS.	Maine Central Railroad.	Monson Railroad.	Sandy River & Rangeley Lakes Railroad.	Sebasticook and Moosehead R. R.
EQUIPMENT.				
Number of locomotives.....	201	2	16	2
Number of passenger and combination cars.....	190	1	11	2
Number of dining, parlor and sleeping cars.....	3		1	
Number of baggage, express and mail cars.....	86		3	
Number of other passenger service cars.....	2		1	
Number of freight cars (basis 8 wheels).....	7,109	22	262	5
Number of officers' and pay cars.....	2			
Number of gravel and other cars.....	530		10	
MISCELLANEOUS.				
Whole number of stockholders.....	738	11	7	
Whole number in Maine.....	378	5	7	
Amount of stock held in Maine.....	\$1,183,500 00	\$467 00	\$241,600 00	
Total miles of road operated.....	931.96	8.36	103.40	15.00
Total miles of roads operated in Maine.....	765.55	8.36	103.40	15.00
Highway grade crossings in Maine.....	671	3	54	9
Number of highway crossings over railroad.....	39		1	
Number of highway crossings under railroad.....	28		4	
Number of railroad crossings, other steam railroads at grade.....	10			
Number of crossings over other steam railroads.....	3			
Number of crossings under other steam railroads.....	2			
Number of crossings street railways at grade.....	29			
Number of railroad crossings over street railways.....	6			
Number of railroad crossings under street railways.....	5			
Average number of employees, Maine.....		12	187	25
Total number of freight cars equipped with grab irons.....	6,919			6
Total number of freight cars equipped with automatic couplers.....	6,919			5
Total number of engines equipped with "driving wheel" brakes.....	201	2	16	2
Total number of engines equipped with "air brakes".....	201		16	2



**Tabulated Statement from Returns of Railroad Corporations—Continued.**

OPERATING RAILROADS.	Somerset Railway.	Washington County Railway.	Wiscasset, Waterville and Farmington Railway.	York Harbor and Beach R. R.
<b>ASSETS.</b>				
Road .....	\$3,047,641 98	\$4,782,444 73	†\$300,698 05	\$300,000 00
Equipment .....	361,897 54	196,050 99		
Other permanent property .....	6,996 62			
Total permanent investments .....	3,416,536 14	4,978,495 72	300,698 05	300,000 00
Cash and current assets .....	84,887 89	101,438 75	7,312 23	35,862 19
Other assets .....	61,233 97	49,801 52	499 40	
Gross assets .....	3,562,658 00	5,129,735 99	308,509 68	335,862 19
<b>LIABILITIES.</b>				
Capital stock, common .....	736,648 76	2,500,000 00	100,000 00	300,000 00
Capital stock, preferred .....			200,000 00	
Total capital stock .....	736,648 76	2,500,000 00	300,000 00	300,000 00
Funded debt .....	2,761,500 00	2,500,000 00		
Current liabilities .....	115,051 83	125,923 50	3,353 34	
Accrued liabilities .....	24,372 96	19,860 34		
Total indebtedness .....	2,900,924 79	2,645,783 84	3,353 34	
Sinking and other special funds .....				
Gross liabilities .....	3,637,573 55	5,145,783 84	303,353 34	300,000 00
<b>INCOME.</b>				
Revenue from passengers .....	94,662 14	162,254 17	11,095 36	23,614 35
Revenue from mails .....	5,698 38	17,057 62	3,637 43	
Revenue from express .....	4,891 89	11,156 34	2,935 92	850 43
Revenue from extra baggage .....	984 24	3,413 61		160 19
Revenue from other passenger service .....	135 40	326 50	105 00	
Total passenger revenue .....	106,372 05	194,208 24	17,773 71	24,624 97
Revenue from freight .....	161,496 60	281,401 80	40,467 59	13,968 11
Other transportation revenue .....	1,269 25	6,009 75		4 00
Total revenue from transportation .....	269,137 90	481,619 79	58,241 30	38,597 08
Revenue from operation other than transportation .....	1,806 32	2,113 59		189 17
Total operating revenue .....	270,944 22	483,733 38	58,241 30	38,786 25
Outside operations .....				
Other income .....	1,552 56	1,412 36	892 22	1,616 37
Gross income .....	272,496 78	485,145 74	59,133 52	40,402 62

† Includes equipment.

Tabulated Statement from Returns of Railroad Corporations—Concluded.

OPERATING RAILROADS.	Somerset Railway.	Washington County Railway.	Wiscasset, Waterville and Farmington Railway.	York Harbor and Beach R. R.
EXPENDITURES.				
Operating expenses .....	\$237,925 65	\$366,585 34	\$56,060 19	\$31,658 71
Taxes .....	1,258 74	2,735 43	405 66	1,031 81
Deductions From Corporate Income:				
Rents .....	122 92	8,710 64	304 08	5,185 50
Interest on funded and other debts .....	127,710 00	87,500 00		
Sinking funds chargeable to income .....				
Disposition of Net Corporate Income:				
Dividends .....				
Additions and betterments charged to income .....		40,789 38		258 00
Appropriation to reserves .....				
Gross expenditures .....	367,017 31	506,320 79	56,769 93	38,134 02
SURPLUS.				
Balance June 30, 1908 .....	20,807 60	5,473 04	2,792 75	45,593 59
Balance for the year .....	*94,520 53	*21,175 05	2,363 59	2,268 60
Additions during the year .....				
Deductions during the year .....	1,202 62	345 84		12,000 00
Balance June 30, 1909 .....	*74,915 55	16,047 85	5,156 34	35,862 19
VOLUME OF TRAFFIC, ETC.				
Passengers carried .....	110,696	272,338	25,360	213,678
Passengers average length of journey .....	28.87	25.74	15.14	4.27
Total passenger mileage .....	3,196,349	7,010,238	384,134	912,613
Average fare per mile on local tickets .....	2.962c. all.	2.315c. all.	3.75c.	3c.
Average for commutation tickets .....			3.75c.	1½ to 2¼c.
Average for mileage tickets .....				
Average for season tickets .....				about 1c.
Average for joint tickets .....				3c.
Tons of freight hauled .....	233,755	308,062	36,438	21,570
Tons average length of haul .....	28.43	66.25	28.69	6.79
Total freight mileage .....	6,646,652	20,409,650	1,048,667	146,536
Miles run by revenue passenger trains .....	106,905	169,919	2,648	24,008
Miles run by revenue freight trains .....	58,622	141,027	6,912	2,272
Miles run by revenue mixed and special trains .....	20,615	33,185	70,432	3,148
Total mileage of trains earning revenue .....	183,714	327,226	81,992	29,428
Total non-revenue train mileage .....	25,038	12,982	4,712	199

EQUIPMENT.				
Number of locomotives.....	11	13	7	
Number of passenger and combination cars.....	9	18	5	
Number of dining, parlor and sleeping cars.....				
Number of baggage, express and mail cars.....	4	4	1	†
Number of other passenger service cars.....			1	
Number of freight cars (basis 8 wheels).....	546	475	80	
Number of officers' and pay cars.....				
Number of gravel and other cars.....	38	27	5	
MISCELLANEOUS.				
Whole number of stockholders.....	13	7	5	81
Whole number in Maine.....	9	3	3	31
Amount of stock held in Maine.....	\$706,500 00	\$2,499,600 00	\$300 00	\$23,650 00
Total miles of road operated.....	112.85	154.42	57.46	11.51
Total miles of roads operated in Maine.....	112.85	149.18	57.46	11.51
Highway grade crossings in Maine.....	35	79	47	17
Number of highway crossings over railroad.....		2	1	2
Number of highway crossings under railroad.....	1	1		
Number of railroad crossings, other steam railroads at grade.....			1	
Number of crossings over other steam railroads.....				
Number of crossings under other steam railroads.....	1			
Number of crossings street railways at grade.....		1	1	
Number of railroad crossings over street railways.....				
Number of railroad crossings under street railways.....		1		3
Average number of employees, Maine.....	224	262	65	45
Total number of freight cars equipped with grab irons.....	246	292	35	
Total number of freight cars equipped with automatic couplers.....	246	292		
Total number of engines equipped with "driving wheel" brakes.....	11	13	2	
Total number of engines equipped with "air brakes".....	11	13		

† Equipment furnished by Boston &amp; Maine R. R.

\* Deficit.

\* 5.

## INSPECTION, PHYSICAL CONDITIONS.

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### BANGOR & AROOSTOOK RAILROAD COMPANY.

All the lines of this road have been kept up to a high standard of excellence during the past year.

The track is being constantly improved by laying some heavier rail each year. During the year 1909 about 5700 tons of rails of 85 lb. section have been laid between Seboeis and Ashland Junction, replacing rails of 70 lb. section.

During the past fiscal year 4266 feet of new siding were added, and 17,000 tie plates were used upon tangents, all curves having been previously supplied with them.

Forty-one culverts were renewed with cast iron pipe, sewer pipe or concrete and three trestles were filled.

The lines are all liberally ballasted.

Eighty-six new freight cars were supplied to replace vacancies in numbers which had been destroyed, 40 box cars newly roofed, 728 freight cars overhauled and painted, 73 locomotives and 66 passenger train cars overhauled, painted and varnished.

Several extensions and connections are being constructed and are nearly completed, as follows: An extension up the St. John river from Van Buren to Grand Isle, 15.2 miles in length was opened for traffic in September; a line from Masardis, on the Ashland branch, to Stockholm on the line from Caribou to Van Buren, is 48 miles in length and work upon it is rapidly approaching completion. This line is built primarily to take the heavy lumber traffic from Van Buren over more favorable grades than those upon the line via Houlton. It will also develop and accommodate a large area of valuable territory. A short line of seven miles is being built from Presque Isle to Mapleton to connect the former town with the new line. An

extension from Fort Kent to St. Francis, 17 miles in length, is also nearly completed. This line follows the St. John river and runs through a fertile and well developed country.

All these new lines are located with reference to economical operation and have easy grades and fine alignments.

All the culverts and bridges are of the best construction and give ample waterways.

Station buildings are of good design and attractive in appearance.

Liberal yard room and sidings are provided at all stations.

They can but assist very materially in handling the rapidly increasing traffic of this growing railroad.

#### BOSTON & MAINE RAILROAD.

##### EASTERN DIVISION.

The double track between Conway Junction and Spinney's Switch has been completed and put in operation during the year.

The new bridge at Milton is a modern structure in design and construction.

A new station building has been erected at Conway Junction.

The Kennebunk, and York Harbor and Beach branches have been considerably improved during the year by the filling of several trestles.

##### WESTERN DIVISION.

This division has, during the past year, been carefully maintained and is in its usual first-class condition.

A new double track has been laid and considerable ballasting done on the line between Kennebunk and West Biddeford. At Kennebunkport, a new cross-over track has been laid. At Scarborough Beach the station building has been rebuilt, at a cost of over \$3,000.00.

The installation of automatic block signals, by this company, has been continued during the past year and about \$25,000.00 has been expended on the work.

The regularity with which trains are run, and the immunity from accidents are a good indication of the efficiency of these "silent guardians."

## W. N. &amp; P. DIVISION.

Although the general physical condition of this division has been kept up, the only improvement made during the year is the erection of a neat and commodious station building at Sanford and Springvale, which was completed July 10, 1908.

## CANADIAN PACIFIC RAILWAY.

The main line from Mattawamkeag to the western boundary of the State has never been in better condition than at present. It is laid broken-jointed, with a heavy rail, fastened with joints of approved standard pattern.

Particular attention is given to elevations on curves and spiraling the ends.

The standard length of 2500 feet of the crossing tracks, is to be increased to 3000 feet to facilitate the passing of the long freight trains which the traffic requires during the winter season.

Buildings of every description are in good condition and attractively painted.

The union station at Somerset Junction is carefully planned and well adapted to its joint use.

The Aroostook River branch is laid with a light rail and the amount of ballast under it is limited; but the surface and alignment are good. The line follows the bank of the Aroostook river and the grades and curves are generally light.

Most of the wooden trestles formerly on this line have been replaced by concrete culverts and embankments. This branch has but a light passenger business and is in good condition for the handling of freight traffic.

The motive power in use upon the main line is ample and of a type designed for heavy work upon steep grades, over which an immense winter traffic is carried.

## GEORGES VALLEY RAILROAD.

Nothing but routine section work has been done upon this short road of less than eight miles.

Some ditching has been done, and some new ties put in, but the track sadly needs ballast.

Traffic is light, however, and its one train runs at a slow and safe rate of speed.

## GRAND TRUNK RAILWAY.

The roadbed and track are in better condition than ever before.

There have been no improvements during the year, except what were necessary to maintain the track, buildings and rolling stock in excellent condition.

## LIME ROCK RAILROAD.

As its name indicates, this road was constructed for the transportation of lime rock from quarries to kilns.

The main line is about five miles in length, while the mileage of the branches and spurs is slightly in excess of the main line.

There are 15,142 feet of hard pine trestles connecting with the kilns.

175 tons of new rails have been laid the past year.

The trestles have received careful attention and are well preserved.

## MAINE CENTRAL RAILROAD.

Our annual inspection showed all the lines of Maine's chief railroad to be in most excellent condition. This company now owns and controls about 970 miles of road in the State of Maine, and reaches a large number of the principle cities and towns of our State.

More improvement was noted upon some of the branches than upon the main lines, which were before in superior condition being laid with heavy rails and very liberally ballasted.

The Farmington branch is now thoroughly ballasted throughout.

At Temple stream near West Farmington, the grade has been raised four feet and the old bridge has been replaced by a new heavy plate girder bridge on concrete abutments.

The trestle between the Sandy River bridge and the station at Farmington has been replaced by a solid embankment and the triangular plat of ground between the Maine Central tracks and those of the Sandy River Railroad is being filled to make a site for a new engine house.

The Belfast branch is now very well ballasted its entire length and has a good rail relaid from the main line. The Howe truss

bridge at City Point, some two miles from Belfast, has given place to a heavy steel girder.

The Dover and Foxcroft branch is also liberally ballasted and in fine condition for traffic. An overhead highway crossing has been constructed on the Dover and Sangerville road which eliminated a very bad grade crossing.

The Bucksport branch is now better than ever before.

The track is now entirely laid with a 67 lb. steel rail and well ballasted with cinder, there being no gravel deposits on this line.

The Bar Harbor branch is about as good as it can be made with the present sharp curves and heavy grades upon a large portion of it.

Substantial improvements and changes have been made at the ferry, and it is now in condition for handling traffic with greater facility. Changes have been made in the coal sheds, and a large part of the wharf has been filled in.

The block system of automatic signals has been extended over this branch.

The main line between Etna and Hermon pond has been relocated so as to eliminate grades and curvature and is being constructed in a most substantial manner for double tracks. When completed there will be 24 miles of double track road between Pittsfield and Hermon pond with a maximum grade of but one-half of one per cent and very light curvature. Thus a broad policy of radical improvement in the department of "Maintenance of Way" is being gradually carried out.

Potato houses have been built at many of the stations, both upon the main lines and the several branches indicating largely increased prosperity in the farming interests of the State and increased traffic for the railroads.

#### SEBASTICOOK & MOOSEHEAD RAILROAD.

On our annual inspection, we found the track very much improved since last year.

Since a new ballast pit was opened between Pittsfield and Hartland, the whole line has received a fair amount of good gravel, and now compares very favorably with the other smaller roads of the State



## SOMERSET RAILWAY.

Much work has been done the past year in perfecting the roadbed and track of the extension from Bingham to Kineo.

The change in the line at Marr's bog, about one and one-fourth miles in length, has been completed by the erection of a plate girder bridge on concrete abutments, over the outlet.

By consent of the railway company a sidewalk four feet in width has been built upon the northerly side of the bridge over the Carrabassett river at North Anson, at the expense of the town. This will remove the risk incurred by persons who have heretofore persisted in crossing the bridge by walking upon the track.

The track from Bingham to Deadwater, a distance of some eight miles, has been raised and given a good coat of ballast.

A fine new station has been erected at Somerset Junction for the joint use of this road and the Canadian Pacific Railway.

Three oil burning engines are in use upon this road, thus eliminating the risk of setting fires by sparks in the forests through which this road runs for more than half its entire length.

## WASHINGTON COUNTY RAILWAY.

This road has been very much improved under the efficient management of the past few years.

It has been practically new-tied through its entire length and is now quite thoroughly ballasted.

The most notable improvements the past year have been made at Calais. A large repair shop has been erected and well provided with all necessary machinery for ordinary repairs of engines and cars.

Six large stalls have been added to the engine-house making ten stalls in all. A new sand-house has been erected in which sand is stored, dried and delivered to the engines through a spout much as water is taken from a tank. The waiting-room of the station at Calais has been rearranged, greatly adding to its convenience for the travelling public.

A new station building has been erected at Milltown which is attractive in appearance and convenient in the arrangement of rooms.

The Eastport branch has been improved by filling several of the original pile bridges, and more elimination of trestles is contemplated.

The remaining trestles have been kept in good repair and strengthened the past season by many new piles.

The Princeton branch has received its share of attention and is now in excellent shape. The large papermill at Sprague's Falls is in flourishing condition and adds very materially to the business of the road.

All the buildings on this road are in good repair and well painted.

The road is well equipped with engines and cars and all the equipment is well and efficiently taken care of.

NARROW GAUGE RAILROADS.

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## BRIDGTON &amp; SACO RIVER RAILROAD COMPANY.

The roadbed and track of this narrow gauge road are in excellent condition. The cuts are well ditched and the road well drained.

During the past year 61-4 miles of 30 lb. steel have been taken up and replaced with 50 lb. steel.

Under the efficient management the rolling stock has been kept in good condition.

A new station has been erected at Twin Lake, about five (5) miles north of Bridgton Junction.

## KENNEBEC CENTRAL RAILROAD.

This narrow gauge road from Gardiner to Togus has received the usual care during the past year, no extra improvements or repairs having been required.

There are but two short trestles remaining on the road.

## MONSON RAILROAD.

No unusual expenditures have been made in the way of repairs or renewals.

This little slate carrying narrow-gauge road is in good condition for carrying its limited traffic.

## SANDY RIVER &amp; RANGELEY LAKES RAILROAD.

## RANGELEY DIVISION.

During the past year there has been a large outlay in reducing the curvature and grades on this division. The wooden structures have been well looked after and much new timber added. Two and one-half miles north of Phillips, 1000 feet

of track was lifted about 2 feet, and 540 yards of rip-rap used to protect it from the river. Twenty and one-half miles north of Phillips, on Redington straight, the track was lifted 2 feet, and 600 yards of rip-rap used as a protection from the river.

At Eustis Junction the grade was lowered 5 feet and one  $10^{\circ}$  curve and one  $6^{\circ}$  curve were eliminated. At Bragg's Corner the curve was reduced from  $20^{\circ}$  to  $11\ 1-2^{\circ}$ . Ten and one-half miles north of Phillips, a  $12^{\circ}$  curve was eliminated, and an  $18^{\circ}$  curve reduced to  $12^{\circ}$ . At Redington a  $16^{\circ}$  reverse curve was eliminated.

The Fairbanks trestle has been thoroughly repaired, and a new deck placed upon the Sandy River bridge at Phillips.

Several culverts have been filled.

The Phillips and Rangeley section of this division is being gradually brought up to the high standard adopted by this company.

#### FRANKLIN & MEGANTIC DIVISION.

The roadbed and track on this division are in good condition.

During the year there has been placed under the track 2500 car-loads of ballast.

On the Kingfield section about 2 miles of new steel has been laid, and Weber joints used.

The trestles at Hammond Field water-tank and at Camp No. 1, two miles below Carrabasset station, have been filled. The Packard trestle has been thoroughly repaired.

The trestle over Dyer brook, 300 feet long and 35 feet maximum height, has been filled and a large stone culvert built to take care of the drainage.

#### WISCASSET, WATERVILLE & FARMINGTON RAILWAY.

Our last report mentioned considerable general improvement under a new management. The policy has been continued but not to the same extent.

Still nearly all surplus earnings have been put into maintenance of way, and marked improvements have been made upon bridges and track.

## STREET RAILROADS.

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### ATLANTIC SHORE LINE RAILWAY.

There has been expended on the roadway of this system during the year a little over \$36,000.00 as follows: About 12,000 new ties have been put in, together with a great deal of coarse sand and gravel ballast. The greater part of the track has been surfaced and lined. Particular attention has been given to elevating curves for maximum speed that the schedule requires.

There has been expended upon bridges and trestles of the Western Division, in putting in caps, stringers, new ties and guard timbers a little over \$4,600 00. Fifteen thousand dollars have been expended on the overhead construction and distribution system, as follows: Seven miles of new trolley wire has been put up and about ten miles of the overhead construction on the Portsmouth, Kittery and York Division has been practically rebuilt. Several carloads of new poles have been set.

The storage battery at York Beach has been thoroughly overhauled, and put in good condition. The storage battery at Old Falls has been moved to a point just outside of Biddeford, and has been thoroughly overhauled and a number of new plates put in. This battery was moved in order to have better power on the Biddeford line.

Three new semi-convertible cars, six second hand fourteen bench Brill open cars, fourteen new C-50 M. C. B. type standard motor trucks and twenty-eight Westinghouse 307 Interpole motors together with controllers and other electric equipment were purchased at a cost of a little more than \$35,000.00. The greater portion of the equipment bought was to take the place of that destroyed by the fire.

Practically all the rolling stock has been overhauled and put in first-class condition.

The reconstruction of the town house barn has commenced which contemplates an expenditure of about \$30,000.00.

#### AUBURN & TURNER RAILROAD.

This comparatively new road is in about the same state as last year.

Track and overhead construction are very good, but ballast and work upon the track are needed.

Nothing can be added to our report of 1908.

#### BANGOR RAILWAY & ELECTRIC COMPANY.

The usual amount of work has been done in the past year to keep the several divisions of this system up to the standard adopted by the company.

One mile of 70-lb. rail has been put down in place of 35-lb. rail on Hammond street, and one-half mile of 70-lb. rail has been put down in place of 48-lb. rail on Union and Oak streets.

Following a plan of re-construction adopted by the company for the Charleston Division, 6000 new ties have been put in during the year.

A new siding, 800 feet long, has been added at East Corinth to take care of the increasing potato business at that point.

This company, in conjunction with the city of Brewer, has built a new concrete bridge over the Segeunkedunk stream at South Brewer in place of the wooden bridge formerly existing at that point.

Two new 20 feet box cars and one Russell, single track, single truck snow plow, has been added to the equipment during the year.

#### BENTON & FAIRFIELD RAILWAY.

During the past year the track has been thoroughly overhauled and additional ballast added.

1500 new ties have been put in.

The bridge at Benton Falls has been replanked and one side rerailed.

The overhead construction has been thoroughly overhauled.

The car barn has been rebuilt with galvanized corrugated steel roof and steel sides.

The equipment is in good condition.

## BIDDEFORD &amp; SACO RAILROAD.

This road is about eight miles long, and runs through the city of Biddeford, thence to and through Saco, and to Old Orchard.

The roadbed and track are in good condition.

The equipment, consisting of nine (9) closed passenger cars, twelve (12) open passenger cars, and ten (10) trailers, is modern and well housed.

During the year, there has been expended on the maintenance of ways and structures, \$5,971.00 and on maintenance of equipment, \$6,331.00.

## CALAIS STREET RAILWAY.

The roadbed and track are in good condition. During the year the track has been surfaced and put in good alignment.

3000 new ties have been put in.

The Milltown siding has been relaid with new rails, split switches and spring frogs.

The equipment, consisting of seven passenger cars, is in good condition.

## FAIRFIELD &amp; SHAWMUT RAILWAY.

This road, being comparatively a new road, only the necessary work to keep the roadbed and track in good condition, has been done during the year.

The trolley construction is modern and good.

The equipment, consisting of two passenger cars, is in good condition.

## FRYEBURG HORSE RAILROAD.

This road is three miles in length, extending from the Maine Central Station in Fryeburg to the West Oxford Agricultural Fair Grounds and to the Chautauquan Assembly Park, and is operated from June 1st to October 1st.

The roadbed and track during the past year have been kept in fair condition.

## LEWISTON, AUGUSTA &amp; WATERVILLE STREET RAILWAY.

## LEWISTON, BRUNSWICK &amp; BATH DIVISION.

This line is handicapped by heavy grades, which increase somewhat the cost of operation. The track is very well surfaced and lined, and rides very smoothly. The tracks in the

cities of Auburn and Lewiston and also in Brunswick and Bath, where the streets are paved, are laid with a heavy girder rail, and where the streets are not paved, with a T rail of good weight.

All bridges have been well cared for and kept in good condition.

The Dennison street bridge in Auburn has been greatly strengthened by an additional truss under the electric track for its entire length, and also diagonal rods to stiffen the bents in times of wind pressure.

The bridge over the Androscoggin river at Brunswick, has been extensively repaired and strengthened.

Heavier floor beams have replaced the old ones, heavier portals have been put on the ends of the trusses, the lateral bracing greatly strengthened, and new and heavier stringers have been put under the tracks.

The whole floor system is now practically new.

In the written opinion of an expert bridge engineer, who carefully examined it, the bridge is now sufficiently strong to carry safely any load that the electric road is permitted to put upon it.

Another steel bridge of 83 feet span has also been strengthened by new and heavier floor beams and other minor repairs.

The pedestals upon which the posts of the steel trestle over the track of the Maine Central Railroad rest, have been reinforced with concrete and are now beyond criticism.

#### LEWISTON AND WATERTOWN DIVISION.

A very full account of the new construction from Sabattus to Gardiner and from Augusta to Winslow appeared in our report of 1908 and need not be repeated.

These new lines have now been fully completed and are in even better condition than at the time of our former inspection.

The railway company have wisely, we think, decided to build an independent bridge over the Kennebec river for their entrance into Waterville.

It is to be an arched bridge of reinforced concrete, located on the lower side of the Ticonic bridge.

The work is now well under way and will probably be completed by the time this report is issued. This bridge will permit the physical union of this railway with the Waterville system



of electric roads and conserve the interests of the local travel.

The line between Auburn and Mechanic Falls is well built, well ballasted and in first-class condition.

The lines from Augusta to Winthrop and Togus are not so well ballasted as the more recently constructed lines, but still in very good condition.

The track from Augusta to Gardiner has been relaid from Gardiner to the car barn with a 70 lb. rail, with the exception of a 90 lb. girder rail through the city of Hallowell.

It is the intention of the management to continue the 70 lb. rail to Augusta very soon.

#### NORWAY & PARIS STREET RAILWAY.

This road extends from South Paris to Norway, a distance of 2.13 miles.

The track and equipment are kept in good condition to handle the limited amount of traffic done on this road.

#### PORTLAND & BRUNSWICK STREET RAILWAY.

Nothing but the ordinary routine of section work has been done upon this road and it is in about the same condition as a year ago.

It greatly needs ballast and widening of the embankments.

The rail and overhead construction are good.

#### PORTLAND RAILROAD.

All the lines of this company, both urban and suburban, are in excellent condition.

Heavy girder rails are used upon all paved streets, and T rails upon all other streets and roads.

This company has extended its line from South Portland to Cape Elizabeth town house, a distance of 2.46 miles. This extension was built under the charter of the Cape Shore Railway, but is now operated by the Portland Railroad Company. The extension is built of 70 lb. rail, and its alignment and curvatures are excellent.

Double track has been extended on St. John street, from a point near the repair shop, southerly to Danforth street, thence across Vaughan's Bridge, to a connection with the tracks of said

company at the corner of Main and Lincoln streets in South Portland, a distance of 5300 feet. This double track is laid with 9" 94 lb. girder rails and paved the entire distance.

About 3000 feet of T rail track in South Portland has been replaced by 70 lb. T rail.

Park Street bridge, over the tracks of the Boston & Maine Railroad, has been replaced by a much heavier steel structure.

A large number of new ties have been put in and more than the usual amount of track work done, which has brought the track and roadway of this company up to a first-class condition.

The buildings and equipment have been kept up to the usual high standard adopted by this company.

#### ROCKLAND, THOMASTON & CAMDEN STREET RAILWAY.

The line from Rockland to Camden is in fine shape.

For some distance the track has been raised and ballasted with broken stone, the past year, and the whole of it is smooth and in good line. Constant improvement has been made for several years upon this line.

The track between Rockland and Thomaston could be improved very much by raising and ballasting, but is in fairly good line and surface.

The line from Thomaston to Warren is in good order and needs no special mention.

The city lines are well cared for and ride smoothly.

The cars are modern and in good repair.

#### ROCKLAND, SOUTH THOMASTON & ST. GEORGE RAILWAY.

The Rockland, South Thomaston & Owl's Head Railway was organized March 25, 1902. March 27, 1906, receiver's were appointed, who operated the road until December 13, 1908.

The Rockland, South Thomaston & St. George Railway was organized at a meeting of the bondholders of the Rockland, South Thomaston & Owl's Head Railway, who were also the purchasers of the property and franchises of the last named company.

The power is hired from the Rockland, Thomaston & Camden Street Railway Company, and the road is operated as a connecting line with this corporation.

The roadbed and track are in good condition.

During the year an extension of about one-eighth of a mile from Crescent Beach to Smith's hotel has been built and put in operation.

SOMERSET TRACTION COMPANY.

The physical condition of this road was quite fully reported last year.

The past season the trestle at Cold brook has been strengthened by new posts and other timbers. We advise that this trestle be filled in the near future.

WATERVILLE & FAIRFIELD RAILWAY & LIGHT COMPANY.

No changes or repairs have been required or made, during the past season.

The track and rolling stock are in good order for the service required.

WATERVILLE & OAKLAND STREET RAILWAY.

This road was excellently constructed and largely ballasted with broken stone.

It has a heavy rail and is well tied.

It has but two bridges, both of steel and approved construction.

No repairs have been required except the routine work upon the track to keep it in line and surface.

Respectfully submitted,

JOSEPH B. PEAKS,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

November 30, 1909.

Colonel Enoch C. Farrington died Sunday morning, October 24, 1909.

He was appointed clerk of the Maine Board of Railroad Commissioners in 1889 and had held the position for more than twenty years.

To those who have been closely associated with him for a term of years in both social and business relations, this severing of the ties of a warm friendship brings a feeling of depression and sadness, and we wish to record in this volume,—the twentieth annual report of our Board, with which he has had so much to do in compiling and preparing,—our deep sense of personal loss and bereavement.

Colonel Farrington was a rare man in many ways.

That he was an efficient, systematic and a faithful officer is attested by his long and valuable term of service.

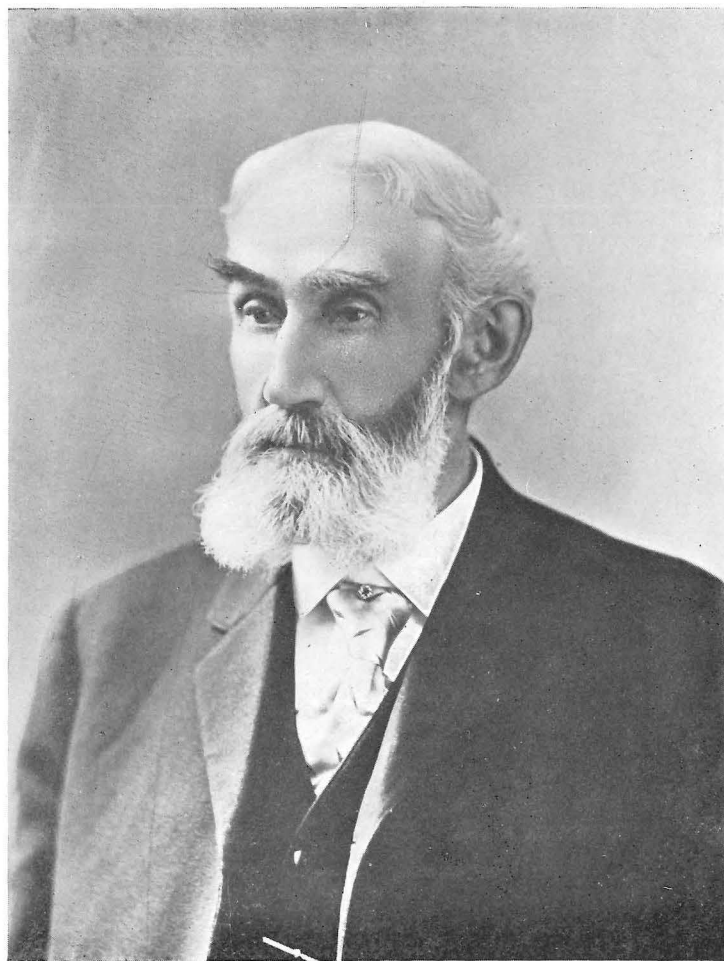
But we shall love to remember him rather as a faithful friend, a genial companion and a courtly gentleman.

He met every one who entered the room with a cheerful greeting and unfailing courtesy.

Enmity had no home in his heart, unkind words no place upon his lips. If he could not speak well of a man he was silent.

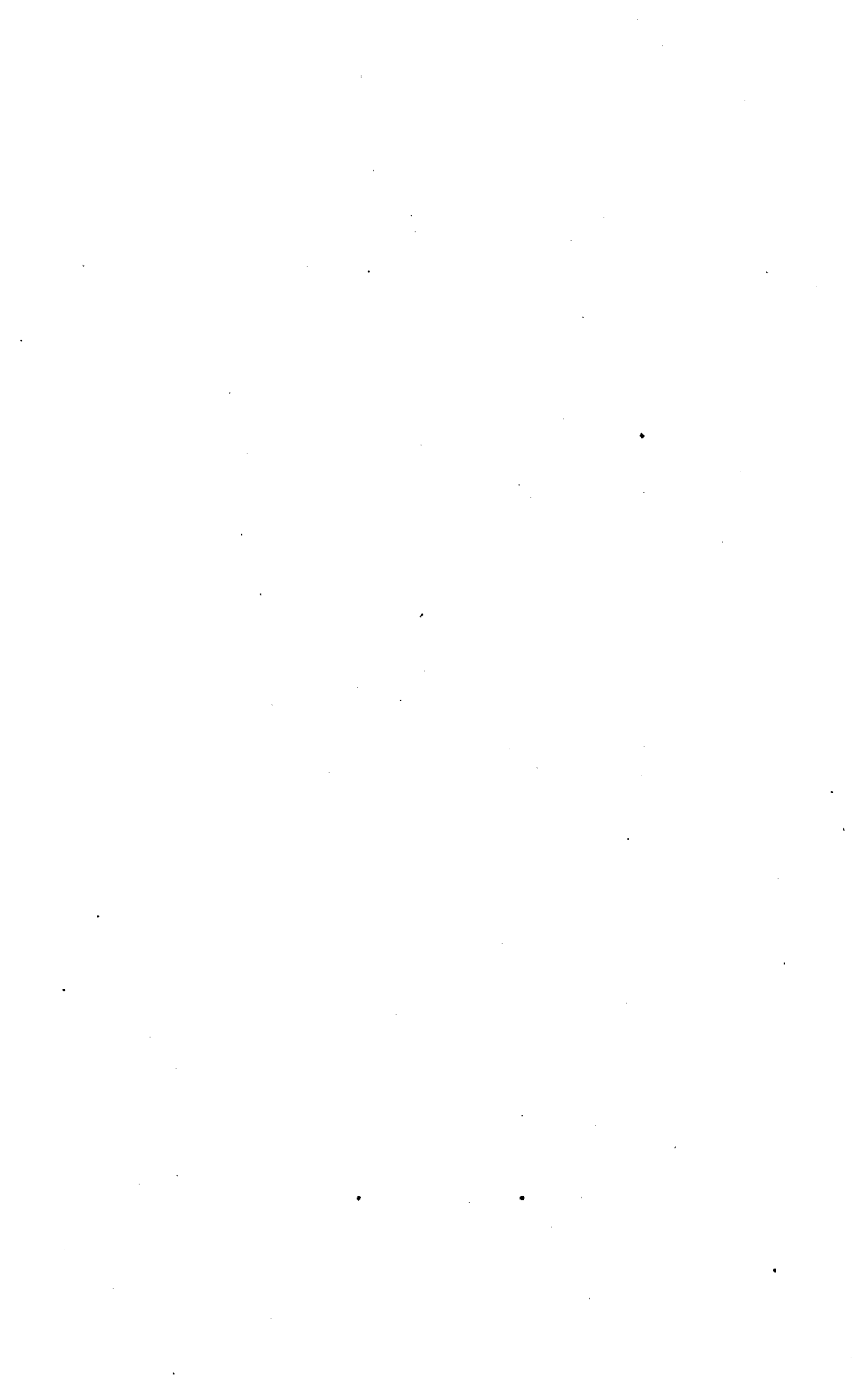
Colonel Farrington was a great lover of nature, and when in his cottage or his camp upon the shore of a lake he loved, he was in his most cheerful mood, and a most agreeable host, as all who have shared his cordial hospitality will testify.

With feelings of sadness, we write these farewell words, in memory of an able officer, a genial associate and a most valued friend; and tender our earnest sympathy to his bereaved family.



COL. E. C. FARRINGTON, FRYEBURG, MAINE  
Clerk, Railroad Commissioners, 1889 to 1909





Parker Spofford retired from his position as one of the Board of Railroad Commissioners on November 24th, 1909. He was appointed by Governor Powers in 1900, and had served three terms, having been reappointed by Governor Hill and Governor Cobb. He has held many positions of honor and trust.

He was a member of the House of Representatives in the legislature in 1883 and in 1889, and was a member of Governor Burleigh's Council in 1891 and 1892.

He was a man who made a vast number of friends in the State, and easily retained their friendships. He was a companionable man, of a cheerful disposition, and courteous mien.

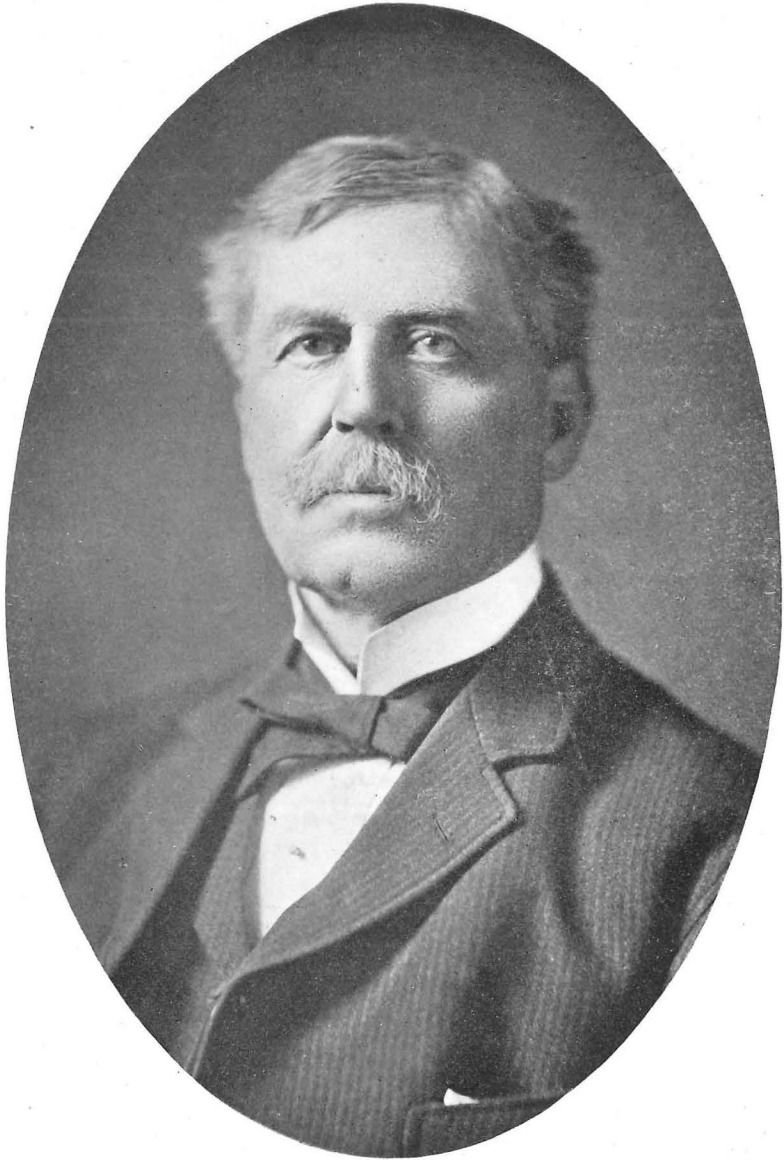
He was a man of ability, of wide reading and information.

He was a graduate of Dartmouth College in the class of 1865, Scientific Department, and commenced his life work as a railroad engineer, which occupation he followed until his appointment on this Board in 1900.

But few men retain the confidence of his friends as he did.

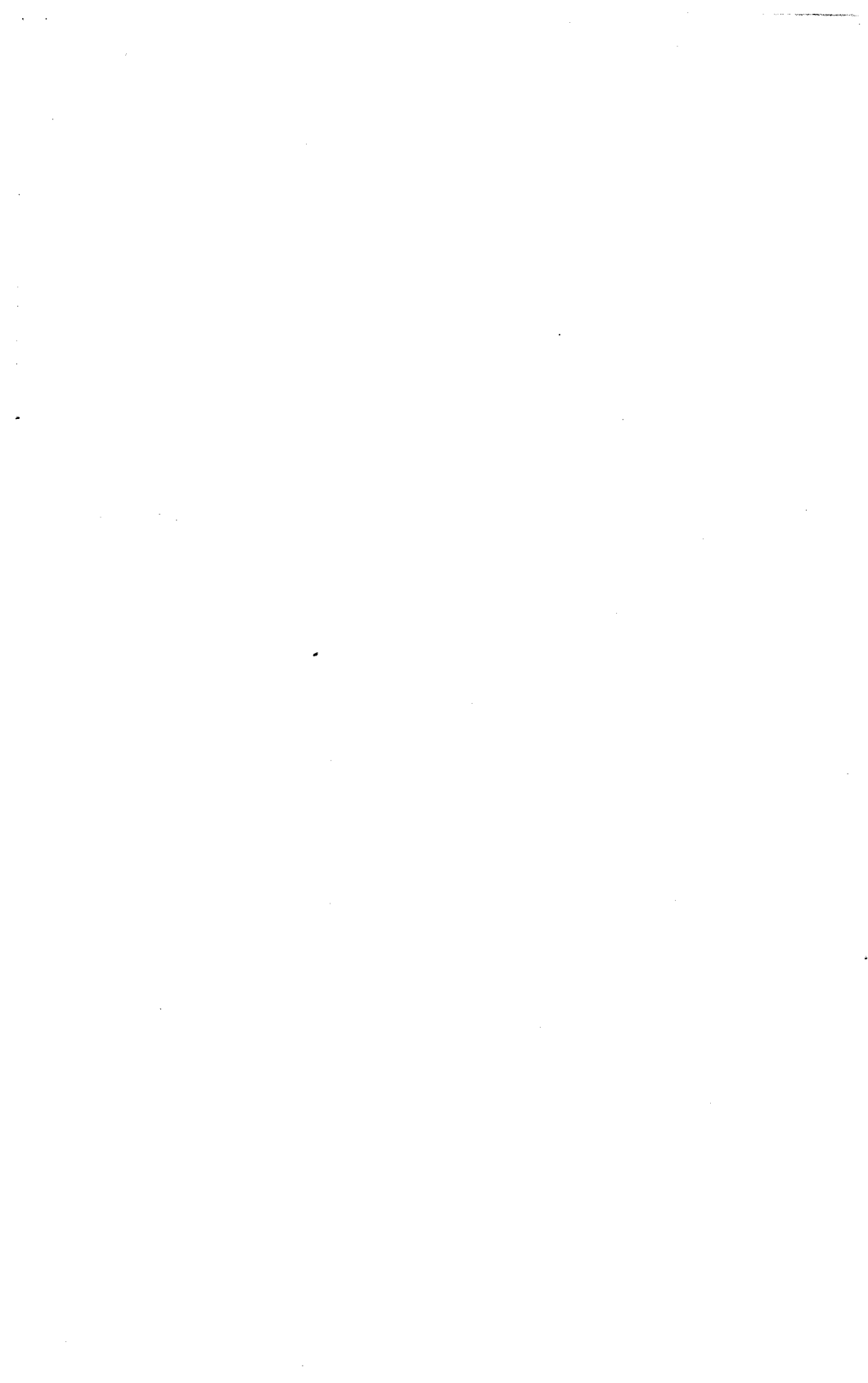
The best wishes of his associates go with him.





PARKER SPOFFORD, BUCKSPORT, MAINE  
Railroad Commissioner, 1900-1909







PETITIONS AND DECISIONS OF THE BOARD.

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*Petition of Maine Central Railroad Company for repairing bridge in Auburn over Grand Trunk Railway and decision of the Board thereon. Dated December 1, 1908. —*

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

Respectfully represents the Maine Central Railroad Company, a corporation existing under the laws of said State, that it owns and operates a line of railroad running from Portland to Skowhegan in said State and passing through Auburn in the county of Androscoggin; that its said railroad is crossed in said Auburn by the railroad of the Lewiston & Auburn Railroad Company which extends from Lewiston Junction in said Auburn to Lewiston in said county; that said last named railroad is leased to and operated by the Grand Trunk Railway Company of Canada; that in constructing said Lewiston & Auburn Railroad the crossing of said Maine Central Railroad was not made at grade but by an under pass consisting of stone abutments on each side of the track of the Lewiston & Auburn Railroad with an iron bridge thereon to support the tracks of the Maine Central Railroad Company; that the entire expense of the construction of said abutments and bridge was borne by the Lewiston & Auburn Railroad Company or its said lessee and that the maintenance of the same has been so borne up to the present time; that said crossing is located about one mile west of the Maine Central Station at Auburn.

Your petitioner further represents that the bridge above referred to is insufficient in strength for the convenient and safe operation of its said railroad in a suitable manner for the proper accommodation of its patrons; that the existing condi-

tion, construction and manner of such crossing are unsuitable for the proper accommodation of the public and are dangerous to the public safety.

Wherefore your petitioner, the Maine Central Railroad Company prays and applies to your Honorable Board for a change in the existing condition, construction and manner of such crossing, and that your Honorable Board will determine what changes are necessary, and how such crossing shall be constructed and maintained, and how the expense thereof shall be borne.

Dated at Portland, November 10, 1908.

Maine Central Railroad Company,

By MORRIS McDONALD,

Vice President and General Manager.

WHITE & CARTER, Attorneys.

On the foregoing petition,

*Ordered*, That the petitioner cause to be served a true copy of said petition, and this order of notice thereon, upon Mr. L. L. Hight, Attorney for the Grand Trunk Railway Company of Canada; also upon the President or Clerk of the Lewiston & Auburn Railroad Company, seven days at least before Tuesday, the 1st day of December, A. D. 1908, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Maine Central Railroad Company in Auburn, at 10 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 16th day of November, A. D. 1908.

## STATE OF MAINE.

### *In Board of Railroad Commissioners.*

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

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

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

Mr. F. H. Morey appeared for the Lewiston and Auburn Railroad.

By chapter 88 of Private and Special Laws of 1872 a charter was given to certain gentlemen, with the right to incorporate the Lewiston and Auburn Railroad Company, and "construct a railroad with one set of rails or tracks, with all suitable bridges, tunnels, viaducts, turnouts, culverts, drains, and all other necessary appendages, from some point in the city of Lewiston to some point on the Atlantic and St. Lawrence Railroad, otherwise known as the Grand Trunk Railroad, within the limits of the city of Auburn."

Said company having been organized, and a route selected, said Lewiston and Auburn Railroad crossed the Maine Central Railroad at a point in the city of Auburn. It had that right at common law, and by force of its charter, for it is settled that where a railroad company receives a charter from some point in the state to another point in the state, that charter carries with it the implied right to cross any other railroad running in a different direction.

By the statute of this State, which existed at that time, chapter 51, section 16, it was provided that "A railroad may be carried over or under a canal or railroad in such manner as not unnecessarily to impede the travel or transportation on them. The corporation making such crossing is liable for damages occasioned by it in an action on the case."

The evidence shows that such action was not commenced by the said Maine Central Railroad Company, but that the Maine Central Railroad Company was satisfied with a promise upon the part of the Lewiston and Auburn Railroad, or the Grand Trunk Railway that said new company in crossing said Maine Central Railroad, should go under the tracks of the Maine Central Railroad at this crossing, and should build abutments and a bridge for the Maine Central Railroad, and thereafter maintain it.

It appears that the Lewiston and Auburn Railroad or its lessee, the Grand Trunk Railway, did construct such a bridge and such abutments for the Maine Central Railroad, and has up to the present time maintained the same. So far, there seems to be no dispute in relation to the matter.

The Maine Central Railroad Company now claims that the bridge is not heavy enough for its present traffic. That both engines and loads now carried are nearly twice as heavy as those carried when the bridge was built, in 1874, and they petition the Railroad Commissioners for a change in the existing condition, construction and manner of such crossing, and "to determine how such crossing shall be constructed and maintained, and how the expense thereof shall be borne."

The Grand Trunk Railway company, the lessee of said Lewiston and Auburn Railroad, admits that said Grand Trunk Railway has built this bridge and maintained it up to the present time; that it is ready and willing to maintain the bridge as before; but it says that the bridge when constructed was heavy enough for the traffic of the Maine Central Railroad as it was at that time, and that a few hundred dollars will put the present bridge in as good condition as it was when it was built, and that the Grand Trunk Railway should not be compelled to pay for any heavier bridge, and that whatever extra expense there is in constructing a heavier bridge, and changing the abutments, should be borne by the Maine Central Railroad.

By Public Laws of 1905, chapter 72, now Revised Statutes, chapter 51, section 73, it is provided that the Board of Railroad Commissioners shall determine the manner and conditions of one railroad of any kind crossing another. "Any corporation or party operating such railroad may apply to said board for a change in the then existing condition, construction or manner of any such crossing. Such application shall be in writing, giving the location of the crossing, and said Board shall give a hearing thereon, after they have ordered such notice to be given by the applicants as to the time, purpose and place of such hearing as said Board shall deem proper. Said board shall determine at such hearing what changes, if any, are necessary, and how such crossing shall be constructed and maintained. The expense thereof to be borne as the Railroad Commissioners may order."

The Grand Trunk Railway Company, by its attorney, argues that if it can now be called upon to build a larger and heavier bridge, it may in a few years be called upon to build a still heavier bridge, and perhaps with double tracks, as the business of the Maine Central Railroad may increase.



We feel that this is an important consideration, and in our decree we shall attempt to settle it.

We have considered the matter maturely, we think, and we have come to the conclusion, and so decree, that the Maine Central Railroad Company shall change the construction of its abutments, and shall do it at its own expense. That upon those abutments shall be put a modern bridge of sufficient weight and strength to carry the heaviest modern engines such as are now used. That the Lewiston and Auburn Railroad Company shall pay all the expenses of said new bridge. That hereafter the Maine Central Railroad Company shall maintain its own abutments and the bridge, and all other expenses connected with its own right of way at said crossing.

Dated at Augusta this 1st day of December, A. D. 1908.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

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*Petition of the Municipal Officers of Ellsworth for a highway crossing Maine Central Railroad, Ellsworth, and decision on the same. Dated December 4, 1908.*

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

We, the undersigned municipal officers of the city of Ellsworth, respectfully represent that we have had surveyed and laid out and accepted a street in Ellsworth to be called Davis street, having proceeded according to law by giving the legal notice and that said street would cross the Maine Central Railroad track at grade.

Wherefore, they make this application to you, the said Railroad Commissioners, asking that you, after notice and hearing in the premises, will determine whether said way shall be permitted to cross such track at grade therewith or not, and the manner and condition of crossing the same, and by whom the

expense of building and maintaining so much thereof as is within the limits of such railroad shall be borne.

Dated this 12th day of November, A. D. 1908.

Frank F. Simonton, Mayor,

A. F. Stockbridge,

H. B. Estey,

I. B. Hagan, Jr.,

H. C. Jordan,

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, once in the Ellsworth American, a newspaper published at Ellsworth in the county of Hancock, the publication in said paper to be at least five days before Friday the fourth day of December, A. D. 1908, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Maine Central Railroad Company in Ellsworth, at two o'clock in the afternoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to Mr. Morris McDonald, Vice President and General Manager of the Maine Central Railroad Company, Portland, Maine, four days at least before the date of said hearing.

JOSEPH B. PEAKS, Chairman,

*For the Board of Railroad Commissioners of Maine.*

Dated this 21st day of November, A. D. 1908.

## STATE OF MAINE.

### *In Board of Railroad Commissioners.*

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

Aldermen A. F. Stockbridge and H. C. Jordan appeared for the city of Ellsworth, and Forrest Goodwin, Esq., for the Maine Central Railroad Company.

No opposition was made by the Railroad Company.

We hereby decree that said highway shall be permitted to cross the Maine Central Railroad at grade. The approach upon

the upper, or easterly side, shall be graded for a width of 16 feet with a uniform grade from the track to the surface of the ground at the line of the right of way.

The approach upon the lower side shall be of uniform grade from the roadbed to the line of the right of way and of a width of 16 feet.

The track shall be suitably planked and provision made for drainage upon the upper side of track.

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

Dated at Augusta, this fourth day of December, A. D. 1908.

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.

*To the officers of the Lewiston, Augusta & Waterville Street  
Railway:*

The bridge at Topsham, over Granny Hole stream, so-called, having been repaired and strengthened under the direction, and to the satisfaction of the Board of Railroad Commissioners, we hereby certify that such repairs have been completed and we now consider the bridge safe for the passage of the cars of your company.

Dated at Augusta this 28th day of December, A. D. 1908.

PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

## AUGUSTA &amp; WATERVILLE RAILWAY.

## STATE OF MAINE.

*In Board of Railroad Commissioners.*

## RAILROAD COMMISSIONERS' CERTIFICATE.

We the undersigned, Board of Railroad Commissioners, having made a careful inspection of that portion of the Augusta & Waterville Railway extending from a connection with the Maine Central Railroad tracks in Winslow, to station 1093+16 (as per plan filed with the Board of Railroad Commissioners) in Winslow, a distance of about .31 miles, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta, this 31st day of December, A. D. 1908.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

## STATE OF MAINE.

*In Board of Railroad Commissioners.*

## CERTIFICATE OF APPROVAL.

We, the undersigned, Board of Railroad Commissioners having made a careful examination of the Atlantic Stove, so called, hereby approve the same, for heating purposes, by the Maine Central Railroad Company, in its passenger, mail, baggage and caboose cars.

Dated at Augusta this 12th day of January, A. D. 1909.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

*Petition of the County Commissioners of Cumberland county regarding a grade crossing in Pownal over the Grand Trunk Railway, and decision of the Board thereon. Decision January 21, 1909.*

STATE OF MAINE.

Cumberland ss.

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

The undersigned, James H. McDonald, Chairman; Richard Cook and Edward H. Trickey, County Commissioners of the County of Cumberland, respectfully represent:

1. At a court of county commissioners begun and holden at Portland, within and for said county, on the first Tuesday of June, A. D. 1908, to wit, at their regular session on the first Tuesday of July, A. D. 1908, the written petition of Harlan B. True, William A. Brown and Frank Lobdell, selectmen of Pownal, being responsible persons, was duly presented to said county commissioners, representing that "public necessity and convenience require an alteration of location and grade in the highway from Durham to Gray, at the point in said Pownal, at West Pownal, so-called, where said highway intersects the Grand Trunk Railway location, said relocation of said highway being more particularly bounded and described as follows, namely, maintaining the existing width of said highway, commencing at an iron driven in the ground in center of travel of the road leading from George Cushman's in Pownal, to Gray, at a point north seventy-three degrees, fifteen minutes west, fifteen (15) feet nine and three-quarters (9 3/4) inches from a telephone post marked by a nail driven in it; thence south thirty-nine degrees, forty-five minutes west, in old road location, fifty (50) feet to land of Rufus J. Skillings; thence same course on same Skillings' land three hundred seventy-nine and one-sixth (379 1/6) feet; thence north eighty-five degrees, forty-five minutes west one hundred four (104) feet to the easterly side line of the Grand Trunk Railway; thence same course which is at a right angle with said railway, across said railway ninety-nine (99) feet; thence same course crossing the

road leading past the store of Charles Dow and over land of one Jordan one hundred sixteen and two-thirds (116 2-3) feet; thence north seventy-nine degrees, thirty minutes over land of the said Jordan and the old location of the road leading to Gray one hundred ninety-four (194) feet, ten (10) inches to an iron in the travel of said road."

2. Said petitioners further requested "that the portions of said existing highway, not included in, and which are made unnecessary by, said new location, be discontinued when said new highway shall be laid out and built."

3. Said petitioners further represented "that the existing crossing of said highway over said Grand Trunk Railway track, at grade, is unsafe and inconvenient and that public necessity and convenience require that the grade of said new location of said highway be constructed below the grade of said Grand Trunk Railway track so as to allow safe and convenient passage for vehicles and travellers on said highway, under said railroad track."

4. Pursuant to the foregoing petition, it having been satisfactorily shown to us that the petitioners were responsible and that an inquiry into the merits was expedient, we ordered a hearing and due notice thereof, and caused due notices to be given of the time and place of our meeting, as required by sections two and twenty-eight of chapter twenty-three of Revised Statutes of Maine.

5. Pursuant to the foregoing petition and orders of court thereon, we, said county commissioners for the county of Cumberland, met the parties at the time and place, and for the purpose designated in said orders; and it being then and there satisfactorily proved to us that all the notices named in said orders had been duly and seasonably published, served and posted, and that all the requirements thereof had been fully complied with.

We thereupon proceeded, with the parties interested, to view the way and route prayed for in said petition, and other ways, routes and roads connected therewith; and immediately after said view, at the Grand Trunk Railway station, at said Pownal, being at a convenient place in the vicinity of said way, we gave a hearing to all parties interested and their witnesses.

And after a full hearing of all the facts, testimony and arguments by them presented, and having maturely considered the same, we were satisfied and adjudged that public convenience and necessity do require an alteration of location and grade in the existing highway from Durham to Gray, at the point in said Pownal, at West Pownal, so called, where said highway intersects the Grand Trunk Railway Company's location; and it appearing further, that said proposed way when laid out would be through and across certain land and right of way of said Grand Trunk Railway Company of Canada, used for station purposes, we, said county commissioners, being the tribunal having the jurisdiction over the laying out of said way, being satisfied after hearing, as aforesaid, that public convenience and necessity do require such laying out of said way, as prayed for in said petition, suspended said proceedings and file this petition with the Railroad Commissioners for their adjudication hereunder.

Dated this twenty-second day of December, A. D. 1908.

James H. McDonald,  
Richard Cook,  
Edward H. Trickey,

County Commissioners for the county of Cumberland.

On the foregoing petition,

*Ordered*, That the petitioners cause to be published a true copy of this petition and this order of notice thereon, three days successively in the Portland Press, a newspaper published at Portland in the county of Cumberland, the last publication in said paper to be at least seven days before the fifteenth day of January, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Grand Trunk Railway in West Pownal, at ten o'clock in the forenoon, for the purpose indicated in said petition.

Said petitioners shall send copies of the foregoing petition and order thereon by mail to the clerk of the Atlantic and St. Lawrence Railway Company, and to L. L. Hight, attorney for the Grand Trunk Railway, seven days before said hearing.

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

Dated this thirtieth day of December, A. D. 1908.

## STATE OF MAINE.

*In Board of Railroad Commissioners.*

Cumberland ss. January 15th, A. D. 1909.

In re county commissioners of county of Cumberland, Petitioners under the provision of chapter 23, section 31, of Revised Statutes in relation to railroad crossing, at Pownal, in said county.

And now the petitioners move to amend their said petition by adding thereto at the end of the last paragraph, the words, "Under the provisions of Revised Statutes of Me., chapter 23, section 31, that they will adjudicate whether or not public necessity and convenience require that said way be laid out as prayed for by said petitioners."

James H. McDonald,  
Edward H. Trickey,  
Jas. Carroll Mead,

County Commissioners of Cumberland county.

Atlantic & St. Lawrence Railroad Company by L. L. Hight, its attorney, objects to the above amendment, which objection is overruled, and the amendment is allowed.

Dated this 15th day of January, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

## STATE OF MAINE.

*In Board of Railroad Commissioners.*

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

Mr. W. G. Chapman appeared for the petitioners.

Mr. L. L. Hight appeared for the Atlantic & St. Lawrence Railroad Company, and the Grand Trunk Railway Company of Canada.

The county commissioners of the county of Cumberland upon proper petition and hearing thereon, have decided to change



the highway from Durham to Gray, through the town of Pownal, and have petitioned the Board of Railroad Commissioners, alleging that in changing said highway, they find a portion of it crosses the land and right-of-way of the Atlantic & St. Lawrence Railroad Company which is used for station purposes, and ask this Board to determine whether public convenience and necessity require the taking of said land and right-of-way used for station purposes, for the purpose of changing said highway.

The object of changing said highway is to make a crossing under said railroad, which we feel is altogether desirable and necessary, because the existing grade crossing, we consider, a dangerous one.

We therefore decide that public convenience and necessity require the taking of said land, as prayed for by said petitioners, for the purpose of changing said highway as aforesaid.

Dated at Augusta this 21st day of January, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

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*An appeal from the decision of the Municipal Officers of the city of Auburn by the Portland, Gray and Lewiston Railroad Company, regarding the location of said railroad in the city of Auburn, and the decision of the Board thereon. Decision March 10, 1909.*

*To the Honorable Board of Railroad Commissioners:*

The Portland, Gray & Lewiston Railroad Company respectfully represents that on the eighteenth day of January, A. D. 1909, it made application in writing to the municipal officers of the city of Auburn, for their approval in writing, as to streets, roads and ways, of its proposed route and location in said city; and that on said eighteenth day of January, A. D. 1909, the said municipal officers ordered notice on said application as required by law, and that said application and order of notice were as follows:

To the Municipal Officers of the city of Auburn:

The Portland, Gray & Lewiston Railroad Company hereby makes application in writing to your Honorable Board to approve in writing, as to streets, roads or ways, the following proposed route and location in the city of Auburn.

On the Merrill Hill road, so called, beginning in the southerly line of Minot avenue at station O; thence along said Merrill Hill road to station 34+52; on the New Gloucester road, so called, and across said road, between stations 46+68 and 47+43; on the Flagg road, so called, and across said road, between stations 67+26 and 67+76; on the Small road, so called, and across said road, between stations 88+7 and 88+67.

On the Hotel road, so called, and along said road from station 116+22, crossing the road to New Gloucester, to station 124+2; on the Danville Corner road, so called, and across said road, from station 133+2 to station 134+3; on the Danville Junction road, so called and across said road, between stations 233+44 and 234+10; on the Ricker road, so called, to Danville Junction, and across said road, between stations 235+40 and 236+0.

On the Hotel road leading to New Gloucester, and along said road from station 242+70 to station 266+66, at the town line between Auburn and New Gloucester.

A plan thereof is hereby filed with your Honorable Board, signed and dated in the same manner as this application.

Your petitioner respectfully prays that you will order public hearing hereon, giving such notice thereof as you deem proper, not less than seven days from the filing hereof, such notice to contain a copy of this written application, and to warn the legal voters of your city to be present and be heard hereon, and that after hearing, and within fourteen days after the filing of this application you will file your decision hereon with the clerk of your city, who shall make due record thereof.

Dated January 6, A. D. 1909.

Portland, Gray & Lewiston Railroad Co.,

By JOHN D. CLIFFORD, Vice. Pres.; CHAS. C. BENSON, Treas.  
State of Maine, city of Auburn.

Upon the foregoing application filed with us on January 18th,  
A. D. 1909.

It is hereby ordered, that a public hearing be had at city council rooms in said city, on the first day of February, A. D. 1909, at 7.30 o'clock in the afternoon and that the petitioner cause notice thereof to be given by posting this order of notice, together with the foregoing written application hereby made a part of this notice, at the Auburn Hall in said city at least seven days before the time appointed for said public hearing.

The legal voters of the city of Auburn are hereby warned to be present and to be heard hereon.

Dated January 18th, A. D. 1909.

Irving L. Merrill,  
C. G. Ross,  
A. A. Rowell,  
A. Smith,  
W. McFadden,  
Municipal Officers of Auburn.

That at the time and place named in said notice a public hearing was had as ordered, and proof of the giving of the notice so ordered was legally made, and after said hearing, to wit, on the first day of February, A. D. 1909, said municipal officers filed with the clerk of the said city of Auburn their decision on such application, to wit.

"We hereby do not approve as to streets, roads and ways the proposed route and location of the Portland, Gray & Lewiston Railroad as prayed for in the foregoing application."

And now the Portland, Gray & Lewiston Railroad Company, within fourteen days after the filing of said decision, hereby appeals in writing to the Board of Railroad Commissioners, and files herewith a plan of said proposed location, signed and dated in the same manner as the original application to the municipal officers of the city of Auburn, and prays that this Honorable Board will appoint a day for a hearing hereon, ordering such notice thereof as you may deem reasonable and proper, in order that all persons interested may have an opportunity to appear and object thereto, and that after hearing you will make decision thereon and cause a record thereof to be made in your office, in lieu of the approval of the municipal officers of the city of Auburn.

Dated February thirteenth, A. D. 1909.

Portland, Gray & Lewiston Railroad Company,  
By JOHN D. CLIFFORD, Vice Pres.; CHAS. C. BENSON, Treas.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition and this order of notice thereon, three days successively in the Lewiston Evening Journal, a newspaper published at Lewiston, in the county of Androscoggin, the first publication in said paper to be at least five days before Friday the 5th day of March, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the county commissioners rooms at the county building in the city of Auburn, at 10 o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall cause to be served a copy of the foregoing petition and order on the city clerk of the city of Auburn, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

*For the Board of Railroad Commissioners of Maine.*

Dated this 24th day of February, A. D. 1909.

## STATE OF MAINE.

### *In Board of Railroad Commissioners.*

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

Mr. John A. Morrell of Auburn appeared for the petitioners.

Mayor Merrill appeared for the city of Auburn.

Mr. R. W. Crockett appeared for Mr. J. H. Brann.

Mr. George C. Webber appeared for Mr. F. G. Blake.

This is an appeal from the decision of the municipal officers of Auburn who denied a route as to streets, roads and ways in the city of Auburn petitioned for by said Portland, Gray & Lewiston Railroad Company.

The Railroad Commissioners after viewing the route, allow the location for said Portland, Gray & Lewiston Railroad Company in said city of Auburn to be as follows:

Commencing at Minot avenue, thence on Merrill Hill road to the junction of Hotel road; thence on Hotel road to the line of the town of New Gloucester, and it is hereby decreed that this shall be the route of said Portland, Gray & Lewiston Railroad Company through the city of Auburn.

Dated at Augusta, Maine, this 10th day of March, A. D. 1909.

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.

*To the Officers of the Lewiston, Augusta & Waterville Street  
Railway:*

The bridge between Brunswick and Topsham over the Androscoggin river having been repaired and strengthened under the direction of the Board of Railroad Commissioners, authority is hereby given to said company to operate cars over said bridge, subject to the limit of weight of cars as heretofore given.

Dated at Augusta this 17th day of March, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,  
*Railroad Commissioners of Maine.*

*Petition of the citizens of Bingham and vicinity, relating to the stopping of certain trains at Somerset Junction, and action of the board thereon. Dismissed April 27, 1909.*

BINGHAM, MAINE, December 24, 1908.

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

We the undersigned citizens of Bingham and vicinity, patrons of the Canadian Pacific Railroad and Somerset Railroad Company, respectfully ask you in your official capacity to use your authority to have trains No. 9 and 10, the express on the Canadian Pacific Railroad, stop at Somerset Junction to take and leave passengers each way, for the convenience of the public.

Forrest H. Colby, H. J. Craig, John J. Lander, W. E. Robinson, A. F. Donigan, Orison Gorden, S. J. Whitney, W. A. Smith, E. A. Baker, J. F. Owens, Lester Steward, Fred W. Preble, A. C. Dinsmore, S. A. Smith, Henry Lander, Fred Adams, Harry Cummings, Chas. A. Foss, F. H. Preble, M. S. Miller, A. B. Carl, E. W. Moore, Chas. F. Ham, H. E. Pierce, B. O. Laxson, C. C. Stewart, F. S. Whitney, A. M. Davis, Geo. L. Baker, F. S. Hunnewell, B. F. Adams, Alvah S. Witham, G. H. Fletcher, Benj. Smith, E. W. Fentiman, John McColby, Jr., J. P. Witham, W. C. Bryant, and 162 others.

The foregoing petition is hereby dismissed.

Per order of the Board.

GEO. F. GIDDINGS, *Asst. Clerk.*

April 27, 1909.

ROCKLAND, SOUTH THOMASTON & ST. GEORGE  
RAILWAY.

STATE OF MAINE.

*In Board of Railroad Commissioners.*

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of an extension of the Rockland, South Thomaston and St. George Railway, from Crescent Beach Station to Smith Hotel, a distance of one-eighth of a mile, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this 6th day of May, A. D. 1909.

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine*

*Petition of the Bangor and Aroostook Railroad Company for approval of the location of a branch railroad track, extending from a connection with said railroad at Masardis to Stockholm, and the approval of the Board. Decision May 11, 1909.*

*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 in Masardis in Aroostook county, and extending to a point of connection with its line of railroad in the plantation of Stockholm in said Aroostook county. The length of said branch, as near as may be, is forty-eight miles. The names of the towns through which, or into which, it is desired to build said branch are:

Masardis, Aroostook county; Ashland, Aroostook county; Township 11, Range 4, W. E. L. S., Aroostook county; Chapman plantation, Aroostook county; Mapleton, Aroostook county; Washburn, Aroostook county; Wade, Aroostook county; Perham, Aroostook county; Township 15, Range 4, W. E. L. S., Aroostook county; Township 16, Range 4, W. E. L. S., Aroostook county; Stockholm plantation, Aroostook county.

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 county of 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.

The 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, April 13, 1909.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily News and Daily Commercial, newspapers published at Bangor in the county of Penobscot, the first publication in each paper to be at least seven days before Tuesday the 11th day of May, A. D. 1909, 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 towns named in this 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 twenty-first day of April, A. D. 1909.

## STATE OF MAINE.

### *In Board of Railroad Commissioners.*

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

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

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 build



a branch of its road from a place called Masardis to Stockholm plantation 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 and 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 11th day of May, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

*Petition of the Bangor and Aroostook Railroad Company for approval of location of a branch railroad track from a connection with said railroad in Fort Kent to a connection with said railroad in Van Buren and approval of the Board. Decision May 11, 1909.*

*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 in Fort Kent in Aroostook county, and extending to a point of connection with the Bangor and Aroostook Railroad in Van Buren in said Aroostook county. The length of said branch, as near as may be, is forty miles. The names of the towns through which or into which it is desired to build said branch are:

Fort Kent, Aroostook county; Frenchville, Aroostook county; Madawaska, Aroostook county; Grand Isle, Aroostook county; Van Buren, Aroostook county.

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 county of

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, April 13, 1909.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily News and Daily Commercial, newspapers published at Bangor in the county of Penobscot, the first publication in each paper to be at least seven days before Tuesday the 11th day of May, A. D. 1909, 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 each of the towns named in this 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 twenty-first day of April, A. D. 1909.

## 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 Bangor and Aroostook Railroad Company.

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 build a branch of its road from a place called Fort Kent to Van Buren 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 and 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 11th day of May, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

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*Petition of the Bangor and Aroostook Railroad Company for approval of location of a branch railroad track from a connection with said railroad in Fort Kent to a point in St. Francis plantation, and approval of the Board. Decision May 11, 1909.*

*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 in the town of Fort Kent in

Aroostook county, and extending to a point in St. Francis plantation in Aroostook county near the junction of the St. Francis and St. John rivers and at the terminus of a proposed branch track, the building of which was approved by your Honorable Board December 27, 1906. The length of said branch, as near as may be, is fifteen miles. The names of the towns through which or into which, it is desired to build said branch are:

Fort Kent, Aroostook county; St. John plantation, Aroostook county; St. Francis plantation, Aroostook county.

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 county of 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, April 13, 1909.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily News and Daily Commercial, newspapers published at Bangor in the county of Penobscot,

the first publication in each paper to be at least seven days before Tuesday the 11th day of May, A. D. 1909, 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 each of the towns named in this 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 twenty-first day of April, A. D. 1909.

#### 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 Bangor and Aroostook Railroad Company. 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 build a branch of its road from a place called Fort Kent to St. Francis plantation in the county of Aroostook.

The commissioners hereby certify that all the provisions of the statute have been complied with, that public convenience and necessity require the construction of this branch of the Bangor and 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 11th day of May, A. D. 1909.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

*Petition of the Atlantic Shore Line Railway relating to the issue of bonds and certificate of the board thereon. Decision May 11, 1909.*

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

Respectfully represents Atlantic Shore Line Railway, a corporation existing under the laws of the State of Maine; that on the second day of April, A. D. 1906, said railway executed its trust deed or refunding mortgage to Knickerbocker Trust Company of New York City to secure an issue of three million dollars (\$3,000,000) four per cent bonds, of which one million eight hundred ninety thousand dollars (\$1,890,000) are reserved for the purpose of refunding the underlying bonds, acquiring certain properties described in said mortgage, and six hundred and ten thousand dollars (\$610,000) for its corporate purposes, for construction and equipment of said railway; that the entire amount of six hundred and ten thousand dollars (\$610,000) of bonds have been issued and used for its corporate purposes, in constructing and equipping its railway from Kennebunk to York Beach, and the remainder of said issue being five hundred thousand dollars (\$500,000) of bonds are held by the trustee uncertified, and can be issued only to the extent of 75% of the actual cost of any additions, extensions, or permanent improvements of the property, as provided in article I, section I, subdivision (e) of said mortgage.

That said railway, between April 1, 1906, and November 30, 1908, has actually expended, in cash in adding to, extending and permanently improving its railway system and in purchasing new and additional equipment therefor, the sum of two hundred and thirteen thousand four hundred and seven dollars and fifteen cents (\$213,407.15).

That said railway is entitled to receive from said trustee bonds to the amount of one hundred and sixty thousand dollars (\$160,000), which amount does not exceed seventy-five per cent of the sums expended as aforesaid.

That on January 23, 1908, the Knickerbocker Trust Company of New York City, trustee under the trust deed above referred to was directed by vote of the board of directors of

said railway, (said vote being supported by a certificate of the Railroad Commissioners of Maine and sworn statement by the treasurer as provided in said trust deed) to deliver to the treasurer of the railway one hundred thousand dollars (\$100,000) four per cent refunding mortgage bonds.

That said railway is entitled to receive from said trustee additional bonds to the amount of sixty thousand dollars (\$60,000) which amount of bonds said railway desires said trustee to be authorized and requested to certify and deliver as provided in said mortgage.

Wherefore your petitioner prays that you will make such an investigation of the accounts and vouchers, relative to said improvements and additions, as will satisfy you as to the actual cost of the same, and issue your certificate as provided in said article I, section I, subdivision (e) of said mortgage.

Sanford, Maine, May 3, 1909.

Atlantic Shore Line Railway,

By FRED J. ALLEN, Its Attorney.

## STATE OF MAINE.

*In Board of Railroad Commissioners.*

*To Knickerbocker Trust Company, Trustee:*

The Railroad Commissioners of the State of Maine hereby certify that they have examined a certain trust deed or refunding mortgage of the Atlantic Shore Line Railway dated April 2, A. D. 1906, securing an issue of three million dollars (\$3,000,000) 4% bonds of said railway and especially article I, section I, subdivision (e) of said mortgage.

That pursuant to said subdivision (e) of said mortgage and of the petition of said railway dated May 3, 1909, and after an examination we hereby certify that said railway has actually expended or contracted to spend since April 2, 1906, to November 30, 1908, the sum of two hundred thirteen thousand, four hundred seven dollars and fifteen cents (\$213,407.15) in adding to, extending or permanently improving its railway system, and in purchasing new and additional equipment therefor.

That under the provisions of the bond the said railway is entitled to receive from said trustee bonds to the amount of

one hundred sixty thousand dollars (\$160,000) for said expenditures as aforesaid, which sum does not exceed 75% of the sums so expended.

That on January 23, 1908, the Knickerbocker Trust Company of New York City, trustee under the trust deed above referred to, issued the sum of one hundred thousand dollars (\$100,000) in bonds under the provisions of said mortgage, and that said railway company is now entitled to receive from said trustee additional bonds to the amount of sixty thousand dollars (\$60,000), which amount of bonds said railway desires said trustee to be authorized and requested to certify and deliver as provided in said mortgage; and we hereby certify that said railway has actually expended or contracted to spend the sums above named, and are entitled to have certified and issued to them the said sixty thousand dollars (\$60,000) in bonds as aforesaid.

Dated at Augusta this 11th day of May, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

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*Petition of the Bangor and Aroostook Railroad Company for approval of location of a branch railroad track from a connection with its road in Presque Isle to Mapleton and approval of the Board thereon. Decision May 20, 1909.*

*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 in Presque Isle in Aroostook county, and extending to a point in the town of Mapleton so as to there connect with its proposed line of railroad which is to extend from a point of connection with the Bangor and Aroostook Railroad in Masardis in Aroostook county to a point of connection with the Bangor and Aroostook Railroad in the plantation of Stockholm, in said county. A petition for author-



ity to build said last named line of railroad is now on file with your Honorable Board. The length of the branch line covered by this petition, as near as may be, is seven miles, and the names of the towns through which or into which it is desired to build said branch are: Presque Isle, Aroostook county; Mapleton, Aroostook county.

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 county of 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, May 10, 1909.

On the foregoing petition,

*Ordered,* That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily News and Daily Commercial, newspapers published at Bangor in the county of Penobscot, the first publication in each paper to be at least seven days before Thursday the 20th day of May, A. D. 1909, 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 each of the towns named in this 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 eleventh day of May, A. D. 1909.

### STATE OF MAINE.

#### *In Board of Railroad Commissioners.*

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

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

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 build a branch of its road from a place called Presque Isle to Mapleton 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 and 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 20th day of May, A. D. 1909.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

*Petition of the Bangor and Aroostook Railroad Company for approval of location of an extension of their road from Van Buren to Grand Isle, and approval of the Board. Decision May 28, 1909.*

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

The Bangor and Aroostook Railroad Company presents herewith the location of a portion of the extension of its railroad which it is authorized to build between Fort Kent and Van Buren. The portion of the location herewith presented commences at a point of connection with the main line of its road in the town of Van Buren and ends at station 735+00 in the town of Grand Isle, a distance of about eleven and one-half (11 1-2) miles. Said location defines the courses, distances and boundaries of said portion 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, to wit, said portion of said extension, 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, after proper notice and hearing, to approve said location of said portion of said extension.

Bangor and Aroostook Railroad Company,

By FRANKLIN W. CRAM, President.

May 18, 1909.

On the foregoing petition,

*Ordered,* That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily News and the Daily Commercial, newspapers published at Bangor in the county of Penobscot, the first publication in each paper to be at least five days before Friday the 28th day of May, A. D. 1909, 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 each of the towns of Van Buren and Grand Isle, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

*For the Board of Railroad Commissioners of Maine.*

Dated this twentieth day of May, A. D. 1909.

### 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 heard the parties interested.

Messrs. Appleton & Chaplin appeared for the petitioners.

No one appeared in opposition.

The Railroad Commissioners, after notice and hearing, hereby approve said location of the extension of the branch railroad track of the Bangor & Aroostook Railroad Company between Grand Isle and Van Buren, as detailed in description of said location herewith annexed and made a part of this decision.

Dated at Augusta this 28th day of May, A. D. 1909.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

(Courses, distances and boundaries omitted).

*Petition of the Portland Railroad Company for authority to locate and construct spur tracks across the Boston & Maine Railroad in South Portland, and decision of the Board thereon. Decision June 4, 1909.*

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

Respectfully represents the Portland Railroad Company, a corporation established under the laws of the State of Maine, and having its principal office in Portland in the county of Cumberland in said State. That it has been granted by the municipal officers in the city of South Portland in said county and State, a location for the extension of its railway from the junction of Lincoln and Main streets in said city, through Main street to the boundary line between the city of South Portland and the city of Portland; that said location crosses spur tracks of the Boston & Maine Railroad leading to yard of the Standard Oil Company and yard of the Fuller Acid Works, at grade, upon said Main street.

Wherefore, said Portland Railroad Company applies to your Honorable Board for authority to locate and construct their tracks across said spur tracks of said Boston & Maine Railroad in the manner and under such conditions as to your Honorable Board may seem meet.

Dated this 27th day of May, A. D. 1909.

Portland Railroad Company,

By CHARLES F. LIBBY, President.

On the foregoing petition,

days successively in the Portland Daily Press, a newspaper

*Ordered,* That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three published at Portland in the county of Cumberland, the first publication in said paper to be at least three days before Friday the fourth day of June, A. D. 1909, 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 municipal officers of the city of South Portland, and to Lucius Tuttle, president of the Boston & Maine Railroad, Boston, Massachusetts, three days at least before the date of said hearing.

J. B. PEAKS, Chairman,

*For the Board of Railroad Commissioners of Maine.*

Dated this 28th day of May, A. D. 1909.

## 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.

Upon hearing the commissioners decree that the said Portland Railroad Company may cross the said spur tracks of the Boston & Maine Railroad leading to the yard of the Standard Oil Company and to the yard of the Fuller Acid Works, at grade. Said Portland Railroad Company shall furnish crossing frogs properly laid on a good foundation satisfactory to the Railroad Commissioners, and shall pay all the expense of the same, and hereafter pay all the expense of maintaining the same.

Before crossing said spur tracks, which are near together, the cars of the Portland Railroad Company shall be stopped within one hundred feet of the nearest spur track and shall not cross until the motorman and conductor are satisfied that said crossings are clear.

Dated at Augusta, this 4th day of June, A. D. 1909.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

*Petition of the Bangor & Aroostook Railroad Company for approval of location of a branch railroad track from a connection with its road in Presque Isle to Mapleton, and approval of the Board thereon. Decision June 4, 1909.*

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

The Bangor and Aroostook Railroad Company presents herewith a location of the branch of its road which it is authorized to build, commencing at a point of connection with the Bangor and Aroostook Railroad in Presque Isle in Aroostook county and extending to a point in the town of Mapleton, so as there to connect with its proposed line of railroad which is to extend from a point of connection with the Bangor and Aroostook Railroad in Masardis in Aroostook county to a point of connection with the Bangor and Aroostook Railroad in the plantation of Stockholm in said county, a distance of about seven miles.

Said location defines the courses, distances and boundaries of said branch, and is accompanied with the map of said branch first presented to your Honorable Board, and with a plan and 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 FRANKLIN W. CRAM, President.

Bangor, Me., May 27, 1909.

(Course, distances and boundaries are omitted.)

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily News and Daily Commercial, newspapers published at Bangor in the county of Penobscot, the first publication in each paper to be at least five days before Friday the 4th day of June, A. D. 1909, 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 Aroostook county, and to the municipal officers of each of the towns of Presque Isle and Mapleton, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

*For the Board of Railroad Commissioners of Maine.*

Dated this 28th day of May, A. D. 1909.

### 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 petitioners.

No one appeared to oppose.

After hearing, the Board of Railroad Commissioners hereby approve the location of the branch track of the said Bangor and Aroostook Railroad Company, as presented, and find that public convenience and necessity require its construction.

Dated this 4th day of June, A. D. 1909.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*



*Petition of the Bangor & Aroostook Railroad Company for a change in location in the town of Grand Isle, and approval of the Board thereon. Decision June 7, 1909.*

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

Respectfully represents the Bangor and Aroostook Railroad Company that it deems it necessary and expedient that a change be made in the present location of its line of railroad, the location of which line of railroad was approved by your Honorable Board May 28, A. D. 1909. Said change is all in the town of Grand Isle in Aroostook county, and begins at station 395+03 B. C., of said approved location and ends at station 459+19.1.

A map on an appropriate scale showing the line as it will be if changed as prayed for in black, and a corresponding line as already approved in red, together with a corresponding profile on the relative scales of profile paper in common use, accompanies this petition.

There is also accompanying this petition a description by courses and distances of said change in location. Said description is of the center line of said change.

Your petitioner deems said change necessary and expedient in order to avoid expense of construction and for other reasons, and prays your Honorable Board to approve said change in location, and prays that it may make such change as provided by law.

Bangor and Aroostook Railroad Company,

By FRANKLIN W. CRAM, President.

Bangor, Me., May 29, 1909.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily News and Daily Commercial, newspapers published at Bangor, in the county of Penobscot, the first publication in each paper to be at least five days before Monday the seventh day of June, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the Bangor House in Bangor, Maine, at 11.30 o'clock in the forenoon for the purposes indicated in said petition.

Said petitioner shall send copies of the foregoing petition and order to the county commissioners of Aroostook county, and to the municipal officers of the town of Grand Isle, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

*For the Board of Railroad Commissioners of Maine.*

Dated this 31st day of May, A. D. 1909.

### 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 Railroad Commissioners after hearing all parties, hereby approve the change in location of the branch track, of the Bangor & Aroostook Railroad Company in the town of Grand Isle as appears in said petition and as detailed in the description of said location herewith annexed and made a part of this decision.

Dated at Augusta this 7th day of June, A. D. 1909.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

(Courses, distances and boundaries are omitted.)

*Petition of the Portland Railroad Company for approval of location of an extension of its road from St. John and Danforth streets to South Portland, and for crossing the tracks of the Maine Central Railroad and the Boston and Maine Railroad, and decision of the Board thereon. Decision June 10, 1909.*

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

Respectfully represents the Portland Railroad Company, a corporation established under the laws of the State of Maine, and having its principal office in Portland in the county of Cumberland in said State. That it has been granted by the municipal officers in the city of Portland in said county and State, a location for the extension of its railway from the junction of St. John and Danforth streets in said city, through Danforth street to the boundary line between the city of Portland and the city of South Portland; that said location crosses over the tracks of the Boston & Maine Railroad and the tracks of the Maine Central Railroad on said Danforth street upon a bridge already constructed and used as a public bridge. Wherefore, said Portland Railroad Company applies to your Honorable board for authority to locate and construct their tracks upon and over said bridge in said manner and under such conditions as to your Honorable Board may seem meet.

Dated this sixth day of May, A. D. 1909.

Portland Railroad Company,

By E. A. NEWMAN, General Manager.

On the foregoing petition,

*Ordered,* That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Portland Daily Press, a newspaper published at Portland in the county of Cumberland, the first publication in said paper to be at least five days before Tuesday the 25th day of May, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the Lafayette 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 Mr. Frank Barr, third vice president and general manager, Boston & Maine Railroad, and to Mr. Morris McDonald, vice president and general manager, Maine Central Railroad Company, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

*For the Board of Railroad Commissioners of Maine.*

Dated this fourteenth day of May, A. D. 1909.

## 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. Libby appeared for the petitioners.

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

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

After viewing the location and hearing the parties interested the Railroad Commissioners hereby decree that the Portland Railroad may cross the bridges already constructed over the Maine Central Railroad and over the Boston and Maine Railroad.

That said bridges shall be strengthened according to plans hereby approved and drawn by Frederick J. Ilesley, engineer. In addition however to that plan there shall be placed in the bents of the present structures extra posts, one under each of the steel girders, conforming in size to the present posts composing the bents.

All said work shall be done by the Portland Railroad Company at its own expense, and shall be in all respects satisfactory to the Board of Railroad Commissioners.

The future maintenance of the bridge across the right of way of the Maine Central Railroad Company shall be borne in equal parts by the Portland Railroad Company and said Maine Cen-

tral Railroad Company; and the future maintenance of the bridge across the right of way of the Boston and Maine Railroad shall be borne in equal parts by the Portland Railroad Company and said Boston and Maine Railroad. The work of maintaining said bridges shall be done by the Maine Central Railroad Company and the Boston and Maine Railroad respectively, with good and sufficient materials and in such manner as not to unreasonably and improperly discommode travel on the street railway. The Portland Railroad Company shall pay to the Maine Central Railroad Company and the Boston and Maine Railroad, respectively, one-half of the expense of the maintenance as aforesaid.

Dated at Augusta this tenth day of June, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

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*Petition of the Bangor and Aroostook Railroad Company for approval of location of a branch railroad track from a connection with its road in Fort Kent to the village of St. Francis, and the approval of the Board thereon. Decision June 11, 1909.*

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

The Bangor & Aroostook Railroad Company presents herewith a location of the branch which it is authorized to build, commencing at a point of connection with the Bangor & Aroostook Railroad in Fort Kent and extending into the village of St. Francis, both in Aroostook county, a distance of about seventeen miles.

Said location defines the courses, distances and boundaries of said branch and is accompanied with the map of said branch first presented to your Honorable Board, and with a plan and 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 location.

Bangor and Aroostook Railroad Company,

By FRANKLIN W. CRAM, President.

Bangor, Maine, June 4, 1909.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily News and Daily Commercial, newspapers published at Bangor, in the county of Penobscot, the first publication in each paper to be at least five days before Friday the 11th day of June, A. D. 1909, on which day the Railroad Commissioners will be in session at the Bangor House in Bangor, Maine, at 10 o'clock in the forenoon for the purpose indicated in said petition.

Said petitioners 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 Fort Kent, and of the plantations of St. John and St. Francis five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

*For the Board of Railroad Commissioners of Maine.*

Dated this 4th day of June, A. D. 1909.

## 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 heard the parties interested.

Messrs. Appleton & Chaplin appeared for the petitioners.

No one appeared in opposition.

The Railroad Commissioners, after notice and hearing, hereby approve said location of the extension of the branch railroad track of the Bangor & Aroostook Railroad Company between Fort Kent and St. Francis plantation, as detailed in

description of said location herewith annexed and made a part of this decision.

Dated at Augusta this 11th day of June, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

Courses, distances and boundaries are omitted.

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*Petition of the Bridgton & Saco River Railroad Company for approval of location of a branch railroad track to a grain mill in the town of Harrison, and the approval of the Board thereon. Decision June 22, 1909*

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

The Bridgton and Saco River Railroad Company, a corporation established under the laws of the State of Maine, respectfully represents that it is desirous of constructing and maintaining a branch railroad track to a grain mill in the town of Harrison, in the county of Cumberland in said State.

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

Commence on the westerly side line of the town way leading from the Bridgton and Harrison highway (so called) southerly to the corn shop lot of Burnham & Morrill Company, and which said line is also the easterly end line of the Harrison station lot of the Bridgton and Saco River Railroad Company and at a point on said line which is seventeen (17) feet northerly of its intersecting point with the northerly side line of said corn shop lot; thence easterly by a two degree (2°) curve to the left, crossing said town way for a distance of thirty-seven 3-10 (37.3) feet to the easterly side line thereof; thence by the same curve on land of Henrietta Hill a distance of thirteen 4-10 (13.4) feet; thence south fifty-nine degrees (59°) and forty-five minutes (45') east on land of said Henrietta Hill a dis-

tance of one hundred feet to the end of said proposed branch railroad track.

The above described location crosses the said town way and is to cover a width of one rod from said point of commencement to the end of said desired extension all of which appears on the plan filed herewith.

Wherefore your petitioner prays your Honorable Board to approve said location; and that it may under your direction locate, construct, and maintain said extension, and that your honors will authorize a crossing of said town way at grade therewith, and will determine the manner and condition of crossing said town way, and how the expense of building and maintaining so much thereof as is within the limits of said location shall be borne between said town and your petitioner.

Dated at Bridgton this fifth day of June, A. D. 1909.

Bridgton and Saco River Railroad Company,

By WALKER & PIKE, Its Attorneys.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of this petition and order of notice thereon, in one issue of the Bridgton News, a newspaper published at Bridgton, in the county of Cumberland, the publication in said paper to be at least five days before Tuesday the twenty-second day of June, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the office of Walker and Pike, at Bridgton, at eleven thirty 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 municipal officers of the town of Harrison, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

*For the Board of Railroad Commissioners of Maine.*

Dated this 9th day of June, A. D. 1909.



## 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. Walker & Pike appeared for the petitioners.

No one appeared in opposition.

We hereby decree that said branch track may be constructed and maintained as provided in said petition, and that public convenience requires the same.

We also hereby allow the crossing of said highway, as prayed for in said petition, to be made at grade.

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 22nd day of June, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

*Petition of the Cape Shore Railway for a change in the location of its road on Ocean street, in the city of South Portland, and the approval of the Board thereon. Decision June 23, 1909. To the Honorable Board of Railroad Commissioners of the State of Maine:*

The Cape Shore Railway, a street railroad corporation organized under the general laws of the State of Maine, respectfully represents that it deems it necessary and expedient that a change should be made in the location of its road on Ocean street, at South Portland Heights, so called, in the city of South Portland, being a variation from the location heretofore approved by your Honorable Board, dated the 12th day of August, 1908; that the change of location asked for is described as follows:

Beginning at a point on the location of the South Portland Heights line, so called, owned and operated by the Portland Railroad Company, said point being designated for the purpose of description: Station —1+11, as per accompanying plan. Thence southerly by a curve to the right of 120 feet radius to station —0+79. Thence southerly by a curve to left of 120 feet radius to station —0+43, at which point the said described center line is in the middle of Ocean street. Thence southerly by a line drawn through the middle of said Ocean street to station —0+26. The location to be 8.71 feet in width; to wit, 4.355 feet on either side of above described center line. Thence southerly by said line drawn through middle of said Ocean street to station 2+45. The location to be 17.92 feet in width; to wit, 8.96 feet on either side of said center line. Thence southerly by said line drawn through the middle of said Ocean street to station 8+40. Thence by curves to right and left of 180 feet radius to station 9+80 where the amended location joins the location as granted the 12th day of August, 1908. The location to be 8.71 feet in width; to wit, 4.355 feet on either side of said center line.

Your petitioner accompanies its petition, and files herewith a map of the aforesaid proposed change of location, defining its courses, distances and boundaries, prepared by Frederick J. Illsley, a competent engineer.

Wherefore your petitioner prays that your Honorable Board will approve said change in location, and will direct such change to be recorded as required by law.

Dated this fourteenth day of June, A. D. 1909.

Cape Shore Railway,

By CHARLES F. LIBBY, President.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Portland Daily Press, a newspaper published at Portland, in the county of Cumberland, the first publication to be five days at least before Wednesday the twenty-third day of June, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the aldermen's rooms in South Portland, 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 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 15th day of June, A. D. 1909.

## 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. Libby appeared for the petitioners.

Mr. C. S. Chaplin appeared for certain citizens of Cape Elizabeth and South Portland.

Mr. D. E. Moulton appeared for the Portland Water District.

This is a petition of the Cape Shore Railway for permission to change its location, which was approved by the Railroad Commissioners on the 12th day of August, 1908.

The change asked for is from the westerly side of the highway to the center of the street on Ocean street, for about eleven hundred feet.

The city council of the city of South Portland on June 11, 1909, approved the location of the track in the center of the street, said location being on Ocean street, and it was upon this action of the city council that the railroad company asked to have the location changed.

Mr. Chaplin, who appeared for the citizens of South Portland and Cape Elizabeth, opposing the change, filed two petitions asking to have the location of the railroad remain on the west side of Ocean street. One petition was from the citizens of Cape Elizabeth and one from the citizens of South Portland. Upon inspection, however, of these petitions, it appears that they were dated June 5, 1909, and were addressed to the honorable mayor and council of the city of South Portland, Maine. This was six days before the meeting of the city council, at which it was voted to fix the location in the center of the street, and we must assume that these petitions were acted upon by the city government, and we must also assume that they took into consideration the prayer of these petitioners, and that this vote of the city government was made after due consideration of the several petitions.

In the matter of the petition of the Penobscot Central Railroad for location in the streets of the city of Bangor, in 1897, on page 39 of the Commissioners' Report, the Board used this language:

"The municipal officers of Bangor have approved the proposed location. We have a certificate presented to us of the action of the municipal officers of the city of Bangor on the 4th day of May, A. D. 1897, attested by Victor Brett, city clerk, with the seal of the city of Bangor. The action of the city government seems to have been regular, and in due form. Very strong reasons can be suggested why the matter of location of an electric railway in the streets of a city should be left to the municipal officers. They ought to be peculiarly fitted to best judge where such location will be of least inconvenience to the public, and where it will work the least injury to private interests. They are citizens, and are usually selected from among the business men of the city. They are familiar with all surrounding circumstances; and in this matter we feel compelled to allow their judgment to control."

It is true that the Board of Railroad Commissioners have authority to overrule the action of the city government, but we see no more reason in this case to overrule the action of the city government of South Portland than we did to overrule the action of the city government of the city of Bangor; and while we formerly located the railway on the westerly side of the road, we are yet inclined to believe that the judgment of the city of South Portland as expressed by its vote in the city council, should be allowed to control.

We do not intend that this shall be a precedent in all cases, because cases may arise where we might feel it our duty to use the power given us by the statute to disapprove the action of the city government but we see nothing in this case to cause us to change the ruling which we made in the Bangor case.

We therefore hereby approve the proposed location and direct that such change be made and recorded as required by law.

Dated this 23rd day of June, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

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*Petition of the Sandy River & Rangeley Lakes Railroad for approval of location of a branch railroad track from its main line in Phillips to the mill of the Custer Manufacturing Company, and the approval of the Board thereon. Decision June 24, 1909.*

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

The Sandy River and Rangeley Lakes Railroad, 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 Phillips, in Franklin county, to the mill of the Custer Manufacturing Company in said Phillips,

and that it has made a location of said branch railroad track, which location is described as follows:

Beginning at station 0 (which is a hub in the center of the track of the Sandy River and Rangeley Lakes Railroad, 44 feet northerly from north line of highway running between Strong and Phillips), thence curving to the left with a radius of 383 feet, a distance of 400 feet, to station 4 plus 00. Thence running S. 45 degrees W., a distance of 904 feet, to station 13 plus 04, crossing the highway between Phillips and Strong at Station 8 plus 86.

That said location is wholly within said town of Phillips, and is to cover a width of two rods, being one rod on each side of the above described line. Said location crosses the Dodge highway, so called, (running from Phillips to Strong) all of which is shown in the plan and profile which accompanies this petition; that it is impossible for said track to pass either over or under said highway.

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

Sandy River and Rangeley Lakes Railroad,

By JOSIAH S. MAXCY, Vice Pres. & Gen'l Mgr.

Gardiner, Maine, June 14, 1909.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, in one issue of the Maine Woods, a newspaper published at Phillips, in the county of Franklin, the publication in said paper to be at least five days before Thursday, the 24th day of June, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the place of crossing named in said petition, at eleven 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 municipal officers of the town of Phillips, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

*For the Board of Railroad Commissioners of Maine.*

Dated this 15th day of June, A. D. 1909.

### STATE OF MAINE.

#### *In Board of Railroad Commissioners.*

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

Mr. J. S. Maxcy appeared for the petitioners.

No one appeared in opposition.

We hereby decree that said branch track may be constructed and maintained as provided in said petition, and that public convenience requires the same.

We also hereby allow the crossing of said highway, as prayed for in said petition, to be made at grade.

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 24th day of June, A. D. 1909.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

*Petition of the Canadian Pacific Railway Company for approval of location of a spur track in the town of Chester, and approval of the Board thereon. Decision June 29, 1909.*

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

The Canadian Pacific Railway Company, a corporation established under the laws of the Dominion of Canada, and located and having its principal place of business at Montreal, in the Province of Quebec and Dominion of Canada, lessee of, and operating the railway constructed by the International Railway Company of Maine across the State of Maine from Lowelltown to Mattawamkeag, respectfully represents:

That it is desirous of extending the siding or spur track near its railway station in the town of Chester, in the county of Penobscot in said State of Maine, from the terminus of the siding or spur track in said Chester, as now maintained and operated, and of constructing and maintaining such extension.

The location of said siding or spur track is wholly within the present right of way of said railway company and is described as follows: "Commencing at a point on a square distance of 15 feet southeasterly from a point in the center of the main line of said railway, the last mentioned point being seventy (70) miles and one-tenth (0.1) miles from McAdam Junction, and being more particularly at chainage 3699+74 the zero of said chainage being located at the order board at McAdam Junction and station and proceeding from said point of commencement on a course north sixty-four (64) degrees nine (9) minutes east three hundred and thirty (330) feet to a stake.

In making said extension it is necessary to cross at grade the highway in said town leading to Medway, across which the main track of said railway company is now located, and to change the present manner and conditions of crossing at that point.

Wherefore the said Canadian Pacific Railway Company asks your Honorable Board to approve such location that it may construct and maintain said extension under the direction of said board as provided by law, and that your Honorable Board



will determine the manner and conditions by which said siding or spur track may cross the aforesaid highway.

Canadian Pacific Railway Company,  
By E. C. RYDER, Its Attorney.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily Commercial, a newspaper published at Bangor in the county of Penobscot, the first publication in said paper to be at least five days before Tuesday the 29th day of June, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the passenger station of Canadian Pacific Railway in Chester, at eleven o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the town of Chester, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

*For the Board of Railroad Commissioners of Maine.*

Dated this tenth day of June, A. D. 1909.

## STATE OF MAINE.

### *In Board of Railroad Commissioners.*

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

Mr. E. C. Ryder appeared for the petitioner.

The selectmen of the town of Chester appeared personally.

We hereby approve the location of a spur track described in said petition, and find that public convenience requires it.

The highway leading to Medway shall be crossed by said spur track at grade as it now exists.

The approaches to said crossing shall not be more than one foot elevation to every twenty (20) feet out from said track.

The crossing shall be constructed and maintained by the Canadian Pacific Railway Company within the limits of its right of way.

Suitable provision shall be made for surface drainage.

Dated at Augusta this 29th day of June, A. D. 1909.

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

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*Petition of the Maine Central Railroad Company for approval of a change in location of its railroad in the town of Carmel, and the crossing of certain highways, and approval of the Board thereon. Decision June 30, 1909.*

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

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

That it owns and operates a line of railroad running between the city of Waterville in the county of Kennebec and the city of Bangor in the county of Penobscot, all in the State aforesaid; said railroad having been built by Penobscot and Kennebec Railroad Company under charter granted April 7, 1845, chapter 285 of Laws of 1845.

That your petitioner deems it necessary and expedient for the safe and convenient operation of its railroad to make a change in the location of said railroad in the town of Carmel, in said county of Penobscot for the purpose of improving the alignment and gradients of the railroad, so that the main track shall deviate from its present location.

The center line of the proposed change in location commences at a stake called station 0 in the center of the track at a point called station 901+55.5 of the location of the Penobscot and Kennebec Railroad as recorded in the office of county commissioners of Penobscot county, book 10 page 215-218; running thence on a tangent of the said location of the Penobscot and Kennebec Railroad, produced, bearing south 36° 25' east, a distance of 312 feet to a stake at station 3+12; thence on a curve to the left of 3819.8 feet radius, a distance of 1362.2 feet

to a stake at station 16+74.2; thence on a tangent bearing south  $56^{\circ} 51'$  east, a distance of 2623.6 feet to a stake at station 42+97.8; thence on a curve to the right of 11459.2 feet radius, a distance of 5576.7 feet to a stake at station 98+74.5; thence on a tangent bearing south  $28^{\circ} 58'$  east, a distance of 872.1 feet to a stake at station 107+46.6; thence on a curve to the left of 5729.6 feet radius, a distance of 2846.4 feet to a stake at station 135+93; thence on a tangent bearing south  $57^{\circ} 26'$  east, a distance of 337 feet to a stake at station 139+30.

The last mentioned stake is in the center of the present track and is at a point called station 761 of the said location of Penobscot and Kennebec Railroad.

This location is to cover widths as follows:

At station 0, 70 feet on right and  $49\frac{1}{2}$  feet on left.

At station 5, 80 feet on right and  $49\frac{1}{2}$  feet on left.

At station 9,  $49\frac{1}{2}$  feet on right and  $49\frac{1}{2}$  feet on left.

At station 69,  $49\frac{1}{2}$  feet on right and  $49\frac{1}{2}$  feet on left.

At station 70, 60 feet on right and 60 feet on left.

At station 73, 60 feet on right and 60 feet on left.

At station 75, 60 feet on right and  $49\frac{1}{2}$  feet on left.

At station 78, 60 feet on right and  $49\frac{1}{2}$  feet on left.

At station 80,  $49\frac{1}{2}$  feet on right and  $49\frac{1}{2}$  feet on left.

At station 89,  $49\frac{1}{2}$  feet on right and  $49\frac{1}{2}$  feet on left.

At station 90, 60 feet on right and  $49\frac{1}{2}$  feet on left.

At station 91, 60 feet on right and  $49\frac{1}{2}$  feet on left.

At station 92,  $49\frac{1}{2}$  feet on right and  $49\frac{1}{2}$  feet on left.

At station 115,  $49\frac{1}{2}$  feet on right and  $49\frac{1}{2}$  feet on left.

At station 117, 100 feet on right and 70 feet on left.

At station 120, 100 feet on right and 70 feet on left.

At station 122, 100 feet on right and  $49\frac{1}{2}$  feet on left.

At station 123,  $49\frac{1}{2}$  feet on right and  $49\frac{1}{2}$  feet on left.

At station 139+30,  $49\frac{1}{2}$  feet on right and  $49\frac{1}{2}$  feet on left.

Where land of greater width than 6 rods is taken the greater width is necessary for the purpose of excavation and embankment.

So much of the original location of the Penobscot and Kennebec Railroad as lies between stations 901+55.5 and 761 is not to be abandoned until railroad shall be completed and in operation on the new location and the rails and bridges removed from said original location.

The above described location crosses highways in said Carmel as follows:

Corliss road at station 13+40, county road.

Grist Mill road at station 59+97, town road.

Five roads at station 88+45, town road.

Bangor road at station 123+25, county road.

Your petitioner files herewith a map or plan on an appropriate scale and profile on the relative scales of profile paper in common use, dated May, 1909, signed by Theo. L. Dunn, chief engineer, showing the original location of Penobscot and Kennebec Railroad, now Maine Central Railroad, the new location covered by said proposed change and the said highways.

Wherefore your petitioner requests your Honorable Board to approve the said change in location of said railroad to be made under the directions of your Honorable Board; requests your Honorable Board to consent that its trains over said railroad between Waterville and Bangor may deviate from the track originally built and be run over the track constructed upon the new or changed location hereinbefore described and also prays that your Honorable Board will determine the manner and conditions by which said railroad on said changed location may cross the aforesaid highways.

Dated at Portland, Maine, June 9, 1909.

Maine Central Railroad Company,

By MORRIS McDONALD,

Vice President and General Manager.

FORREST GOODWIN, 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 News, a newspaper published at Bangor, in the county of Penobscot, and in the Portland Daily Press a newspaper published at Portland in the county of Cumberland, the last publication in each paper to be at least fourteen days before Wednesday the 30th day of June, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the Bangor House in Bangor, Maine, at ten

o'clock in the forenoon for the purposes indicated in said petition.

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

J. B. PEAKS, Chairman,

*For the Board of Railroad Commissioners of Maine.*

Dated this tenth day of June, A. D. 1909.

## 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 heard the parties interested.

Mr. Forrest Goodwin appeared for the petitioner.

Mr. B. W. Faden, chairman, appeared for the selectmen of Carmel.

Mr. F. V. Buzzell appeared for the county commissioners of Penobscot county.

By chapter 285 of Private and Special Laws, A. D. 1845 the legislature gave a charter to certain citizens of Maine to establish the Penobscot and Kennebec Railroad, and to construct a railroad from Gardiner and Waterville to a point in the city of Bangor.

Said railroad was constructed and afterwards became a part of the Maine Central Railroad. The Maine Central Railroad Company now owns and operates said railroad between the city of Waterville and the city of Bangor, and by provisions of the Revised Statutes presents this petition to the Board of Railroad Commissioners to be allowed to make a change in the location of said railroad in the town of Carmel in the county of Penobscot for the purpose of improving the alignment and gradients of the railroad so that the main track shall deviate from its present location.

By Public Laws of 1872, chapter 25, it was provided, among other things that "No railroad having established its business upon a line shall substantially deviate from the track as origi-

nally built and used, without the consent of the legislature." That chapter and section was incorporated into Revised Statutes of 1883, section 46 of chapter 51.

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

By section 2 of the same act, it was provided that "Any railroad may purchase or take and hold as for public uses, lands and materials necessary for making any changes authorized by the preceding section, in the manner authorized by its charter or the general provisions of law, and may cross highways and town ways in accordance with the provisions of law regulating such crossings."

And by section 3 of said act, section 46 of chapter 51, R. S. was amended so that the Railroad Commissioners should have the same power to authorize a railroad company to deviate from its track as originally built, that the legislature then had. This section was revised into chapter 52, section 18, of the present Revised Statutes. So that full and ample authority is now given the Maine Central Railroad Company under these several statutes, to change the line and location of its road as prayed for in this petition, and to take such land and materials for that purpose as is authorized by its original charter and the general laws of the State.

We therefore hereby authorize and direct that the Maine Central Railroad Company may change its location as hereinbefore described, and may construct its line with double tracks crossing highways in the manner and condition hereinafter stated, and may take all the lands described in its petition, because where it is more than six rods in width such width is necessary for the purpose of excavation and embankments.

And the railroad commissioners hereby order and decree that the trains of the Maine Central Railroad may deviate from the track originally built and may be run over the track constructed upon the new or changed location hereinbefore described, and that the original location between stations 901+55.5 and 761 may not be abandoned until the railroad shall be completed and

approved and in operation on the new location, and all the rails and bridges be removed from said original location.

The manner and conditions of crossing the highways may be as follows:

Corliss road may be crossed at grade after the grade of said highway has been lowered five and seven-tenths (5 7-10) feet.

Grist Mill road may be crossed at grade after the grade of said highway has been raised four and six-tenths (4 6-10) feet.

Five roads, the highway to pass under the bridge of the railroad company with a clear width of twenty-four (24) feet, (thirty-six feet on axis of road), fourteen (14) feet clear height or head room. The approaches not to exceed one foot in elevation to every sixteen and two-thirds (16 2-3) feet out from said crossing.

Bangor road may be crossed at grade after the grade of said highway has been lowered four (4) feet.

Permission is hereby granted said Maine Central Railroad Company to raise or lower the grade of the crossings as herein provided.

All of said crossings shall be made and maintained by said railroad company within its limits, in such a manner that the same shall be safe and convenient for travelers in said ways, with horses, teams and carriages.

Suitable provision shall be made for surface drainage.

At each and all of the aforesaid grade crossings the said railroad company shall make provision for slopes of fills, or cuts of highways, as the case may be, to all of said approaches.

The grade of the approaches of said highways shall not exceed five per cent, or a slope of one foot (1) in twenty (20) out from the track, except as is otherwise hereinbefore provided.

All the work shall be done to the satisfaction of the Railroad Commissioners.

Dated at Augusta this 30th day of June, A. D. 1909.

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

*Petition of the Bangor & Aroostook Railroad Company for approval of a change in location of the "Mapleton extension" of its railroad, and approval of the Board thereon. Decision July 8, 1909.*

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

Respectfully represents the Bangor and Aroostook Railroad Company that it deems it necessary and expedient that a change be made in the present location of the Mapleton extension, so called, of its railroad, which extension extends from Presque Isle to a junction with the extension which the Bangor and Aroostook Railroad Company is authorized to build from a point of connection with the Ashland branch of its railroad in Masardis in Aroostook county to a point of connection with the Van Buren extension of its road in Stockholm in said county. The last named extension is known as the Washburn extension. Said change in location is all in the town of Mapleton in said county, and begins at station 306+63.5 and ends at station 386+53.2 of the location of said Mapleton extension approved by your Honorable Board, June 4, 1909.

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

Beginning at station 306+63.5 of the location approved June 4, 1909, said point being on the center line of a four (4) rod right of way, and running thence in a northwesterly direction on a curve to the right with a radius of nine hundred fifty-five (955) feet forty-eight and four-tenths (48.4) feet to station 307+11.9 E. C.

Thence on a tangent bearing N. 22° 55' W. eight hundred sixty-seven and four-tenths (867.4) feet to station 315+79.3 B. C.

Thence on a curve to the left with a radius of nine hundred fifty-five (955) feet six hundred nineteen and seven-tenths (619.7) feet to station 321+99 E. C.

Thence on a tangent bearing N. 60° 06' W. one (1) foot to station 322+00, the end of the four (4) rod and the beginning of a six (6) rod right of way; thence on same course two hundred (200) feet to station 324+00, the end of the six (6) rod and the beginning of a one hundred fifty (150) feet right of



way; thence on same course five hundred forty-one and five-tenths (541.5) feet to station 329+41.5 B. C.

Thence on a curve to the left with a radius of nineteen hundred ten (1910) feet two hundred fifty-eight and five-tenths (258.5) feet to station 332+00, the end of the one hundred fifty (150) feet and the beginning of a six (6) rod right of way; thence on same curve seven hundred ninety-five and nine-tenths (795.9) feet to station 339+95.9 E. C.

Thence on a tangent bearing S. 88° 16' W. twenty-three hundred seventy-two and one-tenth (2372.1) feet to station 363+68.0 B. C. Thence on a curve to the left with a radius of nine hundred fifty-five (955) feet four hundred sixty-one and one-tenth (461.1) feet to station 368+29.1 E. C., the end of the four (4) rod right of way and the connection with the location of the Washburn extension.

A map of the proposed change on a prepared scale and a profile of the proposed change on the relative scales of profile paper in common use accompany this petition. Said change is made to shorten the line and avoid expense of construction.

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

Bangor and Aroostook Railroad Company,

By FRANKLIN W. CRAM, President.

Bangor, Maine, June 29, 1909.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily News and Daily Commercial newspapers published at Bangor in the county of Penobscot, the first publication in each paper to be at least five days before Thursday the 8th day of July, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the Bangor House in Bangor, Maine, at 12.30 o'clock in the afternoon for the purposes indicated in said petition.

Said petitioner shall send copies of the foregoing petition and order to the county commissioners of Aroostook county

and to the municipal officers of the town of Mapleton, five days at least before the date of said hearing.

PARKER SPOFFORD,

*For the Board of Railroad Commissioners of Maine.*

Dated this first day of July, A. D. 1909.

### 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.

The Railroad Commissioners, after hearing all parties, hereby approve the change in location of the branch track of the Bangor & Aroostook Railroad Company in the town of Mapleton as appears in said petition.

Dated this 8th day of July, A. D. 1909.

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

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*Petition of the Bangor & Aroostook Railroad Company for approval of location of a branch railroad track from a point of connection with its road in Masardis to Stockholm, and approval of the Board thereon. Decision July 8, 1909.*

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

The Bangor and Aroostook Railroad Company presents herewith a location of the branch which it is authorized to build, commencing at a point of connection with the Bangor and Aroostook Railroad in Masardis in Aroostook county and extending to a point of connection with its line of railroad in the plantation of Stockholm in said Aroostook county, a distance of about forty-eight miles.

Said location defines the courses, distances and boundaries of said branch, and is accompanied with the map of said branch

first presented to your Honorable Board and with a plan and 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 FRANKLIN W. CRAM, President.

Bangor, Me., June 29, 1909.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily News and Daily Commercial, newspapers published at Bangor, in the county of Penobscot, the first publication in each paper to be at least five days before Thursday the 8th day of July, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the Bangor House in Bangor, Maine, at 12.30 o'clock in the afternoon for the purposes indicated in said petition.

Said petitioner shall send copies of the foregoing petition and order to the county commissioners of Aroostook county and also to the municipal officers of the towns and plantations through which said proposed extension is located, five days at least before the date of said hearing.

PARKER SPOFFORD,

*For the Board of Railroad Commissioners of Maine.*

Dated this first day of July, A. D. 1909.

#### STATE OF MAINE.

##### *In Board of Railroad Commissioners.*

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

Messrs. Appleton & Chaplin appeared for the petitioner. No one appeared in opposition.

The Railroad Commissioners, after notice and hearing, hereby approve said location of the extension of the Bangor &

Aroostook Railroad Company from the connection with the Bangor & Aroostook Railroad in Masardis to station 1385+07 at Woodland road in Washburn, and from station 1581+52.8 in Perham to the connection with the Bangor & Aroostook Railroad in Stockholm, as detailed in description of said location herewith annexed and made a part of this decision.

Between station 1385+07 and station 1581+52.8 the location is not approved at this time.

Dated at Augusta this 8th day of July, A. D. 1909.

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

(Courses, distances and boundaries omitted.)

*Petition of the municipal officers of the town of Abbot for approval of location of a highway crossing Monson Railroad, and approval of the Board thereon. Decision July 8, 1909. To the Honorable Board of Railroad Commissioners of the State of Maine:*

The undersigned, municipal officers of the town of Abbot, in the county of Piscataquis and State of Maine, respectfully represent that the county commissioners of the county of Piscataquis aforesaid on the 15th day of December, A. D. 1906, on petition of J. B. Greenleaf and others, laid out and located a highway in said town of Abbot, which said highway as laid out and located by said county commissioners crosses the railroad track of the Monson Railroad. The metes and bounds of said highway so laid out and located are as follows:

“Beginning at an iron hub driven in the center of the county road about forty-seven rods northerly of the railroad crossing between upper Abbot village and Monson Junction; (reference point to locate this hub, N. 11° E. 5 R. 15 L. from railroad crossing to a point on ledge marked “Φ” from thence N. 5° 10' E. 14 R. 18 L. to a point; thence N. 18° 40' W. 27 R. 12 L. to said iron hub and point of beginning) thence N. 36° W. 16 R. 21 1-2 L.; thence N. 39° W. 30 R. 21 L.; thence N. 41° 25' W. 41 R. 23 L.; thence N. 14° W. 24 R.; thence N. 7° 45' E.;

13 R. 20 1-2 L.; thence N. 9° 50' W. 21 R. 15 L. to iron hub in center of old county road northerly from Monson Junction station."

Said highway as located forms a part of the highway leading from Abbot to Monson.

Wherefore your petitioners make application and request your Honorable Board upon notice and hearing to determine whether said highway shall be permitted to cross said railroad track of the Monson Railroad Company at grade thereof, and manner and condition of crossing same, and whether the expense of building and maintaining so much thereof as is within the limits of said railroad shall be borne by said company or by said town of Abbot in which said highway is located, or shall be borne between said railroad company and said town.

Dated at Abbot this 12th day of February, A. D. 1909.

Alvah B. Lord,  
Fred G. Hayden,  
Harold E. Race,

Municipal Officers of the Town of Abbot.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order 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 eighth day of July, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the Bangor House in Bangor, Maine, at 12.30 o'clock in the afternoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to Monson Railroad Company, five days at least before the date of said hearing.

PARKER SPOFFORD,

*For the Board of Railroad Commissioners of Maine.*

Dated this first day of July, A. D. 1909.

## 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. Hudson & Hudson appeared for the petitioners.

No one appeared in opposition.

It is hereby decreed that the crossing of said highway with said Monson Railroad Company's tracks may be made at grade. The expense of building and maintaining so much thereof as is within the limits of said Monson Railroad Company shall be borne by the said railroad company, and said railroad company shall hereafter maintain said way within its location so that the same shall be safe and convenient for travellers with horses, teams and carriages.

Suitable provision shall be made for surface drainage.

Dated at Augusta this 8th day of July, A. D. 1909.

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

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*Petition of the Boston & Maine Railroad for approval of location of a railroad track across Hanover street in Portland to the wood yard of the Preble Fuel Company, and approval of the Board thereon. Decision July 15, 1909.*

*To the Honorable Board of Railroad Commissioners:*

Respectfully represents the Boston and Maine Railroad that consent has been granted by the mayor and aldermen of the city of Portland, in the county of Cumberland and State of Maine, to lay and maintain a track at grade across Hanover street in said city of Portland between Kennebec street and the Marginal Way, such crossing forming a part of a spur track extending from the tracks of its railroad to the coal and wood yard of the Preble Fuel Company, a copy of which consent is hereto annexed and made part hereof as though fully set out herein, together with a plan showing such proposed track, the

northerly rail of said crossing being about seventeen (17) feet southerly of the southerly rail of said Boston and Maine Railroad measured on the easterly side of said Hanover street and about forty-three (43) feet southerly of said southerly rail measured on the westerly side of said Hanover street; that consent having been obtained as aforesaid in accordance therewith, it desires:

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

Wherefore your petitioner makes its 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 18th day of June, A. D. 1909.

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 15th day of July, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the Lafayette Hotel in Portland, Maine, at 9.00 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 twenty-fifth day of June, A. D. 1909.

## 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 interested parties.

Messrs. Symonds, Snow, Cook & Hutchinson appeared for the Boston & Maine Railroad. No one appeared in opposition.

The branch railroad track which the petitioner desires to construct is to the coal and wood yard of the Preble Fuel Company in the city of Portland, and crosses Hanover street in said city.

After due proceedings said location was approved by the board of aldermen and the city council of Portland.

We hereby decree that public convenience requires the location and construction of said branch railroad track, as per description in the foregoing petition, and as per plan this day approved by us, attached hereto and made a part of this decision. And we further decree and order that said branch railroad track shall be constructed so as to cross said Hanover street at grade therewith, and the conditions of said crossing shall be as follows:

The approaches on each side of the track within the location of the railroad shall be as wide as said street is now constructed, and not steeper than one foot elevation to every twenty feet out from said railroad track. Said crossing and approaches shall be made and maintained by said railroad company in such manner that the same shall be safe and convenient for travellers on said way with horses, teams and carriages. Suitable provisions shall be made for surface drainage.

Dated at Augusta this 15th day of July, A. D. 1909.

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*



*Petition of the Boston & Maine Railroad for approval of location of a branch railroad track across Lincoln street in the city of Biddeford, to the Pepperell Manufacturing Company, and approval of the Board thereon. Decision July 15, 1909. To the Honorable Board of Railroad Commissioners of the State of Maine:*

Respectfully represents the Boston and Maine Railroad that it desires to locate, construct and maintain at grade a branch railroad track across Lincoln street in the city of Biddeford, in the county of York, from its located track near land of the Pepperell Manufacturing Company, situated on the westerly side of said street to the manufacturing establishments of said Pepperell Manufacturing Company on the easterly side of said street as follows: Beginning on the present located branch railroad track of petitioner at a point near the southerly end of store-house No. 6 of said manufacturing company on the westerly side of said street and extending in an easterly direction across said street to other land of said manufacturing company, lying along the front of the boarding house blocks of said manufacturing company and on the easterly side of said Lincoln street as shown upon a plan thereof hereto annexed and made part hereof; that it has obtained the consent of the city council of said city of Biddeford, a certified copy whereof is hereto annexed and made part hereof; and that it desires to build 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 Biddeford, county of York and State of Maine this 22nd day of June, A. D. 1909.

Boston & 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 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 15th day of July, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Boston & Maine Railroad in Biddeford, Maine, at 11.00 o'clock in the forenoon, for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the city of Biddeford, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

*For the Board of Railroad Commissioners of Maine.*

Dated this twenty-fifth day of June, A. D. 1909.

## STATE OF MAINE.

### *In Board of Railroad Commissioners.*

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

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

Mr. George G. Gibbs, appeared for the Pepperell Manufacturing Company.

No one appeared in opposition.

The branch railroad track which the petitioner desires to construct is to the manufacturing establishment of the Pepperell Manufacturing Company in the city of Biddeford, and crosses Lincoln street in said city.

After due proceedings said location was approved by the board of aldermen and city council of Biddeford.

We hereby decree that public convenience requires the location and construction of said branch railroad track, as per description in the foregoing petition, and as per plan this day approved by us, attached hereto and made a part of this decision. And we further decree and order that said branch rail-

road track shall be constructed so as to cross said Lincoln street at grade therewith, and the conditions of said crossing shall be as follows:

The approaches on each side of the track within the location of the railroad shall be as wide as said street is now constructed, and not steeper than one foot elevation to every twenty feet out from said railroad track. Said crossing and approaches shall be made and maintained by said railroad company in such manner that the same shall be safe and convenient for travellers on said way with horses, teams and carriages. Suitable provision shall be made for surface drainage.

Dated at Augusta this 15th day of July, A. D. 1909.

PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

## CAPE SHORE 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 Cape Shore Railway, a new railway, from a connection with the track of the Portland Railroad Company in South Portland Heights to Cape Elizabeth town house, a distance of about two and one-half miles, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this 20th day of July, A. D. 1909.

PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

*Petition of the Bangor & Aroostook Railroad Company for approval of the crossing of highways on line of the St. Francis extension and approval of the Board thereon. Decision July 26, 1909.*

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

The Bangor and Aroostook Railroad Company respectfully represents that the line of the St. Francis extension (so called) of its railroad, which extension extends from a point of connection with the Bangor and Aroostook Railroad in Fort Kent to a point near the mouth of the St. Francis river in St. Francis plantation, and the location of which extension has been approved by your Honorable Board, is laid out across the highways and other public ways and at the points thereon hereinafter described, and your petitioner further represents that it is impossible to so construct said railroad as to pass either over or under said ways or either of them.

Wherefore your petitioner prays that your Honorable Board will, after due notice and hearing, authorize the crossing of said ways at grade, and further that you will determine the manner and conditions under which said railroad may cross each of said ways, and how the expense of building and maintaining so much thereof as is within the limits of said railroad shall be borne between your petitioner and the respective towns and plantations in which said crossings are located.

No. 1. Station 6+32. Town of Fort Kent. Town road, Fort Kent to Perley Brook settlement.

No. 2. Station 3+77 on Y. Town of Fort Kent. Town road, Fort Kent to Perley Brook settlement.

No. 3. Station 27+16. Town of Fort Kent. Road, Fort Kent to Bradbury's Mills.

No. 4. Station 143+44. Town of Fort Kent. Road to back settlement.

No. 5. Station 443+70. St. John plantation. Fort Kent—St. Francis road.

No. 6. Station 562+90. St. John plantation. Road to mill and ford.

No. 7. Station 565+25. St. John plantation. Road to ferry.

No. 8. Station 670+50. St. Francis plantation. Main road near St. John—St. Francis town line.

Bangor and Aroostook Railroad Company,  
By FRANKLIN W. CRAM, President.

Bangor, Me., July 8, 1909.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily News, a newspaper published at Bangor in the county of Penobscot, the first publication in said paper to be at least five days before Monday the 26th day of July, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Bangor & Aroostook Railroad Company in Fort Kent at 1.30 o'clock in the afternoon for the purposes indicated in said petition. Said petitioners 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 Fort Kent and to St. John plantation and St. Francis plantation, five days at least before the date of said hearing.

PARKER SPOFFORD,

*For the Board of Railroad Commissioners of Maine.*

Dated this 9th day of July, A. D. 1909.

## 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.

Having examined the respective crossings of the Bangor and Aroostook Railroad Company on the line of its St. Francis extension from Ft. Kent to St. Francis river in St. Francis plantation, we hereby decree that the said highway crossings may be made as follows:

Highway No. 1, town of Fort Kent. Town road Ft. Kent to Perley Brook settlement may be crossed at grade, and the highway may be raised two feet to facilitate such crossing.

Highway No. 2, town of Fort Kent. Town road Ft. Kent to Perley Brook settlement may be crossed at grade, and the said highway may be raised three feet for the purpose of facilitating such crossing.

Highway No. 3, in town of Ft. Kent. Highway from Ft. Kent to Bradbury's Mills may be crossed at grade, and said highway may be raised one foot, to facilitate such crossing.

Highway No. 4, in town of Ft. Kent. Town road to Back settlement may be crossed at grade, and the highway may be raised one foot to facilitate such crossing.

Highway No. 5, in St. John plantation. Ft. Kent—St. Francis road. This road may be raised sixteen (16) feet, and shall be filled back far enough so that the approaches shall not be steeper than one foot in fifteen out from said rails. Said fill shall be at least sixteen feet wide on top, and shall be railed within the location of the B. & A. Railroad.

Highway No. 6, in St. John plantation. Road to mill and ford. This highway may be crossed at grade, and the highway may be raised four feet to facilitate such crossing.

Highway No. 7, St. John plantation. Road to the ferry. This highway may be crossed at grade, and the highway may be raised seven (7) feet to facilitate such crossing.

Highway No. 8, St. Francis plantation. Main road, near St. John—St. Francis town line. This highway may be crossed at grade, as it now exists.

All approaches at these several crossings shall be not steeper than one foot in twenty out from said tracks, except numbers five and seven,—No. 5 as fixed in this decree, and No. 7, which shall not be steeper than the present grade.

The said Bangor and Aroostook Railroad Company shall construct and maintain all these crossings within its own location, and No. 5 shall be constructed outside of the railroad location by said railroad company so as to conform to the grade as fixed in this decree, and make the road wide enough to be safe and convenient for travel.

Suitable provision shall be made for surface drainage, and all the crossings shall be made so as to be safe and convenient for travelers with horses, teams and carriages.

Dated this 26th day of July, A. D. 1909.

J. B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

*Petition of the Bangor & Aroostook Railroad Company for approval of crossing certain highways on the extension of its road between Van Buren and Grand Isle, and approval of the Board thereon. Decision July 27, 1909.*

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

The Bangor and Aroostook Railroad Company respectfully represents, that the location of the part of the extension which it is authorized to build between Fort Kent and Van Buren, to wit, the part of said extension between Van Buren and a point in Grand Isle, the location of which part has been approved by your Honorable Board, is laid across the highways and other public ways and at the points thereon hereinafter described, and your petitioner further represents that it is impossible to so construct said railroad as to pass either over or under said ways or either of them.

Wherefore your petitioner prays that your Honorable Board will, after due notice and hearing, authorize the crossing of said ways at grade, and further that you will determine the manner and conditions under which said railroad may cross each of said ways, and how the expense of building and maintaining so much thereof as is within the limits of said railroad shall be borne between your petitioner and the respective towns in which said crossings are located.

No. 1. Station 7+08. In Van Buren. Village street in Keegan (so called.)

No. 2. Station 10+48. In Van Buren. Village street in Keegan (so called.)

No. 3. Station 13+01. In Van Buren. Village street in Keegan (so called.)

No. 4. Station 15+52. In Van Buren. Street in Keegan (so called.)

No. 5. Station 183+03. In Van Buren. Van Buren-Fort Kent road.

No. 6. Station 272+18. In Van Buren. Parent road leading to back settlement.

No. 7. Station 392+07. In Grand Isle. Van Buren-Fort Kent road.

No. 8. Station 480+42. In Grand Isle. Ferry road.

No. 9. Station 692+37. In Grand Isle. Ferry road, near Crawford's Mill, Grand Isle village.

No. 10. Station 699+74. In Grand Isle, village street near its end.

Bangor and Aroostook Railroad Company,  
By FRANKLIN W. CRAM, President.

Bangor, Maine, July 8, 1909.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily News, a newspaper published at Bangor, in the county of Penobscot, the first publication in said paper to be at least five days before Tuesday the 27th day of July, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Bangor & Aroostook Railroad Company, in Van Buren, 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 Aroostook county, and to the municipal officers of the towns of Van Buren and Grand Isle, five days at least before the date of said hearing.

PARKER SPOFFORD,

*For the Board of Railroad Commissioners of Maine.*

Dated this 9th day of July, A. D. 1909.

## 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.

Upon viewing the extension of the Bangor and Aroostook Railroad Company set out in said petition, between Fort Kent and Van Buren, and the highway crossings as named in said petition, we hereby decide and decree that the highway crossings may be made and constructed as hereinafter named:

No. 1, Van Buren, village street in Keegan (so called). Said railroad may cross said highway at grade, and may raise said highway nine feet to facilitate such crossing.



No. 2, in Van Buren, village street in Keegan (so called). Said highway may be crossed at grade, as the way now is.

No. 3, in Van Buren, village street in Keegan (so called). Said highway may be crossed at grade, and the street may be lowered three feet to facilitate such crossing.

No. 4, in Van Buren, street in Keegan (so called). The crossing of said street may be made at grade, and the street may be lowered one foot to facilitate such crossing.

No. 5, in Van Buren. Van Buren-Ft. Kent road. The highway may be crossed at grade, and the way may be raised two and one-half feet to facilitate such crossing.

No. 6, in Van Buren. The Parent road, leading to Back settlement. The highway may be crossed at grade, and the way may be raised four and one-half feet to facilitate such crossing.

No. 7, in Grand Isle. The Van Buren-Ft. Kent road. The way may be crossed at grade, and the way may be raised four feet to facilitate such crossing.

No. 8, in Grand Isle. Ferry road. The way may be crossed at grade, and the way may be raised three and one-half feet to facilitate such crossing.

No. 9, in Grand Isle. Ferry road near Crawford's Mill, Grand Isle village. This way may be crossed at grade, and the way may be raised one and one-half feet to facilitate such crossing.

No. 10, in Grand Isle. Village street near station 699+74. This way may be crossed at grade, and the way may be raised three feet to facilitate such crossing.

All approaches to said track, and grades out from said track, shall not be steeper than one foot in twenty.

Suitable provision shall be made for surface drainage. The Bangor and Aroostook Railroad shall construct and hereafter maintain all the said crossings within its location, so as to be safe for travel; and at crossing No. 1, shall extend its fill far enough out from said track so that said grade shall not be in excess of one foot in twenty. At crossing No. 1, the railroad company shall rail said highway within the location of said railroad.

Dated this 27th day of July, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

*Petition of the Bangor & Aroostook Railroad Company for approval of crossing certain highways on the line of the "Washburn Extension," and approval of the Board thereon. Decision July 28, 1909.*

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

The Bangor and Aroostook Railroad Company respectfully represents that the location of the Washburn Extension (so called) of its road, which extension extends from a point of connection with its railroad in Masardis to a point of connection with the Van Buren Extension (so called) of its road in Stockholm plantation, and the location of which extension has been approved by your Honorable Board, is laid out across the highways and other public ways and at the points thereon hereinafter described, and your petitioner further represents that it is impossible to so construct said railroad as to pass either over or under said ways or either of them, except crossing No. 2 in the town of Mapleton and crossing No. 6 in the town of Washburn.

Wherefore your petitioner prays that your Honorable Board will, after due notice and hearing, authorize the crossing of all said ways, except said crossings numbered 2 and 6, at grade, and further that you will determine the manner and conditions under which said railroad may cross each of said ways, and how the expense of building and maintaining so much thereof as is within the limits of said railroad shall be borne between your petitioner and the respective towns and plantations in which said crossings are located.

No. 1. Station 749+41, in Chapman plantation, road, Mapleton to Chapman.

No. 2. Station 880+65, in Mapleton, Presque Isle-Ashland road, (new).

No. 3. Station 1066+81, in Mapleton, Presque Isle, Ashland road, (State road).

No. 4. Station 1245+90, in Washburn, road, Washburn to Wade. (South of Aroostook river.)

No. 5. Station 1269+53, in Washburn, road, Washburn to Wade. (North of Aroostook river.)

No. 6. Station 1301+90, in Washburn, main road, Washburn village.

No. 7. Station 1713+65, in Perham. "Center line road." E. & W. in Perham.

No. 8. Station 12+60. Chainage from connection at Stockholm, in Stockholm, Jemtland-Fort Kent road.

Bangor and Aroostook Railroad Company,  
By FRANKLIN W. CRAM, President.

Bangor, Maine, July 8, 1909.

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 Wednesday the 28th day of July, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the office of Mr. T. H. Phair in Washburn, at 9 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 towns of Mapleton, Washburn, Perham and Stockholm and Chapman plantation, five days at least before the date of said hearing.

PARKER SPOFFORD,

*For the Board of Railroad Commissioners of Maine.*

Dated this 9th day of July, A. D. 1909.

## 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.

After viewing said route and location of said Bangor & Aroostook Railroad, to wit, its Washburn Extension, we hereby approve the construction of said railway across said highways, as follows:

No. 1. In Chapman plantation, road, Mapleton to Chapman. Said way may be crossed by said railroad after said way is raised four feet, and on the north side level with said track, and on the south side a grade down for eighty feet, but the grade on the south side shall not be steeper than one foot in twenty. Said way shall not be less than sixteen feet wide on top. Said highway shall be railed by said railroad company within its location.

No. 2. In Mapleton, Presque Isle-Ashland road. Said highway shall be crossed by an overhead bridge, with clear fourteen feet head room, thirty feet between abutments and parapet.

No. 3. In Mapleton, Presque Isle-Ashland road (State road). Said way may be crossed by said railroad at grade, and said highway may be raised by said railroad one and one-half foot to facilitate such crossing.

No. 4. In Washburn. Road, Washburn to Wade. (South of Aroostook river.) Said way may be crossed by said railroad at grade, and said way may be raised nine feet to facilitate such crossing. The fill of said highway on each side of said railroad location shall be made far enough out from said track so that said highway shall not be steeper than one foot in twenty, and shall be not less than sixteen feet wide on top. Said highway shall be railed by said railroad company within its location.

No. 5. In Washburn. Road, Washburn to Wade. (North of Aroostook river.) Said way may be crossed by said railroad at grade and said way may be lowered one foot to facilitate such crossing.

No. 6. In Washburn. Main road, Washburn village. This way may be crossed by the railroad by an overhead bridge, with fourteen feet clear head room, thirty feet between abutments.

No. 7. In Perham. "Center line road." E. & W. in Perham. This way may be crossed by said railroad at grade, and the said way may be raised three and one-half feet to facilitate such crossing.

No. 8. Station 12+60, chainage from connection at Stockholm. In Stockholm. Jemtland-Fort Kent road. This highway may be crossed at grade by said railroad, and said way may be lowered two feet to facilitate such crossing.

All approaches to said track shall not be steeper than one foot in twenty, except as hereinbefore provided.

All ways shall be left at least as wide as they now are. Suitable provision shall be made for surface drainage, and said crossings shall be constructed and hereafter kept in repair by the said Bangor and Aroostook Railroad Company.

Dated this 28th day of July, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

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*Petition of the Bangor & Aroostook Railroad Company for approval of the crossing of certain highways on line of the "Mapleton Extension," and approval of the Board thereon. Decision July 28, 1909.*

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

The Bangor and Aroostook Railroad Company respectfully represents that the location of the Mapleton Extension (so called) of its railroad, which extension extends from a point of connection with the Bangor and Aroostook Railroad in Presque Isle to a point of connection with the Washburn Extension (so called) in Mapleton, and the location of which said Mapleton Extension has been approved by your Honorable Board, is laid out across the highways and other public ways and at the points thereon hereinafter described, and your petitioner further represents that it is impossible to so construct said railroad as to pass either over or under said ways or either of them.

Wherefore your petitioner prays that your Honorable Board will, after due notice and hearing, authorize the crossing of said ways at grade, and further that you will determine the manner and conditions under which said railroad may cross each of said ways and how the expense of building and maintaining so much thereof as is within the limits of said railroad

shall be borne between your petitioner and the respective towns in which said crossings are located.

No. 1. Station 9+70. In Presque Isle, Chapman street.

No. 2. Station 194+62. In Mapleton, Mapleton road.

No. 3. Station 196+70. In Mapleton, Brannon road.

No. 4. Station 350+97. In Mapleton, Pulsifer road.

Bangor and Aroostook Railroad Company,

By FRANKLIN W. CRAM, President.

Bangor, Maine, July 8, 1909.

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 Wednesday the 28th day of July, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the office of Mr. T. H. Phair in Washburn, at 9 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 towns of Presque Isle and Mapleton, five days at least before the date of said hearing.

PARKER SPOFFORD,

*For the Board of Railroad Commissioners of Maine.*

Dated this 9th day of July, A. D. 1909.

## 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.

Having viewed the route of the Bangor & Aroostook Railroad, Mapleton extension, so called, we hereby approve of the crossing of highways mentioned in this petition, as follows:

No. 1, in Presque Isle, Chapman street. Said crossing may

be made at grade, after said highway is raised eight feet. The fill of said highway shall be extended so that the slope shall not be steeper than one foot in twenty, and shall be at least sixteen feet wide on top, except that the sidewalk may be constructed so as to have a slope of one foot in ten.

No. 2, highway in Mapleton, Mapleton road. Said highway may be crossed at grade, after said highway is raised one foot.

No. 3, in Mapleton, Brannon road. Said highway may be crossed at grade, after said highway is raised two feet.

No. 4, in Mapleton, Pulsifer road. Said highway may be crossed at grade.

All approaches shall be not steeper than one foot for every twenty feet out from said crossings. All said crossings shall be constructed and hereafter kept in repair within the location of said railroad, by the said Bangor & Aroostook Railroad Company, so that the same shall be safe for travel.

Suitable provisions shall be made for surface drainage.

Dated this 28th day of July, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

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*Petition of the Bangor & Aroostook Railroad Company for approval of change in location on the line of "Washburn Extension," and approval of the Board thereon. Decision July 28, 1909.*

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

Respectfully represents the Bangor and Aroostook Railroad Company that it deems it necessary and expedient that two changes be made in the present location of the Washburn extension, so called, of its road, which extension extends from a point of connection with the line of the Bangor and Aroostook Railroad in Masardis to a point of connection with the Bangor and Aroostook Railroad in Stockholm.

The first change is located in Township Eleven, Range Four, W. E. L. S., in Aroostook county, and begins at station

501+27.4 and ends at station 567+18 of that portion of the location of said Washburn extension approved by your Honorable Board July 8, 1909. The line changed as asked for will be described as follows:

Beginning at station 501+27.4 of the location approved July 8, 1909, said point being on the center line of a six rod right of way, and running thence in a northeasterly direction on same curve to the right with a radius of 11,459 feet 26.7 feet to station 501+54.1.

Thence on a tangent bearing N. 39° 32' E. = N. 38° 58' E. 2228.2 feet to station 523+82.3=464+70.4 B. C.

Thence on a curve to the right with a radius of 1433 feet 1849.6 feet to station 483+20.0 E. C.

Thence on a tangent bearing S. 67° 03' E., 4452 feet to station 527+72 B. C.

Thence on a curve to the left with a radius of 2865 feet, 1360 feet to station 541+32 E. C.

Thence on a tangent bearing N. 85° 45' E., 1802.3 feet to station 559+34.3.

Thence on a curve to the left with a radius of 1910 feet, 783.7 feet to station 567+18 E. C., the end of the change in location, being the same station on location approved July 8, 1909.

The second change is in Mapleton and begins at station 853+73 and ends at station 879+32.1 of said approved location.

The line as changed by said second change will be as follows:

Beginning at Station 853+73 of the location approved July 8, 1909, equals station 854+72 of the new location, said point being on the center line of a six rod right of way and the end of a tangent bearing N. 9° 09' E., and running thence on a curve to the right with a radius of 2865 feet, 1828 feet to station 873+00, the end of the six rod and the beginning of a four rod right of way; thence on same curve to the right 581.3 feet to station 878+81.3 E. C., the end of the change in location being equal to station 879+32.1 of the location approved July 8, 1909.

A map of the proposed changes on an appropriate scale and profiles of the proposed changes on the relative scales of profile paper in common use accompany this petition.



Said changes are slight and are made to avoid expense of construction and improve the alignment.

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

Bangor and Aroostook Railroad Company,

By FRANKLIN W. CRAM, Its President.

Bangor, Maine, July 9, 1909.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily News, a newspaper published at Bangor, in the county of Penobscot, the first publication in said paper to be at least five days before Wednesday the 28th day of July, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the office of Mr. T. H. Phair in Washburn, 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 Aroostook county, and to the municipal officers of the towns and plantations through which the proposed change of location is located, five days at least before the date of said hearing.

PARKER SPOFFORD,

*For the Board of Railroad Commissioners of Maine.*

Dated this 12th day of July, A. D. 1909.

## 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.

After viewing the route of the Bangor & Aroostook Railroad, to wit, the Washburn extension named in this petition, we hereby find that public convenience requires the changes in loca-

tion named in said petition, and we hereby decree that said changes as prayed for may be made.

Dated this 28th day of July, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

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*Petition of the Bangor & Aroostook Railroad Company for approval of location of a portion of the "Washburn Extension" and approval of the Board thereon. Decision July 28, 1909.*

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

The Bangor and Aroostook Railroad Company presents herewith a location of a portion of the "Washburn Extension" so called, of its road, which portion is between stations 1385+07 and 1581+52.8 of the location of the remaining portions of said "Washburn Extension" approved by your Honorable Board July 8, 1909. This location connects the two portions, the location of which was approved as aforesaid, and is in the towns of Washburn, Wade and Perham.

Said location defines the courses, distances and boundaries of said portion of said extension, and is accompanied with a plan and the map of the whole of said "Washburn 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 said location.

Bangor and Aroostook Railroad Company,

By FRANKLIN W. CRAM, Its President.

Bangor, Maine, July 17, 1909.

On the foregoing petition,

*Ordered,* That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily News and Daily Commercial, news-

papers published at Bangor in the county of Penobscot, the first publication in each paper to be at least five days before Wednesday the 28th day of July, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the office of Mr. T. H. Phair in Washburn, at 9 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 towns of Washburn, Wade and Perham, and to Messrs. Heath & Andrews, Augusta, Maine, attorneys for the Aroostook Valley Railroad Company, five days at least before the date of said hearing.

PARKER SPOFFORD,

*For the Board of Railroad Commissioners of Maine.*

Dated this 19th day of July, A. D. 1909.

#### STATE OF MAINE.

##### *In Board of Railroad Commissioners.*

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

Mr. Hugh R. Chaplin appeared for the Bangor & Aroostook Railroad Company.

Mr. Herbert M. Heath appeared for the Aroostook Valley Railroad Company.

This petition is for the purpose of completing the location of the Washburn extension, so called, of the Bangor & Aroostook Railroad.

The Railroad Commissioners hereby approve the location of said Washburn extension as aforesaid, according to the courses, distances and boundaries of said portion of said extension which was not approved by the original petition, and this approval is according to the courses, distances and boundaries on file with this petition.

Dated this 28th day of July, A. D. 1909.

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

*Petition of the Portland, Gray & Lewiston Railroad Company for approval of location of its road in the towns of New Gloucester, Gray, Cumberland, Falmouth, and the cities of Auburn and Portland, and the decision of the Board thereon. Decision July 29, 1909.*

*To the Honorable Board of Railroad Commissioners:*

Respectfully represents the Portland, Gray & Lewiston Railroad Company, a corporation organized under the general laws of the State for the purpose of constructing and operating a street railroad, that it desires to begin the construction of its proposed road in the city of Auburn, and in the towns of New Gloucester, Gray, Cumberland, and Falmouth, and in the city of Portland:

That in compliance with section seven of chapter fifty-three of the Revised Statutes, and amendments thereto, your petitioner 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 of Portland, and of the towns of New Gloucester, Gray, Cumberland and Falmouth, and the decision of this Honorable Board approving the route and location as to streets, roads or ways in the city of Auburn, duly entered upon the appeal of your petitioner from the decision of the municipal officers of said city, who denied a route as to streets, roads and ways in said city,—with a report and estimate prepared by John A. Jones, a skilful engineer;

(Courses, distances and boundaries omitted.)

That public convenience requires the construction of said road.

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

Your petitioner further represents that its tracks are to be constructed across the tracks of the Lewiston & Auburn Railroad Company, a railroad already built in the city of Auburn

and operated by the Grand Trunk Railway Company of Canada, at a point between station 82+65 and station 83+95 as indicated on the map aforesaid; that its tracks are also to be constructed across the tracks of the Portland & Rumford Falls Railway, a railroad already built in the city of Auburn, and operated by the Maine Central Railroad Company, at a point between stations 95+90 and station 97+30 as indicated upon the map aforesaid; that a grade crossing of said Portland & Rumford Falls Railway by the tracks of your petitioner's railroad is impracticable, and that at the point aforesaid designated for said crossing it is practicable and feasible to cross the tracks of said Portland & Rumford Falls Railway by an overhead bridge; that its tracks are also to be constructed across the tracks of the Atlantic & St. Lawrence Railroad, a railroad already built in the city of Auburn and operated by the Grand Trunk Railway Company of Canada, at a point between station 210+4 and station 211+24 as indicated on the map aforesaid; that a grade crossing of said Atlantic & St. Lawrence Railroad at any point in said city of Auburn is impracticable and that at the point aforesaid designated for said crossing it is practicable and feasible to cross the tracks of said Atlantic & St. Lawrence Railroad by an underpass;

That all of said crossings are 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 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.

That your Honorable Board will determine that public convenience requires the construction of said road.

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

That you will determine the manner and conditions of the construction and maintenance of said crossings of the Lewiston

& Auburn Railroad, the Portland & Rumford Falls Railway, and the Atlantic & St. Lawrence Railroad. That you will make certificate of your determination and decrees hereunder, in the manner required by law.

Dated this sixteenth day of March, A. D. 1909.

Portland, Gray & Lewiston Railroad Company,  
By JOHN A. MORRILL, 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 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 sixth day of April, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the county commissioners rooms in the county building in the city of Auburn, 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 Mr. Morris McDonald, general manager of the Maine Central Railroad Company; also to the president or clerk of the Portland & Rumford Falls Railway; also to Mr. L. L. Hight, attorney for the Grand Trunk Railway Company of Canada; also to the president or clerk of the Lewiston & Auburn Railroad Company; also to the president or clerk of the Atlantic & St. Lawrence Railroad Company; also to the municipal officers of the cities of Auburn and Portland, and the towns of New Gloucester, Gray, Cumberland and Falmouth, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

*For the Board of Railroad Commissioners of Maine.*

Dated at Augusta, this 23rd day of March, A. D. 1909.

*To the Honorable Board of Railroad Commissioners:*

In the matter of its pending petition for approval of its location in the city of Auburn, and in the towns of New Gloucester, Gray, Cumberland and Falmouth, and in the city of Portland, the Portland, Gray & Lewiston Railroad Company, petitioner,

respectfully prays that the following amendments to said petition now pending be allowed:

1. That it may strike from its pending petition that portion of the description of the center line therein from station 351+18 in the town of New Gloucester to station 423+6 in New Gloucester; and may substitute in place thereof the following description of the center line.

Beginning at station 351+18 on the old location in New Gloucester; thence by a curve to the left of 1000 feet radius 600 feet to station 357+18; thence S.  $1^{\circ} 15'$  W. 5270 feet to station 409+88; thence by a curve to the left of 3000 feet radius 969 feet to intersect the old location at station 423+6.

2. That it may strike from its pending petition that portion of the description of the center line therein, from station 562+61 in the town of New Gloucester to station 659 in the town of Gray; and may substitute in place thereof the following description of the center line.

Beginning at station 562+61 on the old location in the town of New Gloucester; thence by a curve to the right of 7800 feet radius 1841 feet to station 581+2; thence S.  $62^{\circ}$  W. 3000 feet to station 611+2; thence by a curve to the left of 4400 feet radius 1386 feet to station 624+88; thence S.  $44^{\circ}$  W. 978 feet to station 634+66; said station being on the boundary line between New Gloucester and Gray and five feet easterly from the easterly line of the highway; thence S.  $44^{\circ}$  W. 850 feet to station 643+16; thence by a curve to the right of 1500 feet radius 301 feet to station 646+17; thence S.  $51^{\circ}$  W. 1216 feet to intersect the old location at station 659 in the town of Gray.

3. That it may strike from its pending petition that portion of the description of the center line therein from station 668 in the town of Gray to station 847+43 on the Meadow road so called, in said Gray; and may substitute in place thereof the following description of the center line.

Beginning at station 668 on the old location in the town of Gray; thence S.  $51^{\circ} 40'$  W. 591 feet to station 673+91; thence by a curve to the left of 2000 feet radius 861 feet to station 682+52; thence S.  $22^{\circ} 15'$  W. 2960 feet to station 712+12; thence by a curve to the right of 1000 feet radius 430 feet to station 716+42; thence S.  $47^{\circ} 30'$  W. parallel to and five feet

westerly from the easterly line of the highway 793 feet to station 724+35; thence by a curve to the left of 2000 feet radius 392 feet to station 728+27; thence S. 35° 30' W. 1520 feet to station 743+47; said station being ten feet easterly from the easterly line of the highway; thence by a curve to the left of 2000 feet radius 892 feet to station 752+39; thence S. 10° 40' W. 200 feet to station 754+39; thence by a curve to the left of 3000 feet radius 744 feet to station 761+83; thence S. 3° 31' E. 871 feet to station 770+54; thence by a curve to the right of 3000 feet radius 541 feet to station 775+95; thence S. 7° W. 1145 feet to station 787+40; the last tangent crosses the south line of Depot street 18 feet westerly from the easterly line of land owned by one Crosby; thence by a curve to the right of 4000 feet radius 836 feet to station 795+76; thence S. 19° W. 3865 feet to station 834+41; thence by a curve to the left of 3000 feet radius 896 feet to intersect the old location at station 847+43.

4. That it may strike from its pending petition that portion of the description of the center line therein from station 938+38 in the town of Gray to station 957+8 in said Gray; and may substitute in place thereof the following description of the center line.

Beginning at station 938+38 on the old location in the town of Gray; thence S. 14° 30' W. 270 feet to station 941+8; thence by a curve to the left of 12,200 feet radius 1600 feet to intersect the old location at station 957+8.

5. That it may strike from its pending petition that portion of the description of the center line therein from station 1058+2 in the town of Cumberland, to station 1115+55 in said Cumberland; and may substitute in place thereof the following description of the center line.

Beginning at station 1058+2 in the old location in Cumberland; thence by a curve to the left of 2750 feet radius 880 feet to station 1066+82; thence by a curve to the right of 2400 feet radius 1100 feet to station 1077+82; thence by a curve to the right of 1200 feet radius 1100 feet to station 1088+82; thence S. 28° W. 2000 feet to station 1108+82; thence by a curve to the left of 2000 feet radius 673 feet to intersect the old location at station 1115+55;



Said line as above described is the center line of said railroad, and the width of the location thereof will be five feet on each side of said center line except on land of private individuals, where the width is twenty-five feet on each side of said center line, except from station 628+66 in New Gloucester to station 656+33 in Gray, and from station 668 in Gray to station 676+91 in Gray, where the width is twenty feet on the easterly side of said center line and five feet on the westerly side thereof; except also from station 743+47 in Gray to station 754+39 in Gray, where the width is fifteen feet on the easterly side of said center line and ten feet on the westerly side thereof; except also from station 767+0 in Gray to station 787+40 in Gray, where the width is ten feet on each side of said center line.

The following portion of the amended location is outside the limits of any street, road or way.

From station 351+64 to station 356+28; from station 357+18 to station 375+18; from station 376+10 to station 423+6; from station 562+61 to station 589+22; from station 589+82 to station 617+2; from station 617+62 to station 656+33; from station 673+91 to station 716+42; from station 722+35 to station 768+64; from station 769+54 to station 784+90; from station 785+40 to station 841+35; from station 944+8 to station 954+8; from station 1058+2 to station 1065+8; from station 1065+98 to station 1113+55.

That public convenience requires the construction of said road according to said amended location.

That where said line as 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.

And your petitioner respectfully prays that this amendment now filed may be allowed by your Honorable Board before final decree, without notice, or after such notice, as your Honorable Board may order hereon, as by the statute in that case made and provided.

And your petitioner files herewith a plan of the foregoing amended location which it makes a part of this petition, the same being marked "Amended location of the Portland, Gray & Lewiston Railroad."

Dated July 2, 1909.

Portland, Gray & Lewiston Railroad Company,

By EDWARD W. GROSS, President.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, once in the Lewiston Evening Journal, a newspaper published at Lewiston, in the county of Androscoggin, the publication in said paper to be at least seven days before Wednesday, the 14th day of July, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the county commissioners' rooms in Auburn, Maine, at ten o'clock in the forenoon for the purposes indicated in said petition.

Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the towns through which the proposed change in location is located, five days at least before the date of said hearing.

PARKER SPOFFORD,

*For the Board of Railroad Commissioners of Maine.*

Dated this second day of July, A. D. 1909.

## STATE OF MAINE.

### *In Board of Railroad Commissioners.*

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

Present: Commissioners Peaks, Spofford and Keizer.

Mr. John A. Morrill appeared for the petitioners.

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

Mr. L. L. Hight appeared for the Grand Trunk Railway Company of Canada, and the Atlantic & St. Lawrence Railroad.

Mayor Merrill appeared for the city of Auburn.

Mr. R. W. Crockett appeared for Mr. J. H. Brann.

This is a petition for the location of the Portland, Gray & Lewiston Railroad Company, a corporation organized under the laws of the State of Maine, from and in the city of Auburn, through the towns of New Gloucester, Gray, Cumberland, Falmouth, and to and into the city of Portland.

This matter came on for hearing at the time mentioned in the order of notice and was continued to July 2, 1909, at which

time the company filed an amendment to its petition, on which notice was ordered, and the cause was again continued to July 14, 1909, at which time the matter again came on for hearing, notice on the petition for said amendment having been given as ordered.

After viewing the route of said proposed location and taking into consideration all matters brought to our attention, and hearing the statements and arguments of attorneys and parties interested, we hereby allow said amendment and approve the location prayed for as amended in accordance with the petition therefor, and find that public convenience and necessity require the construction of said road.

We find that it is impracticable to locate said railroad within the limits of streets, roads or ways in each case where the location as aforesaid is outside the limits of said streets, roads and ways.

The manner and conditions of the construction and maintenance of the crossings of the Lewiston & Auburn Railroad, the Portland & Rumford Falls Railway, and the Atlantic & St. Lawrence Railroad shall be as follows:

The crossing of the Lewiston & Auburn Railroad we decide shall be at grade, and shall be constructed in a manner satisfactory to the Board of Railroad Commissioners; said Portland, Gray & Lewiston Railroad Company shall furnish suitable crossing frogs, corresponding to the size of the rails used by the Lewiston & Auburn Railroad; and such frogs shall be laid upon good, sound timbers by the Lewiston & Auburn Railroad Company, or its lessee, the Grand Trunk Railway Company of Canada, at the expense of said Portland, Gray & Lewiston Railroad Company; and all the expense of constructing this crossing and of the future maintenance of the same, to the satisfaction of the Board of Railroad Commissioners, shall be borne by the said Portland, Gray & Lewiston Railroad Company.

The crossing of the Portland & Rumford Falls Railway shall be by an overhead bridge which shall give clear head room over the tracks of the Portland & Rumford Falls Railway as they now exist, of not less than twenty-two feet, and the abutments of said bridge shall have thirty-one feet clear space between them, measured at right angles; said bridge and abutments shall be built by the Portland, Gray & Lewiston Railroad Com-

pany subject to the approval of the Railroad Commissioners as to strength and design, the work thereon and all work within the location of said Portland & Rumford Falls Railway shall be under the supervision of the Maine Central Railroad Company, and shall be carried on in such a manner as not to interfere with the traffic upon said Portland & Rumford Falls Railway; said bridge shall be built and maintained and all expense connected with the construction and maintenance of said Portland, Gray & Lewiston Railroad across the same shall be wholly at the expense of said Portland, Gray & Lewiston Railroad Company.

The crossing of the Atlantic & St. Lawrence Railroad shall be an under crossing, which shall have fourteen feet clear head room under the bridge of said Atlantic & St. Lawrence Railroad; the abutments on which said bridge shall rest shall be built of granite or concrete, to the satisfaction of the Railroad Commissioners, and shall have a clear space between the abutments of sixteen feet, measured at right angles. The bridge for the tracks of the Atlantic & St. Lawrence Railroad as they now exist shall be subject to the approval of the Board of Railroad Commissioners, as to strength and design. The cost of said bridge and abutments and the necessary expense of constructing this under-crossing shall be paid by said Portland, Gray & Lewiston Railroad Company, and the work thereon and all work within the location of said Atlantic & St. Lawrence Railroad shall be done under the supervision of the Grand Trunk Railway Company, subject to the approval of the Board of Railroad Commissioners, and shall be carried on in such a manner as not to interfere with the traffic upon said Atlantic & St. Lawrence Railroad; and said bridge and abutments shall hereafter be maintained at the expense of said Portland, Gray & Lewiston Railroad Company.

At the crossing by the Portland, Gray & Lewiston Railroad Company at grade with the Lewiston & Auburn Railroad, no car of the Portland, Gray & Lewiston Railroad Company shall cross the tracks of the Lewiston & Auburn Railroad until said car has been stopped within one hundred (100) feet of said crossing, and shall not cross until the conductor and motorman

shall have both become satisfied that said crossing is clear.

Dated this 29th day of July, A. D. 1909.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

*Petition of the Bangor & Aroostook Railroad Company for approval of the crossing of certain highways on the line of the "Washburn Extension," and approval of the Board thereon. Decision August 6, 1909.*

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

Respectfully represents the Bangor and Aroostook Railroad Company that the line of the Washburn extension (so called) of its railroad, the location of which has been approved by your Honorable Board, is laid out across the highways and other public ways and at the points thereon hereinafter described; and your petitioner further represents that it is impossible to so construct said railroad as to pass either over or under said ways or either of them.

Wherefore your petitioner prays that your Honorable Board will, after notice and hearing, authorize the crossing of each of said ways at grade, and further that you will determine the manner and conditions under which said railroad may cross each of said ways, and how the expense of building and maintaining so much thereof as is within the limits of said railroad shall be borne between your petitioner and the respective towns in which said crossings are located.

No. 1. Station 2+85. In Masardis. Cross road near Squa-Pan. Station leading from mill.

No. 2. Station 1305+70. Town of Washburn. Road near Phair's mill.

No. 3. Station 1385+07. Town of Washburn. Woodland road.

No. 4. Station 1551+75. Town of Perham. Caribou road.

Bangor and Aroostook Railroad Company,  
By HUGH R. CHAPLIN, Its Attorney.

Bangor, Maine, July 29, 1909.

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 Friday the sixth day of August, A. D. 1909, 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 county commissioners of Aroostook county, and to the municipal officers of the towns of Masardis, Washburn and Perham, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

*For the Board of Railroad Commissioners of Maine.*

Dated this 30th day of July, A. D. 1909.

## STATE OF MAINE.

### *In Board of Railroad Commissioners.*

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

Mr. Hugh R. Chaplin appeared for the Bangor & Aroostook Railroad Company.

No one appeared to oppose.

The crossings herein mentioned shall be as follows:

No. 1, in Masardis, cross road near Squa-Pan. Station leading from the mill. This highway may be crossed at grade by the said Bangor & Aroostook Railroad Company, and the highway may be raised six feet to facilitate such crossing.

No. 2, town of Washburn. Road near Phair's mill. This

highway may be crossed at grade, and said highway may be raised eight and one-half feet to facilitate such crossing.

No. 3, town of Washburn. Woodland road. This highway may be crossed at grade, and said way may be raised one foot to facilitate such crossing.

No. 4, town of Perham. Caribou road. This way may be crossed at grade, and the way may be lowered one foot to facilitate such crossing.

At all of said crossings the highway shall be left as wide as the same now is, and shall be made suitable for travelers with horses, teams and carriages. Suitable provision shall be made for surface drainage.

All the expenses of said crossings within the locations of said Bangor and Aroostook Railroad shall be borne by the said Bangor and Aroostook Railroad Company, and shall be hereafter maintained at the expense of said railroad company.

Dated this sixth day of August, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

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*Petition of the Bangor & Aroostook Railroad Company for approval of location of its track across the track of the Aroostook Valley Railroad Company in Washburn, and the approval of the Board thereon. Decision August 6, 1909.*

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

The Bangor and Aroostook Railroad Company respectfully represents that in constructing the Washburn extension (so called) of its railroad from Masardis to Stockholm, 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 Aroostook Valley Railroad Company, in the town of Washburn, and in the vicinity of station 1341+94.5 of the location of said Washburn extension.

Your petitioner prays that your Honorable Board will, after due notice and hearing, determine the manner and conditions of

constructing and maintaining said crossing, and how the expense thereof shall be borne.

Bangor and Aroostook Railroad Company,  
By HUGH R. CHAPLIN, Its Attorney.

Bangor, Maine, July 29, 1909.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order thereon, three days successively in the Daily News, a newspaper published at Bangor, in the county of Penobscot, the first publication to be at least five days before Friday the sixth day of August, A. D. 1909, 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 said petition and order to H. M. Heath, attorney of the Aroostook Valley Railroad Company, Augusta, 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 30th day of July, A. D. 1909.

## STATE OF MAINE.

### *In Board of Railroad Commissioners.*

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

Mr. Hugh R. Chaplin appeared for the petitioner.

Mr. Herbert M. Heath appeared for the Aroostook Valley Railroad Company.

Upon hearing by the Railroad Commissioners it is hereby ordered and decreed that the said Bangor & Aroostook Railroad Company may construct its Washburn extension, so called, across the tracks of the Aroostook Valley Railroad Company in the town of Washburn. The crossing may be at grade. The crossing frogs shall be furnished and laid by the Bangor & Aroostook Railroad Company across the tracks and location of the Aroostook Valley Railroad Company. The Bangor &



Aroostook Railroad Company shall furnish crossing frogs of suitable size to accommodate the Aroostook Valley Railroad Company, and all the expense of said crossing shall be borne by the Bangor & Aroostook Railroad Company, and said crossing shall be hereafter maintained at the expense of the Bangor & Aroostook Railroad Company.

Dated this sixth day of August, A. D. 1909.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

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*Petition of the municipal officers of the town of Pownal relating to the crossing of a highway over or under the Grand Trunk Railway in the town of Pownal, and decision of the Board thereon. Decision August 12, 1909.*

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

The undersigned, the municipal officers of the town of Pownal, in the county of Cumberland and State of Maine, respectfully represent:

1st: That the county commissioners for said county, on the twenty-second day of December, A. D. 1908, on the petition of Harlan B. True, William A. Brown and Frank Lobdell, then selectmen of Pownal, did determine and were satisfied, after due notice and hearing, that public convenience and necessity required an alteration and change of grade in the existing highway from Durham to Gray, as prayed for in said petition, at the point in said Pownal, at West Pownal, so called, where said highway intersects the Grand Trunk Railway Company's track, viz., the location and right of way of the Atlantic & St. Lawrence Railroad Company, and that public convenience and necessity required that said new laying out of said way be constructed across the location, below the grade of said Grand Trunk Railway track; and did further find that said proposed way, when laid out, will be through and across certain land and right of way of the Atlantic & St. Lawrence Railroad Company,

used for station purposes, and did, therefore, suspend said proceedings and thereafterwards, on the same day, duly filed their petition with the Honorable Board of Railroad Commissioners that the said Board might determine whether or not public necessity and convenience required that said way be laid out, as determined by said county commissioners, in accordance with the statute in such case made and provided.

2nd: And thereafterwards, to-wit, on the twenty-first day of January, A. D. 1909, after due notice and hearing to all parties interested, said Board of Railroad Commissioners did decide that public necessity required the taking of said land, as determined by said county commissioners, for the purpose of changing said highway, as prayed for in said petition of said selectmen.

3rd: That pursuant to said adjudication, finding and order of said board of county commissioners and said adjudication of the Board of Railroad Commissioners, said county commissioners thereafterwards, on the sixteenth day of February, A. D. 1909, proceeded to make said alteration of location and change of grade in said way as follows, namely:

Maintaining the existing width of said existing highway, commencing at an iron driven in the ground in center of travel of the road leading from George Cushman's in Pownal, to Gray, at a point north seventy-three degrees, fifteen minutes west, fifteen (15) feet; nine and three-quarters (9 3/4) inches from a telephone post marked by a nail driven in it; thence south thirty-nine degrees, forty-five minutes west, in old road location, fifty (50) feet to land of Rufus J. Skillings; thence same course on said Skillings' land three hundred seventy-nine and one-sixth (379 1/6) feet; thence north eighty-five degrees, forty-five minutes west, one hundred four (104) feet to the easterly side line of the land and right of way of the Atlantic & St. Lawrence Railroad Company, which is used for station purposes; thence same course which is at a right angle with said railway, across said railway, ninety-nine (99) feet; thence same course crossing the road leading past the store of Charles L. Dow, described in said petition as Charles Dow, and over land formerly of one Jordan, now of Charles L. Dow, one hundred sixteen and two-thirds (116 2/3) feet; thence north seventy-nine degrees, thirty minutes over land of the said

Charles L. Dow and the old location of the road leading to Gray one hundred ninety-four (194) feet, ten (10) inches to an iron in the travel of said road. Said location to be four (4) rods wide and to lie equally on each side of the above described line, as shown on the accurate plan of the said way, which accompanies this petition; discontinuing so much of said existing highway as lies between the said points of beginning and ending, and is not included within said new location of said highway, as herein altered and laid out; and the grade of said altered location of said highway is to be as follows:

Beginning at said certain point in the center of the travelled way of the county road leading from Durham to Gray, which point is north seventy-three degrees, fifteen minutes west, fifteen (15) feet, nine and three-quarters (9 3/4) inches from said telephone post marked by a nail driven in it, at the existing grade of said highway, at that point, thence on an ascending grade of 2.286 per cent, five hundred forty-three and thirty-five hundredths (543.35) feet; thence on a level line sixty-two and eighty-seven hundredths (62.87) feet; thence on an ascending grade of 7.92 per cent, four hundred ninety-three and seventy-eight hundredths (493.78) feet until it intersects the existing grade of the county road aforesaid, as is also shown on the accompanying accurate plan of the said way.

4th: That said board of county commissioners duly filed a correct return of their doings, accompanied by an accurate plan of said way, at their next regular session after said hearing, to-wit, at a session of said board begun and holden at Portland, within and for said county, on the first Tuesday of January, A. D. 1909, and placed the same on file in the custody of their clerk, and continued said case to their next regular term, and there being no appeal from said location of said highway and no notice of appeal by any person aggrieved by the estimate of damages by said county commissioners, on or before the third day of said next regular term of said board, to-wit, on or before the third day of June, A. D. 1909, said proceedings were duly closed, recorded and became effectual.

Wherefore your petitioners make application to your Honorable Board of Railroad Commissioners and pray that you will, upon due notice and hearing, determine whether said way shall be permitted to cross said railway track at grade, or not, and

the manner and conditions of crossing the same and in what manner the expense of building and maintaining so much of said way as is within the limits of said railroad shall be paid or apportioned between said company and said town.

Dated June 7, A. D. 1909.

Mellen Tryon,  
Wm. A. Brown,  
Oscar L. Jordan,

Selectmen of the Town of Pownal.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition and this order of notice thereon, three days successively in the Portland Evening Express, a newspaper published at Portland, in the county of Cumberland, the first publication in said paper to be at least five days before Thursday, the twelfth day of August, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the Lafayette Hotel in Portland, at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send a copy of this petition and order to Mr. C. A. Hight, attorney for the Grand Trunk Railway of Canada, lessee, and of which the Atlantic and St. Lawrence Railroad Company is lessor, 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 6th day of August, A. D. 1909.

#### 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. Wilford G. Chapman appeared for the municipal officers of Pownal.

Mr. L. L. Hight appeared for the Grand Trunk Railway Company and the Atlantic & St. Lawrence Railroad Company.

This is a proceeding under section 29, of chapter 23 of the Revised Statutes.

There is in the town of Pownal a public highway laid by the county commissioners across the tracks of the Grand Trunk Railway Company, lessee of the Atlantic & St. Lawrence Railroad Company. The county commissioners have by due proceedings changed the course of the highway, to permit the railroad to pass over the same, to avoid a dangerous grade crossing, and we hereby order the said grade crossing to be changed so that the railroad shall pass over said highway by an overhead bridge. The highway across the location of the railroad companies shall be constructed by a cut under said railroad, of twenty feet in the clear between abutments, and be deep enough so as to give a clear head room of fourteen feet under the bridge spanning the highway.

This proceeding is for the purpose of having the expense of building and maintaining so much thereof as is within the limits of said railroad, apportioned between the town and the railway company.

Having heard the parties and the proof in relation to the matter, we find as follows:

The town of Pownal is obliged by law to build all that portion of the change of highway outside the limits of the railroad location, which expense we estimate to be twenty-three hundred dollars.

The expense of building the bridge over the cut under the railroad and the excavation, and all other work necessary within the limits of said railroad company, we estimate at nine thousand dollars.

In deciding this matter we take into consideration the valuation of the property in the town of Pownal, which at the last valuation was two hundred and sixty-one thousand one hundred and twenty-two dollars. The actual valuation of the property in Pownal is probably now somewhat more than that, but the population and the valuation of the town has been gradually decreasing since 1870.

We can apportion the whole expense within the limits of the railroad, upon the railroad company, or upon the town, or we can divide the same. We do not take into consideration whether the railroad was built before the highway was laid,

or whether the highway was laid before the railroad was built. We can not see that this should make any difference. Both have rights, and these rights and duties must in this particular matter be determined by the railroad commissioners.

Taking into consideration all these matters, it is the opinion of the Commissioners, and we so decree, that inasmuch as the town of Pownal must pay the expense of construction of all the highway outside of the location of the railroad, the railroad companies shall pay all the expense of the construction of the highway within their right of way.

We make no decree as to the kind of bridge which the railroad companies shall build. They should be allowed to construct a bridge which may conform to the type of bridges along their line of railway. The only condition which we impose is that there shall be fourteen feet clear headroom and twenty feet clear between abutments.

The old highway as now traveled shall not be discontinued until this work is completely finished to the satisfaction of the railroad commissioners, and the said Grand Trunk Railway Company and the said Atlantic & St. Lawrence Railroad Company are hereby ordered to construct said highway under their railway without delay, and the said town of Pownal is hereby ordered to construct the line of highway outside of the railroad location so as to make good connection with the line under the railroad tracks.

All the work shall be done to the satisfaction of the Railroad Commissioners, and shall be constructed as soon as practicable after this decree.

Dated this 12th day of August, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

## PORTLAND 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 an extension of the Portland Railroad, from a point on St. John street near the car barn and repair shop of said railroad, extending southerly through St. John street and Danforth street in Portland across the Boston and Maine Railroad and Maine Central Railroad by overhead bridges, and over Vaughan's bridge and through Main street, South Portland, to a connection with the Portland and Cape Elizabeth Railway Companies tracks at Lincoln and Main streets, South Portland, a distance of five thousand two hundred and ninety-six feet, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this sixteenth day of August, A. D. 1909.

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

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*Petition of the municipal officers of the city of Brewer for approval of a street crossing Maine Central Railroad in said city and approval of the Board thereon. Decision August 19, 1909.*

*To the Honorable Board of Railroad Commissioners:*

Respectfully represent the municipal officers of the city of Brewer, in the county of Penobscot, in the State of Maine:

That the city council of said city of Brewer, by its order duly passed on the 7th day of November, 1907, and duly approved by the mayor of said city of Brewer, laid out a city street or way in said city of Brewer and situated and described as follows:

Commencing on the westerly line of Tibbetts street at the northerly line of the Maine Central Railroad Company's right of way, thence across the Maine Central Railroad right of way,

south fifty-six degrees and fifteen minutes east, one hundred eighty-six and one-tenth feet to an iron bolt; thence deflecting to the right three degrees and fifty-three minutes, south fifty-two degrees and twenty-five minutes east, sixty-seven and four-tenths feet to an iron bolt; thence deflecting to the right, ten degrees and thirty-six minutes, south forty-one degrees and thirty minutes east, two hundred and thirty-eight and six-tenths feet to an iron bolt. This line forms the westerly bound of the street which is forty feet wide, measuring easterly across the street at right angles to said line. That said street and way as laid out crosses the track of the Maine Central Railroad Company (Bucksport branch); that said city desires to construct said street across said track and open the same for travel.

That the city council of said city of Brewer by its order duly passed on the 3rd day of June, 1909, and duly approved by the mayor of said Brewer, authorized and directed the municipal officers of said Brewer to make this application to the Railroad Commissioners.

Wherefore your petitioners pray, that your Honorable Board, will after due notice and hearing determine whether said way shall be permitted to cross such track at grade therewith or not, and the manner and condition of crossing the same, and whether the expense of building and maintaining so much thereof as is within the limits of such railroad shall be borne by said railroad company, or by the said city of Brewer, in which such way is located, or be apportioned between said railroad company and said city of Brewer.

A plan of said street, showing the crossing of said Maine Central Railroad track is hereto attached and made a part of this application.

Brewer, Maine, August 3, A. D. 1909.

Municipal officers of Brewer:

A. F. Pendleton, Mayor.  
D. J. Mooney,  
Joseph I. Mutty,  
Geo. E. Vayo,  
W. H. Coffey,  
S. D. Copeland,  
J. E. Littlefield,  
C. E. Holyoke,  
John W. Trueworthy,  
George A. Field,  
Aldermen.



On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily 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 19th day of August, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the Bangor House, in Bangor, Maine, at two o'clock in the afternoon for the purposes indicated in said petition.

Said petitioner shall send copies of the foregoing petition and order to Mr. Morris McDonald, vice president and general manager of the Maine Central Railroad Company, 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 twelfth day of August, A. D. 1909.

## STATE OF MAINE.

### *In Board of Railroad Commissioners.*

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

Mr. Charles J. Hutchins appeared for the petitioners.

Mr. Forrest Goodwin appeared for the Maine Central Railroad Company.

A city street or way has been duly and legally laid in the city of Brewer, crossing the tracks and right of way of the Maine Central Railroad, and this proceeding is for the purpose of establishing the right to cross said tracks at grade.

There is no practicable way of crossing the tracks except at grade, and the railroad commissioners must therefore permit such crossing, and we hereby decree that the expense of building and maintaining such crossing within the limits of said railroad shall be borne by said Maine Central Railroad Company.

This crossing shall be made safe and convenient for travelers with horses, teams and carriages.

The approaches to said track shall be made at a grade which is reasonable and feasible, under all the circumstances, and to the satisfaction of the Railroad Commissioners.

Dated this 19th day of August, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

---

*Petition of the municipal officers of Ellsworth for the erection of gates at a highway crossing with the Maine Central Railroad, and decision of the Board thereon. Decision dated August 19, 1909.*

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

Respectfully represents the undersigned, the municipal officers of Ellsworth, county of Hancock and State of Maine, that they deem it necessary for public safety that gates should be erected across ways in said city of Ellsworth where they are crossed by the Maine Central Railway said ways being known as the Bangor road and Waltham road, that they have requested in writing said railway to erect said gates and that said railway has neglected or refused to do so.

We therefore apply to your Honorable Board to decide upon the reasonableness of said requests, and to make such orders as to flagmen or automatic signals as your Honorable Board may deem necessary.

Ellsworth, Me., February 1, 1909.

Frank F. Simonton, Mayor.  
Hollis B. Estey.  
Ira B. Hagan, Jr.,  
Howard C. Jordan,  
Aldermen of Ellsworth.

Upon the foregoing petition,

*Ordered,* That a hearing will be held on Thursday, the nineteenth day of August, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the store of Whit-

comb Haynes and Company, Ellsworth Falls, at eleven 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 Mr. Morris McDonald, vice president and general manager of the Maine Central Railroad Company, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

*For the Board of Railroad Commissioners of Maine.*

Dated this 6th day of August, A. D. 1909.

### 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. Frank F. Simonton, Mayor, appeared for the city of Ellsworth.

Mr. Forrest Goodwin appeared for the Maine Central Railroad.

Having viewed the location, and heard all the parties interested, it is the judgment of the Railroad Commissioners that a flagman at the crossing of the Maine Central Railroad near the junction of the Bangor road with the Waltham road, is better protection to travelers than gates would be, and we therefore order and decree that the Maine Central Railroad Company shall furnish a flagman to protect the crossing of the Maine Central Railroad with the Bangor road and the Waltham road, in that part of the city of Ellsworth called Ellsworth Falls.

Dated this 19th day of August, A. D. 1909.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

*Petition of the Aroostook Valley Railroad Company for approval of changes in the location of its railroad and decision of the Board thereon. Decision September 3, 1909.*

*To the Honorable Board of Railroad Commissioners:*

Respectfully represents the Aroostook Valley Railroad Company that it is a street railroad corporation created and organized under the general laws of this State.

That it deems the changes hereinafter described in the location of its road to be necessary and expedient:

The description of the first section to be changed is as follows:

From a point two hundred and sixty-three (263) feet west of station 70 plus 39 on the map or plan and location approved May sixth, A. D. 1903, to station 538 plus 27 thereon.

The courses and distances of the location as changed are as follows:

Beginning at station 104 plus 48 on the map or plan herewith filed, said point being two hundred and sixty-three (263) feet west of station 70 plus 39 on the map or plan and location approved May sixth, A. D. 1903; thence north forty degrees eleven minutes west (N. 40 degrees 11 minutes W.) eight hundred and twenty-four and five-tenths feet (824.5) to a stake marked 112 plus 72.5; thence on a four degree (4 degree) curve to the right a distance of seven hundred and thirty and four-tenths feet (730.4) to a stake marked 120 plus 02.9; thence north ten degrees and fifty-eight minutes west (N. 10 degrees 58 minutes W.) a distance of two thousand and twenty-three and seven-tenths feet (2023.7) to a stake marked 140 plus 26.6; thence on a four degree (4 degree) curve to the right a distance of four hundred and eleven and seven-tenths feet (411.7) to a stake marked 144 plus 38.3; thence north five degrees thirty minutes east (N. 5 degrees 30 minutes E.) fourteen hundred and ninety-three and five-tenths feet (1493.5) to a stake marked 159 plus 21.8; thence on a two degree (2 degree) curve to the left six hundred and fifty-four and two-tenths feet (654.2) to a stake marked 165 plus 76; thence north seven degrees thirty-five minutes west (N. 7 degrees 35 minutes

W.) five thousand five hundred and seventy-nine and three-tenths feet (5579.3) to a stake marked 221 plus 55.3; thence on a two degree (2 degree) curve to the left six hundred and seventy-five feet (675) to a stake marked 228 plus 30.3; thence north twenty-one degrees and five minutes west (N. 21 degrees 05 minutes W.) one thousand nine hundred and twenty-five and six-tenths feet (1925.6) to a stake marked 247 plus 55.9; thence on a four degree (4 degree) curve to the left five hundred and sixty-six and seven-tenths feet (566.7) to a stake marked 253 plus 22.6; thence north forty-three degrees forty-five minutes west (N. 43 degrees 45 minutes W.) three hundred and thirty-one and nine-tenths feet (331.9) to a stake marked 256 plus 54.5; thence on a four degree (4 degree) curve to the right five hundred and thirty and eight-tenths feet (530.8) to a stake marked 261 plus 85.3; thence north twenty-two degrees thirty-one minutes west (N. 22 degrees 31 minutes W.) fourteen hundred and sixteen and seven-tenths feet (1416.7) to a stake marked 276 plus 02; thence on a three degree (3 degree) curve to the left eight hundred and eleven and six-tenths feet (811.6) to a stake marked 284 plus 13.6; thence north forty-six degrees fifty-two minutes west (N. 46 degrees 52 minutes W.) twenty-five hundred and sixty-eight feet (2568) to a stake marked 309 plus 81.6; thence on a four degree (4 degree) curve to the right five hundred and fifty feet (550) to a stake marked 315 plus 31.6; thence north twenty-four degrees fifty-two minutes west (N. 24 degrees 52 minutes W.) eight hundred and seventy-three and one-tenth feet (873.1) to a stake marked 324 plus 04.7; thence on a four degree (4 degree) curve to the right four hundred and eighty-two and five-tenths feet (482.5) to a stake marked 328 plus 87.2; thence north five degrees thirty-four minutes west (N. 5 degrees 34 minutes W.) twelve hundred and thirty-four feet (1234) to a stake marked 341 plus 21.2; thence on a twelve degree (12 degree) curve to the left four hundred and ninety-three and one-tenth feet (493.1) to a stake marked 346 plus 14.3; thence north sixty-four degrees forty-four minutes west (N. 64 degrees 44 minutes W.) two hundred and eleven and one-tenth feet (211.1) to a stake marked 348 plus 25.4; thence on a four degree (4 degree) curve to the left six hundred and thirteen

and seven-tenths (613.7) feet to a stake marked 354 plus 39.1; thence north eighty-nine degrees and twelve minutes west (N. 89 degrees 12 minutes W.) nine hundred and twenty-one and five-tenths feet (921.5) to a stake marked 362 plus 16.6; thence on a four degree (4 degree) to the right six hundred and eighteen and eight-tenths feet (618.8) to a stake marked 368 plus 35.4; thence north sixty-four degrees twenty-seven minutes west (N. 64 degrees 27 minutes W.) sixty-four hundred and eleven and eight-tenths feet (6411.8) to a stake marked 432 plus 47.2; thence on a two degree (2 degree) curve to the right nine hundred and fifteen and eight-tenths feet (915.8) to a stake marked 441 plus 63; thence north forty-six degrees eight minutes west (N. 46 degrees 08 minutes W.) nine hundred and twenty-eight and two-tenths feet (928.2) to a stake marked 450 plus 91.2; thence on a two (2 degree) curve to the right three hundred and fifty-eight and three-tenths feet (358.3) to a stake marked 454 plus 49.5; thence north thirty-eight degrees fifty-eight minutes west (N. 38 degrees 58 minutes W.) thirty-eight hundred and thirty-four and seven-tenths feet (3834.7) to a stake marked 492 plus 84.2; thence on a two degree (2 degree) curve to the right five hundred and seven and eight-tenths feet (507.8) to a stake marked 497 plus 92; thence north twenty-eight degrees forty-eight minutes west (N. 28 degrees 48 minutes W.) thirty-three hundred and twenty-six and six-tenths feet (3326.6) to a stake marked 531 plus 18.6; thence on a four degree (4 degree) curve to the right four hundred and ninety-nine and two-tenths feet (499.2) to a stake marked 536 plus 17.8; thence north eight degrees fifty minutes west (N. 8 degrees 50 minutes W.) two thousand and eighty-eight and two-tenths feet (2088.2) to a stake marked 557 plus 06; thence on a four degree (4 degree) curve to the left six hundred and sixty-nine and six-tenths feet (669.6) to a stake marked 563 plus 75.6; thence north thirty-five degrees thirty-seven minutes west (N. 35 degrees 37 minutes W.) six hundred and forty-two and four-tenths feet (642.4) to a stake marked 570 plus 18; said last station number on the plan herewith filed being coincident with station 538 plus 27 on the map or plan and location approved May sixth, A. D. 1903.

The description of the second section to be changed is as follows:

From station 75 plus 94.3 to station 87 plus 90.6, severally on the map or plan and location approved June twenty-second, A. D. 1903 being an extension for a proposed connection with the Canadian Pacific Railway.

The courses and distance of the location as changed are as follows:

From station 96 plus 10.2 on the map or plan herewith filed being coincident with said last described station 75 plus 94.3; thence north forty degrees eleven minutes west (N. 40 degrees 11 minutes W.) eight hundred and thirty-seven and eight-tenths feet (837.8) to station 104 plus 48 on the map or plan herewith filed, said last described station being two hundred and sixty-three feet (263) west of station 70 plus 39 on the map or plan and location approved as aforesaid May sixth, A. D. 1903.

The foregoing are the descriptions of the center line of the location, the width of the same where on streets, roads and ways is five feet on each side thereof and where on lands outside of the limit of any street, road or way, such width is two rods on each side of said center line.

Your petitioner filed herewith the written approval of the aforesaid changed route and location as to streets, roads and ways, of the municipal officers of the towns in which said railroad is to be constructed, not already covered by written approvals that have heretofore been filed with this Honorable Board, and are now on file therewith.

Your petitioner also files herewith a map, or plan, of the proposed changed route and location, with the courses and distance thereof thereon, as required by law.

Your petitioner alleges that public convenience requires the construction of said road in accordance with the foregoing changes for the following reasons:

First. Said changes are necessary.

Second. Said changes are expedient.

Third. Said changes improve the alignment of said road and change and avoid grades thereon.

Fourth. The original locations heretofore approved, as hereinbefore referred to to be changed are impracticable.

Fifth. Wherever said changes are 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.

Wherefore your petitioner prays that, after notice and hearing, the aforesaid changes in the location of its road may be by it made under the direction of your Honorable Board, such changes to be recorded where the original location was required by law to be recorded, and that all such decrees hereon may be made as may be required by law in the premises.

Dated this twenty-sixth day of August, A. D. 1909.

Aroostook Valley Railroad Company,

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 Commercial, a newspaper published at Bangor in the county of Penobscot the first publication in said paper to be at least five days before Friday the third day of September, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the Bangor House in Bangor, at nine o'clock in the forenoon for the purposes indicated in said petition.

Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the towns of Presque Isle, Washburn and Mapleton, F. W. Cram, president of the Bangor and Aroostook Railroad Company, and E. C. Ryder of Bangor, attorney for the Canadian Pacific Railway Company, severally five days before said hearing.

JOSEPH B. PEAKS, Chairman,

*For the Board of Railroad Commissioners of Maine.*

Dated this twenty-sixth day of August, A. D. 1909.

#### 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 and Mr. Charles F. Daggett appeared for the petitioners.

Mr. Hugh R. Chaplin appeared for the Bangor and Aroostook Railroad Company.

The history of the charter of the Aroostook Valley Railroad is somewhat peculiar, and its status somewhat questionable.

It was organized under the general law, by articles of association before the Railroad Commissioners, approved the first day of July, A. D. 1902. Its location was filed with the Railroad Commissioners on the 17th day of December, 1902. At that time there were special laws relating to the Bangor & Aroostook Railroad Company which provided in substance that no other railroad should parallel the Bangor & Aroostook Railroad or run in the same general direction within fifteen miles; so that when the location was filed in December, 1902, the Commissioners expressed doubt as to their right to approve this location, and it was not approved until other proceedings were had.

An attempt was made to get the construction of the court upon the acts relating to the Bangor & Aroostook Railroad, and chapter 293 of the Private and Special Laws of 1903 provided as follows:

"The Aroostook Valley Railroad Company, a corporation created under the general laws of the State, is hereby authorized to file its petition in the office of the clerk of the supreme judicial court for the county of Penobscot, in term time or in vacation, addressed to any justice of said court, praying for a decree of said court to determine whether the Railroad Commissioners have lawful authority, under the general laws of the State, and the Special Laws now in force relative to the Bangor & Aroostook Railroad Company, to approve the location of the road of said Aroostook Valley Railroad Company now on file in the office of the Railroad Commissioners, and like authority to determine whether public convenience requires the construction of such road upon such location."

On April 1st, A. D. 1903, a petition or bill in equity, whatever it may be called, was filed with the Supreme Judicial Court, Penobscot county, addressed to the Honorable L. A. Emery, justice of the Supreme Judicial Court, setting out certain facts not necessary to be recited herein and the court was asked to

determine certain questions in relation to the authority of the Railroad Commissioners, under the circumstances, to approve the location of the Aroostook Valley Railroad.

The case went to a hearing before Chief Justice Emery, and the only decree made by the Chief Justice is as follows:

"First. The Railroad Commissioners have lawful authority, under the general laws of the State, and the special laws now in force relative to the Bangor & Aroostook Railroad Company, to approve the location of the road of the Aroostook Valley Railroad Company *on file in the office of the said Railroad Commissioners* on March 25, A. D. 1903, and like authority to determine whether public convenience requires the construction of such road upon such location."

On the thirtieth day of April, A. D. 1903, a hearing was had and the Railroad Commissioners, by authority of the court before referred to, did approve the location then on file and found that public convenience required the building of said road upon the said location. At said hearing, however, a slight change was made in the location first filed and approved by the Court.

By Revised Statutes, chapter 53, section 10, if said company did not commence construction of its road, and expend at least ten per cent of its capital stock within three years, its charter became void. Or, in the language of the statute,—“Its corporate existence and power shall cease.”

By section 11, however, the Board of Railroad Commissioners may revive the corporate existence and power of any corporation which may have ceased by its failure to proceed with its construction within the time limited.

No such application was made to the Railroad Commissioners, or ever has been made. But by chapter 86, Private and Special Laws of 1907, the powers of said company were continued for two years from February 19, 1907. Nothing was done, however, under the first charter or the extension of it by the legislature, and on February 9, 1909, an act was approved, providing as follows:

“The time within which the Aroostook Valley Railroad Company, a street railroad corporation organized under the general laws of the State, and by virtue of chapter 283, of the special laws for 1903, shall actually commence business under its exist-

ing charter, is hereby extended to two years from the day when this act takes effect."

Looking at chapter 283 of the Special Laws for 1903, we find that it has no reference whatever to the Aroostook Valley Railroad, but is an act to incorporate the Androscoggin Log Driving Company.

This is an unfortunate error in the act of the legislature in misnaming the section.

In the matter of the amendment of location of the Washington County Railroad, in a decision made by this Board August 5, 1896, we found that an act of the legislature had extended the time for the location and construction of said railroad; and in naming the act, which was chapter 454, it was erroneously named as chapter 54, and we held in that decision "We do not consider that the misnaming of the chapter makes any change in the meaning of the act;" and in the case of *Lowell vs. Washington County Railroad*, 90th, Maine, 80, upon that point, which was appealed from the Railroad Commissioners' decision, the Court by Justice Strout, sustained the commissioners in their decision.

So we conclude and hold that the charter of the Aroostook Valley Railroad Company is still in existence, with an approved location, approved by the Railroad Commissioners, by direction of the Court.

The company now, by this petition, asks the Board of Railroad Commissioners to change the entire line and the entire location approved six years ago, which if done will locate the electric railroad entirely outside of the streets, and put it entirely upon private land, we think, not only in violation of the statute, chapter 53, section 12, which provides that "No location outside of the limits of any street, road or way shall be approved by said Commissioners unless it appears to be impracticable to locate said railroad within the limits of said streets, roads or ways," but also without any authority from the Court which decreed only that we might approve the location on file in the office of the Railroad Commissioners six years ago, which we did then approve.

Upon careful consideration of all the statutes, the decree of the Court, and of our former decisions, we believe we have a right only to change the location of the road where we believe

that the present location makes it impracticable to construct the road within the streets.

Section 16, chapter 53, of the Revised Statutes, provides, "That any street railroad corporation under the direction of the Railroad Commissioners may make any changes in the location of its road, which it deems necessary or expedient, and such changes shall be recorded where the original location was required by law to be recorded."

We cannot, however, put such a construction upon that section of the statute as to repeal and absolutely wipe out section 12 of the same chapter. The statutes must be construed reasonably, and altogether, and should be given such a construction as the legislature evidently intended.

Section 16 may be easily construed to make any changes in the location which it deems necessary or expedient, without giving it the violent interpretation of repealing section 12, which would allow an electric railroad, after having located within the street as required, to gridiron the whole country by locations outside of the street.

An argument is made to us that serious complications may arise to the promoters of this road if we do not allow the change of location as prayed for. This is only an argument, however. There is no proof of it. But if there was proof, we as public officers, should be obliged to say as we did in our report of 1896, on page 77, "It may not be out of place in this decision to quote from the admirable message of ex-Governor Dingley to the legislature in 1874, in which he says: 'The Board of Railroad Commissioners must, from the growing importance of railroads, be charged with as high and delicate duties, within the sphere in which they act, as are imposed even upon courts of justice.' This era of the great importance of railroads in this State, so clearly predicted by Governor Dingley, has arrived; and the Railroad Commissioners fully realize the high and delicate duties with which the Board is charged. Our duty will be done when we patiently, carefully, and with what ability we possess, give to every matter submitted to us, our honest judgment without fear or favor. We have endeavored to so act in this matter. We find ourselves confronted on the one side by a desire to please a community of friends

whom we respect, and on the other side by the statutes of the State, by which we must be governed."

We have given this matter the fullest consideration of which we are capable. We have tried not to omit to consider any one of the arguments in relation to it, or any of the conditions and circumstances surrounding it. We feel it a duty to obey the statutes of the State, whether or not these statutes accord with our personal views, and having only our sense of duty to guide us, we give such construction to the statute as we have felt was reasonable and proper.

In the many times which this statute has been before us, and in the decrees which we have made in relation thereto, we have been somewhat liberal.

Webster gives the definition of the word "impracticable" as being "incapable of being performed or accomplished by the means employed; impossible; not to be overcome by any reasonable method; incapable of being used or availed of; as an impracticable road. But (he says) the navigation of a river may be impracticable but not impossible."

Whenever this matter has been before the Railroad Commissioners they have given it a construction more liberal and elastic, because they believed that within the meaning of this statute the word "impracticable" did not mean "impossible." For instance,—if they found that a too heavy grade over a hill might be avoided by going outside of the highway, they have allowed it to be done. If they have found the construction within the street to be attended with too large expense on account of ledge cuts, they have allowed the railroad to be located outside of the highway. If they have found that too sharp a curve might be avoided by going outside of the street, they have allowed that to be done. But the word "impracticable" means something more than that of an easier grade or a less difficult construction. The commissioners consider the matter somewhat within their judgment as to what is practicable and what is impracticable.

The legislature evidently had two objects in view in confining electric street railroads to the streets, so far as practicable,—first, undoubtedly to prevent the taking, so far as possible, of private property, and second, to confine the traffic of street railroads to the streets, for the accommodation of people who desired to ride upon the cars of such railroads.

Much evidence has been introduced in this case as to the impracticability of operating this road in the street, on account of the deep snows; and it has been argued that in the case of the Biddeford Pool Railroad, that on account of the drifting snows we allowed the railway to be built outside of the highway. An examination, however, of that decision will show that we did not so decide. Or at least, there is nothing in the decision to show that we did so decide. The decision stated that that argument was made to us, the same as we state here that this argument was much relied upon; and what change we make in the approved location by this decision we make regardless of any consideration of snows.

The Penobscot Central Railroad from Bangor to Charleston is through a country which has always been considered notable for drifting snows, but the railroad is located from Bangor to Charleston, twenty-five miles, entirely within the street limits. It hauls Maine Central freight cars from Bangor to Charleston, and we have yet to hear that it is impracticable to operate the road on account of the snow.

If we can legally find that the ordinary fall of snow renders it impracticable to construct and operate an electric street railroad within the limits of the street, then under section 12, of chapter 53, street railroads can gridiron any portion of the State of Maine, and said section 12, will become a nullity.

We therefore take into consideration only those things which are *natural obstructions* which may render it impracticable to locate within the limits of the street.

Taking this view of the construction of the statutes, we find that certain heavy grades in the original location render it impracticable to locate in the streets on the present approved location, especially over Kidney Hill, so called, where there are grades of eight per cent. We also find that it is necessary to so locate as to make a better crossing over the Aroostook river than can be afforded by the present approved location.

We therefore find that it is impracticable to locate within the limits of the street on that portion of the present location, to wit, —commencing on the proposed new location at station 160+37, and following the new location to a point of intersection with the old location on the land of Jesse Crouse between station 362+16.6 and station 368+35.4 of the new location. Such

part of the new location as is embraced within the points above named we approve and decree that the location may be so changed.

In making this change in the location the company will be allowed to make such slight additional changes at the points of intersection as will be convenient to connect the new location with the old location.

Upon the other portions of the present location we allow no change, believing that the surface of the highway can easily be reduced to grades that will not be excessive for a street railroad.

It is claimed and argued by the learned counsel for the plaintiff that no other grade can be established in the street for a street railroad except such as may be done under the order of the municipal officers of the cities and towns where the same are located. The eminent counsel has forgotten, however, that in 1903 the legislature passed an act, which he drafted, providing that from any decision of the municipal officers an appeal may be made to the Board of Railroad Commissioners. The Board does not feel that any town will make any petty objections to a proper and reasonable grade of a street railroad within its streets. We certainly do not believe the town of Presque Isle or Mapleton or Washburn will do so. If either town does, there is an appeal to the Railroad Commissioners, and we will say here and now that in our experience with the construction of electric street railways many towns have had their highways very much bettered and improved by such grading. We anticipate no difficulty on this score.

We therefore entertain this petition for change of location, assume the jurisdiction of the same, and make such change in its approved location as is herein intimated.

Dated this 3rd day of September, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

*Petition of the Municipal Officers of Guilford for a town way crossing the Bangor & Aroostook Railroad in said town of Guilford, and decision of the Board thereon. Decision dated September 3rd, 1909.*

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

We, the undersigned, Municipal Officers of the town of Guilford in the county of Piscataquis and State of Maine, respectfully represent, that on the twenty-eighth day of June, A. D. 1909, a petition was presented to the Municipal Officers of said town of Guilford praying for the location of a town way as fully appears by the copy of said petition and order of notice thereon hereto attached and made a part of this petition. Upon said petition notice was ordered by said Municipal Officers as appears by the copy of said notice hereto attached. On the 31st day of July, A. D. 1909 the Municipal Officers met at the station of the Bangor and Aroostook Railroad Company in said Guilford in accordance with the order of notice upon said petition. At said time and place said Municipal Officers heard said petitioners and all parties interested in said town way. And now after a full hearing and mature consideration we, said Municipal Officers, are satisfied that common convenience and necessity require that the town way prayed for in said petition be laid out and that a portion of said town way is through and across land and right of way of the Bangor and Aroostook Railroad Company used for station purposes. Thereupon in accordance with the provisions of Section 31 of Chapter 23 of the Revised Statutes of Maine we suspended all further proceedings under said petition.

We therefore do hereby file this our petition with you for your adjudication thereon, and we do most respectfully request you to take such action thereon as is in accordance with the law of the State of Maine.

July 31, 1909.

Micajah Hudson,  
F. H. Weymouth,  
Municipal Officers of the Town of Guilford.



On the foregoing petition:

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Bangor News, a newspaper published at Bangor, in the county of Penobscot, the first publication in said paper to be at least five days before Friday the 3rd day of September, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the office of Hudson & Hudson in Guilford, 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 Percy R. Todd, of Bangor, General Manager of the Bangor & Aroostook Railroad Company.

J. B. PEAKS, *Chairman*,

*For the Board of Railroad Commissioners of Maine.*

Dated this 21st day of August, A. D. 1909.

## 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. Hudson & Hudson appeared for the Municipal Officers of the town of Guilford.

No one appeared for the Bangor and Aroostook Railroad Company.

This petition is under and by virtue of Section 31, Chapter 23 of the Revised Statutes of Maine.

Upon a hearing, and a view of the location, we have decided that public convenience and necessity require the laying of the town way referred to in said petition, and we hereby decree that said town way may be laid at grade with the tracks of the Bangor and Aroostook Railroad Company, and that the Bangor and Aroostook Railroad Company shall make said crossing safe and convenient for travelers, and hereafter maintain the same within its location, substantially as follows:

Beginning at an iron hub standing on the southerly side of the right of way of the Bangor and Aroostook Railroad Com-

pany, and the northerly line of River street, so called; thence north  $12^{\circ} 30'$  west across the right of way of the Bangor and Aroostook Railroad Company. From said iron hub a granite post marked X bears south  $74^{\circ} 30'$  east twenty-five feet; also from said iron hub a granite post marked X bears north  $74^{\circ} 30'$  west, twenty-five feet; said iron hub to be the center of said town way, and said town way to be forty-nine and one-half feet wide across the right of way of the Bangor and Aroostook Railroad Company.

Dated this 3rd day of September, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

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*Petition of the Aroostook Valley Railroad Company for approval of changes in the location of its railroad, and decision of the Board thereon. Decision September 15, 1909.*

*Supplemental decision October 4, 1909.*

*To the Honorable Board of Railroad Commissioners:*

The Aroostook Valley Railroad Company, a street railroad corporation organized under the general laws of the State, respectfully represents that it deems the changes in the location of its road hereinafter described to be necessary and expedient and it prays that, after notice and hearing, it may make the same under the direction of your Honorable Board and that such changes may be recorded where the original location was required by law to be recorded.

The location to be abandoned is described as follows:

Commencing at a stake marked o on the accompanying plan, said stake being on the following described line of road and also on the center line of the above named Canadian Pacific R. R.

Thence on a course of north fifty-two degrees and eighteen minutes west (N.  $52^{\circ} 18'$  W.) two hundred and thirty (230) feet to a stake marked 2 plus 30, connecting with the line of the above named Canadian Pacific R. R. by a curve of 365 feet

radius, and entering the Blake road, so called, at a stake marked 2.

Thence at a deflection angle of two degrees and forty-eight minutes ( $2^{\circ} 48'$ ) to the right, north forty-nine degrees and thirty minutes west (N.  $49^{\circ} 30'$  W.) nine hundred (900) feet to a stake marked 11 plus 30, passing said angle of two degrees and forty-eight minutes by a curve of 4000 feet radius.

Thence at a deflection angle of thirteen degrees and fifty-five minutes ( $13^{\circ} 55'$ ) to the right, north thirty-five degrees and thirty-five minutes west ( $35^{\circ} 35'$  W.) three thousand and seventy-two (3072) feet to a stake marked 42 plus 02, passing said angle of thirteen degrees and fifty-five minutes by a curve of 420 feet radius.

Thence at a deflection angle of one degree and fifty-one minutes ( $1^{\circ} 51'$ ) to the right, north thirty-three degrees and forty-four minutes west (N.  $33^{\circ} 44'$  W.) six hundred and fifty-nine and four-tenths (659.4) feet to a stake marked 48 plus 61.4, passing said angle of one degree and fifty-one minutes by a curve of 3125 feet radius.

Thence at a deflection angle of five degrees and twenty-two minutes ( $5^{\circ} 22'$ ) to the left, north thirty-nine degrees and six minutes west (N.  $39^{\circ} 06'$  W.) eight hundred and twenty (820) feet to a stake marked 56 plus 81.4, passing said angle of five degrees and twenty-two minutes by a curve of 1077 feet radius.

Thence at a deflection angle of four degrees and three minutes ( $4^{\circ} 03'$ ) to the right, north thirty-five degrees and three minutes west (N.  $35^{\circ} 03'$  W.) one hundred and ninety (190) feet to a stake marked 58 plus 71.4, passing said angle of four degrees and three minutes by a curve of 1420 feet radius.

Thence at a deflection angle of two degrees and fifty-one minutes ( $2^{\circ} 51'$ ) to the right, north thirty-two degrees and twelve minutes west (N.  $32^{\circ} 12'$  W.) three hundred and forty-eight (348) feet to a stake marked 62 plus 19.4, passing said angle of two degrees and fifty-one minutes by a curve of 1998 feet radius.

Thence at a deflection angle of nine degrees and thirty-three minutes ( $9^{\circ} 33'$ ) to the left, north forty-one degrees and forty-five minutes west (N.  $41^{\circ} 45'$  W.) three hundred and sixty-six (366) feet to a stake marked 65 plus 85.4, passing said angle

of nine degrees and thirty-three minutes by a curve of 645 feet radius.

Thence at a deflection angle of two degrees and six minutes ( $2^{\circ} 06'$ ) to the right, north thirty-nine degrees and thirty-nine minutes west (N.  $39^{\circ} 39'$  W.) two hundred (200) feet to station 67 plus 85.4, being station 88 plus 47.1 on revised location as shown on accompanying plan.

The above described line is the center line of the proposed connection with the Canadian Pacific Railroad, the width of the location of said road to occupy and maintain a width of ten (10) feet in the highway, said location to extend five (5) feet each way from said center line.

The width of the location of said road across all private lands to occupy and maintain a width of three (3) rods, one and one-half (1 1-2) rods each way from said center line.

The foregoing location of terminal in Presque Isle was approved by decree of Railroad Commissioners dated June 22, A. D. 1903.

The location to be substituted therefor is described as follows:

Beginning at a point on the right of way of the Canadian Pacific Railway 49 feet west from the crossing of the public road called the Southard crossing, being at station ten on the revised location of the Aroostook Valley Railroad as shown on accompanying plan, thence north seventy-three degrees and fifty-four minutes west, seven hundred and ninety-eight and seven-tenths feet to station 17 plus 98.7; thence on a curve to the right of five degrees, for a distance of seven hundred and seventy-seven and three-tenths feet to station 25 plus 76.

Thence north thirty-five degrees and two minutes west, fourteen hundred and seventy-two and six-tenths feet to station 40 plus 48.6.

Thence on a two degree curve to the right five hundred and forty-one and seven-tenths feet to station 45 plus 90.3.

Thence north twenty-four degrees and twelve minutes west, fifteen hundred and thirty-nine and five-tenths feet to station 61 plus 29.8.

Thence on a four degree curve to the left ten hundred and sixty and eight-tenths feet to station 71 plus 90.6.

Thence north sixty-six degrees and thirty-eight minutes west three hundred and thirty-four feet to station 75 plus 24.6.

Thence on a two degree curve to the right thirteen hundred and twenty-two and five-tenths feet to station 88 plus 47.1, being station 67 plus 85.4 on Marston's survey as shown on accompanying plan.

Description of spur track or "Y" connection with the Canadian Pacific Railway.

Beginning at a point on the Canadian Pacific Railway track seventeen hundred and sixty feet more or less west from "Southard's" crossing of the public road aforesaid; thence on a twenty-five degree curve for a distance of five hundred feet more or less to station 25 plus 76 on line of new location and connecting therewith on a tangent running north thirty-five degrees and two minutes west as shown on plan.

The width of the location of said road to occupy and maintain a width of ten (10) feet in the highway, said location to extend five (5) feet each way from said center line. The width of the location of said road across all private lands to occupy and maintain a width of four (4) rods, being two (2) rods each way from said center line.

and boundaries thereof.

Your petitioner files herewith a map showing the aforesaid changes on an appropriate scale defining the courses, distances

That so far as said changed location is upon any street, road or way the written approval of said proposed route and location of the municipal officers of the town in which said railroad is so to be constructed in whole or in part is now on file with your Honorable Board.

Your petitioner files herewith a report and estimate thereon by Silas B. Wass, a skilful engineer.

That public convenience requires the foregoing changes in the construction of said road.

That where said location, so to be changed as aforesaid, is outside of the limits of any street, road or way, it appears to be impracticable to locate said railroad within the limits of said streets, roads and ways.

Dated this seventh day of July, A. D. 1909.

Aroostook Valley Railroad Company,

On the foregoing petition,

*Ordered,* That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the 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 Friday the 6th day of August, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the office of said Board in Augusta, Maine, 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 town of Presque Isle and to Mr. F. W. Cram, president of the Bangor & Aroostook Railroad Company, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

*For the Board of Railroad Commissioners of Maine.*

Dated this 30th day of July, A. D. 1909.

#### AMENDMENT A.

*To the Honorable Board of Railroad Commissioners:*

In the matter of the petition of the Aroostook Valley Railroad Company, now pending before your Honorable Board, praying for changes of location in its terminal connection with the Canadian Pacific Railway Company, your petitioner prays that the same may be amended, adding thereto the following:

Petitioner files the approval of the selectmen of Presque Isle as to all such highways not heretofore covered by approvals heretofore filed with your Honorable Board.

Petitioner prays the foregoing amendment may be allowed without notice, as authorized by statute.

Dated this 3rd day of September, A. D. 1909.

Aroostook Valley Railroad Company,

By HEATH & ANDREWS, Its Attorneys.

The foregoing amendment is hereby allowed.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

September 3, 1909.

## AMENDMENT B.

*To the Honorable Board of Railroad Commissioners:*

In the matter of the petition of the Aroostook Valley Railroad Company for changes in its location heard by your Honorable Board on August 6, 1909, and continued for re-hearing on September 3, 1909, and further heard on said September 3d, the petitioner comes and prays that its petition aforesaid may be amended as follows:

Strike out from the description of the location to be abandoned all from a point 924 7-10 feet westerly from station 11+30 on the present approved location and thence westerly to station 67+85.4 on said approved location, so that from said point so described as 924 7-10 westerly from said station 11+30 on the approved location and thence westerly to said station 67+85.4 the location of said railroad after granting of decree on said petition as now amended, shall remain as originally approved by decree of date of June 22, 1903, and the part of the original approved location to be changed shall be only that part described in said original approved location as being from station 0 thereon to a point 924 7-10 feet westerly from station 11+30 thereon.

Strike out from the prayer for a substituted location the following words:

"Thence north thirty-five degrees and two minutes west fourteen hundred and seventy-two and six-tenths feet to station 40+48.6;

Thence on a two degree curve to the right five hundred and forty-one and seven-tenths feet to station 45+90.3;

Thence north twenty-four degrees and twelve minutes west, fifteen hundred and thirty-nine and five-tenths feet to station 61+29.8;

Thence on four degree curve to left ten hundred and sixty and eight-tenths feet to station 71+90.6;

Thence north sixty-six degrees and thirty-eight minutes west three hundred and thirty-four feet to station 75+24.6;

Thence on a two degree curve to right thirteen hundred and twenty-two and five-tenths feet to station 88+47.1, being station 67+85.4 on Marston's survey as shown on accompanying plan."

And after so striking out said words then to insert in place thereof the following:

Commencing at the point marked 25 plus 76 on new survey thence north thirty-five degrees and two minutes west, six hundred and sixty-seven and eight-tenths feet to station 32 plus 43.8; thence on a ten degree curve to the left a distance of three hundred and forty-one and five-tenths feet to station 35 plus 85.3; thence north 69 degrees 11 minutes west forty-nine and eight-tenths feet to station 36 plus 35.1; thence on a ten degree curve to right a distance of 322 5-10 feet to station 39 plus 57.6 which point is on the approved location and is 924 7-10 feet, measured westerly along approved location from station 11 plus 30.

And this amendment being filed before final decree, your petitioner prays that the same may be allowed without notice, as is permitted by law, and, further that its petition as so amended may be now granted.

Dated September 3, A. D. 1909.

Aroostook Valley Railroad Company,  
By HEATH & ANDREWS, Its Attorneys.

The foregoing amendment is hereby allowed.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

September 3, 1909.

## STATE OF MAINE.

### *In Board of Railroad Commissioners.*

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

Messrs. Heath and Andrews appeared for the petitioners.

Hugh R. Chaplin appeared for the Bangor & Aroostook Railroad.

Two amendments were offered to this petition, amendment "A" and amendment "B," both of which have been allowed.

This petition is for the purpose of changing the location of the Aroostook Valley Railroad across the location of the Bangor and Aroostook Railroad. The location as at present approved



is under an arch bridge where the Bangor and Aroostook Railroad track crosses it. The arch is not high enough for traffic of the Aroostook Valley Railroad under it. By this petition the petitioning company asks to change the location of their way so that the same may go under the trestle of the Bangor and Aroostook Railroad, a few rods from the arch.

We hereby approve said changed location as specified in said petition, and in said amendments, and allow said changed location as prayed for, in said petition, and said amendments as allowed, finding the said change to be necessary and expedient.

Dated this fifteenth day of September, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

## SUPPLEMENTAL DECREE.

### STATE OF MAINE.

#### RAILROAD COMMISSIONERS' OFFICE.

On the 15th day of September, A. D. 1909, the Railroad Commissioners approved a change in the location of the Aroostook Valley Railroad.

By said change a portion of said changed line was outside of streets, roads and ways. By inadvertence said finding was not in said decree.

And we hereby decree that wherever said line is outside of said streets, roads and ways, we found it impracticable to locate said road within said streets, roads and ways, and make this our supplemental finding and decree.

Dated at Augusta this fourth day of October, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*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 temporary main track of the Maine Central Railroad Company on each side of Damascus station 2626 feet long; also the temporary main track about 1000 feet east of Carmel station eastwardly for 2550 feet, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated this 29th day of September, A. D. 1909.

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

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*Petition of the Boston and Maine Railroad for the location of a branch railroad track across Kennebec street, Portland, and decision of the Board thereon. Decision dated October 5, 1909.*

*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 Kennebec street easterly of Chestnut street in said Portland, to connect the lot of land numbered 42, 44, 46 and 48 on said Kennebec street with the railroad track of said Boston and Maine Railroad in said Kennebec street, a copy of which consent is hereto annexed and made 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 rep-

resents that it is desirous of building said proposed track forthwith.

Wherefore your petitioner makes this petition in writing to your Honorable Board and prays your Honorable Board after notice and hearing thereon 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, as by statute made and provided in such cases.

Dated at Portland, county of Cumberland and State of Maine this 14th day of September, A. D. 1909.

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 Tuesday the 5th day of October, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the city council room in Portland, at 10.30 o'clock in the forenoon for the purposes indicated in said petition.

Said petitioner shall send copies of the foregoing petition and order to 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 27th day of September, A. D. 1909.

#### Amendment.

*To the Honorable Board of Railroad Commissioners:*

Now comes the Boston and Maine Railroad, petitioner in a certain petition dated September 14, 1909, and filed with your Honorable Body, praying that your Honors would approve the location of a certain railroad track across Kennebec street in Portland, county of Cumberland and State of Maine, and asks leave to amend said petition by adding to the first paragraph thereof the following words: "said track being a branch track

and connecting the railroad track of petitioner with a manufacturing establishment erected on said lot, owned by E. E. Clifford and Co., and used in the manufacture of vinegar."

Boston and Maine Railroad,

By SYMONDS, SNOW, COOK & HUTCHINSON, Its Attorneys.

October 5, 1909.

Amendment allowed.

J. B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*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.

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

No one appeared in opposition.

Having heard the parties, and the evidence satisfying us that public convenience requires the branch track prayed for, we hereby approve said branch track as embraced in said petition and amendment, and decree that the same may be constructed.

Dated this fifth day of October, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

*Petition of the municipal officers of the city of Portland for a change of grade at Pitt street, in said city of Portland, and decision of the Board thereon. Decision dated October 5, 1909.*

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

The undersigned, the municipal officers of the city of Portland, in the county of Cumberland and State of Maine, respectfully represent that the grade at which Pitt street in said Portland crosses the location of the Worcester Division, so called, of the Boston and Maine Railroad, between Forest avenue and Oakdale avenue, as now existing, is unreasonable and inconvenient for travelers using same as a highway and is unnecessary for the protection of life and property by reason of changes in the manner of operating railroads since the establishment of said grade, and that public convenience requires that the grade of said street at said railroad location be changed.

That this petition is in accordance with chapter 177, of the Private and Special Laws of the State of Maine for 1909, entitled "An Act authorizing a change of grade in Pitt street bridge in the city of Portland."

Wherefore your petitioners make application to your Honorable Board of Railroad Commissioners and pray that you will upon due notice and hearing, determine to what extent the grade of said Pitt street, at said location, shall be altered and changed, and by what party or parties, and in what proportion the expense of making such change in grade, if any be ordered, shall be borne.

Dated August 16, 1909.

Adam P. Leighton,  
Geo. B. Boutwell,  
Wm. A. Holland,  
Charles M. Leighton,  
Daniel L. Bowen,  
J. C. Small,  
C. H. Lane,  
Charles F. Flagg,  
Harry L. Cram,

Municipal Officers of the City of Portland.

Attest: A. L. T. Cummings, City Clerk.

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 the Daily Eastern Argus, newspapers published at Portland in the county of Cumberland, the first publication in each paper to be at least five days before Tuesday the fifth day of October, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the city council room 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 Mr. Lucius Tuttle, president of the Boston and Maine Railroad, Boston, Mass., and by serving in hand a copy of the petition and order upon Messrs. Symonds, Snow, Cook and Hutchinson, Attorneys, Portland, Maine, five days at least before the date of said hearing.

JOSEPH B. PEAKS, Chairman,

*For the Board of Railroad Commissioners of Maine.*

Dated this 15th day of September, A. D. 1909.

## 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. G. Wilson appeared for the petitioners.

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

This proceeding is under chapter 177 of the Private and Special Laws of the State of Maine for the year 1909.

This matter has been before the courts and the Board of Railroad Commissioners and the legislature, in different forms, for many years, and never has been settled satisfactorily as it seems, to the municipal officers of the city of Portland, to the people of Portland and to the railroad company, and we fear it never can be settled satisfactorily to all.

The location of Pitt street is peculiar. It is too low for a sufficient overhead bridge with twenty feet head room, and it is too high for a grade crossing.

Whatever is done by the Railroad Commissioners will not be satisfactory to some of the interests. We must therefore do the best we can with it, and under the statute above quoted we have authority to fix the grade of said street and the height of said bridge.

We believe that a sidewalk at least five feet wide should be built upon one side of said bridge, and that the city of Portland and the railroad company should make provision therefor. We do not think we have authority to order it done.

We therefore make decree: that the grade of said Pitt street shall be changed; that the bridge may be lowered so as to be sixteen and one-half feet in the clear above the rails of the Boston and Maine Railroad; that all the work within the limits of said railroad location shall be done at the expense of the Boston and Maine Railroad; that all the work outside the limits of said railroad location shall be paid for by said city; that there shall be a uniform grade from the line of Forest avenue to the bridge. All the street, including the bridge, within the location of the Boston and Maine Railroad shall be hereafter maintained and kept in repair by the Boston and Maine Railroad.

The bridge and approaches shall be constructed to the satisfaction of the Board of Railroad Commissioners, so that the same shall be safe and convenient for all ordinary traffic on said street.

Dated this fifth day of October, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

*Petition of the Sandy River & Rangeley Lakes Railroad for the location of a branch railroad track in the towns of Phillips and Madrid, for lumbering purposes, and decision of the Board thereon. Decision dated October 6, 1909.*

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

The Sandy River and Rangeley Lakes Railroad, a corporation established under the laws of the State of Maine, located and having its principal place of business at Gardiner, in the county of Kennebec and State aforesaid, respectfully represents that it is desirous of constructing and maintaining a branch railroad track in the towns of Phillips and Madrid, county of Franklin and State of Maine, extending from a point on its branch line, "No. 6," about two miles westerly from Madrid Junction, to a log landing or yard on the "Gray Place," so called, about one-quarter of a mile easterly from the corner between Madrid, Sandy River Plantation, and Letter "E," and that it has made a location of said branch railroad track, which location is described as follows:

(Courses and distances omitted.)

Above described line is the center line. This location is to cover a width of 33 feet on each side of the above described center line, from station 0 to station 26. From station 26 to station 30, a width of 33 feet on the left, and 10 feet on the right. From station 30 to station 35, a width of 33 feet on the right and 33 feet on the left. From station 35 to station 50, a width of 12 feet on the left and 33 feet on the right. From station 50 to station 114, a width of 33 feet on each side. From station 114 to station 115, a width of 10 feet on the left and 20 feet on the right. From station 115 to station 118, a width of 33 feet on each side above described center line. From station 118 to station 147 a width of 49 1-2 feet on each side. From station 147 to station 150, a width of 33 feet on each side. From station 150 to station 177, a width of 49 1-2 feet on each side. From station 177 to station 201, a width of 33 feet on each side. From station 201 to station 215, a width of 49.5 feet on each side. From station 215 to station 222, a width of 33 feet on each side. From station 222 to station 271, a width



of 49 1-2 feet on each side, and from station 271 to station 288 plus 68.7 (end of line) a width of 33 feet on each side.

The above described location crosses the highway between Phillips and Rangeley at stations 20 plus 60, 35 plus 09, 115 plus 35 and 201 plus 26, which location and highway are shown on plan herewith presented. A profile is also presented.

Wherefore the said Sandy River and Rangeley Lakes Railroad prays that your Honorable Board will approve said location, and that it may locate, construct and maintain said necessary branch line, under the direction of said Board, as provided by law; and that your Honorable Board will determine the manner and conditions by which said necessary branch line may cross the aforesaid highways.

Sandy River and Rangeley Lakes Railroad,

By JOSIAH S. MAXCY,

Vice President and General Manager.

Gardiner, Me., September 1, 1909.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon in two issues of the Maine Woods, a newspaper published at Phillips in the county of Franklin, the first publication in said paper to be at least five days before Wednesday the sixth day of October, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the Railroad Commissioners' 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 clerk of the board of county commissioners of Franklin county, five days before said hearing.

JOSEPH B. PEAKS, Chairman,

*For the Board of Railroad Commissioners of Maine.*

Dated this seventeenth day of September, A. D. 1909.

## 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.

J. S. Maxcy appeared for the petitioner.

No one appeared in opposition.

This is a petition for a branch track of the Sandy River and Rangeley Lakes Railroad from a point on its line about two miles westerly from Madrid Junction, to a log landing or yard on the Gray place; and we hereby authorize the construction of said branch track as described in said petition, and hereby authorize the same to cross the highway between Phillips and Rangeley at stations 20 plus 60, 35 plus 09, 115 plus 35, and 201 plus 26.

The manner and condition of crossing said highway shall be at grade, and said crossings shall be so constructed as to be safe and convenient for travelers with horses, teams and carriages. Suitable provision shall be made for surface drainage, and all said work shall be done at the expense of the Sandy River and Rangeley Lakes Railroad, and said crossings shall be hereafter maintained by said railroad company.

Dated this sixth day of October, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

## BANGOR &amp; AROOSTOOK 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 extension of the Bangor & Aroostook Railroad, commencing at the end of the Van Buren extension, being now operated under certificate of the Railroad Commissioners, dated November 13, 1899, at station

1763+84.8, which station equals station 0+00 of the present extension; thence running through the towns of Van Buren, Grand Isle to Upper Grand Isle village near the mill of Stetson, Cutler and Company, to station 693+60, a distance of 15.20 miles, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated this 11th day of October, A. D. 1909.

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

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*Petition of the Bangor & Aroostook Railroad Company for change of location in Grand Isle, and decision of the Board thereon. Decision dated October 12, 1909.*

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

Respectfully represents the Bangor and Aroostook Railroad Company that it deems it necessary and expedient that a change be made in the present location of its line of railroad, the location of which line was approved by your Honorable Board May 28, 1909. Said change is all in the town of Grand Isle in Aroostook county and begins at station 518+68.8 and ends at station 582+83 of said approved location. The center line of the said location changed as prayed for will be described as follows:

Beginning at station 518+68.8 of the location approved May 28, 1909, said point being on the center line of a 4 rod right of way and running thence in a northwesterly direction on a curve to the left with a radius of 3581 feet 2596.2 feet to station 544+65.0 E. C.

Thence on a tangent bearing N. 49° 38' W. 255.9 feet to station 547+20.9 B. C.

Thence on a curve to the right with a radius of 5730 feet 685 feet to station 554+05.9 E. C. = station 554+10.1.

Thence on a tangent bearing N. 42° 47' W. 1189.9 feet to station 576+00, the end of the 4 rod and the beginning of a 6 rod right of way; thence on same course 400 feet to station

580+00, the end of the 6 rod and the beginning of a 4 rod right of way; thence on same course 282.7 feet to station 582+82.7 B. C., the end of the change in location, and equal to station 582+83.0 of the location approved May 28, 1909.

A map on an appropriate scale, showing the line as it will be if changed as prayed for in blue, and the corresponding line as already approved in red, together with a corresponding profile on the relative scales of profile paper in common use, accompany this petition.

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

Bangor and Aroostook Railroad Company,  
By FRANKLIN W. CRAM, Its President.

Bangor, Maine, September 30, 1909.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily News, a newspaper published at Bangor in the county of Penobscot, the first publication in said paper to be at least five days before Tuesday the 12th day of October, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the Bangor House, in Bangor, Maine, at seven o'clock in the afternoon for the purposes indicated in said petition.

Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the town of Grand Isle, five days at least before the date of said hearing.

J. B. PEAKS, Chairman,

*For the Board of Railroad Commissioners of Maine.*

Dated this fourth day of October, A. D. 1909.

## STATE OF MAINE.

*In Board of Railroad Commissioners.*

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

Mr. Hugh R. Chaplin appeared for the Bangor and Aroostook Railroad Company.

No one appeared in opposition.

In this matter the Commissioners decide that the change in the present location of the Bangor and Aroostook Railroad in Grand Isle in Aroostook county, may be made as prayed for in said petition, and we hereby decree that public convenience requires the said change, and that the same may be made.

Dated this 12th day of October, A. D. 1909.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

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*Petition of the municipal officers of Ashland for highway crossing of the Bangor & Aroostook Railroad track in Ashland, and decision of the Board thereon. Decision dated October 12, 1909.*

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

Respectfully represents, the undersigned, the municipal officers of the town of Ashland, that on the twenty-fifth day of August, 1909, the selectmen of said town of Ashland, did locate and lay out a town way in said Ashland described as follows: Commencing on the line of the highway road established by the county commissioners according to their report made July term 1897 at the end of the turnpike near the store of the Ashland Co. thence northerly to a point on the line of said county commissioner's road three rods north of the stable of the Ashland Co. Thence running easterly across the B. & A. R. R.

branch leading to the mill of said Ashland Co., and at right angles to the right of way of said railroad, to a point on the easterly side of said B. & A. R. R. three and ninety-one hundredths (391-100) chains south of the line of highway described by said county commissioner's report and two rods easterly of the right of way of said B. & A. R. R. said line to be the center of the highway, and said highway to be four rods wide, and to be a public way.

That said town way, so located, and laid out, is laid out across and over the railroad track of the Bangor and Aroostook Railroad at a point particularly described above.

Wherefore they make this their application to you, the said Railroad Commissioners, asking that you, after notice and hearing, in the premises, will determine whether said way shall be permitted to cross such track at grade therewith or not, and the manner and condition of crossing the same and by whom the expense of building and maintaining so much thereof as is within the limits of such railroad shall be borne.

Dated this 28th day of August, A. D. 1909.

W. B. Hallett,

F. W. Sylvester,

Selectmen of Ashland.

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 Tuesday the 12th day of October, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the Bangor House, in Bangor, Maine, at seven o'clock in the afternoon for the purposes indicated in said petition.

Said petitioner shall send copies of the foregoing petition and order to Mr. F. W. Cram, president of the Bangor & Aroostook Railroad, Bangor, 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 fourth day of October, A. D. 1909.

## 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. W. B. Hallett appeared for the petitioners.

Mr. Hugh R. Chaplin appeared for the Bangor & Aroostook Railroad Company.

Upon hearing the Railroad Commissioners determine that said town way shall cross said railroad at grade, and that the expense of construction of said town way, within the limits of the railroad shall be borne by the railroad company, and shall be hereafter maintained by the said railroad company.

Suitable provision shall be made for surface drainage.

Dated this 12th day of October, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

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*Petition of the municipal officers of Holden, for the erection of gates at a crossing with the Maine Central Railroad Company in Holden, and decision of the Board thereon. Dismissed October 13, 1909.*

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

We, the undersigned municipal officers of Holden in the county of Penobscot and State of Maine, respectfully represent that the highway at the crossing of the railroad track of the Maine Central Railroad Company on the Mann Hill road, so-called, in said Holden, opposite to and near the store of W. F. Chute, is dangerous and unsafe for public travel, and having made application in writing to the said Maine Central Railroad Company, the corporation owning and operating said railroad, to erect gates at said crossing and to employ a person to open and close the same, and the said corporation having refused to

grant our request, we 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.

H. M. Hart,

A. F. Cook,

R. L. Copeland,

Selectmen of Holden.

Holden, Maine, September 18, 1909.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily News, a newspaper published at Bangor in the county of Penobscot, the first publication in said paper to be at least five days before Wednesday the 13th day of October, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the Maine Central Railroad station in Holden, 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.

J. B. PEAKS, Chairman,

*For the Board of Railroad Commissioners of Maine.*

Dated this fourth day of October, A. D. 1909.

Petition dismissed. Commissioners have no jurisdiction, preliminaries not having been complied with.

Per order of the Board,

GEO. F. GIDDINGS, Asst. Clerk.

Dated this thirteenth day of October, A. D. 1909.



*Petition of the Aroostook Valley Railroad Company for a change of location in Presque Isle, and decision of the Board thereon. Decision dated October 20, 1909.*

*To the Honorable Board of Railroad Commissioners:*

Respectfully represents the Aroostook Valley Railroad Company that it is a street railroad corporation created and organized under the general laws of this State.

That it deems the changes hereinafter described in the location of its road to be necessary and expedient.

The description of the first section to be changed is as follows: From a point on Bridge street in the town of Presque Isle being station 20 plus 64 on the map or plan and location approved June twenty-second, A. D. 1903, to station 0 thereon.

The courses and distances of the location as changed are as follows:

Beginning at station 0 on the map or plan herewith filed said point being twenty-five feet (25) north from a point twenty feet (20) east of station 19 plus 80.9 on the map or plan and location approved June twenty-second, A. D. 1903; thence north thirty degrees thirty-eight minutes east (N. 30 degrees 38 minutes E.) three hundred and sixty-five (365) feet to a stake marked 3 plus 65; thence on a ten degree (10 degree) curve to the left five hundred sixty-eight and seven-tenths (568.7) feet to a stake marked 9 plus 33.7; thence on a line north twenty-six degrees fourteen minutes west (N. 26 degrees 14 minutes W.) four hundred thirty-six and three-tenths (436.3) feet to a stake marked 13 plus 70; thence on a ten degree (10 degree) curve to the right a distance of four hundred twenty-six and three-tenths feet (426.3) to a stake marked 17 plus 96.3; said last station number on the plan herewith filed being five feet easterly from station 0 on the map or plan and location approved June 22, A. D. 1903.

The description of the second section to be changed is as follows: From station 0 to a point 664 feet west of station 121 plus 40, severally on the map or plan and location approved May sixth, A. D. 1903.

The courses and distances of the location as changed are as follows:

Beginning at station 17 plus 96.3 on the map or plan herewith filed, being five feet easterly from station marked 0 on the map or plan and location approved May sixth, A. D. 1903; thence on a line north sixteen degrees twenty-five minutes east (N. 16 degrees twenty-five minutes E.) nine hundred thirty-one and seven-tenths feet (931.7) to a stake marked 27 plus 28; thence at a deflection angle of no degrees twenty-four minutes (0 degrees 24 minutes) to the right north sixteen degrees forty-eight minutes east (N. 16 degrees 48 minutes E.) one thousand four hundred eighty-six and three-tenths feet (1486.3) to a stake marked 42 plus 14.3; thence on a four degree (4 degree) curve to left three hundred thirty-four and six-tenths feet (334.6) to a stake marked 45 plus 48.9; thence north three degrees twenty-five minutes east (N. 3 degrees 25 minutes E.) five thousand five hundred eleven and three-tenths feet (5511.3) to a stake marked 100 plus 60.2; thence on a four degree (4 degree) curve to left three hundred fifty-nine and six-tenths (359.6) to a stake marked 104 plus 19.8; thence north ten degrees fifty-eight minutes west (N. 10 degrees 58 minutes W.) one thousand eight hundred forty-two and nine-tenths feet (1842.9) to a stake marked 122 plus 62.7; thence on a four degree (4 degree) curve to right four hundred eleven and seven-tenths (411.7) feet to a stake marked 126 plus 74.4; thence north five degrees thirty minutes east (N. 5 degrees 30 minutes E.) one thousand four hundred eighty-three and five-tenths feet (1483.5) to a stake marked 141 plus 57.9; thence on a two degree (2 degree) curve to left six hundred fifty-four and three-tenths (654.3) feet to a stake marked 143 plus 38.1, which last described station on the plan herewith filed being coincident with a point 664 feet westerly from station 121 plus 40 on the map or plan and location approved as aforesaid May sixth, A. D. 1903.

The description of the third section to be changed is as follows: From station 75 plus 94.3 to station 87 plus 90.6 severally on the map or plan and location approved June twenty-second, A. D. 1903. The courses and distances of the location as changed are as follows:

Beginning at station 25 plus 73.4 on the map or plan herewith filed said station being coincident with station 75 plus 94.3 on the map or plan and location approved June twenty-second,

A. D. 1903; thence north forty degrees eleven minutes west (N. 40 degrees 11 minutes W.) sixteen hundred sixty-two and two-tenths feet (1662.2) to a stake marked 9 plus 11.2; thence on a curve to the right of four degrees (4 degrees) seven hundred thirty and four-tenths feet (730.4) to station 1 plus 80.8; thence north ten degrees fifty-eight minutes west (N. 10 degrees 58 minutes W.) one hundred eighty and eight-tenths feet (180.8) to a stake marked 0, which station as shown on plan herewith being coincident with station 104 plus 19.8 as shown on the plan herewith filed.

The foregoing are the descriptions of the center line of the location, the width of the same where on streets, roads and ways is five feet on each side thereof, and where on lands outside of the limit of any street, road or way, such width is two rods on each side of said center line.

Your petitioner filed herewith a map or plan of the proposed changed route and location with the courses and distances thereof thereon as required by law.

Your petitioner alleges that public convenience requires the construction of said road in accordance with the foregoing changes for the following reasons.

First. Said changes are necessary.

Second. Said changes are expedient.

Third. Said changes improve the alignment and grades of said road and reduce the length thereof.

Fourth. The original locations heretofore approved as hereinbefore referred to to be changed are impracticable.

Fifth. Wherever said changes are 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.

Wherefore your petitioner prays that after notice and hearing the aforesaid changes in the location of its road may be by it made under the direction of your Honorable Board; such changes to be recorded where the original location was required by law to be recorded and that all such decrees thereon may be required by law in the premises.

Dated this eleventh day of October, A. D. 1909.

Aroostook Valley Railroad Company,

By A. R. GOULD, President.

On the foregoing petition,

*Ordered,* That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three times 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 the 20th day of October, on which day the Railroad Commissioners will be in session at the law office of Chas. F. Daggett, in Presque Isle, Aroostook county, at three o'clock in the afternoon for the purposes indicated in said petition.

Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the town of Presque Isle.

J. B. PEAKS, Chairman,

*For the Board of Railroad Commissioners of Maine.*

Dated October 13th, A. D. 1909.

## 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. Daggett appeared for the Aroostook Valley Railroad Company.

Mr. Hugh R. Chaplin appeared for the Bangor and Aroostook Railroad Company.

Upon an examination of the locus of the proposed changes in the line of the Aroostook Valley Railroad Company we are satisfied that on some portions of it it is impracticable to locate said railroad within the streets, roads and ways.

It is not impracticable on the whole line of the proposed change, but to go from the highway outside, and then from the outside of the highway into the street, would destroy the alignment of the road, and for that reason, and in this particular case, we are satisfied and find that it is impracticable to locate the road within the streets, roads and ways, and we so find and decree; and we therefore hereby approve the change of location as prayed for, and as delineated on the map herewith approved, from station 165+458 southerly to station 25+73.4

on the present approved line; then commencing on the said location as changed, at station B. C. 1+80.8 across the land of George Parsons and W. B. Gould southerly to the point on Parsons street, station E. C. 45+48.9; thence southerly along said Parsons street, as delineated on said map, to station 18+043; thence on a curve easterly on the plan as delineated, to and across the street north of Presque Isle stream.

We cannot allow the location across said stream and into the yard of Gould's mill, because there are certain sidetracks there for freight purposes, owned and operated by the Bangor and Aroostook Railroad Company, and no public service corporation, with the right and duty to carry passengers, can be located on side tracks operated by other companies.

. Dated this 20th day of October, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

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*Petition of the Bangor & Aroostook Railroad Company for a change of location of the Washburn extension, and decision of the Board thereon. Decision dated October 25, 1909.*

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

Respectfully represents the Bangor and Aroostook Railroad Company that it deems it necessary and expedient that a change be made in the present location of its line of railroad, to wit, the Washburn extension, so called, the location of which line was approved by your Honorable Board July 8, 1909. Said change is all in Township 11 Range 4 W. E. L. S., an unincorporated township, and begins at Station 431+38.5 of said approved location and ends at Station 454+42.6 of said approved location. The center line of said location changed as prayed for will be described as follows:

Beginning at sta. 431+38.5 of the location approved July 8, 1909, said point being on the center line of a six (6) rod right of way and running thence in a northeasterly direction on a

curve to the right with a radius of 1146 feet nine hundred (900) feet to sta. 440+38.5 E. C. = 440+58.

Thence on a tangent bearing north  $68^{\circ} 13'$  E. three hundred eighty-four and three-tenths (384.3) feet to sta. 444+42.3 B. C.

Thence on a curve to the left with a radius of 1146 feet six hundred fifty-seven and seven-tenths (657.7) feet to sta. 451+00 E. C.

Thence on a tangent bearing N.  $35^{\circ} 20'$  E. three hundred forty-two and six-tenths (342.6) feet to sta. 454+42.6, the end of the change in location and equal to sta. 454+42.6 of the location approved July 8, 1909.

A map on an appropriate scale showing the line as it will be if changed as prayed for in blue, and the corresponding line as already approved in red, together with a corresponding profile on the relative scales of profile paper in common use, accompany this petition.

Your petitioner deems said change necessary and expedient in order to avoid expense of construction, and prays your Honorable Board to approve said change in location, and prays that it may make such change as provided by law.

Bangor and Aroostook Railroad Company,  
By FRANKLIN W. CRAM, Its President.

Bangor, Maine, Oct. 11, 1909.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily News, a newspaper published at Bangor in the county of Penobscot, the first publication in said paper to be at least five days before Monday the 25th day of October, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at their office in Augusta, 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 County Commissioners of Aroostook county, five days at least before the date of said hearing.

J. B. PEAKS, *Chairman*.

*For the Board of Railroad Commissioners of Maine.*

Dated this fourteenth day of October, A. D. 1909.

## STATE OF MAINE.

*In Board of Railroad Commissioners.*

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

Mr. Hugh R. Chaplin appeared for the petitioner.

No one appeared to oppose.

This is a petition for a change in the present location of the line of the Bangor & Aroostook Railroad Company, to wit, "Washburn extension," so called.

We are satisfied that the change here prayed for should be granted, and we hereby approve the same, and decree that said change may be made in the line of said railroad, as prayed for in this petition.

Dated this 25th day of October, A. D. 1909.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

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*Petition of the Augusta & Waterville Railway for the manner of crossing Ticonic Bridge, Waterville, and decision of the Board thereon. Dismissed November 8, 1909.*

*To the Honorable Board of Railroad Commissioners:*

Respectfully represents the Augusta & Waterville Railway that by decree of your Honorable Board it has been authorized by locations heretofore approved and now on file to construct and maintain a street railroad from Augusta to the easterly end of the Ticonic bridge in the town of Winslow, and from the westerly end of the Ticonic bridge in Waterville, thence through certain streets in the city of Waterville, and that it appears by decree now on file that your Honorable Board has withheld the approval of a location upon said Ticonic bridge until it should first determine what repairs, renewals or strengthening of parts or re-building of said bridge may be required to make the same safe for use by your petitioner.

Your petitioner respectfully represents that Ticonic bridge was erected by the municipalities of Waterville and of Winslow, and that it is necessary that the said railroad of your petitioner should pass over the same.

Your petitioner prays that your Honorable Board will require the officers of the Augusta & Waterville Railway and of the city of Waterville 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 then determine at said hearing the repairs, renewals or strengthening of the parts or, if necessary, the manner of re-building said bridge required to make the same safe for the uses to which it is to be put. Further that you will then determine who shall bear the expenses of such repairs, renewals, strengthening or building or apportion such expense between the railroad company and such city or town, as the case may be, in such manner as shall be deemed just and fair, making report thereon as by statute provided. And, further, that as a part of said decree your Honorable Board will then make all necessary, legal decrees for the location of the tracks of your petitioner upon said bridge, and for such variations in the existing locations upon the approaches thereto as the foregoing decrees may render necessary.

Dated this 25th day of September, A. D. 1907.

Augusta & 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 Sentinel, a newspaper published at Waterville, in the county of Kennebec, the first publication in said paper, to be at least five days before Wednesday the ninth day of October, A. D. 1907, on which day the Board of Railroad Commissioners will be in session at the Superior Court room 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 munic-



pal officers of the city of Waterville and the town of Winslow, five days at least before the date of said hearing.

JOSEPH B. PEAKS, *Chairman,*

*For the Board of Railroad Commissioners of Maine.*

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

The foregoing petition is hereby dismissed.

Per order of the Board.

GEO. F. GIDDINGS, *Asst. Clerk.*

Dated this eighth day of November, A. D. 1909.

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*Petition of the Municipal Officers of Dover for a change of grade in a highway crossing Maine Central Railroad, in said Dover, and decision of the Board thereon. Dismissed November 8, 1909.*

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

Respectfully represents the Municipal Officers of the town of Dover, in the county of Piscataquis, that a highway leading from the village in said Dover to Campbell's Corner, so called, in Sangerville, in said county, is crossed at grade by the track of the Maine Central Railroad Company at a point on said highway in said town of Dover called the Cass Notch, between the residences of Charles A. Cass and Frémont C. Horne; that said crossing being at a low point between steep hills rising abruptly on each side of said crossing renders it especially dangerous to the public safety, including travellers upon said company's railroad as well as upon said highway.

Whereupon they pray and apply to your Honorable Board for a change in the manner of said crossing and that said highway may be raised so that said railroad shall pass under said highway, and to prescribe the manner in which said work shall be done by said railroad company, and apportion the expense of said change.

They further represent that if said crossing be changed as above prayed for, it may necessitate the raising of a portion of said highway within the limits of said town of Sangerville.

April 10th, 1908.

H. E. Douglass,  
A. M. Warren,  
W. H. Burgess,  
Municipal Officers of Dover.

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 Piscataquis Observer, a newspaper published at Dover, in the county of Piscataquis, the first publication in each paper to be at least five days before Tuesday the 19th day of May, A. D. 1908, on which day the Board of Railroad Commissioners will be in session at the Court House, in Dover, 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, also to the Municipal Officers of the town of Sangerville, and to Mr. Morris McDonald, General Manager of the Maine Central Railroad Company, five days at least before the date of said hearing.

J. B. PEAKS, *Chairman*.

*For the Board of Railroad Commissioners of Maine.*

Dated this 7th day of May, A. D. 1908.

The foregoing petition is hereby dismissed.

Per order of the Board.

GEO. F. GIDDINGS, Asst. Clerk.

Dated this eighth day of November, A. D. 1909.

*Petition of the citizens of Scarborough, for the erection of a passenger station near Bragdon's Crossing, and decision of the Board thereon. Dismissed November 8, 1909.*

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

We, the undersigned, residents of Scarborough, in the vicinity of Rigby station, represent that public convenience and necessity require the erection and maintenance of a passenger station adjacent to the highway, near Bragdon's crossing, on the line of the Boston & Maine Railroad, Western Division, and respectfully petition that your Honorable Board, after notice and hearing, shall designate a site for such a station.

J. S. Larrabee, Benj. Larrabee, Peter Doucette, J. Plaisted Miller, Geo. Morris, Harold M. Cram, E. M. Sylvester, F. A. Sylvester, J. F. Small, W. P. Chase, D. M. Woodard, O. S. Maloney, James Small, H. S. Small, John T. Bragdon, George H. Leonard, J. H. Tibbetts, S. C. Morse, T. F. Parduer, A. E. Wright, Gordon Beckwith, F. P. Libby, J. A. Bragdon, H. F. Whitworth, J. W. Tibbetts, Chas. H. Sawyer, Fred Libby, Fend & Leland, P. H. Lyons, S. E. Penderson, W. J. Robinson, J. C. Peterson, Pat. Honan, Herbert Honan, Eddie Honan, John Honan. Post office addresses of all the persons whose names appear on this petition is R. F. D. No. 7, So. Portland, Me.

The foregoing petition is hereby dismissed.

Per order of the Board.

GEO. F. GIDDINGS, Asst. Clerk.

Dated this eighth day of November, A. D. 1909.

*Petition of the Maine Central Railroad Company to reverse decision of Railroad Commissioners under date of May 28th, 1902, in regard to a highway crossing in the town of Freeport, and decision of the Board thereon. Dismissed November 8, 1909.*

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

Respectfully represents the Maine Central Railroad Company, a corporation existing under the laws of the State of Maine, that on the twenty-eighth day of May, A. D. 1902, the Board of Railroad Commissioners of this State, upon petition of said Maine Central Railroad Company, ordered the highway in Freeport in said Cumberland county changed for the purpose of separating the grades and allowing the highway and electric railroad situated therein to pass under the said Maine Central Railroad, for the purpose of avoiding a grade crossing, as provided by the Revised Statutes and the Public Laws of the State; that in said decree of said railroad commissioners it was provided that "if the said town of Freeport shall refuse or neglect to alter or change said highway as above provided, before the first day of August, 1902, the said Maine Central Railroad Company is hereby authorized and empowered to do all the work necessary to make such change in said highway, and may recover the expense of the construction of said highway from the town of Freeport. The drainage from said opening under said Maine Central Railroad shall be underground, and shall be extended far enough southerly of Main street, as it now exists to give sufficient fall and be secure from frost, and said underground drainage shall be done by the Maine Central Railroad Company."

And the Maine Central Railroad Company hereby further respectfully represents that the said town of Freeport did refuse and neglect to alter and change said highway as above provided, before the first day of August, 1902, and has not since altered or changed said highway according to the decree of the railroad commissioners; and said highway has not been changed.

And the said Maine Central Railroad Company hereby further represents that said highway can not be changed according to said decree of said railroad commissioners, because the drainage necessary to so change said road must go underground, through and under private land for a long distance, to empty into the stream below.

And the said Maine Central Railroad Company further represents that there is at present no statute authorizing the town of Freeport or the Maine Central Railroad Company to take land for the necessary drainage purposes.

And the said Maine Central Railroad Company therefore hereby respectfully petitions the Board of Railroad Commissioners that the aforesaid decree of the said Railroad Commissioners made on the twenty-eighth day of May, A. D. 1902, be reversed, revoked and annulled, and that the said Railroad Commissioners under authority of the statute may reverse, revoke and annul the aforesaid decree so that the location of the said highway shall be fixed as it formerly existed, and that the said Portland and Brunswick Street Railway shall have its location in said street as it was formerly fixed, and that the said Railroad Commissioners may determine the manner and condition of crossing said highway as it formerly existed and as it shall hereafter exist, and shall determine the manner and condition of the crossing of its track by the Portland and Brunswick Street Railway.

Dated at Portland, June 15th, 1909.

Maine Central Railroad Company.

By MORRIS McDONALD,

Vice President & General Manager.

N. & H. B. CLEAVES, and S. C. PERRY, SETH M. CARTER, Atty's.

The foregoing petition is hereby dismissed.

Per order of the Board.

GEO. F. GIDDINGS, Asst. Clerk.

Dated at Augusta, Maine, this eighth day of November, A. D. 1909.

*Petition of the Mount Desert Transit Company for the revival of its corporate existence and powers, and decision of the Board thereon. Decision dated November 11, 1909.*

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

Respectfully represents the Mount Desert Transit Company that it is a corporation duly organized and existing under Revised Statutes of the State of Maine, chapter 53 as amended, the date of such organization being January 1, 1907.

It further represents that certain rights and powers have been granted to it, The Mount Desert Transit Company by special laws, to wit: Special Act of the legislature of Maine, approved February 13, 1907, and being chapter 60 of the Private and Special Laws of the State of Maine for the year 1907; also Special Act of the legislature of Maine approved February 15, 1907, being chapter 73 of the Private and Special Laws of the State of Maine for the year 1907 as amended by Special Act of the legislature of Maine approved March 3, 1909, being chapter 73 of the Private and Special Acts of the State of Maine for the year 1909.

The Mount Desert Transit Company further represents that it has not begun the construction of its road and that under the provisions of section 10 of chapter 53 of the Revised Statutes of Maine its corporate existence and powers will terminate on January 1, 1910, unless the same are extended by your Honorable Board.

The Mount Desert Transit Company further represents that while it has not begun the construction of its road, it has purchased terminals at Ellsworth, Bar Harbor, Southwest Harbor and other points, has caused a thorough survey of its road to be made and had expended for these and other necessary purposes the sum of one hundred and twenty-five thousand dollars.

Wherefore The Mount Desert Transit Company prays that its corporate existence and powers may be extended for a period not exceeding three years from January 1, 1910, as provided by chapter 40 of the Public Laws of 1909, and that there may be included in such extension all rights and powers granted to said

The Mount Desert Transit Company by said chapter 60 of the Private and Special Laws of 1907 and said chapter 73 of said Private and Special Laws as amended.

The Mount Desert Transit Company,

By JOHN S. KENNEDY, President.

Bar Harbor, Maine, October 1, 1909.

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 county of Penobscot, and once in the Ellsworth American, a newspaper published at Ellsworth in the county of Hancock, the first publication in each paper to be at least five days before Thursday the eleventh day of November, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the office of the Board, in Augusta, Maine, at 10.00 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 twenty-sixth day of October, A. D. 1909.

## 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. S. Clark and Mr. L. B. Deasy appeared for The Mount Desert Transit Company.

Mr. John B. Redman and Mr. E. E. Brady appeared to oppose the petition.

This is a petition by The Mount Desert Transit Company which corporation was organized under the laws of Maine as per certificate of the Railroad Commissioners dated January 1, 1907, and the articles of association were filed and recorded in the office of the secretary of State, January 1, 1907, by which petition it asks that its corporate existence and powers may be

extended for the period of not exceeding three years from January 1, 1910, as provided by chapter 40 of the Public Laws of 1909, and that there may be included in such extension all rights and powers granted to the said The Mount Desert Transit Company by charter 60 of the Private and Special Laws of 1907, and by chapter 73 of the Private and Special Laws as amended by chapter 73 of the Private and Special Laws for the year 1909.

After notice and hearing thereon we hereby extend the corporate existence and powers of said The Mount Desert Transit Company for the period of eighteen months from January 1, 1910, being less than three years from the date of this decree.

We the said commissioners deem it expedient, the same having been prayed for by the foregoing petition, do hereby include in said existence all rights and powers granted to said The Mount Desert Transit Company by Private and Special Laws herein above referred to and specified, to the end that said corporation shall have and possess for said period all rights and powers possessed by it under and by virtue of its said organization and under and by virtue of said special acts.

Dated at Augusta this eleventh day of November, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

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*Petition of the Bangor & Aroostook Railroad Company for a change of location in Grand Isle, and decision of the Board thereon. Decision dated November 16, 1909.*

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

Respectfully represents the Bangor and Aroostook Railroad Company that it deems it necessary and expedient that a change be made in the present location of its line of railroad, the location of which line of railroad was approved by your Honorable Board May 28, 1909.

Said change is all in the town of Grand Isle in Aroostook county, and begins at Sta. 694+86.2 of said approved location



and ends at Sta. 735+00 of said approved location. The line if changed as prayed for will be described as follows:

Beginning at Sta. 694+86.2 of the location approved May 28, 1909, said point being on the center line of a four (4) rod right of way, and running thence in a northerly direction on a curve to the left with a radius of twenty-eight hundred sixty-five (2865) feet four hundred seventy-five (475) feet to Sta. 699+61.2 E. C.

Thence on a tangent bearing N. 24° 10' W. four hundred forty-one and two-tenths (441.2) feet to Sta. 704+03.4 B. C.

Thence on a curve to the right with a radius of twenty-two hundred ninety-two (2292) feet ninety-six and six-tenths (96.6) feet to Sta. 705+00, the end of the four (4) rod and the beginning of a six (6) rod right of way; thence on same curve one hundred (100) feet to Sta. 706+00, the end of the six (6) rod and the beginning of a four (4) rod right of way; thence on same curve five hundred forty-three and four-tenths (543.4) feet to Sta. 711+43.4 E. C.

Thence on a tangent bearing N. 5° 40' W. six hundred fifty-six and six-tenths (656.6) feet to Sta. 718+00, the end of the four (4) rod and the beginning of an eight (8) rod right of way; thence on same course five hundred (500) feet to Sta. 723+00, the end of the eight (8) rod and the beginning of a four (4) rod right of way; thence on same course five hundred eleven (511) feet to Sta. 728+11 B. C., thence on a curve to the left with a radius of nineteen hundred ten (1910) feet six hundred eighty-nine (689) feet to Sta. 735+00 E. C., the end of the revised location.

The original location approved May 28, 1909, will be abandoned from Sta. 694+86.2 to its end at Sta. 735+00.

A map on an appropriate scale, showing the line as it will be if changed as prayed for in blue, and the corresponding line as already approved in red, together with a corresponding profile on the relative scales of profile paper in common use, accompany this petition.

The line above described is the center line of the location.

Your petitioner deems said change necessary and expedient in order to avoid expense of construction, and for other reasons, and prays your Honorable Board to approve said change

in location, and that it may make such change as provided by law.

Bangor and Aroostook Railroad Company,  
By FRANKLIN W. CRAM, Its President.

Bangor, Maine, October 30, 1909.

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 Tuesday the 16th day of November, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the Bangor House in Bangor, Maine, at eleven o'clock in the forenoon for the purposes indicated in said petition.

Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the town of Grand Isle, 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 November, A. D. 1909.

#### STATE OF MAINE.

##### *In Board of Railroad Commissioners.*

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

Mr. Hugh R. Chaplin appeared for the petitioner.

No one appeared to oppose it.

The Railroad Commissioners hereby find that public convenience and necessity require the said change, and hereby approve the change of location according to the petition, and decree that the same may be made.

Dated this 16th day of November, A. D. 1909.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

## BANGOR &amp; AROOSTOOK RAILROAD.

## STATE OF MAINE.

*In Board of Railroad Commissioners.*

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the extension of the Bangor & Aroostook Railroad, from Fort Kent to St. Francis, a distance of about seventeen (17) miles, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated this twenty-second day of November, A. D. 1909.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

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*Petition of the Lewiston, Augusta & Waterville Street Railway and Augusta & Waterville Railway asking for a change of location in Winslow and Waterville, and decision of the Board thereon. Decision dated November 23, 1909.*

*To the Honorable Board of Railroad Commissioners:*

Respectfully represents the Lewiston, Augusta and Waterville Street Railway, that it is the successor to and owner of the franchises of the Augusta and Waterville Railway, and as such and in behalf of said Augusta and Waterville Railway, files this petition.

That the location of the Augusta and Waterville Railway, from its terminus in Augusta to its terminus in Waterville at the intersection of Temple Street and Main Street, has been approved by your Honorable Board by decree on file, excepting as to so much thereof as was described in said petition as located upon the bridge across the Kennebec river between Waterville and the approaches thereto.

Your petitioner represents that it deems the changes in the location of its said road, hereinafter described, to be necessary and expedient, and it prays that it may make the same under the direction of the Railroad Commissioners, in the manner permitted by law.

The description of the location to be abandoned is as follows:

Beginning at a point in the present location of the center line of said street railway in the town of Winslow, 194.91 ft. northerly of the face of the parapet wall of the north abutment of the bridge over the Maine Central Railroad and thence extending along said location as described to the terminus thereof in the easterly line of Main street in the city of Waterville.

The location to be substituted therefor is as follows:

Beginning at a point in the present location of the center line of said Lewiston, Augusta and Waterville Street Railway in the town of Winslow. Said point being 194.91 ft. northerly of the face of the parapet wall of the north abutment of the bridge over the Maine Central Railroad, said point being designated as station 1 plus 94.91; thence northerly, by tangent, 90.00 ft. to station 2 plus 84.91 P. C.; thence by curve to the left, radius 125.4 ft., 194.74 ft. to station 4 plus 79.65 P. T.; thence westerly by tangent, to, and across the Kennebec river 683.95 ft. to station 11 plus 63.60 P. C.; thence by curve to the right, radius 262.04 ft., 50.00 ft. to station 12 plus 13.60 P. R. C.; thence by curve to the left, radius 262.04 ft., 50.00 ft. to station 12 plus 63.60 P. T.; thence westerly, by tangent, along the southerly side of Bridge Street in the city of Waterville 146.00 ft. to station 14 plus 09.60 P. C.; thence by curve to the right, radius 64.01 ft., 57.00 ft. to station 14 plus 66.60 in the easterly line of Main street.

The width of said location so to be substituted is as follows:

From station 1 plus 84.91 to station 5 plus 59.65 and from station 11 plus 63.6 to station 14 plus 66.6, 5 ft. on each side of said line; from station 5 plus 59.65 to station 10 plus 18, 15 1-2 ft. on the southerly side of said line and 7 1-2 ft. on the northerly side thereof, and from station 10 plus 18 to station 11 plus 63.6, 12 ft. on the southerly side of said line and 7 1-2 ft. on the northerly side thereof.

Wherever said 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 said substituted location is included in the written approvals of the municipal officers of Waterville and of Winslow, now on file with the Honorable Board.

Your petitioner represents that its street railroad along the foregoing location, if changed as prayed for, will not pass over the aforesaid bridge erected by said municipalities.

Dated this twelfth day of November, A. D. 1909.

Lewiston, Augusta & 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 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 23d day of November, A. D. 1909, on which day the board of Railroad Commissioners will be in session at the Common Council rooms in Waterville at 9 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, and 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 15th day of November, A. D. 1909.

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

In the matter of the petition of the Lewiston, Augusta & Waterville Street Railway, dated Nov. 12, 1909, relative to a change of the location of the Augusta & Waterville Railway, now pending before your Honorable Board, said petitioner respectfully prays that said petition may be amended without notice as by the statute permitted by making the Augusta & Waterville Railway an additional party thereto.

Dated November 23, 1909.

Lewiston, Augusta & Waterville Street Railway,  
By HEATH & ANDREWS, Its Attorneys.

Amendment allowed.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Board of Railroad Commissioners.*

In accordance with the foregoing petition and by reason of the foregoing amendment, the Augusta & Waterville Railway hereby joins in and becomes a party to said petition.

Augusta & Waterville 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.

Messrs. Heath & Andrews appeared for the petitioners.

W. C. Philbrook appeared for the Town of Winslow.

Upon petition therefor, amendment was allowed permitting the Augusta and Waterville Railway to become a party, and thereupon Messrs. Heath & Andrews appeared also for the Augusta and Waterville Railway.

The petition is for the purpose of so changing the route of the said Railway as to avoid the use of the municipal highway bridge across the Kennebec river between Waterville and Winslow.

Having made an examination of the proposed change of route as prayed for in this petition and having heard all persons appearing in the cause,

IT IS HEREBY ORDERED AND DECREED that the said changes in the location of the road are necessary and expedient, and all the changes of location as prayed for in said location may be made.

And it is hereby decreed that wherever said line is outside of the limit of streets, roads or ways, it is impracticable to locate the railroad within the limits of said streets, roads or ways and that public convenience requires the construction of said railroad according to the change prayed for.

Dated at Waterville, this twenty-third day of November, A. D. 1909.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

*Petition of the Portage Lake Mill Company asking the Board to establish freight rates on lumber between Van Buren and Cape Jellison, Bangor & Aroostook Railroad, and decision of the Board thereon. Dismissed November 23, 1909.*

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

The Portage Lake Mill Company, a corporation duly organized under the laws of Maine, whose president is H. W. Blanchard of Boston, Mass., and whose treasurer is H. B. Sharp of Portage, Maine, having its place of business at Portage Lake, Maine, complain against the Bangor & Aroostook Railroad, a duly organized corporation having its principal place of business in Bangor, Maine, and allege:

First: That they are dealers in lumber, and have occasion to send freight upon and over the Bangor & Aroostook Railroad frequently in the regular course of business.

Second: That the tariff on lumber, established by the Bangor & Aroostook Railroad for transporting lumber and laths by car from Portage Lake to Cape Jellison, is unreasonably high.

Third: That the rates on lumber between the points mentioned are \$2.25 per thousand feet for long lumber.

Fourth: That the rate of freight on long lumber from Ashland, a point located on the same line of road as Portage Lake, to Cape Jellison is \$1.75 per thousand, said Ashland being located but twelve miles nearer the water front.

Fifth: That the rates of freight from Van Buren, which is located fifty miles further away than Portage Lake from said Cape Jellison, are \$1.90 per thousand, and that the rate from Stockholm, a point located thirty miles further, to Cape Jellison, is \$1.90.

Sixth: That the Bangor & Aroostook Railroad, in order to avoid the grade between Caribou and Ashland Junction, is having surveyed and planning to build a road that shall run from Stockholm to Portage Lake, over which all traffic from Van Buren will be hauled.

Seventh: That it is a well known principle of the National Interstate Tariff Commission, that points located beyond shall not take a lower rate than intermediate points on the same line

of road, it being understood by this that the rate of freight from Van Buren to Cape Jellison is 50c per thousand less on lumber to Cape Jellison than the rate from Portage Lake to Cape Jellison, although Portage Lake is located fifty miles nearer the said Cape Jellison.

Eighth: That the complainants are interested, and responsible parties.

Wherefore they pray that the rates of freight be reduced to equal the rates now in existence from Van Buren and Ashland to Cape Jellison, and after due notice and hearing, pray that they may establish new rates of freight (for a time not exceeding one year) between the points named above.

Portage Lake Mill Company,  
Per H. W. BLANCHARD, President.

Boston, Mass., August 3, 1909.

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

The Bangor and Aroostook Railroad Company acknowledges the receipt from your chairman of his communication, dated August 4, 1909, containing copy of a complaint filed by the Portage Lake Mill Company, dated August 3, 1909.

Said railroad company makes this its reply thereto, by and through its vice president.

1. It admits the allegation in paragraph "First."
2. It denies the allegation in paragraph "Second."
3. It admits the allegation in paragraph "Third."
4. It admits the allegation in paragraph "Fourth."
5. It admits the allegation in paragraph "Fifth."
6. It denies the allegation in paragraph "Sixth."
7. It denies the principle as stated in paragraph "Seventh," and even if the principle is as stated in said paragraph "Seventh," it says it cannot apply to Portage Lake and Van Buren, because said places are not on the same branch of the Bangor and Aroostook Railroad, and that therefore the "long and short haul" principle cannot be applied to them under the Interstate Commerce Acts, because the shorter haul is not included in the longer haul.

Replying further, said railroad company says:

The Commissioners are aware that the Bangor and Aroostook Railroad was opened for business: Houlton to Caribou



in 1895, Ashland Junction to Ashland in 1896, Caribou to Van Buren in 1899, and that an independent company, viz.: The Fish River Railroad Company, built its road, Ashland to Fort Kent, and opened it for traffic in 1902.

When the road reached Van Buren there was some lumbering manufacturing there, and the product was transported to market via the Canadian-Pacific, which is just across the St. John river, its station there being known as St. Leonards.

The Bangor and Aroostook had to meet the competition of the Canadian-Pacific Railroad, and too, it had to meet the greater and fierce competition of the log floating St. John river.

It could meet that competition by making such rates as would secure the manufacture of the products of the Maine forests on Maine soil.

That competition had to be met, if development on the northern border of our State was to be begun, and it must continue to be met if the development, already begun as the result of the policy of the company, is to continue. Logs in that territory can be run to St. John, there be manufactured, and then be shipped via ocean to market, or they can be manufactured in Maine, transported via rail to Stockton Harbor, via water to market. The former is in the interest of Canada; the latter, in the interest of Maine. To bring about the latter, a rate of \$1.90 per thousand, Van Buren to Bangor, was necessary. After the seaport road was opened to Stockton Harbor the Bangor rate, viz. \$1.90 was made to the Harbor, although the haul is twenty-two miles longer. Any higher rate would cause the logs to be floated to St. John.

Mills were built at Van Buren, with that rate as one of the prime inducements. To raise that rate now would be to break faith with those who have invested their money there, and would force logs by Van Buren for manufacture in the province.

When the road reached Ashland it had to meet the competition of the log floating Aroostook river, which empties in the St. John river.

The conditions there were, in principle, the same as at Van Buren.

In order to secure the building of mills at Ashland, the rate of \$1.75, Ashland to Bangor, was imperative, because the lumber could be driven down the river to the Provinces, and there

manufactured, as in all previous years. That rate has been extended to Stockton Harbor.

Both of said rates, Van Buren to Stockton Harbor, and Ashland to Stockton Harbor, are extremely low, but to secure the business they were a necessity.

Nobody is injured because they are low.

The principle which conditions have forced the company to apply in making the Van Buren rate and the Ashland rate is concisely stated in 93 Fed. Rep. page 83, as follows:

"Where competitive rates are something more than the additional cost of the movement of the traffic, it is to the interest of the carrier and to the interest of the public that the carrier should be allowed to compete for the traffic. The profit, however small, to the extent that it enures, increases the revenues of the carrier and has a tendency to reduce local rates and to improve the local service.

It is true that the full measure of reasonable remuneration for the carriage of competitive traffic would require a rate sufficient to pay, not only the additional cost of moving the competitive traffic, but also that proportion of operating expenses, fixed charges, and reasonable profit to the carrier which the tonnage of the competitive traffic bears to the total freight tonnage carried. But it is manifest that this rule cannot be applied to traffic that is subject to severe competitive conditions."

The Fish River road extended from Ashland to Fort Kent. A glance at the map reveals the fact that the territory from Portage Lake to Fort Kent is in the drainage area of Fish river, which river empties into the St. John river at Fort Kent.

The same competition in principle was met at Fort Kent as at Van Buren. Lumber at Fort Kent could pay a rate somewhat higher than lumber at Van Buren, because at Fort Kent logs were further away from St. John, and because the rail rate to market was higher via the Temiscouata Railroad from Clair, opposite Fort Kent, than from St. Leonards, opposite Van Buren.

Before the Fish River road was built, the promoters of it stated that the rate on long lumber (among other things) must be 50 cents higher than the Ashland rate, to insure the building of the road, and everybody without hesitation stated that such

rate would be entirely satisfactory. That rate, viz. \$2.25 per thousand from every point on the Fish River road, first to Bangor, and then to Stockton Harbor, was put into force.

That rate was necessary to insure the business for the railroad at Fort Kent. While Portage Lake was given the same rate, it was not necessary to give Portage Lake so low a rate.

Before the railroad was built from Ashland to Fort Kent, if logs were cut at Portage, it was necessary to saw them there, and then team them to Ashland, or it was necessary to run the logs at least as far as Fort Kent and there saw them. There was no other way for them to reach market. They were in, practically, noncompetitive territory. Notwithstanding that fact, they were given the same rate as the first competitive territory, into which they could, the most cheaply be driven.

Considering the rate, \$2.25 per thousand Portage Lake to Stockton Harbor, in and of itself, it is exceedingly low, viz. .0075 per ton per mile, while the average rate per ton per mile on the B. & A. is .01169.

The mill of the complainant at Portage Lake is so situated with reference to the main tack of the B. & A. that it can be reached only by spur track, and necessarily so located as to make the operation of it very costly. Notwithstanding that fact no charge is made for switching, the charge of \$2.25 per thousand covers both the heavy cost of switching and the haul to the Harbor.

We aver that, for the reasons given above, no man at all conversant with the problems which face the managers of railroads, and the problems which face the B. & A., would say that said rate is unreasonably high. On the contrary, it is unreasonably low. If the principle which the complainant seems to contend for is applied to his rate, it must be applied to numerous others.

If any considerable number of rates along the B. & A. are reduced, others must be advanced to offset the reduction, which would produce chaos in the business of northern Maine.

Bangor & Aroostook Railroad Company,

By PERCY R. TODD, Vice President.

Bangor, Maine, August 14, 1909.

## STATE OF MAINE.

AUGUSTA, October 6th, 1909.

*H. W. Blanchard, Pres., Portage Lake Mill Co., Boston, Mass.:*

DEAR SIR:—In the matter of the Portage Lake Mill Company in relation to freight rates on the Bangor & Aroostook Railroad, you are hereby notified that a hearing will be held upon the petition and answer, Wednesday, November 3, 1909, at 9 o'clock in the forenoon at the town hall in Houlton, Maine.

Per order of the Board,

GEO. F. GIDDINGS, Asst. Clerk.

## STATE OF MAINE.

AUGUSTA, October 6th, 1909.

*Mr. Percy R. Todd, V. P., Bangor and Aroostook Railroad Co., Bangor, Maine:*

DEAR SIR:—In the matter of the Portage Lake Mill Company, in relation to freight rates on the Bangor & Aroostook Railroad, you are hereby notified that a hearing will be held upon the petition and answer, Wednesday, November 3, 1909, at 9 o'clock in the forenoon at the town hall in Houlton, Maine.

Per order of the Board,

GEO. F. GIDDINGS, Asst. Clerk.

## STATE OF MAINE.

*In Board of Railroad Commissioners.*

This is a complaint of the Portage Lake Mill Company, a corporation duly organized under the laws of Maine, and having its place of business at Bangor, Maine.

It owns and operates lumber mills at Portage Lake, on the Bangor & Aroostook Railroad.

It complains that the rates for transportation of lumber, established by the Bangor and Aroostook Railroad, from Portage Lake to the harbor at Cape Jellison, is unreasonably high. That the rate on long lumber between the points mentioned is \$2.25 per thousand feet; that the rate of freight on

long lumber from Ashland to Cape Jellison is \$1.75 per thousand feet, Ashland being located but twelve miles nearer the harbor; that the rate of freight from Van Buren, which is located fifty miles further away from Cape Jellison than Portage Lake, is \$1.90 per thousand; and it prays the Railroad Commissioners to reduce the rates of freight now in existence, and to establish new rates of freight between Portage Lake and Cape Jellison.

The railroad company in its answer claims among other things that before the Fish River Railroad from Ashland to Fort Kent was constructed, there was a verbal agreement or at least a tacit understanding between the promoters of the railroad company and the land owners on the Fish river waters, that the rate of freight on lumber at all points above Ashland, should be fifty cents per thousand higher than the Ashland rate, and hence that the railroad company has now the right to maintain that fifty cents additional rate.

We cannot assent to this proposition. If the rate is unreasonably high, the railroad company is prohibited by statute from maintaining it, whether the rate was established in pursuance of an understanding before the construction of the road, or whether it was established afterwards.

If the railroad company were a private corporation, doing only a private business, then it might perhaps enforce its prior contracts, but to construct this railroad the promoters were obliged to seek a charter from the State, and having received and accepted its charter from the State, it became a quasi public corporation, and it must now comply with, and be amenable to all the statutes enacted to govern such a corporation in the transaction of its business, and among other things, it must establish rates that are not unreasonably high, as provided by revised statutes, chapter 52, section 1.

Section 14 of Article IV, Part Third of the Constitution of this State, provides that "Corporations shall be formed under general laws, and shall not be created by special acts of the legislature, except for municipal purposes, and in cases where the objects of the corporation can not otherwise be attained; and however formed, they shall forever be subject to the general laws of the State."

The first thing, then, which we are to consider, is whether the rate on lumber from Portage Lake to the harbor at Cape Jellison, is unreasonably high.

The rate on long lumber from Portage Lake to Cape Jellison is \$2.25 per thousand feet. One thousand feet of long lumber averages one and one-half tons; so that the freight rate from Portage Lake to Cape Jellison is \$1.50 per ton.

The distance from Portage Lake to Cape Jellison is 204.1 miles, so that this rate yields the railroad company (00.735) seven mills and thirty-five hundredths of a mill per ton per mile.

Is this rate "unreasonably high," within the meaning of Revised Statutes, Chapter 52, Section 1? If it is not, the Railroad Commissioners have no power to revise or establish new ones.

So the question first arises, what are reasonable rates?

The average freight rates per ton mile on the several standard gauge roads in Maine, for the year 1908, the last report published, were as follows:

Bangor & Aroostook.....	.01.169
Boston & Maine.....	.01.045
Maine Central.....	.01.062
Washington County.....	.01.436
Portland & Rumford Falls.....	.01.891
Somerset Railroad.....	.02.274

The difference in the rate per ton mile is occasioned by numerous circumstances, the larger one being that the density of traffic varies with the different railroads.

For instance, in 1908, the average receipts per ton mile on the Bangor & Aroostook Railroad were .01.169. Its freight revenue per train mile was \$2.46. Its freight revenue per mile of road was \$3,733.71.

The Maine Central Railroad, where the density of traffic is much greater, earned per ton mile, .01.062, while its freight revenue per train mile was \$2.68, and its total freight revenue per mile of road was \$5,468.62. The same difference exists on other standard gauge roads.

Of course the operating expenses of a mile of road where there is greater density of traffic, is much larger than where it is lighter. These, and numerous other matters, all of which

need not be enumerated, must be taken into consideration in determining what is a fair and reasonable freight rate.

Commencing with 1891, the average freight rates per ton per mile on all the standard gauge roads in Maine were as follows:

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

Taking these matters all into consideration we do not see how it can be said that the freight rate on lumber from Portage Lake to Cape Jellison, which is considerably lower than the average rate of the standard gauge roads in this state, is unreasonably high.

But while the complainant practically admits that this taken alone is not an unreasonably high rate for lumber from his mill to the harbor, he claims that in comparison with other rates which are given to other localities, it is unreasonable and discriminatory.

He claims that the freight rate from Ashland to the harbor is fifty cents per thousand lower than it is from Portage Lake, only twelve miles away, and that in that connection, the rate from Portage Lake to the harbor is unreasonably high and discriminatory, in that it allows dealers who saw their lumber at Ashland, to compete in the same market with him, at a freight rate fifty cents per thousand lower.

Freight rates are usually calculated from what are sometimes called "zones," and it is now so usually done, and the courts

have so long recognized the right to do it, that that right is not now debatable.

For instance, the freight rate from Fort Kent and all stations between that and Ashland, fifty miles away, are all put under the same rate, \$2.25 per thousand.

No railroad company can be expected to fix a flat rate per ton per mile, for that idea of rate making has long since gone into disuse.

So that, if we should undertake to change the rate from Portage, twelve miles above Ashland, to an Ashland rate, or any other less rate than the present one, we should find manufacturers at Eagle Lake, twelve miles above Portage, and the other stations between Fort Kent and Portage, claiming that they were discriminated against.

True it may be that the manufacturers and dealers at Ashland may be able to under-sell the manufacturers and dealers above there, but it is on account of the location of the mills, and the conditions surrounding them, and the distances which nature has fixed, and not because of any discrimination which we are authorized to recognize.

We can not certainly be expected to establish freight rates to meet and overcome the disadvantages interposed by nature.

But the complainants complain most strenuously of the rate from Van Buren, which is only \$1.90 per thousand, when it is fifty miles further away from the market than is Portage. The railroad company claims that this is on account of the competition which they meet at Van Buren, on account of the St. John river, and that under the decisions of the court, it is allowed and must be allowed to meet competition, although in so doing it hauls freight from some competitive points cheaper than from some other points at a less distance, where there is no competition.

This, we think, is settled by authorities. Of course it can not be held that a railroad company has a right to charge an unreasonable rate to persons away from competitive points, for the single purpose of making up a loss which it incurs in making low rates at competitive points. Such a discrimination as that would not only be wrong in principle, but unlawful.

The only question to be determined is whether the rate from Portage, a non-competitive point, is an unreasonable rate, com-



pared with Van Buren rates, and other rates from competitive points.

If freight is carried from a competitive point at less than the actual cost, and rates are made at non-competitive points on the same railroad, higher than is necessary to earn a reasonable income from such non-competitive points, such latter rates are certainly unreasonable and unlawful, although the rates from all points pay only a fair revenue upon the whole line of the road. No court has ever held to the contrary, and it is believed no court ever will.

The rate on lumber, made by the Bangor & Aroostook Railroad, is what is known as a commodity rate, and must be distinguished from a classified rate.

For instance, Guilford, Sangerville, Dover and Milo are in the same group and have the same rate, although Milo is considerably nearer the market than either of the other towns.

Greenville, Shirley, Blanchard and Abbot village are in the same group, and have the same rate, although Abbot village is several miles nearer the market than Greenville.

Fort Kent, Eagle Lake and other stations down to and including Portage, are in the same group, and have the same rate.

Van Buren, Stockholm, New Sweden and other towns in its group, have the same rate.

Caribou, Presque Isle, Fort Fairfield, Fort Fairfield Junction, Mars Hill and Blaine, Bridgewater, Littleton, Ashland, Masardis, and several other towns have the same rate, yet there is a wide difference in the mileage of some of the towns.

Houlton, Ashland Junction, Oakfield, Dyer Brook, Island Falls and Crystal have the same rate. There are large mills at Island Falls, many miles nearer the market than Houlton, and yet we hear no complaint from Island Falls.

There is and necessarily must be a grouping of stations for which a rate may be made. There is a much wider difference in rates in some of these groupings, than there is at Portage Lake. For instance, Millinocket is in the same group with, and has the same rate as have Island Falls and Houlton, and yet no complaint comes from any of these towns.

The rate per ton mile on lumber from some of these larger towns, while not controlling, gives some indication as to whether the rate from Portage Lake is discriminatory.

For instance, the rate from Caribou is \$1.75 per thousand, or \$1.17 per ton. The distance is 226 miles. The rate per ton mile is .0515.

The rate from Presque Isle is \$1.75 per thousand, or \$1.17 per ton. The distance is 211 miles. The rate per ton mile is .0554.

The rate from Houlton is \$1.75 per thousand, or \$1.17 per ton. The distance is 166 miles. The rate per ton mile is .0700.

The rate from Eagle Lake is \$2.25 per thousand, or \$1.50 per ton. The distance is 227 miles. The rate per ton mile is .0650.

The rate from Guilford is \$1.35 per thousand, or \$0.90 per ton. The distance is 87 miles. The rate per ton mile is .1040.

The rate from Portage Lake is \$2.25 per thousand, or \$1.50 per ton. The distance is 204 miles. The rate per ton mile is .0735.

The rate from Dover and Foxcroft is \$1.35 per thousand, or \$0.90 per ton. The distance is 80 miles. The rate per ton mile is .1125.

The rate from Milo is \$1.50 per thousand, or \$1.00 per ton. The distance is 68 miles. The rate per ton mile is .1470.

The rate from Ashland is \$1.75 per thousand, or \$1.17 per ton. The distance is 192 miles. The rate per ton mile is .0609.

This commodity rate made by zones or groups of stations, does not seem to us to be either unreasonable or discriminatory.

It is true that the rate from Van Buren is lower than the rate from other points, but the company claims that it has a right to make that rate lower on account of the competition which it meets upon the St. John river, and the railroad on the north side of it, in Canada.

The complainant, however, contends that the railroad company has no right to set up any competition which does not occur within its own limits, and argues strenuously that the competition of the St. John river and of the railroad on the north side, in Canada, being outside of the jurisdiction of the United States, can not be set up as competition which we have a right to take into consideration.

This is an important matter, and would give us some trouble, if it had not been decided by the Supreme Court of the United States. *Texas Railway vs. Interstate Com. Co.* 162 U. S. 197.

The opinion is by a majority of the court; three justices, Fuller Chief Justice, and Harlan and Brown J. J. dissenting.

The case arose in New Orleans. The Texas Railway charged a higher rate upon freight originating in New Orleans and transported to San Francisco, than upon freight coming from foreign countries by steamers, and destined for San Francisco.

The Interstate Commerce Commission directed that imported traffic transported to any place in the United States from a port of entry or place of reception, whether in this country or in an adjacent foreign country, is required to be taken on the inland tariff governing other freights.

The carriers refused to comply with the order. The New York Board of Trade, The Commercial Exchange of Philadelphia and the San Francisco Chamber of Commerce intervened. The matter was taken to the Supreme Court of the United States, from the decree of the Interstate Commerce Commission.

The plaintiffs, the railroad companies, claimed that American merchants, purchasing goods in England, negotiated through rates from London and Liverpool to San Francisco, and that these rates were governed by the competition of sailing vessels for the entire distance; by steamships and sailing vessels in connection with the railroads across the Isthmus of Panama; and by steamships and sailing vessels from Europe to New Orleans, connecting there, under through arrangements, to San Francisco; that the railway companies were obliged to compete for the foreign business, and unless they charged the rates complained of they would lose the business. That no prejudice resulted in New Orleans for alleged reasons that if plaintiffs could not compete for the business, the traffic would move via other routes, without benefit to New Orleans, and that compliance with the order would injuriously effect the plaintiff's business from points in Texas and on the Missouri.

The Court ruled that outside competitive conditions, though not in terms referred to in the statute, could be taken into consideration.

Judge Shiras wrote the opinion of the Court, concurred in by Justices Field, Gray, Brewer, White and Peckham.

Judge Harlan wrote a dissenting opinion, concurred in by Judge Brown.

Mr. Chief Justice Fuller wrote the following dissenting note: "In my judgment, the similar circumstances and conditions referred to in the act are those under which the traffic of the railways is conducted, and the competitive conditions which may be taken into consideration by the Commission are the competitive conditions within the field occupied by the carrier, and not competitive conditions arising wholly outside of it.

"I am therefore, constrained to dissent from the opinion and judgment of the Court."

It is not for us to say which is the better reasoning. It is for us only to follow the opinion of the Court, and we must therefore decide that the Bangor and Aroostook Railroad Company has a right to meet the conditions of competition at Van Buren, whether from another railroad or other sources within the state, or whether it comes from the St. John River and railroads on the other side of the river, in Canada.

The complainant further alleges in its proceedings, that "The Bangor and Aroostook Railroad Company, in order to avoid the grades between Caribou and Ashland Junction, is having surveyed and planning to build a road that shall run from Stockholm to Portage Lake, over which all the traffic from Van Buren will be handled."

We can not quite comprehend the force of this argument, from the complainant's standpoint. It is true the Commissioners have approved a line of railroad from Stockholm to near Squa-Pan Station in Masardis, twenty miles south of Portage Lake, and the Commissioners fully understood when they approved the location that the road is to be built because it will make a much shorter route for Van Buren and Stockholm, and will avoid the heavy grades south of Presque Isle.

The Commissioners have also approved another line from Presque Isle westerly to connect with the new line in Mapleton. The Commissioners have also approved a new line from Van Buren up the St. John river to Grand Isle, to take the lumber from that locality, via Van Buren, to market.

While neither of these new lines can in any way affect conditions at Portage Lake, they will affect conditions at all the stations at and above Presque Isle, because all the lumber from these stations can then be hauled over a shorter route and on a low grade road. These new lines were built for this very pur-

pose. In fact, no other purpose can be suggested why the railroad company should expend at least a million and a half dollars. The company has also constructed a line up the St. John River from Fort Kent to St. Francis. The lumber from this line must come out over the Ashland branch, by Portage Lake.

These four additional lines will naturally bring about a readjustment of zones and rates in the county along the St. John river. Until these lines are in operation, however, we are unable to find that the present rates are either unreasonable or discriminatory.

It is admitted that the through rates on lumber, all rail, to Boston and beyond, are satisfactory. As the lumber rate is the only one complained of in this proceeding, the entry therefore must be, *complaint dismissed*.

Dated this 23d day of November, A. D. 1909.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,

*Railroad Commissioners of Maine.*

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*Petition of the Maine Central Railroad Company, asking for a change of highway in the town of Carmel, and decision of the Board thereon. Decision dated November 23, 1909.*

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

Respectfully represents the Maine Central Railroad Company, a corporation existing under the laws of the State of Maine and possessing and operating a railroad already built between Waterville in the county of Kennebec and Bangor in the county of Penobscot passing through Carmel in said county of Penobscot; that on June 9th, 1909, the Maine Central Railroad Company made a location for a diversion of its railroad on each side of said Carmel which said location was approved by your Honorable Board on June 30th, 1909; that said location crosses a highway in said Carmel known as the Bangor road, at grade.

Your petitioner further represents that a crossing of said Bangor road by the railroad to be constructed upon the said location, at grade would be dangerous to the public, including not only travelers on your petitioner's railroad but also travelers along said highway; that it is not feasible to separate the grades of your petitioner's railroad and the highway as the same is at present located, and that to facilitate said crossing the course of said highway near the place of such crossing should be altered so that your petitioner's railroad may pass over the same.

Wherefore your petitioner respectfully applies to your Honorable Board to alter the course of such highway so as to facilitate such crossing, and for such purpose to take such land as may be necessary and to award damages therefor in accordance with the provisions of section 66 of chapter 51 of the Revised Statutes of Maine of 1903 to the end that, after due notice, hearing and decree upon this petition, a proper determination of the manner and conditions of the construction and maintenance of the crossing in the highway as altered by order of your Honorable Board and of how the expense shall be borne, shall be made.

Dated at Portland, Maine, September 15, 1909.

Maine Central Railroad Company,

By MORRIS McDONALD,

Vice President and General Manager.

FORREST GOODWIN, Attorney.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily Commercial a newspaper published at Bangor, in the county of Penobscot, the first publication in said paper to be at least five days before Tuesday the 12th day of October, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the Maine Central Railroad station in Carmel, 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 Carmel.

J. B. PEAKS, Chairman,

*For the Board of Railroad Commissioners of Maine.*

Dated this fourth day of October, A. D. 1909.

*To the Honorable Board of Railroad Commissioners:*

In the matter of the petition of the Maine Central Railroad Company, under date of September 15, 1909, to your Honorable Board, we respectfully ask that the said petition be amended by inserting in the line next to the last in the second paragraph, after the word "over," the words "or under," so that said paragraph as amended shall read as follows:

"Your petitioner further represents that a crossing of said Bangor road by the railroad to be constructed upon the said location, at grade would be dangerous to the public, including not only travelers on your petitioner's railroad but also travelers along said highway; that it is not feasible to separate the grades of your petitioner's railroad and the highway as the same is at present located, and that to facilitate said crossing the course of said highway near the place of such crossing should be altered so that your petitioner's railroad may pass over or under the same."

Dated at Portland, Maine, October 25, 1909.

Maine Central Railroad Company,

By SETH M. CARTER, Its Attorney.

Amendment allowed.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

Dated this 25th day of October, A. D. 1909.

Description of altered location of highway at Carmel, Penobscot county, Maine, to facilitate a crossing of the Bangor road, so-called, over the Maine Central Railroad.

Commencing at a point in the northwesterly side line of the Bangor road, so-called, 66 feet southwestwardly, measured on said northwesterly side line, from the line between land of Maine Central Railroad Company, formerly McGown, and land of Moore, being also 300.4 feet from centre line of changed location of Maine Central Railroad Company as approved by the Railroad Commissioners, June 30, 1909, at station 122+85.9; running thence northwestwardly, parallel to said line between land of Maine Central Railroad Company and land of Moore, 343.8 feet; thence at right angles to said centre line of

changed location, crossing said centre line at station 118+42, 213 feet; thence southeastwardly to point in said northwesterly side line of the Bangor road, 240 feet northeastwardly from said station 122+85.9 being also 540.4 feet from point of beginning.

The line described above is the southerly, westerly and northerly line of said altered location of highway and the northerly, easterly and southerly line is 66 feet distant northerly, easterly and southerly from the said line described above.

## STATE OF MAINE.

### *In Board of Railroad Commissioners.*

Upon the foregoing petition, notice having been given as ordered the Board met at the time and place mentioned in said order. The case was then continued until the twenty-fifth day of October, A. D. 1909, at ten o'clock in the forenoon, at which time the said petitioner moved to amend its petition according to the amendment herewith filed, and the same amendment was allowed by the commissioners.

After viewing the premises the commissioners came to the conclusion that the said highway described in said petition should be changed so as to facilitate the crossing of the said highway over the Maine Central Railroad, and we hereby decree, that the course of said highway called the Bangor road shall be changed as follows:

Commencing at a point in the northwesterly side line of the Bangor road, so called, 66 feet southwestwardly, measured on said northwesterly side line, from the line between land of Maine Central Railroad Company, formerly McGown land, and land of Moore, being also 300.4 feet from centre line of changed location of Maine Central Railroad Company as approved by the Railroad Commissioners, June 30, 1909, at station 122+85.9; running thence northwestwardly, parallel to said line between land of Maine Central Railroad Company and land of Moore, 343.8 feet; thence at right angles to said centre line of changed location, crossing said centre line at station 118+42, 213 feet; thence southeastwardly to point in said northwesterly side line of the Bangor road, 240 feet northwestwardly from



said station 122+85.9 being also 540.4 feet from point of beginning.

The line described above is the southerly, westerly and northerly line of said altered location of highway and the northerly, easterly and southerly line is 66 feet distant northerly, easterly and southerly from the said line described above.

The said Maine Central Railroad Company may change said highway according to this decree and the land may be taken for said way as provided by statute. The said Maine Central Railroad Company may construct an overhead bridge over its right of way high enough to make it safe and convenient for the operation of trains under said bridge which shall have a clear space of seventy feet between abutments covering four tracks. The head room from top of rail to bottom of bridge twenty-one feet and the bridge to have a clear width of twenty feet, the grade of approaches to said bridge within the location shall not exceed six per cent. The bridge shall be of iron and shall be properly floored with hard pine and properly fenced. The bridge shall be of sufficient strength to carry a weight of not less than fifteen tons.

The said railroad company shall construct all of said highway and bridge over and within its location and may notify the town of Carmel to construct its part of said changed highway which is not within the location of said railroad company, and if said town of Carmel does not, within a reasonable time, construct that part of the changed highway outside of the location of the said Maine Central Railroad the said Maine Central Railroad Company may construct said portion of the highway which belongs to the town of Carmel to construct and may recover from the town of Carmel the expense of constructing said highway outside of said railroad location. The said original highway between the points of intersection of the changed location shall be discontinued as soon as said changed highway is completed.

All work herein decreed to be performed shall be done to the satisfaction of the Railroad Commissioners and the said railroad company shall hereafter keep in repair all of said changed highway and said bridge within its location.

This matter was continued from the 23rd day of October, A. D. 1909, to the 23rd day of November, A. D. 1909, when this decree is ordered and made absolute.

Dated at Augusta this twenty-third day of November, A. D. 1909.

JOSEPH B. PEAKS,

PARKER SPOFFORD,

FRANK KEIZER,

*Railroad Commissioners of Maine.*

*Special report of the Railroad Commissioners upon an accident which occurred at Millinocket, on the Bangor & Aroostook Railroad, March 29, 1909.*

A serious accident occurred on the evening of March 29th, A. D. 1909, in the Millinocket yard of the Bangor and Aroostook Railroad, by a rear end collision of extra freight No. 65 from Ashland Junction to Millinocket, with shifting engine No. 321 at work in the yard.

Extra No. 65 was in charge of conductor J. O. O'Grady, engineer Verne Henry, fireman George White, and brakemen B. H. Niles and C. O. Trenholm.

Shifting engine No. 321 was in charge of Preston W. Nason, conductor; H. M. Clayton, engineer; C. L. Lundgren, fireman, and W. J. Cass and ——— Pushaw, brakemen, with H. H. Libby assistant yardmaster.

Millinocket yard has only one side track on the west of the main line, side track No. 2. On the east of the main line track is the main line track to East Millinocket. East of that is the lead track with seven or eight spurs; so that the yard tracks are all on the east side of the main line except side track No. 2.

Preston W. Nason, the conductor of shifting engine No. 321 pulled his engine with eight cars, seven loaded and one empty, off from side track No. 2, north on to the main line, for the purpose of shifting it over east of the main line track into the yard. Before he pulled his train on to the main line he went to the station and notified the night operator, Charles Holden, that he wanted protection by the semaphores because he was going to work on the main line. He says this was about 8.50 P. M. Mr. Charles Holden, the night operator, admits this, and says that at that time both semaphores, north and south, were closed against any trains coming into the yard, and this statement is confirmed by Mr. Nason, who observed it at the time.

Mr. Nason then pulled his train on to the main line, backing north from side track No. 2. The shifting engine was head-on to eight cars, with an empty car next to the engine. The train backed up the main track towards the semaphore, for the purpose of pushing the cars on the cross-over switch into the yard,

east. While the shifting engine was on the main line, the night operator admits that, without any notice from Mr. Nason that he had got through with the main line, he opened the semaphore to the south to let No. 51 in from Northern Maine Junction, and while the shifting engine was endeavoring to get out of the way of No. 51, he also opened the semaphore at the north end of the yard, to let extra No. 65 in from Ashland Junction. He says he did this without knowing whether the shifting engine No. 321 was out of the way or not. Here are his answers:

"A. I left it up (the semaphore) and when I thought it (the shifting engine) was off from the main line I put it (semaphore) down. I let No. 51 in, and as soon as No. 51 was in I knew O'Grady (conductor of No. 65) would be in about 9.20, and I put the board (semaphore) down."

"Q. Why did you put the board down after the conductor told you he was going to use the main line?" "A. I put it down just a little while after he told me. 9.15 I put it down. Just a few minutes before the extra was due in. I knew they would be in about 9.20." "Q. From the time Mr. Nason told you he was going to use the main line did you touch the switchboard until after the accident happened?" "A. Yes, I let No. 51 in first."

"Q. From the time Mr. Nason told you that he was going to use the track, the switchboard was against all incoming trains at the north end of the yard?" "A. Yes."

"Q. You did not touch it at all?" "A. Yes, I put it down for that extra train to come in. I thought they (the shifting engine) was off the main line. About 9.15 I put it down."

"Q. When you say the switchboard was down, you mean it would allow a train to come in?" "A. Yes."

"Q. At 9.15 you arranged the semaphore so No. 65 could come into the yard?" "A. Yes."

"Q. Then they had no semaphore against them?" "A. So far as I know, the semaphore was not up against them. They never had to whistle for it. I had the semaphore down before they whistled."

"Q. Now do you understand the rules of the road, Mr. Holden, that the semaphore is to remain in position that the yard master tells you, until he tells you he is into clear?" "A. I did not understand it at that time exactly that way."

"Q. Tell how you did understand." "A. Mr. Buckley (the station agent) has spoken to me about semaphores and told me that the rules were that yard crews when they went on the main line were to let the operator know when they went out, but he never told me about the crew coming in and letting me know when they were done. They don't always. I had to guess. Sometimes they would come in and let me know, and sometimes they did not. I used to look."

"Q. Did you look this particular night?" "A. Yes sir, I looked and could not see them anywhere."

"Q. You supposed they had gone into clear?" "A. Yes sir."

This, then, was the condition. A shifting train was on the main line in the yard, the semaphore-man having been told to protect it against trains coming in. The shifting engine was pushing this train of eight cars over the cross-over track to the east side of the yard. An extra train was coming from the north, and the semaphore-man having "looked," although it was a dark night, could not see the shifting train on the track, "guessed" that the main line was clear, and without any further inquiry deliberately changed the switchboard and allowed the extra freight train to come into the yard from the north without any semaphore against it. The result was inevitable. The extra train ran into the rear end of the shifting engine. The extra train was dumped into the ditch, and the engineer, Verne Henry, was killed.

It appeared that train No. 65 was running somewhat faster than it should have run into the yard; although we fail to find any published rule as to the speed of trains in yards. But it should be a matter of precaution, of course, for any engineer to run his train into a yard, especially in the night time, under control.

Some evidence was given, tending to show that the engineer of No. 65, from the point where the accident occurred, could not have stopped his train at the switch where he was to go in on to the siding. The reason for that seems to be made clear in the testimony of Mr. Nason, the conductor of the shifting engine. He was asked, "From your own observation, could

the engineman and fireman of extra No. 65 see down to the switch at track No. 2?"

Ans. "No, not where we (shifting engine) were setting, because we hid the switches where we set."

It appears that the shifting engine had its train pushed half way over from the main line to the side tracks. The main switch was hidden by the location of the cars and the switching engine so that the engineer of extra No. 65 could not see it.

The engineman of No. 65, who was instantly killed, should not be blamed unless there is satisfactory evidence of some fault on his part, because *his mouth has closed in death*, and he can not explain. He was running his train on time. No semaphore was against him. He had a right to suppose the track was clear, and he could not just tell where the switch was, because the extra train on the main line hid it. It is not strange that he ran further down the track than he intended, looking for switches and switch lights, which were hidden by a train which ought not to have been on the track ahead of him.

We have seen no evidence that any man of the train crew of extra No. 65 was in fault.

The accident was caused by the fault of the night operator, Mr. Holden, in lowering the semaphore without knowing that the main line was clear, and we think that he had not had sufficient instruction from the station agent in relation to using semaphores under such circumstances as existed this night.

Charles Holden, the night operator, is a mere boy. He is only seventeen years of age, and while he appeared to be intelligent and was evidently truthful, which is much to his credit, we feel it our duty to repeat what we said in relation to a similar accident on another railroad in 1901. "We question the policy of placing so young a man in the important position of night operator and trusting him with the movement of trains."

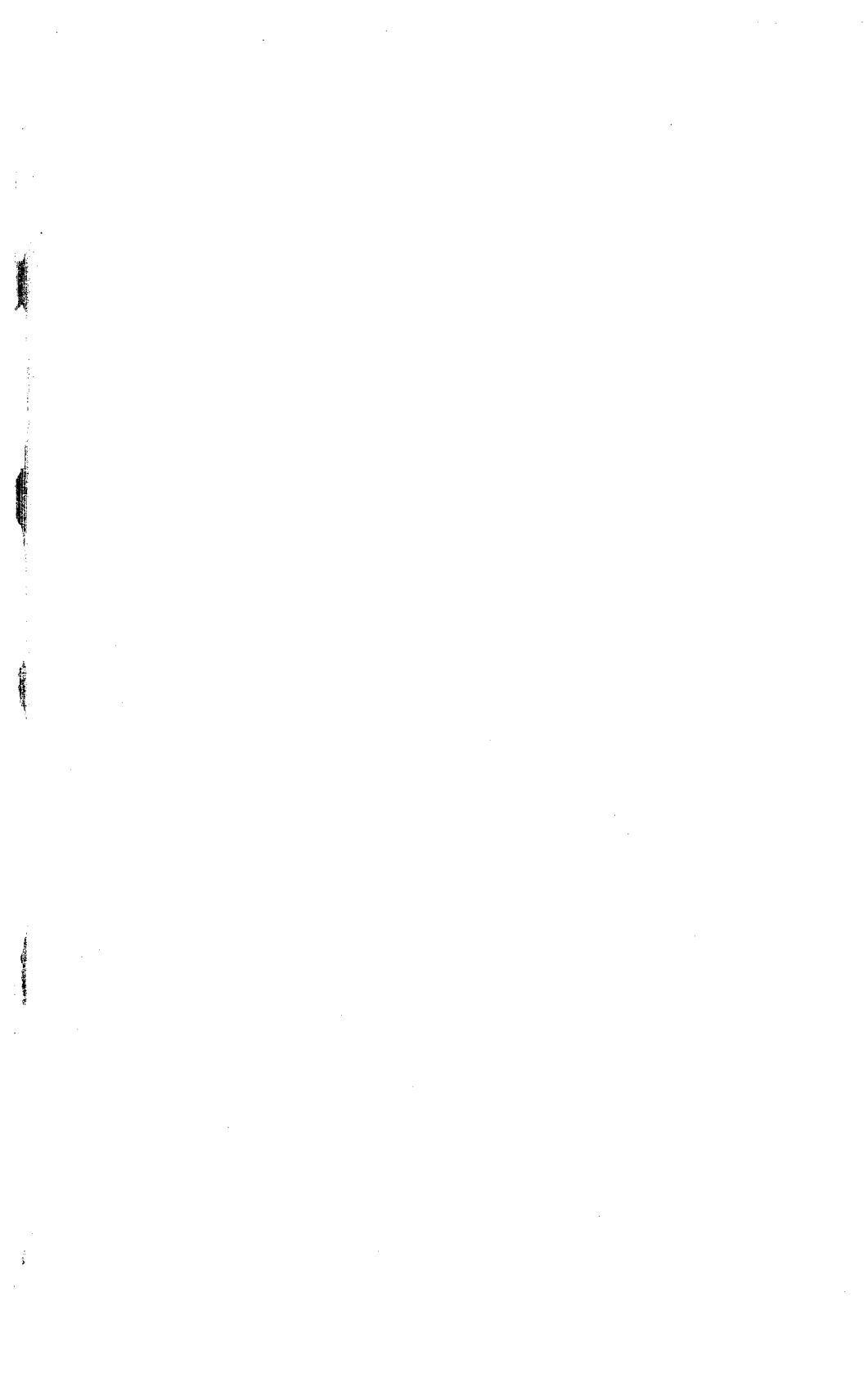
We do not, under all the circumstances, feel that young Holden's acts amount to criminal carelessness, but railroad employees should remember that the safety of human lives, as well as property, can only be assured by a strict compliance with the rules of the road, and it should be their first duty upon entering the employ of a railroad company to make themselves familiar with all the rules of the road, and it should certainly

be the duty of the officers of all railroads to see that their employees are well instructed.

JOSEPH B. PEAKS,  
PARKER SPOFFORD,  
FRANK KEIZER,  
*Railroad Commissioners of Maine.*









APPENDIX

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ABSTRACT

OF THE

RETURNS OF RAILROAD COMPANIES

FOR THE

Year Ending June 30, 1909

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## Report of the Bangor and Aroostook Railroad Company for the Year Ending June 30, 1909.

### HISTORY.

Exact 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? If more than one, name all; give reference to each statute and all amendments thereof. General railroad laws of the State of Maine. Articles of association dated February 6, 1891, and special act of the Legislature approved March, 1891.

### DIRECTORS.

NAME.	Post-Office Address.	Date of Expiration of Term.
F. W. Cram .....	Bangor, Maine .....	} Until successors are elected.
Edward Stetson .....	Bangor, Maine .....	
C. A. Gibson .....	Bangor, Maine .....	
P. R. Todd .....	Bangor, Maine .....	
F. N. Coe .....	Bangor, Maine .....	
Geo. E. Wicks .....	Bangor, Maine .....	
T. H. Phair .....	Presque Isle, Maine .....	
W. C. Spaulding .....	Caribou, Maine .....	
John Watson .....	Houlton, Maine .....	
Wingate F. Cram .....	Bangor, Maine .....	

### PRINCIPAL OFFICERS.

TITLE.	NAME.	OFFICIAL ADDRESS.
President .....	Franklin W. Cram .....	Bangor, Maine.
Vice-President .....	Percy R. Todd .....	Bangor, Maine.
Secretary .....	Wingate F. Cram .....	Bangor, Maine.
Treasurer .....	Edward Stetson .....	Bangor, Maine.
General Solicitor .....	Hugh R. Chaplin .....	Bangor, Maine.
General Auditor .....	Lucien C. Everett .....	Bangor, Maine.
Chief Engineer .....	Moses Burpee .....	Houlton, Maine.
General Superintendent .....	W. M. Brown .....	Bangor, Maine.
General Freight Agent .....	George E. Wicks .....	Bangor, Maine.
General Passenger Agent .....	Geo. M. Houghton .....	Bangor, Maine.
General Ticket Agent .....		

### TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

NAME.	CONTROL.			
	Sole or Joint.	How Established.	Extent.	Direct or indirect.
<b>INACTIVE CORPORATIONS:</b>				
Northern Me. Seaport R. R. Company .....	Sole .....	Ownership of Capital Stock	Whole...	Direct.

## FACTS PERTAINING TO CONTROL OF RESPONDENT.

- Date of last meeting of stockholders for election of directors, October 20, 1908.  
 Date of last closing of stock books before end of year for which this report is made, January 12, 1909.  
 Total number of stockholders at that date, 41.  
 Has each share of stock one vote? Yes.  
 Has any issue of securities contingent voting rights? No.  
 Has any issue of securities special privileges in the election of directors? No.  
 Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1909? Yes.  
 If control was so held state:  
 The form of control, whether sole or joint; Joint.  
 The name of the controlling corporation or corporations; Aroostook Construction Company.  
 The manner in which control was established; Owing majority of stock.  
 The extent of control; By ownership of 21,600 shares of capital stock.  
 Whether control was direct or indirect; Direct.  
 Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1909? No.

## ROAD OPERATED.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Bangor and Aroostook .....	Aroostook Jet. . . . .	Caribou . . . . .	154.95	154.95
Branches . . . . .	Oldtown . . . . .	Greenville . . . . .	76.00	
Branches . . . . .	Ft. Fairfield Jet. . . . .	Ft. Fairfield . . . . .	13.30	
Branches . . . . .	Ashland Jet. . . . .	Ashland . . . . .	43.89	
Branches . . . . .	Caribou . . . . .	Van Buren . . . . .	33.11	
Branches . . . . .	Milo Jet. . . . .	K. I. Works . . . . .	18.95	
Branches . . . . .	Patten Jet. . . . .	Patten . . . . .	5.67	
Branches . . . . .	Caribou . . . . .	Limestone . . . . .	15.72	
Branches . . . . .	Ashland . . . . .	Fort Kent . . . . .	51.00	
Branches . . . . .	Schoodie Stream Jet. . . . .	Medway . . . . .	9.50	
Branches . . . . .	So. Lagrange . . . . .	Packards . . . . .	27.95	
	Industrial Tracks . . . . .		7.62	302.71
Northern Maine Seaport. . . . .	Searsport . . . . .	So. Lagrange . . . . .	54.13	
	Cape Jellison Jet. . . . .	Cape Jellison Wharf . . . . .	2.11	
	Northern Me. Jet. Station . . . . .		.77	57.01
Total . . . . .				514.67

OUTSIDE OPERATIONS AND OTHER PROPERTIES.

OUTSIDE OPERATIONS.

Designation, Dining Car Service; Character of Business, Serving Meals; Owned, Bangor & Aroostook R. R. Co.; State of Maine.

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	DIVIDENDS DECLARED DURING YEAR.	
					In treasury.	In sinking or other funds.		Rate.	Amount.
CAPITAL STOCK.									
Common .....	25,100	\$100	\$2,510,000	\$2,510,000	.....	.....	\$2,510,000	4	\$100,400 00
PURPOSE OF THE ISSUE.				Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares outstanding.	Total cash realized.		
Common .....				ISSUED FOR CASH.	.....	.....	25,100	\$1,840,500	

BANGOR AND AROOSTOOK RAILROAD.

## FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.			
	Date of issue.	Date of maturity.			In treasury.	In sinking or other funds.		Rate.	When payable.	Amount accrued during year.	Amount paid during year.
<b>MORTGAGE BONDS.</b>											
First mortgage . . . . .	Jan., 1893	Jan., 1943	\$3,360,000	\$3,360,000			\$3,360,000	5 %	Jan. and July	\$168,000 00	\$168,000 00
Second mortgage . . . . .	July, 1895	July, 1945	1,050,000	112,000			112,000	5 %	Jan. and July	5,600 00	5,600 00
Piscataquis division, 1st mortgage . . . . .	April, 1899	Jan., 1943	1,500,000	1,500,000			1,500,000	5 %	April and Oct	75,000 00	75,000 00
Van Buren Extension, 1st mortgage . . . . .	April, 1899	Jan., 1943	500,000	500,000			500,000	5 %	April and Oct	25,000 00	25,000 00
Northern Maine Seaport, 1st mortgage . . . . .	April, 1905	April, 1935	5,000,000	4,652,000			4,652,000	5 %	April and Oct	228,672 91	228,672 91
Aroostook Northern, 1st mortgage . . . . .	Oct., 1897	Oct., 1947	225,000	225,000			225,000	5 %	April and Oct	11,250 00	11,250 00
Consolidated refunding, 4% 1st Mortgage . . . . .	July, 1901	July, 1951	20,000,000	6,450,000			6,458,000	4 %	Jan. and July	258,029 11	258,029 11
Medford Extension, 1st mortgage . . . . .	May, 1907	May, 1937	1,000,000	1,000,000			1,000,000	5 %	May and Dec	49,975 83	49,975 83
<b>MISCELLANEOUS OBLIGATIONS.</b>											
* Aroostook County . . . . .	Sept., 1892	Sept., 1912	500,000	500,000			500,000	4½ %	Sept. and Mar	22,500 00	22,500 00
* Aroostook County . . . . .	July, 1895	July, 1915	228,000	228,000			228,000	4½ %	Jan. and July	10,260 00	10,260 00
Total . . . . .			\$33,363,000	\$18,535,000			\$18,535,000			\$854,287 85	\$854,287 85

\* Assumed.



EQUIPMENT TRUST OBLIGATIONS.  
GENERAL STATEMENT.

SERIES OR OTHER DESIGNATION.	Date of issue.	Term.	Number of payments.	EQUIPMENT COVERED.
Car Trust "B".....	July 1, 1900.....	10 years.....	20	770 box cars, 800 flat cars, 50 stock cars, 6 caboose cars.....
Car Trust "C".....	June 1, 1906.....	10 years.....	20	510 box cars, 635 flat cars.....
Car Trust "D".....	April 1, 1907.....	10 years.....	20	706 box cars, 300 flat cars, 40 stock cars, 6 caboose cars.....

STATEMENT OF AMOUNT.

SERIES OR OTHER DESIGNATION.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS.				INTEREST.		
		PRINCIPAL.		INTEREST.		Amount accrued during year.	Amount paid during year.	Rate.
		Original amount.	Amount outstanding.	Original amount.	Amount outstanding.			
Car Trust "B".....	\$250,000 00	\$800,000 00	\$120,000 00	\$210,000 00	\$6,000 00	\$8,000 00	\$8,000 00	5%
Car Trust "C".....	100,903 25	900,000 00	630,000 00	227,475 00	118,125 00	34,500 00	34,500 00	5%
Car Trust "D".....	100,000 20	900,000 00	720,000 00	230,535 97	153,000 00	38,250 00	38,250 00	5%
Total.....	\$450,903 45	\$2,600,000 00	\$1,470,000 00	\$668,010 97	\$277,125 00	\$80,750 00	\$80,750 00	

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.	
		In treasury.	In sinking or other funds.		Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$17,807,000	.....	.....	\$17,807,000	\$821,527 85	\$821,527 85
Miscellaneous obligations .....	728,000	.....	.....	728,000	32,760 00	32,760 00
Equipment trust obligations .....	1,470,000	.....	.....	1,470,000	80,750 00	80,750 00
Total .....	\$20,005,000			\$20,005,000	\$935,037 85	\$935,037 85

RECAPITULATION OF FUNDED DEBT—CONCLUDED.

PURPOSE OF THE ISSUE.	Total par value issued during the year.	Cash realized on amount issued during the year.	Total par value outstanding.	Total cash realized.
Issued for cash.....	\$14,000	\$12,600		
Issued for construction of new properties.....	2,000	2,000		
Issued for additions and betterments.....	75,000	75,750		
Issued for purchase of railway or other property. (Equipment).....	130,000	131,300		
Total.....	\$221,000	\$221,650		

RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	ASSIGNMENT.		AMOUNT PER MILE OF LINE.	
		To railways.	To other properties.	Miles.	Amount.
Capital stock.....	\$2,510,000	\$2,510,000		514.67	\$4,877
Funded debt.....	20,005,000	20,005,000		514.67	38,869
Total.....	\$22,515,000	\$22,515,000			\$43,746

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1909.	
Cash.....	\$466,623 64	Loans and bills payable...	\$780,000 00
Due from agents.....	38,183 00	Audited vouchers and accounts.....	219,380 23
Due from solvent companies and individuals.....	335,686 45	Wages and salaries.....	53,253 88
Traffic balances due from other companies.....	70,201 36	Traffic balances due to other companies.....	22,745 42
Total—cash and current assets.....	\$910,694 45	Dividends not called for...	50,200 00
Balance—current liabilities.....	487,779 17	Matured interest coupons unpaid (including coupons due July 1).....	235,385 00
Total.....	\$1,398,473 62	Miscellaneous, replacement of equipment.....	37,509 09
		Total—current liabilities.....	\$1,398,473 62

Materials and supplies on hand, \$337,870.14.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
* First mortgage bonds . . . . .	Aroostook Jct. . . . .	Caribou . . . . .	154.95	} \$16,000
	Ashland Jct. . . . .	Ashland . . . . .	43.89	
	Ft. Fairfield Jct. . . . .	Ft. Fairfield . . . . .	13.30	
Second mortgage bonds . . . . .	Same as above . . . . .			533
* Piscataquis division bonds . . . . .	Old Town . . . . .	Greenville . . . . .	76.00	19,737
* Van Buren extension bonds . . . . .	Caribou . . . . .	Van Buren . . . . .	33.11	15,101
* Northern Maine Seaport R. R. and terminals bonds . . . . .	Searsport . . . . .	S. Lagrange . . . . .	57.01	81,600
Aroostook Northern bonds . . . . .	Caribou . . . . .	Limestone . . . . .	15.72	14,313
* Consolidated Refunding 4 % bonds . . . . .	Consolidated Mortgage on whole line subject to prior liens.			
Medford extension bonds . . . . .	S. Lagrange . . . . .	Packards . . . . .	27.95	35,778
Aroostook County bonds . . . . .	(Assumed.)			

\* Some equipment mortgaged.

## EXPENDITURES FOR ADDITIONS AND BETTERMENTS.

ACCOUNT.	EXPENDITURES DURING YEAR.			Total.
	Charged to capital.	Charged to special funds.	Charged to income.	
Right of way and station grounds . . . . .	\$306 42			
Real estate . . . . .	88 70			
Protection of banks . . . . .	166 85			
Bridges, trestles and culverts . . . . .	1,583 24			
Increased weight of rail . . . . .	13,407 44			
Ballast . . . . .	10,473 02			
Sidings and spur tracks . . . . .	6,370 02			
Terminal yards . . . . .	843 01			
Fencing right of way . . . . .	666 92			
Interlocking apparatus . . . . .	123 49			
Station buildings and fixtures . . . . .	924 19			
Shops, enginehouses and turntables . . . . .	1,698 08			
Water and fuel stations . . . . .	*1,207 60			
Snow and sand fences and snow sheds . . . . .	114 37			
Miscellaneous structures . . . . .	368 50			
Work equipment . . . . .	711 32			
Total—entire line . . . . .	\$36,637 97			\$36,637 97

\* Credit.

EXPENDITURES FOR ROAD.

ACCOUNT.	EXPENDITURES FOR NEW LINES OR EXTENSIONS DURING YEAR.		EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING YEAR.		Total cost to June 30, 1908.	Total cost to June 30, 1909.
	Charged to capital.	Charged to special funds or income.	Charged to capital.	Charged to special funds or income.		
ROAD.						
Engineering.....			\$256 56			
Right of way and station grounds.....			281 42			
Real estate.....			88 70			
Grading.....			4,865 56			
Bridges, trestles and culverts.....			1,463 39			
Ties.....			262 25			
Rails.....			15,929 89			
Frogs and switches.....			475 84			
Track fastenings and other material.....			785 80			
Ballast.....			7,463 45			
Track laying and surfacing.....			817 92			
Fencing right of way.....			666 92			
Crossings and signs.....			106 80			
Interlocking and other signal apparatus.....			123 49			
Station buildings and fixtures.....			92 19			
Shops, enginehouses and turntables.....			1,698 08			
Water stations.....			*1,591 60			
Fuel stations.....			384 00			
Miscellaneous structures.....			482 87			
Rent of equipment.....			306 60			
Total.....			\$35,792 13		\$17,562,601 83	\$17,598,393 96

\* Credit.

BANGOR AND AROOSTOOK RAILROAD.

## EXPENDITURES FOR EQUIPMENT, GENERAL EXPENDITURES, AND RECAPITULATION.

ACCOUNT.	EXPENDITURES FOR NEW LINES OR EXTENSIONS DURING YEAR.		EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING YEAR.		Total cost to June 30, 1908.	Total cost to June 30, 1909.
	Charged to capital.	Charged to special funds or income.	Charged to capital.	Charged to special funds or income.		
EQUIPMENT.						
Steam locomotives.....			\$36 60			
Freight-train cars account car trusts.....			180,000 00			
Work equipment.....			711 32			
Total.....			\$180,747 92		\$3,357,253 29	\$3,538,001 21
GENERAL EXPENDITURES.						
Law expenses.....			\$9 52			
Other expenditures.....			125 00			
Total.....			\$134 52			
RECAPITULATION.						
Road.....			\$35,792 13		\$17,562,601 83	\$17,598,528 48
Equipment.....			180,747 92		3,357,253 29	3,538,001 21
General expenditures.....			134 52			
Total—entire line.....			\$216,674 57		\$20,919,855 12	\$21,136,529 69
Cost of road per mile of line.....					\$34,124 00	\$34,193 81
Cost of equipment per mile of line.....					6,523 12	6,874 31
Total per mile of line.....					\$40,647 12	\$41,068 12

## INCOME ACCOUNT.

OPERATING INCOME:			
Rail Operations—			
Operating revenues	\$2,818,444 07		
Operating expenses	1,789,165 39		
Net operating revenue		\$1,029,278 68	
Outside Operations—			
Revenues	\$10,439 91		
Expenses	12,235 12		
Net deficit		1,995 21	
Total net revenue		\$1,027,483 47	
Taxes accrued		17,919 63	
Operating income			\$1,009,563 84
OTHER INCOME:			
Other Rents—Credits—			
Hire of equipment balance			98,370 77
Gross corporate income			\$1,107,934 61
DEDUCTIONS FROM GROSS CORPORATE INCOME:			
Interest accrued on funded debt		\$935,037 85	
Other interest		29,422 04	
Total deductions from gross corporate income			964,459 89
Net corporate income			\$143,474 72
Balance for year carried forward to credit of profit and loss			\$143,474 72

## PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
DEDUCTIONS FOR YEAR.			
Guide book advertisements not collectable (1905-6-7)	\$254 92	Balance June 30, 1908	\$208,911 25
Paid on account of accident, two Italians killed Oct. 26, 1907	2,500 00	Balance for year brought forward from income account	143,474 72
Replacing one car destroyed in 1906—B. & A. car, 5570	835 00	ADDITIONS FOR YEAR.	650 00
		Premium on bonds sold	
			\$353,035 97
DIVIDENDS DECLARED OUT OF SURPLUS.			
On Common Stock:			
2 per cent. payable Jan., 1909	50,200 00		
2 per cent. payable June, 1909	50,200 00		
Balance credit, June 30, 1909 carried to balance sheet	249,046 05		
	\$353,035 97		

## OPERATING REVENUES.

ACCOUNT.	Total receipts.	Total deductions.	Total revenues.
REVENUE FROM TRANSPORTATION.			
Freight revenue . . . . .	\$2,134,972 66	\$12,550 42	\$2,122,422 24
Passenger revenue . . . . .	565,219 18	4,772 81	560,446 37
Excess baggage revenue . . . . .	8,027 43		8,027 43
Mail revenue . . . . .	47,935 89	6 38	47,929 51
Express revenue . . . . .	35,136 08		35,136 08
Other passenger-train revenue . . . . .	471 16	1 50	469 66
Total passenger service train revenue . . . . .	\$656,789 74	\$4,780 69	\$652,009 05
Switching revenue . . . . .			\$3,460 85
Special service train revenue . . . . .			1,919 79
Miscellaneous transportation revenue . . . . .			45 60
Total revenue from transportation . . . . .			\$2,779,857 53
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.			
Station and train privileges . . . . .			\$1,894 78
Parcel-room receipts . . . . .			190 05
Storage—freight . . . . .			369 09
Storage—baggage . . . . .			359 15
Car service . . . . .			9,837 21
Rents of buildings and other property . . . . .			19,111 40
Miscellaneous . . . . .			6,824 86
Total revenue from operations other than transportation . . . . .			\$38,586 54
Total operating revenues . . . . .			\$2,818,444 07

## RAILWAY STOCKS OWNED.

## INACTIVE CORPORATIONS.

NAME OF CORPORATION.	Name of security.	Total par value of stock outstanding.	PAR VALUE OF STOCKS OWNED.	
			Unpledged.	Valuation of stocks owned.
Northern Maine Seaport R.R. Company . . . . .	Common stock.	\$420,000 00	\$420,000 00	\$420,000 00



## OPERATING EXPENSES.

ACCOUNT.	Amount.	Ratio A. (Per cent.)	Ratio B. (Per cent.)
MAINTENANCE OF WAY AND STRUCTURES.			
Superintendence.....	\$31,323 22	06.49	01.75
Ballast.....	18,480 88	03.83	01.03
Ties.....	55,234 98	11.45	03.09
Rails.....	63,456 67	13.15	03.55
Other track material.....	14,163 67	02.93	00.79
Roadway and track.....	200,434 87	41.52	11.21
Removal of snow, sand and ice.....	38,549 39	07.99	02.16
Bridges, trestles and culverts.....	6,460 29	01.34	00.36
Over and under grade crossings.....	253 63	00.05	00.01
Grade crossings, fences, cattle guards and signs.....	6,305 93	01.31	00.35
Snow and sand fences and snowsheds.....	1,423 67	00.30	00.08
Signals and interlocking plants.....	3,831 62	00.79	00.21
Telegraph and telephone lines.....	5,401 10	01.12	00.30
Buildings, fixtures and grounds.....	30,530 78	06.33	01.71
Docks and wharves.....	248 09	00.05	00.02
Roadway tools and supplies.....	4,452 67	00.92	00.25
Injuries to persons.....	115 41	00.02	00.01
Stationery and printing.....	1,054 51	00.21	00.06
Other expenses.....	969 81	00.20	00.05
Total.....	\$482,691 19	100.00	26.99
MAINTENANCE OF EQUIPMENT.			
Superintendence.....	\$18,584 29	05.74	01.04
Steam locomotives—repairs.....	69,143 23	21.32	03.87
Steam locomotives—depreciation.....	16,655 88	05.14	00.93
Passenger-train cars—repairs.....	33,217 08	10.24	01.86
Passenger-train cars—depreciation.....	6,009 36	01.85	00.34
Freight-train cars—repairs.....	151,571 44	46.74	08.48
Freight-train cars—renewals.....	12,912 43	03.98	00.72
Work equipment—repairs.....	4,101 17	01.26	00.23
Work equipment—depreciation.....	1,630 32	00.50	00.09
Shop machinery and tools.....	8,342 70	02.57	00.46
Injuries to persons.....	112 90	00.04	00.01
Stationery and printing.....	1,109 41	00.34	00.06
Other expenses.....	922 73	00.28	00.05
Total.....	\$324,312 94	100.00	18.14
TRAFFIC EXPENSES.			
Superintendence.....	\$19,570 00	57.82	01.10
Outside agencies.....	2,154 08	06.37	00.12
Advertising.....	7,709 26	22.77	00.43
Traffic associations.....	233 91	00.69	00.01
Stationery and printing.....	3,029 29	08.95	00.17
Other expenses.....	1,150 65	03.40	00.06
Total.....	\$33,847 19	100.00	01.89
TRANSPORTATION EXPENSES.			
Superintendence.....	\$32,364 26	03.93	01.81
Dispatching trains.....	11,470 92	01.39	00.64
Station employees.....	129,411 63	15.73	07.24
Station supplies and expenses.....	14,186 65	01.72	00.79
Yardmasters and their clerks.....	6,051 42	00.74	00.34
Yard conductors and brakemen.....	15,924 44	01.93	00.89
Yard switch and signal tenders.....	2,200 57	00.27	00.12
Yard supplies and expenses.....	508 75	00.06	00.03
Yard enginemen.....	11,297 88	01.37	00.64
Enginehouse expenses—yard.....	2,739 19	00.33	00.15
Fuel for yard locomotives.....	27,734 15	03.37	01.55
Water for yard locomotives.....	1,169 30	00.14	00.07
Lubricants for yard locomotives.....	124 21	00.02	00.01
Other supplies for yard locomotives.....	15 15	—	—
Road enginemen.....	100,231 84	12.18	05.60
Enginehouse expenses—road.....	35,282 57	04.29	01.97

## OPERATING EXPENSES—CONCLUDED.

ACCOUNT.	Amount.	Ratio A. (Per cent.)	Ratio B. (Per cent.)
Fuel for road locomotives.....	240,406 72	29.22	13.44
Water for road locomotives.....	15,797 89	01.92	00.88
Lubricants for road locomotives.....	4,993 85	00.62	00.28
Other supplies for road locomotives.....	2,013 58	00.24	00.11
Road trainmen.....	113,596 35	13.80	06.36
Train supplies and expenses.....	22,498 49	02.73	01.26
Interlockers and block and other signals—operation.....	400 50	00.05	00.02
Crossing flagmen and gatemen.....	3,216 58	00.39	00.18
Clearing wrecks.....	1,958 14	00.24	00.11
Telegraph and telephone—operation.....	5,294 49	00.64	00.30
Stationery and printing.....	11,695 10	01.42	00.66
Other expenses.....	1,410 31	00.17	00.08
Loss and damage—freight.....	5,807 03	00.71	00.33
Loss and damage—baggage.....	232 63	00.03	00.01
Damage to property.....	2,131 01	00.26	00.12
Damage to stock on right of way.....	259 13	00.03	00.01
Injuries to persons.....	459 55	00.06	00.03
Total.....	\$822,884 28	100.00	46.03
GENERAL EXPENSES.			
Salaries and expenses of general officers.....	\$42,243 11	34.03	02.36
Salaries and expenses of clerks and attendants.....	35,528 84	28.62	01.99
General office supplies and expenses.....	4,902 90	03.95	00.27
Law expenses.....	12,797 92	10.31	00.72
Insurance.....	19,249 01	15.51	01.08
Stationery and printing.....	3,219 30	02.60	00.18
Other expenses.....	6,188 68	04.98	00.35
Total.....	\$124,129 76	100.00	06.95
Total operating expenses.....	\$1,787,865 30		100.00

SUMMARY.

ACCOUNT.	Item.	Amount.
<b>MAINTENANCE OF WAY AND STRUCTURES.</b>		
Total.....	\$482,691 19	
Maintaining joint tracks, yards and other facilities—Dr.	15 53	
Total—maintenance of way and structures.....		\$482,706 72
Ratio to total operating expenses (per cent.).....		27.00
<b>MAINTENANCE OF EQUIPMENT.</b>		
Total.....		\$324,312 94
Ratio to total operating expenses (per cent.).....		18.00
<b>TRAFFIC EXPENSES.</b>		
Total.....		\$33,847 19
Ratio to total operating expenses (per cent.).....		2.00
<b>TRANSPORTATION EXPENSES.</b>		
Total.....	\$822,884 28	
Operating joint yards and terminals—Dr.....	1,572 61	
Operating joint yards and terminals—Cr.....	791 17	
Operating joint tracks and facilities—Dr.....	503 06	
Total—transportation expenses.....		\$824,168 78
Ratio to total operating expenses (per cent.).....		46.00
<b>GENERAL EXPENSES.</b>		
Total.....		\$124,129 76
Ratio to total operating expenses (per cent.).....		7.00
Total operating expenses.....		\$1,789,165 39
Ratio of operating expenses to operating revenues (per cent.).....		63.00

SUMMARY OF REVENUES AND EXPENSES OF OUTSIDE OPERATIONS AND OTHER PROPERTIES.

OUTSIDE OPERATIONS.

DESIGNATION.	Revenues.	Expenses.	Net deficit.
Dining and special car service.....	\$10,439 91	\$12,235 12	\$1,795 21

HIRE OF EQUIPMENT.

EQUIPMENT LEASED.

KIND OF EQUIPMENT.	NAME OF LESSEE.	Number of units.	Amount.
<b>RENTS ACCRUED RECEIVABLE.</b>			
Locomotives, freight and work cars	Aroostook Construction Co.....	127	\$2,795 83
Locomotives, freight and work cars	Northern Maine Seaport R. R. . . .	254	1,011 66
Locomotives, freight and work cars	Additions and betterments.....	87	306 60
Locomotives, freight and work cars	Double tracking.....	81	1,629 01
Total.....		549	\$5,743 10

## HIRE OF EQUIPMENT— CONTINUED.

## EQUIPMENT INTERCHANGED.

KIND OF EQUIPMENT.	BASIS OF PAYMENT.				COMPENSATION.	
	Number locomotive-days.	Number locomotive-miles.	Number car-days.	Number car-miles.	Rate.	Amount.
ACCRUED ON EQUIPMENT BORROWED.						
Freight-train cars .....			114,582		25c	\$28,645 66
ACCRUED ON EQUIPMENT LOANED.						
Freight-train cars .....			554,730		*25c	\$138,735 20

\* Some adjustments on basis of 50c.

## HIRE OF EQUIPMENT.

## PRIVATE CARS.

CARS USED.		Number car-miles.	COMPENSATION.	
NAME OF OWNER.	DESCRIPTION.		Rate.	Amount.
Armour car lines .....	Refrigerator .....	13,516	3-4 cts.	\$101 43
Arms Palace Horse Car Co .....	Box .....	1,579	6-10 "	9 48
American Refrig. Transit Co. ....	Refrigerator .....	576	3-4 "	4 33
Chicago Refrigerator Desp. ....	Refrigerator .....	318	3-4 "	2 38
Cold Blast Transit Co. ....	Refrigerator .....	13,994	3-4 "	104 95
Chicago, New York and Boston Refrigerator Co. ....	Refrigerator .....	372	3-4 "	2 80
Cutting Car Co. ....	Box .....	1,318	6-10 "	7 91
Champion Fibre Co. ....	Tank .....	14,630	3-4 "	109 73
Excelsior Oak Ext. Co. ....	Tank .....	880	3-4 "	6 61
Express Car Line .....	Box .....	394	6-10 "	2 36
Eastman Car Co. ....	Heater .....	1,306,088	3-4 "	9,795 54
German-American Car Co. ....	Refrigerator .....	220	3-4 "	1 65
Head, J. H. & Co. ....	Tank .....	4,303	3-4 "	32 28
Merchants Despatch Transit Co. ....	Refrigerator .....	3,830	3-4 "	28 74
National Car Line .....	Refrigerator .....	250	3-4 "	1 88
National Despatch Line .....	Box .....	873	6-10 "	5 24
Pacific Fruit Express .....	Refrigerator .....	447	3-4 "	3 35
Santa Fe Refrig. Despatch .....	Refrigerator .....	92	3-4 "	69
Union Tank Line .....	Tank .....	21,271	3-4 "	159 54
Swift Refrigerator Co. ....	Refrigerator .....	50,574	3-4 "	379 32
Western Heater Despatch .....	Heater .....	484,664	3-4 "	3,635 00
Pullman Co. ....	Sleeping .....	153,333	2 "	3,066 66
Total .....		2,073,522		\$17,461 87

## RECAPITULATION OF HIRE OF EQUIPMENT.

ACCOUNT.	Amount receivable.	Amount payable.
Equipment leased .....	\$5,743 10	
Equipment interchanged .....	138,735 20	\$28,645 66
Private cars .....		17,461 87
Total .....	\$144,478 30	\$46,107 53
Balance .....	\$98,370 77	

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$17,562.601 83	Cost of road.....		\$17,598,528 48	\$35,926 65	
	3,357,253 29	Cost of equipment.....		3,538,001 21	180,747 92	
	420,000 00	Stocks owned.....		420,000 00		
	30,160 95	Lands owned.....		43,460 95	13,300 00	
	558,847 36	Cash and current assets.....		910,694 45	351,847 09	
		OTHER ASSETS.				
	\$1,530,000 00	Equipment trusts.....		\$1,350,000 00		\$180,000 00
	550,891 29	Materials and supplies.....		337,870 14		213,021 15
	100,092 38	Sundries.....		78,885 27		21,207 11
	\$24,109,847 10	Grand total.....		\$24,277,440 50	\$167,593 40	

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$2,510,000 00	Capital stock.....		\$2,510,000 00		
	20,044,000 00	Funded debt.....		20,005,000 00		\$39,000 00
	1,071,109 85	Current liabilities.....		1,398,473 62	\$327,363 77	
	114,841 67	Accrued interest on funded debt not yet payable.....		114,920 83	79 16	
	130,019 20	Due on equipment.....				130,019 20
	30,965 13	Replacement of equipment account.....				30,965 13
	208,911 25	Profit and loss.....		249,046 05	40,134 80	
	\$24,109,847 10	Grand total.....		\$24,277,440 50	\$167,593 40	

## IMPORTANT CHANGES DURING THE YEAR.

1.63 miles new siding built on main line and branches and .67 miles sidings taken up. 19.60 miles (2669 tons) of new 85 lb. rail re-laid in main line, releasing 70 lb. rail. 803 lineal feet of trestle on the Van Buren Branch filled.

There was issued during the fiscal year \$14,000.00 par value of consolidated refunding 4% bonds, \$2,000.00 Medford Extension bonds, also \$205,000.00 Northern Maine Sea-port bonds.

## EMPLOYEES AND SALARIES.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers . . . . .	5	1,565	\$55,666 96	\$35 69
Other Officers . . . . .	25	7,653	46,235 43	6 04
General office clerks . . . . .	84	25,896	62,124 85	2 40
Station agents . . . . .	86	26,720	60,488 49	2 26
Other Station men . . . . .	176	42,560	78,161 60	1 84
Enginemen . . . . .	62	19,007	70,248 04	3 69
Firemen . . . . .	72	18,138	43,506 13	2 40
Conductors . . . . .	45	17,239	49,672 96	2 88
Other trainmen . . . . .	135	46,507	93,735 18	2 02
Machinists . . . . .	35	10,469	26,298 84	2 51
Carpenters . . . . .	31	8,097	19,361 70	2 39
Other shopmen . . . . .	240	67,730	138,766 25	2 05
Section foremen . . . . .	99	30,608	69,125 62	2 25
Other trackmen . . . . .	374	83,756	145,207 11	1 73
Switch tenders, crossing tenders, and watchmen . . . . .	14	4,130	6,004 54	1 45
Telegraph operators and dispatchers . . . . .	11	3,555	12,015 36	3 38
All other employees and laborers . . . . .	159	35,149	58,830 74	1 67
Total(including "general officers")	1,653	448,785	\$1,035,449 80	\$2 31
Less "general officers"	5	1,565	55,666 96	35 69
Total(excluding "general officers")	1,648	447,220	\$979,782 84	\$2 19
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures . . . . .	655	151,699	\$300,205 30	\$1 98
Maintenance of equipment . . . . .	326	95,560	195,073 58	2 04
Traffic expenses . . . . .	11	3,289	16,774 91	5 10
Transportation expenses . . . . .	606	180,909	424,407 83	2 35
General expenses . . . . .	54	17,092	97,313 18	5 70
Outside operations . . . . .	1	236	1,675 00	7 09

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Column for number passen- gers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.	
		Dollars.	Miles.
<b>PASSENGER TRAFFIC.</b>			
Number of passengers carried earning revenue....	627,775		
Number of passengers carried one mile.....	23,751,756		
Number of passengers carried one mile per mile of road.....	46,149		
Average distance carried, miles.....	37.83		
Total passenger revenue.....		560,446	37
Average amount received from each passenger....			89 275
Average receipts per passenger per mile.....			02 359
Total passenger service train revenue.....		652,009	05
Passenger service train revenue per mile of road..		1,266	84
Passenger service train revenue per train-mile....			97 086
<b>FREIGHT TRAFFIC.</b>			
Number of tons carried of freight earning revenue	1,463,619		
Number of tons carried one mile.....	181,361,658		
Number of tons carried one mile per mile of road..	352,384		
Average distance haul of one ton, miles.....	23.91		
Total freight revenue.....		2,122,422	24
Average amount received for each ton of freight..			1 45 012
Average receipts per ton per mile.....			01 170
Freight revenue per mile of road.....		4,123	85
Freight revenue per train-mile.....			2 77 708
<b>TOTAL TRAFFIC.</b>			
Operating revenues.....		2,818,444	07
Operating revenues per mile of road.....		5,476	22
Operating revenues per train-mile.....			2 21 182
Operating expenses.....		1,789,163	39
Operating expenses per mile of road.....		3,476	34
Operating expenses per train-mile.....			1 40 407
Net operating revenue.....		1,009,563	84
Net operating revenue per mile of road.....		1,961	58
Average number of passengers per car-mile.....	15		
Average number of passengers per train-mile....	35		
Average number of passenger cars per train-mile..	3.49		
Average number of tons of freight per loaded car-mile	15.92		
Average number of tons of freight per train-mile..	237.30		
Average number of freight cars per train-mile....	23.74		
Average number of loaded cars per train-mile....	14.91		
Average number of empty cars per train-mile....	7.99		
Average mileage operated during year.....	514.67		

## TRAFFIC AND MILEAGE STATISTICS.

CLASSIFICATION.	Item.	Total.
<b>LOCOMOTIVE MILEAGE.</b>		
Revenue Service:		
Freight locomotive-miles.....	667,149	
Passenger locomotive-miles.....	455,676	
Mixed locomotive-miles.....	161,611	
Special locomotive-miles.....	37	
Switching locomotive-miles.....	129,535	
Total revenue locomotive mileage.....		1,414,008
Nonrevenue service locomotive-miles.....		45,115
<b>CAR MILEAGE.</b>		
Revenue Service:		
Freight car-miles—		
Loaded.....	11,393,868	
Empty.....	6,105,442	
Caboose.....	645,656	
Total freight car-miles.....		18,144,966
Passenger car-miles—		
Passenger.....	1,429,334	
Sleeping, parlor and observation.....	154,088	
Other passenger-train cars.....	760,429	
Total passenger car-miles.....		2,343,851
Special car-miles—		
Passenger.....	111	
Sleeping, parlor and observation.....	37	
Other passenger-train cars.....	74	
Total special car-miles.....		222
Total revenue car mileage.....		20,489,039
Nonrevenue service car miles.....		171,810
<b>TRAIN MILEAGE.</b>		
Revenue Service:		
Freight train-miles.....	602,653	
Passenger train-miles.....	509,966	
Mixed train-miles.....	161,611	
Special train-miles.....	37	
Total revenue train mileage.....		1,274,267
Nonrevenue service train-miles.....		27,083



FREIGHT TRAFFIC MOVEMENT.  
(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road.	Freight received from connect-ing roads and other carriers.	TOTAL FREIGHT TONNAGE.		
	Whole tons	Whole tons.	Whole tons	Per cent.	
Products of Agriculture.	Grain.....	12,871	5,940	18,811	01.29
	Flour.....	2,616	7,203	9,819	00.67
	Other mill products.....	5,148	3,174	8,322	00.57
	Hay.....	30,132	190	30,322	02.07
	Tobacco.....	89	211	300	00.02
	Fruit and vegetables.....	984	3,523	4,507	00.31
Other products of agriculture, potatoes.....	363,251	160	363,411	24.83	
Total.....	415,091	20,401	435,492	29.76	
Products of Animals.	Live stock.....	3,712	1,643	5,355	00.37
	Dressed meats.....	226	390	616	00.04
	Other packing-house products.....	1,125	3,597	4,722	00.32
	Poultry, game and fish.....	95	676	771	00.05
	Wool.....	799	16	815	00.00
Hides and leather.....	3,376	1,851	5,227	00.36	
Total.....	9,333	8,173	17,506	01.19	
Products of Mines.	Anthracite coal.....	10,116	7,216	17,332	01.18
	Bituminous coal.....	103,835	4,085	107,920	07.37
	Stonc, sand and other like articles.....	13,234	763	13,997	00.96
Total.....	127,185	12,064	139,249	09.51	
Products of Forests.	Lumber.....	285,883	4,903	290,786	19.87
	Other products of forests.....	242,088	20,581	262,669	17.95
Total.....	527,971	25,484	553,455	37.82	
Manufactures.	Petroleum and other oils.....	655	3,797	4,452	00.30
	Bark extract.....	40	3,326	3,366	00.23
	Sugar.....	185	2,549	2,734	00.19
	Salt.....	837	767	1,604	00.11
	Fertilizer.....	35,653	23,749	59,402	04.06
	Starch.....	3,784	24	3,808	00.26
	Iron and steel rails.....	541	6	547	00.04
	Other castings and machinery.....	1,161	1,474	2,635	00.18
	Bar and sheet metal.....	463	996	1,459	00.10
	Cement, brick and lime.....	4,778	9,150	13,928	00.95
	Agricultural implements.....	997	1,738	2,735	00.19
	Wagons, carriages, tools, etc.....	614	412	1,026	00.07
	Wines, liquors and beers.....	173	877	1,050	00.07
	Household goods and furniture.....	1,588	804	2,392	00.16
Other manufactures, paper.....	119,076	1,435	120,511	08.23	
Total.....	170,545	51,104	221,649	15.14	
Merchandise.....	15,123	16,322	31,445	02.15	
Miscellaneous: Other commodities not mentioned above.....	45,501	19,322	64,823	04.43	
Total tonnage.....	1,310,749	152,870	1,463,619	100.00	

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1908.	Number added during year.	Number retired during year.	Number on June 30, 1909.	NUMBER FITTED WITH—	
					Train brake.	Automatic coupler.
<b>LOCOMOTIVES—OWNED OR LEASED.</b>						
Passenger .....	28			28	28	28
Freight .....	57		1	56	56	56
Switching .....	9			9	9	9
Total locomotives owned and in service	94		1	93	93	93
<b>CARS—OWNED OR LEASED.</b>						
<b>In Passenger Service:</b>						
First-class cars .....	43			43	43	43
Combination cars .....	10			10	10	10
Dining cars .....	2			2	2	2
Baggage, express and postal cars .....	23			23	23	23
Total .....	78			78	78	78
<b>In Freight Service:</b>						
Box cars .....	2,684	11	18	2,677	2,677	2,677
Flat cars .....	2,520	84	31	2,573	2,573	2,573
Stock cars .....	110			110	110	110
Total .....	5,314	95	49	5,360	5,360	5,360
<b>In Company's Service:</b>						
Officers' and pay cars .....	2			2	2	2
Derrick cars .....	5			5	5	5
Caboose cars .....	43			43	43	43
Other road cars .....	86	2		88	88	88
Total .....	136	2		138	138	138
Total cars owned and in service .....	5,528	97	49	5,576	5,576	5,576

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS.)

LINE IN USE.	LINE OWNED.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	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 . . . . .	154.95	302.71	57.01					514.67			514.67
Miles of second track . . . . .	7.24		23.79					31.03			31.03
Miles of yard track and sidings . . . . .	53.84	64.86	39.55					158.25	.96		158.25
Total mileage operated (all tracks) . . . . .	216.03	367.57	120.35					703.95	.96		703.95

MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine . . . . .	154.95	302.71	457.66			457.66

BANGOR AND AROOSTOOK RAILROAD.



ACCIDENTS TO PERSONS.

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.		Telegraph employees.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or uncoupling . . . . .	1															
Collisions . . . . .	1															
Locomotives or cars breaking down . . . . .		1														
Falling from trains, locomotives or cars . . . . .										1						
Jumping on or off trains, locomotives or cars . . . . .		3														
Struck by trains, locomotives or cars . . . . .			1										2			
Other causes . . . . .		2														
Total . . . . .	2	7	1							1			2	3	10	

## ACCIDENTS TO PERSONS—CONCLUDED.

KIND OF ACCIDENT.	Passengers.		Postal clerks, express messen- gers, pullman employees, etc.		OTHER PERSONS.						TOTAL.		
					Trespassing.		Not tres- passing.		Total.				
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Collisions.....				2		1				1		3	10
Falling from trains, locomotives or cars.....												1	6
Jumping on or off trains, locomotives or cars.....	1	3				1				1		1	6
Struck by trains, locomotives or cars—								2		2			
At highway crossings.....													
At other points along track.....		3			1	1			1	1			
Other causes.....										1			42
Total.....	1	6		2	1	3		3	1	6		5	70
	SUMMARY. [Tables A and B.]												
	TABLE A.												
	Railway employees.....												
	Passengers.....												
	Postal clerks, etc.....												
	Other persons.....												
	TABLE B.												
	Railway employees.....												
	Passengers.....												
	Other persons.....												
	Grand total.....												

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.								Passengers.	Postal clerks, express messengers, pullman employees, etc.	Other persons.
	Station men.	Shopmen.	Trackmen.	Other employees.		Total.	Killed.	Injured.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.					
Handling traffic.....		5						5			1
Handling tools, machinery, etc.....			16			10		26			
Handling supplies, etc.....					2	3		5			
Getting on or off locomotives or cars at rest.....			2			1		3	1		1
Other causes.....					1			1			
Total.....		5	18		5	14		42	2		2

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.	ITEM.	No.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Feet.	Feet.			Feet.	In.
BRIDGES.					OVERHEAD HIGHWAY CROSSINGS.			
Stone-Concrete.....	7	125	12	31	Bridges.....	3	15	6
Iron.....	108	12,312	13	781	OVERHEAD RAILWAY CROSSINGS.			
Wooden.....	4	197	10	142	Bridges.....	1	21	
Total.....	119	12,635						
Trestles.....	25	4,764	13	1,175				

Gage of track, 4 feet, 8½ inches. 514.67 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.
524	1,848	Northern Telegraph Company.....	Northern Telegraph Company.



**Report of the Boston and Maine Railroad for the Year Ending  
June 30, 1909.**

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.

For all acts prior to 1901, passed in the States of Massachusetts, New Hampshire and Maine, see Railroad Commissioners Report of 1900.

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. 531. An Act permitting re-location at Springfield in connection with the park system.

1907. Chap. 263. An Act to incorporate the Nashua & Acton Railroad.

1909. Chap. 47. An Act relating to the Mystic Avenue Bridge, Somerville.

1909. Chap. 307. An Act relative to crossing at Lowell St., Somerville.

1909. Chap. 327. An Act relative to the separation of grades at Lynn.

1909. Chap. 435. An Act relative to pensions.

1909. Chap. 447. An Act authorizing the Nashua & Acton Railroad to purchase property and franchises of the Nashua, Acton & Boston Railroad. This act is an amendment to Chapter 263, acts of 1907.

1909. Chap. 519. An Act granting permission to the Boston Railroad Holding Company to purchase stock of the Boston & Maine Railroad.

## RAILROAD COMMISSIONERS' REPORT.

## 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.

## STATE OF MAINE.

1909. Chap. 177. An Act relative to the Pitt Street Bridge in Portland.

1909. Chap. 404. An Act relative to the construction of Portland Bridge.

## DIRECTORS.

NAME.	Post-Office Address.	Date of Expiration of Term.
Lucius Tuttle.....	Brookline, Mass.....	October 13, 1909.
Alvah W. Sulloway.....	Franklin, N. H.....	
Richard Olney.....	Boston, Mass.....	
William Whiting.....	Holyoke, Mass.....	
Samuel C. Lawrence.....	Medford, Mass.....	
Joseph H. White.....	Brookline, Mass.....	
Moses Williams.....	Brookline, Mass.....	
John L. Billard.....	Meriden, Conn.....	
Samuel Hemingway.....	New Haven, Conn.....	
Charles F. Linsley.....	Meriden, Conn.....	
Frederic C. Dumaine.....	Concord, Mass.....	
Edwin F. Greene.....	Wayland, Mass.....	
James M. Prendergast.....	Boston, Mass.....	
Fred C. Richards.....	Portland, Maine.....	
Edward P. Ricker.....	S. Poland, Maine.....	

## PRINCIPAL OFFICERS.

TITLE.	NAME.	OFFICIAL ADDRESS.
Chairman of the Board and President.....	Lucius Tuttle.....	Boston, Mass.
Second Vice-President and Gen. Traffic Manager.....	William F. Berry.....	Boston, Mass.
Third Vice-President and Gen. Manager.....	Frank Barr.....	Boston, Mass.
Fourth Vice-President and Gen. Auditor.....	William J. Hobbs.....	Boston, Mass.
Corporation Clerk.....	Earl A. Ryder.....	Boston, Mass.
Treasurer.....	Herbert E. Fisher.....	Boston, Mass.
General Solicitor.....	Edgar J. Rich.....	Boston, Mass.
General Counsel.....	Richard Olney.....	Boston, Mass.
Assistant General Auditor.....	Stuart H. McIntosh.....	Boston, Mass.
Chief Engineer.....	J. P. Snow.....	Boston, Mass.
General Superintendent.....	Charles E. Lee.....	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 Freight Agent.....	Thomas A. Durgan.....	Boston, Mass.
General Passenger Agent.....	C. M. Burt.....	Boston, Mass.

TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

NAME.	CONTROL.			
	Sole or Joint.	How Established.	Extent. %	Direct or indirect.
<b>ACTIVE CORPORATIONS.</b>				
Concord & Claremont, N. H. Rd	Sole	Stock ownership	1..... 99.8	Direct.
Conway Electric St. Ry. Co.	"	" "	2..... 59.2	"
Franklin & Tilton Rd.	"	" "	3..... 100	"
Maine Central Railroad Co.	"	" "	..... 50.50	"
Mt. Washington Railway Co.	"	" "	4..... 100	"
Newport & Richford Rd.	"	" "	5..... 100	"
Petersboro & Hillsborough Rd.	"	" "	6..... 100	"
St. Johnsbur & Lake Champlain Rd.	"	" "	7..... 54.50	"
Sullivan County Rd.	"	" "	8..... 100	"
Vermont Valley Rd.	"	" "	9..... 98.3	"
York Harbor & Beach Rd.	"	" "	..... 85.1	"
Portland Union Ry. Station Co.	"	" "	10..... 100	"
Troy Union R. R.	*Joint.	" "	2..... 25	"

1. 97% owned by Northern R. R., a leased road, 2.8% owned by B. & M. R. R.
2. Owned by Fitchburg R. R., a leased road.
3. The Concord & Montreal R. R. and Northern R. R., both leased roads each own 50 %.
4. Owned by the Concord & Montreal R. R., a leased road.
5. Owned by the Connecticut & Passumpsic Rivers Rd., a leased road.
6. Owned by the Northern R. R., a leased road.
7. 53.4% owned by Boston & Lowell R. R. Corp., a leased road.  
1.1% owned by the B. & M. R. R.
8. Owned by Vermont Valley R. R. See note 9.
9. Owned by Connecticut River R. R., a leased road.
10. 50% owned by B. & M. R. R., 50 % owned by Maine Central R. R., which is controlled by the Boston & Maine R. R., through ownership of a majority of its capital stock.

\* Other parties to agreement for joint control:—N. Y. C. & H. R. R., 50%, D. & H. Co., 25%.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

- Date of last meeting of stockholders for election of directors, October 14, 1908.  
 Date of last closing of stock books before end of year for which this report is made, October 3, 1908.  
 Total number of stockholders at that date, 7,725.  
 Has each share of stock one vote? Yes.  
 Has any issue of securities contingent voting rights? No.  
 Has any issue of securities special privileges in the election of directors? No.  
 Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1909? No.

## ROAD OPERATED—ENTIRE LINE.

NAME	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
<b>Boston and Maine Railroad—</b>				
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, Me.	53.86	
Medford Branch	Medford Jc., Mass.	Medford, Mass.	2.00	
South Reading Branch	Peabody, Mass.	Wakf'd Jc., Mass.	8.12	
Newburyport Branch	Wakf'd Jc., Mass.	Newburypt, Mass.	30.37	
Georgetown Branch	Bradford, Mass.	Georgetown, Mass.	5.87	
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.	Somersworth, N. H.	2.75	
Orchard Beach Branch	Old Orchard, Me.	Camp Ellis, Me.	3.27	
Charlestown Branch	Freight tracks in	Charlestown, Mass.	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, Mass.	3.96	
Marblehead Branch	Salem, Mass.	Marblehead, Mass.	3.52	
Lawrence Branch	Salem, Mass.	N. Andover, Mass.	19.89	
Gloucester Branch	Beverly, Mass.	Rockport, Mass.	16.94	
Essex Branch	Wenham, Mass.	Essex, Mass.	6.00	
Newburyport City Branch	East 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	
Wolfboro Branch	Sanbornville, N. H.	Wolfboro, N. H.	12.03	
Union Branch, Elm Street to *Lowell & Lawrence and Low- ell and Andover connections in Lowell	M. C. Railroad	Portland, Me.	1.12	25
Electric Street Railway, Ports- mouth, Rye and N. Hampton, N. H.			18.10	
<b>Total owned</b>				<b>648.53</b>
<b>LEASED LINES.</b>				
Worce. Nashua & Rochester R. R.	Worcester, Mass.	Rochester, N. H.	94.48	
Boston & Lowell Railroad	Boston, Mass.	Lowell, Mass.	26.27	
Mystic Branch	Somerville, Mass.	Mystic wharves	2.25	
Lexington Branch	Somerville, Mass.	Lexington, Mass.	8.11	
Middlesex Central Branch	Lexington, Mass.	Concord, Mass.	11.08	
Bedford & Billerica Branch	Bedford, Mass.	Billerica, Mass.	7.63	
Woburn Branch	Winchester, Mass.	N. Woburn Jc. Mas	6.20	
Stoneham Branch	Montvale Jc., Ms.	Stoneham, Mass.	2.50	
Lawrence Branch	Wilmington, Mass	Wilmington Jct.	3.21	
Salem & Lowell Branch	Peabody, Mass.	Tewksbury, Mass.	16.80	
Lowell & Lawrence Branch	Lowell, Mass.	Lawrence, Mass.	12.42	
½ Manchester & Keene Branches	Greenfield, N. H.	Keene, N. H.	14.80	
Nashua & Lowell Railroad	Lowell, Mass.	Nashua, N. H.	14.50	
Concord & Montreal Railroad	Nashua, N. H.	Groveton, N. H.	181.07	
Hooksett Branch	Hooksett, N. H.	Bow Jct., N. H.	7.59	
Mt. Washington Branch	Wing Road, N. H.	Base Mt. Wash	20.17	
Nashua & Acton Branch	No. Acton, Mass.	Nashua, N. H.	20.12	
Manchester & N. Weare Branch	Manchester, N. H.	Henniker, N. H.	24.50	
Lake Shore Branch	Lakeport, N. H.	Alton Bay, N. H.	17.28	
Tilton & Belmont Branch	Belmont Jc., N. H.	Belmont, N. H.	4.17	
Whitefield & Jefferson Branch	Whitef'ld Jc., N. H.	Berlin, N. H.	30.58	
Waubek Branch	Cherry Mt., N. H.	Jefferson, N. H.	3.48	
Profile & Fran. Notch Branch	Bethl'm Jc., N. H.	Profile House	12.84	
Manchester & Milford Branch	Grass're Jc., N. H.	E. Milford, N. H.	18.54	
Suncoast Valley Ext. Branch	Pittsfield, N. H.	Cent. Barnstead	4.46	
Concord & Manchester El. Br	Concord, N. H.	Man. & Pen., N. H.	27.88	
½ Manchester & Keene Branch	Greenfield, N. H.	Keene, N. H.	14.79	

\*Total length .37 miles, of which .25 miles is owned and .12 miles is leased.

ROAD OPERATED—CONCLUDED.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Franklin & Tilton R. R. . . . .	Franklin, N. H. . . .	Tilton, N. H. . . . .	4.95	
New Boston R. R. . . . .	Parkers, N. H. . . .	New Boston, N.H. . .	5.19	
Concord & Portsmouth R. R. . .	Portsmouth, N.H. . .	Manchester, N.H. . .	39.87	
Suncook Valley R. R. . . . .	Suncook, N. H. . . .	Pittsfield, N. H. . .	17.41	
Pemigewasset Valley R. R. . . .	Plymouth, N. H. . . .	Lincoln, N. H. . . . .	22.93	
Northern Railroad. . . . .	Concord, N. H. . . .	White River Jct. . . .	69.50	
Bristol Branch. . . . .	Franklin, N. H. . . .	Bristol, N. H. . . . .	13.41	
Peterboro & Hillsboro R. R. . . .	Petersboro, N. H. . .	Hillsboro Bridge. . . .	18.51	
Concord & Claremont N.H.R.R. {	Concord, N. H. . . .	Claremont, N. H. . . .	70.90	
Concoocook, N.H. Hillsboro Bridge.	Concoocook, N.H. . .	Hillsboro Bridge. . . .		
Connecticut & Pass. Rivers R. R. .	White River Jc. Vt.	Canada Line . . . . .	110.30	
Massawippi Valley Ry. . . . .	Canada Line . . . . .	Lennoxville, P. Q. . .	31.95	
Stanstead Branch. . . . .	Stanstead Jc. P. Q.	Stanstead, P. Q. . . .	3.51	
Connecticut River R. R. . . . .	Springfield, Mass. .	Keene, N. H. . . . .	74.00	
Chicopee Falls Branch. . . . .	Chicopee Jc. Mass. . .	Chicopee Falls . . . .	2.35	
Easthampton Branch. . . . .	Mt. Tom Jc. Mass. . .	Easthampton, Ms. . . .	3.50	
East Deerfield Branch, connection with Fitch. Div. at East Deerfield, Mass. . . . .			1.04	
*Lowell & Andover Railroad. . . .	Lowell Jct., Mass. . .	Lowell, Mass. . . . .	8.85	
Manchester & Lawrence Railroad	N. H. State Line. . .	Manchester, N. H. . . .	22.39	
Horn Pond Branch Rd. . . . .	Woburn Br. . . . .	Horn Pond, Mass. . . .	.59	
Stony Brook Railroad Branch. . . .	N. Chelms' d., Ms. . .	Ayer Jct., Mass. . . . .	13.16	
Kennb'k. & Kennb'p't. R. R. Br.	Kennebunk, Me. . . .	Kenneb'p't, Me. . . . .	4.50	
Wilton Railroad . . . . .	Nashua, N. H. . . . .	Wilton, N. H. . . . .	15.50	
Peterboro Railroad . . . . .	Wilton, N. H. . . . .	Greenfield, N. H. . . .	10.50	
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, Mass. . .	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. . . . .	Winchendon, Ms. . . .	Petersboro, N. H. . . .	15.93	
Saratoga & Schuylerville Br. {	Mech'ieville, N.Y. . .	Saratoga, Spr. . . . .	25.82	
Schuyler Jc., N.Y. Schuylerville.	Schuyler Jc., N.Y. . .	Schuylerville . . . . .		
Vermont & Massachusetts R. R. . .	Fitchburg, Mass. . . .	Greenville, 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	
Total leased. . . . .				1,630.29
TRACKAGE RIGHTS.				
Portland Union Ry. Sta. Co. . . . .	Jct. to Station. . . .	Portland, Me. . . . .	.56	
N. Y. C. & H. R. R. R. . . . .	Jct. to Station. . . .	Winchendon, Mass. . .	.21	
Troy Union R. R. . . . .	Jct. to Station. . . .	Troy, N. Y. . . . .	2.03	
N. Y., N. H. & H. R. R. . . . .	N. Acton, Mass. . . .	Concord Jc., Mass. . . .	4.21	
Grand Trunk Railway. . . . .	Lenoxville, P. Q. . . .	Sherbrooke, P. Q. . . .	2.95	9.96
Grand total. . . . .				†2,288.78

\*Includes Lowell and Andover and Lowell and Lawrence connection in Lowell 12 miles.

†Steam Roads, 2,242.80, Electric Street Railways, 45.98.

## ROAD OPERATED—STATE OF MAINE.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Boston & Maine R. R., Western Div. . . . .	New Hampshire Line . . . . .	Portland, near Union Station.	44.00	.....
Boston & Maine R. R., Eastern Div. . . . .	New Hampshire Line . . . . .	Portland, near Union Station.	50.76	.....
Boston & Maine R. R., Eastern Div. . . . .	Conway Jc., Me.	S. Berwick, Me.	2.92	.....
Boston & Maine R. R., W. N. & P. Div. . . . .	New Hampshire Line . . . . .	Portland, Jet. Me. . . . .	50.86	.....
Total main line . . . . .				148.54
Old Orchard Branch . . . . .	Old Orchard . . . . .	Camp Ellis . . . . .	3.27	.....
Union Branch . . . . .	Portland, near Union Station.	Elm St., Portland . . . . .	1.12	.....
Total branches . . . . .				4.39
Kennebunk & Kennebunkport R. R. . . . .	Kennebunk . . . . .	Kennebunkport . . . . .		4.50
Portland Union Ry. Station Co. . . . .	W. & E. Div. track . . . . .	Portland, Union Station . . . . .		.56
Total mileage operated . . . . .				157.99

## OUTSIDE OPERATIONS AND OTHER PROPERTIES.

## OUTSIDE OPERATIONS.

DESIGNATION.	Character of business.	Title. [Owned, leased, etc.]	State or territory.
Portsmouth Electric Ry. . . . .	Pass. on St. Ry. . . . .	Owned . . . . .	New Hampshire.
Concord & Manchester El. Br. . . . .	Pass. on St. Ry. . . . .	Leased . . . . .	New Hampshire.
Steamer Mt. Washington . . . . .	Passenger and fr't on Lake Winnepesaukee. . . . .	Owned . . . . .	New Hampshire.
Steamer Lady of the Lake . . . . .	Passenger and fr't on Lake Memphremagog . . . . .	Leased . . . . .	Vermont.
Portsmouth Bridge . . . . .	Toll Bridge . . . . .	Owned . . . . .	New Hampshire & Maine.
Dover Point Bridge . . . . .	Toll Bridge . . . . .	Owned . . . . .	New Hampshire.
Wells River Bridge . . . . .	Toll Bridge . . . . .	Leased . . . . .	Vermont.
Pemigewasset Valley Stage Line . . . . .	Stage Line . . . . .	Leased . . . . .	New Hampshire.
Mystic Elevator . . . . .	Grain Elevator . . . . .	Leased . . . . .	Massachusetts.
Hoosac Elevator . . . . .	Grain Elevator . . . . .	Leased . . . . .	Massachusetts.
Rotterdam Stock Yards . . . . .	Stock yard service . . . . .	Leased . . . . .	New York.
West Lebanon Stock Yards . . . . .	Stock yard service . . . . .	Leased . . . . .	New Hampshire.
Hoosac Tunnel Docks . . . . .	Freight storage . . . . .	Leased . . . . .	Massachusetts.
Dining Cars . . . . .	Dining car service . . . . .	Owned . . . . .	Maine, New Hampshire, Massachusetts and New York.

ROAD ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

Name of Owning Company.	Miles of line.	LEASE OR AGREEMENT.		
		Date.	Term.	Concise Summary of Provisions.
Boston & Lowell R. R. Corpn....	111.27	June 22, 1887.....	99 yrs.from Apr.1,1887	For 7% on capital stock until Jan. 1, 1897—8% thereafter. Interest on funded debt and organization expenses.
Conn. & Pass. Rivers R. R. Co..	110.30	June 1, 1887.....	99 yrs.from Jan.1,1887	For 5% on capital stock first ten years—6% thereafter. Int. on Funded Debt and Organization expenses.
Massawippi Valley Railway.....	35.46	Dec. 27, 1871.....	999 yrs. from July 1, 1870.....	For 5% on \$400,000 capital stock first ten years—6% thereafter and interest on funded debt.
Nashua & Lowell R. R. Corpn....	14.50	Nov. 10, 1880.....	99 yrs.from Oct.1,1880	For \$65,000 per annum. Increased April 1, 1887, to \$73,000 which includes \$1,000 organization expenses.
Northern Railroad.....	82.91	Dec. 30, 1889.....	99 yrs.from Jan.1,1890	For 5% on capital stock first seven and one-half years—6% thereafter. Interest on funded debt and organization expenses. Assumes interest on first mortgage bonds of C. & C. and P. & H. Railroads.
Concord & Claremont, N. H. R. R.	70.90	Included in Northern		
Peterboro & Hillsboro R. R. ....	18.51	Railroad lease.....		
Peterboro Railroad.....	10.50	April 1, 1893.....	93 yrs.from Apr.1,1893	For 4% on capital stock and organization expenses.
Stony Brook R. R. Corpn.....	13.16	Sept. 30, 1884.....	99 yrs.from Jan.1,1890	For 6½% on capital stock to January 1, 1890—7% thereafter and organization expenses.
Milton R. R. Co.....	15.50	Feb. 1, 1884.....	99 yrs.from Oct.1,1883	For 7% on capital stock to January 1, 1891—8½% thereafter.
The Concord & Montreal R. R..	387.47	June 29, 1895.....	91 yrs.from Apr.1,1895	For 7% on capital stock, interest on funded debt and organization expenses.
Concord & Portsmouth R. R.....	39.87	May 26, 1862.....	99 yrs.from Jan.1,1862	For 7% on capital stock and organization expenses.
Franklin & Tilton R. R.....	4.95	Oct. 8, 1895.....	91 yrs.from Apr.1,1895	For \$1.00 per annum and organization expenses.
New Boston R. R. Co.....	5.19	June 21, 1893.....	99 yrs. from June 19, 1893.....	
Pemigewasset Valley R. R.....	22.93	March 31, 1883.....	100 yrs. from Feb. 1, 1882.....	For 4% on cost of construction not to exceed \$70,000.
Suncook Valley R. R.....	17.41	March 11, 1870.....	42 yrs.from Jan.1,1870	For 6% on capital stock and organization expenses. For 6% on capital stock to the amount of \$240,000 and organization expenses.

BOSTON AND MAINE RAILROAD.

## ROAD ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT—CONCLUDED.

Name of Owning Company.	Miles of line.	LEASE OR AGREEMENT.		
		Date.	Term.	Concise Summary of Provisions.
Connecticut River R. R. ....	80.89	Jan. 1, 1893 .....	99 yrs. from Jan. 1, 1893	For 10% on capital stock, interest on funded debt and organization expenses.
Fitchburg R. R. Co. ....	394.14	June 30, 1900 .....	99 yrs. from July 1, 1900	For 5% on preferred stock, 1% on common stock, interest on funded debt and organization expenses.
Troy & Bennington R. R. Co. ....	5.04	Oct. 12, 1872 .....	Perpetuity from Aug. 1, 1877 .....	For the sum of \$15,400 per annum.
Vermont & Mass. R. R. Co. ....	58.58	Jan. 1, 1874 .....	999 yrs. from Jan. 1, 1874 .....	For 4% on capital stock first two years—5% next two years—6% thereafter. Interest on funded debt and organization expenses. Further agrees to assume 20% of the bonds at maturity and 20% of each subsequent reissue.
Kenneb'k & Kenneb'p't R.R.Co.	4.50	June 18, 1883 .....	99 yrs. from May 15, 1883 .....	For 4½% on capital stock.
Lowell & Andover R. R. Co. ....	8.85	Oct. 18, 1875 .....	99 yrs. from Dec. 1, 1874	For 7% per annum on cost of construction not to exceed \$750,000.
Manchester & Lawrence R. R. Co.	22.39	June 1, 1887 .....	50 yrs. from Sep. 1, 1887	For 10% on capital stock, interest on funded debt and organization expenses.
Worcester, Nashua & Rochester R. R. Company .....	94.48	Oct. 30, 1885 .....	50 yrs. from Jan. 1, 1886	For sum of \$250,000 per annum.



CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	DIVIDENDS DECLARED DURING YEAR.	
					In treasury.	In sinking or other funds.		Rate.	Amount.
<b>CAPITAL STOCK.</b>									
Common.....	288,568 <sup>253</sup>	\$100	\$28,856,825 30	\$28,271,200 00	\$1,128,300		\$27,142,900 00	6	\$1,628,158 50
Scrap.....				490 70			490 70		
Installments.....				100 00			100 00	*	214 13
Preferred.....	31,498...	100	3,149,800 00	3,149,800 00			3,149,800 00	6	188,988 00
Total.....	320,066 <sup>253</sup>		\$32,006,625 30	\$31,421,590 70	\$1,128,300		\$30,293,290 70		*\$1,817,360 63

PURPOSE OF THE ISSUE.	Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares outstanding.	Total cash realized.
<b>ISSUED FOR CASH.</b>				
Common.....	776	\$128,040	180,096	\$22,618,532 27
Installments on 1 share fully paid, certificate not yet issued.....				165 00
<b>ISSUED FOR PURCHASE OF RAILWAY OR OTHER PROPERTY.</b>				
Common.....			102,616	
Preferred.....			31,498	
Total.....	776	\$128,040	314,210	\$22,618,697 27

\* DETAIL OF DIVIDENDS DECLARED DURING THE YEAR.

	Amount.
Payable, Oct. 1st, 1908, 1½% on \$27,115,300 par value, common.....	\$406,729 50
Payable, Oct. 1st, 1908, 1½% on 13,875 par value, installments, common.....	208 13
Payable, Jan. 1st, 1909, 1½% on 27,142,800 par value, common.....	407,142 00
Payable, Jan. 1st, 1909, 1½% on 200 par value, installments, common.....	3 00
Payable, April 1st, 1909, 1½% on 27,142,900 par value, common.....	407,143 50
Payable, April 1st, 1909, 1½% on 100 par value, installments, common.....	1 50
Payable, July 1st, 1909, 1½% on 27,142,900 par value, common.....	407,143 50
Payable, July 1st, 1909, 1½% on 100 par value, installments, common.....	1 50
Payable, Sept. 1st, 1908, 3 % on 3,149,800 par value, preferred.....	94,494 00
Payable, Mar. 1st, 1909, 3 % on 3,149,800 par value, preferred.....	94,494 00
	\$1,817,360 63

FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.			
	Date of issue.	Date of maturity.			In treasury.	In sinking or other funds.		Rate %	When payable.	Amount accrued during year.	Amount paid during year.
<b>MORTGAGE BONDS.</b>											
First mortgage bonds, P. G. F. & C. Road....	June 1, 1877	June 1, 1937	\$1,000,000	\$1,000,000			\$1,000,000	4½	Jun & Decl.	\$45,000 00	\$44,977 50
<b>PLAIN BONDS.</b>											
Boston & Maine R. R.	Nov. 1, 1901	Nov. 1, 1921	1,000,000	1,000,000			1,000,000	3½	May & Nov	35,000 00	35,175 00
Boston & Maine R. R.	Jan. 1, 1903	Jan. 1, 1923	2,000,000	2,000,000			2,000,000	3½	Jan & July 1	70,000 00	69,755 00
Boston & Maine R. R.	Feb. 2, 1905	Feb. 2, 1925	500,000	500,000			500,000	3½	Feb. & Aug 2	17,500 00	17,412 50
Boston & Maine R. R.	Sep. 1, 1906	Sep. 1, 1926	10,000,000	10,000,000			10,000,000	4	Mar & Sep. 1	400,000 00	399,440 00
Imp. Bonds.....	Feb. 1, 1887	Feb. 1, 1937	2,000,000	1,919,000			1,919,000	4	Feb & Aug..	76,760 00	76,760 00
Boston & Maine R. R.	Aug. 1, 1892	Aug. 1, 1942	2,500,000	2,500,000			2,500,000	4	Feb. & Aug 1	100,000 00	99,480 00
Boston & Maine R. R.	Jan. 1, 1894	Jan. 1, 1944	6,000,000	6,000,000			6,000,000	4½	Jan & July 1	270,000 00	270,000 00
Boston & Maine R. R.	July 2, 1900	July 2, 1950	5,454,700	5,454,000			5,454,000	3	Jan & July 1	163,620 00	163,620 00
Boston & Maine R. R.	Apr. 1, 1909	Apr. 1, 1929	11,700,000	11,700,000			11,700,000	4½	Apr & Oct. 1	131,625 00	
Total.....			\$42,154,700	\$42,073,000			\$42,073,000			\$1,309,505 00	\$1,176,620 00

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.	
		In treasury.	In sinking or other funds.		Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$1,000,000			\$1,000,000	\$45,000 00	\$44,977 50
Plain bonds.....	41,073,000			41,073,000	1,264,505 00	1,131,642 50
Total.....	\$42,073,000			\$42,073,000	\$1,309,505 00	\$1,176,620 00

BOSTON AND MAINE RAILROAD.

## RECAPITULATION OF FUNDED DEBT—CONCLUDED.

PURPOSE OF THE ISSUE.	Total par value issued during the year	Cash realized on amount issued during the year.	Total par value outstanding.	Total cash realized
Issued for cash.....	\$11,700,000	\$12,054,510	\$17,700,000	\$17,889,893 44
Issued for additions and betterments.....			3,919,000	3,892,000
Issued for acquisition of securities.....			5,454,000	5,454,000
Issued for refundment of securities.....			15,000,000	15,022,650 16
Total.....	\$11,700,000	\$12,054,510	\$42,073,000	\$42,258,543 60

## RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	ASSIGNMENT.		AMOUNT PER MILE OF LINE.	
		To railways.	To other properties.	Miles.	Amount.
Capital stock.....	\$31,421,590 70	\$31,421,590 70		648.53	\$48,450
Funded debt.....	42,073,000 00	42,073,000 00		648.53	64,874
Total.....	\$73,494,590 70	\$73,494,590 70		648.53	\$113,325

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1909.	
Cash.....	\$4,383,958 12	Audited vouchers and accounts.....	\$2,109,428 70
Bills receivable.....	512,250 09	Wages and salaries.....	510,237 59
Due from agents.....	1,386,995 49	Traffic balances due to other companies.....	1,250,860 83
Due from solvent companies and individuals.....	2,291,737 38	Dividends not called for.....	4,943 31
Traffic balances due from other companies.....	49,972 04	Matured interest coupons unpaid (including coupons due July 1).....	264,508 95
Total—cash and current assets.....	\$8,624,913 12	Rents due July 1.....	1,234,771 61
		Miscellaneous—dividend on common stock due July 1.....	407,145 00
		Total—current liabilities.....	\$5,781,895 99
		Balance—cash assets.....	2,843,017 13
		Total.....	\$8,624,913 12

Materials and supplies on hand, \$4,043,816 83.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Portsmouth, Great Falls and Conway Road, bonds . . . . . (1st mortgage)	Conway Junction, Me. . . . .	North Conway, N. H. . . . .	72.86	\$13,725

EXPENDITURES FOR ADDITIONS AND BETTERMENTS.

ACCOUNT.	EXPENDITURES DURING YEAR.			Total.
	†Charged to capital.	Charged to special funds.	Charged to income.	
Riget of way and station grounds . . . . .	*\$145,807 32		\$939 93	*\$144,867 39
Real estate . . . . .	*11,023 43		2,346 80	*8,676 63
Protection of banks . . . . .	1,433 33			1,433 33
Bridges, trestles and culverts . . . . .	11,985 00		1,624 88	13,609 88
Increased weight of rail . . . . .			3,705 84	3,705 84
Additional main tracks . . . . .	46,745 40		272 09	47,017 49
Sidings and spur tracks . . . . .	*1,350 68		274 01	*1,076 67
Terminal yards . . . . .	239 15			239 15
Fencing right of way . . . . .			1,892 94	1,892 94
Improvement of over and under grade crossings . . . . .	2,218 53		2,148 03	4,366 56
Track elevation, elimination of grade crossings, etc. . . . .	*220,696 14			*220,696 14
Block and other signal apparatus . . . . .	131,268 98		7,522 96	138,791 94
Station buildings and fixtures . . . . .	22,135 33		5,758 34	27,893 67
Shops, enginehouses and turntables . . . . .	5,460 32		3,421 14	8,881 46
Shop machinery and tools . . . . .	*1,735 84		895 49	*840 35
Water and fuel stations . . . . .			318 41	318 41
Electric Light and power plants . . . . .			1,079 56	1,079 56
Miscellaneous structures . . . . .	*3,500 00		5,543 52	2,043 52
Equipment . . . . .	1,111,935 74		3,355 44	1,115,291 18
Total—entire line . . . . .	\$949,308 37		\$41,099 38	\$990,407 75

\* Credit.

† There is included in this account a distribution of \$411,460.61, received from leased roads in settlement of expenditures made in the separation of grade crossings prior to July 1st, 1908.

EXPENDITURES FOR ROAD.

ACCOUNT.	EXPENDITURES FOR NEW LINES OR EXTENSIONS DURING YEAR.		EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING YEAR.		Total cost to June 30, 1908.	Total cost to June 30, 1909.
	Charged to capital.	Charged to special funds or income.	†Charged to capital.	Charged to special funds or income.		
ROAD.						
Engineering.....			*\$2,031 93	\$491 14		
Right of way and station grounds.....			*151,884 17	958 36		
Real estate.....			*11,118 90	2,324 95		
Grading.....			4,592 73	393 91		
Bridges, trestles and culverts.....			14,696 48	*1,268 87		
Ties.....			*404 50			
Rails.....			1,378 17	3,706 24		
Frogs and switches.....			*724 07			
Track fastenings and other material.....			*2,953 64	4 00		
Ballast.....			89 31			
Track laying and surfacing.....			*14,800 25	512 37		
Fencing right of way.....				1,892 94		
Crossings and signs.....			*46,785 10	5,203 72		
Interlocking and other signal apparatus.....			131,431 82	7,522 96		
Station buildings and fixtures.....			22,536 56	5,835 15		
Shops, enginehouses and turntables.....			*73,689 11	3,534 90		
Shop machinery and tools.....			*1,735 84	330 53		
Water stations.....			*436 51	44 90		
Fuel stations.....			*10,373 83	703 40		
Dock and wharf property.....			*16,914 99			
Electric-power plants.....				1,079 56		
Miscellaneous structures.....			*3,499 60	4,473 78		
Total.....			*\$162,627.37	\$37,743 94	\$46,787,285 58	\$46,624,658 21

\* Credit.

† There is included in this account a distribution of \$411,460.61, received from leased roads in settlement of expenditures made in the separation of grade crossings prior to July 1st, 1908.

EXPENDITURES FOR EQUIPMENT, GENERAL EXPENDITURES, AND RECAPITULATION.

ACCOUNT.	EXPENDITURES FOR NEW LINES OR EXTENSIONS DURING YEAR.		EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING YEAR.		Total cost to June 30, 1908.	Total cost to June 30, 1909.
	Charged to capital.	Charged to special funds or income.	Charged to capital.	Charged to special funds or income.		
<b>EQUIPMENT.</b>						
Steam locomotives.....			*\$13,931 03	\$1,350 00	\$3,295,902 69	\$3,281,971 66
Passenger-train cars.....			66,430 02		2,511,645 69	2,578,075 71
Freight-train cars.....			1,063,118 73	2,005 44	11,401,020 51	12,464,139 24
Work equipment.....			*3,681 98		246,405 73	242,723 75
Electric Street Railway equipment.....					60,122 98	60,122 98
Total.....			\$1,111,935 74	\$3,355 44	\$17,515,097 60	\$18,627,033 34
<b>RECAPITULATION.</b>						
Road.....			*\$162,627 37	\$37,743 94	\$46,787,285 58	\$46,624,658 21
Equipment.....			1,111,935 74	3,355 44	17,515,097 60	18,627,033 34
Total—entire line.....			\$949,308 37	\$41,099 38	\$64,302,383 18	\$65,251,691 55
Cost of road per mile of line.....					\$72,143 59	\$71,892 83
Cost of equipment per mile of line.....					27,007 38	28,721 93
Total per mile of line.....					\$99,150 97	\$100,614 76

\* Credit.

## INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenues .....	\$39,528,698 45		
Operating expenses .....	28,263,855 31		
Net operating revenue .....		\$11,264,843 14	
Outside Operations:			
Revenues .....	\$470,924 14		
Expenses .....	387,510 17		
Net revenue .....		83,413 97	
Total net revenue .....		\$11,348,257 11	
Taxes accrued .....		1,789,932 71	
Operating income .....			\$9,558,324 40
OTHER INCOME.			
Other Rents—Credits:			
Joint facilities .....	\$68,271 96		
Miscellaneous rents .....	170,115 62		
		\$238,387 58	
Dividends declared on stocks owned or controlled .....		321,803 60	
Interest accrued on funded debt owned or controlled .....		3,868 00	
Interest on other securities, loans, and accounts .....		59,954 01	
Miscellaneous income .....		14,573 11	
Total other income .....			638,586 30
Gross corporate income .....			\$10,196,910 70
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Rents accrued for lease of other roads .....		\$5,246,432 77	
Other Rents—Debits:			
Hire of equipment—balance .....	\$626,422 99		
Joint facilities .....	41,912 90		
Miscellaneous rents .....	6,396 88		
		674,732 77	
Interest accrued on funded debt .....		1,309,505 00	
Other interest .....		549,852 36	
Sinking funds chargeable to income .....		28,785 00	
Total deductions from gross cor- porate income .....			\$7,809,307 90
Net corporate income .....			\$2,387,602 80
DISPOSITION OF NET CORPORATE INCOME.			
Dividends Declared:			
On Preferred Stock—			
3 per cent. payable Sept. 1, 1908 .....	\$94,494 00		
3 per cent. payable Mar. 1, 1909 .....	94,494 00		
Total .....		\$188,988 00	
On Common Stock—			
1½ per cent. payable Oct. 1, 1908 .....	\$406,937 63		
1½ per cent. payable Jan. 1, 1909 .....	407,145 00		
1½ per cent. payable Apr. 1, 1909 .....	407,145 00		
1½ per cent. payable July 1, 1909 .....	407,145 00		
Total .....		1,628,372 63	
		\$1,817,360 63	
Additions and betterments charged to income .....		41,099 38	
			\$1,858,460 01
Balance for year carried forward to credit of profit and loss .....			\$529,142 79



## PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
DEDUCTIONS FOR YEAR.		Balance June 30, 1908. . . .	\$2,414,404 26
Adjustment of old accounts	\$193,209 88	Balance for year brought forward from income account. . . . .	529,142 79
New equipment. . . . .	90,408 07		
(Depreciation prior to July 1, 1907.)			
Balance credit, June 30, 1909 carried to balance sheet.	2,659,929 10		
	\$2,943,547 05		\$2,943,547 05

## OPERATING REVENUES—ENTIRE LINE.

ACCOUNT.	Total receipts.	Total deductions.	Total revenues.
REVENUE FROM TRANSPORTATION.			
Freight revenue. . . . .			\$23,014,438 58
Passenger revenue. . . . .			13,451,751 93
Excess baggage revenue. . . . .			100,395 99
Parlor and chair car revenue. . . . .			1,037 00
Mail revenue. . . . .			511,964 31
Express revenue. . . . .			1,173,514 93
Milk revenue (on passenger trains). . . . .			238,332 94
Other passenger-train revenue. . . . .			72,574 26
Total passenger service train revenue. . . . .			\$15,549,571 36
Switching revenue. . . . .			\$229,730 16
Special service train revenue. . . . .			62,653 47
Miscellaneous transportation revenue. . . . .			39,968 55
Total revenue from transportation			\$38,896,362 12
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.			
Station and train privileges. . . . .			\$53,897 09
Parcel-room receipts. . . . .			26,695 81
Storage—freight. . . . .			59,458 84
Storage—baggage. . . . .			16,410 98
Car service. . . . .			174,286 74
Telegraph and telephone service. . . . .			18,466 81
Rents of buildings and other property			124,597 94
Miscellaneous. . . . .			158,522 12
Total revenue from operations other than transportation. . . . .			\$632,336 33
Total operating revenues—entire line. . . . .			\$39,528,698 45

## RAILWAY STOCKS OWNED.

## ACTIVE CORPORATIONS.

NAME OF CORPORATION AND SECURITY.	Par value of stocks owned not held in sinking or other funds.		Dividends declared.		Valuation.
	Unpledged.	Rate	Amount.		
Stocks of respondent corporation, common.....	\$1,128,300 00				\$1,293,668 37
Stocks of corporations whose property forms a part of the system of respondent corporation:					
Fitchburg R. R. Co., common.....	5,454,700 00				5,454,549 75
Concord & Claremont, N. H. R. R.....	11,700 00				4,890 00
(A) Suncook Valley R. R.....			\$3,783 60		
(B) Pemigewassett Valley R. R.....			2,286 00		
(C) New Boston R. R.....			400 00		
(D) Peterboro Railroad, owned by B. & L. R. R., leased line.....			1,324 00		
Stocks of corporations whose property does not form part of the system of respondent corporation:					
Maine Central Railroad stock.....	2,516,000 00	8%	201,280 00		2,516,000 00
York Harbor & Beach R. R. stock.....	255,500 00	4%	10,220 00		251,025 00
St. Johnsbury & Lake Champlain Railroad Co. stock.....	40,450 00				4,303 56
Montreal & Atlantic Ry. Co. stock.....	37,300 00				3,000 00
Portland Union Ry. Station Co. stock.....	25,000 00				25,000 00
(E) Mt. Washington Ry. Co. stocks.....			4,230 00		
(F) Vermont Valley R. R., owned by Conn. River R. R., a leased line, stock.....			98,280 00		
Total.....	\$9,468,950 00		\$321,803 60		\$9,552,436 68

	Rate of dividend.	Amount.
(A) Suncook Valley R. R., 630 3-5 shares....	6 %	\$3,783 60
(B) Pemigewassett Valley R. R., 381 shares.....	6 %	2,286 00
(C) New Boston R. R., 100 shares.....	4 %	400 00
(E) Mt. Washington R. R., 2115 shares.....	2 %	4,230 00
(F) Vermont Valley R. R., 19,656 shares.....	10%	98,280 00
(D) Peterborough R. R., 331 shares.....	4 %	1,324 00

## RAILWAY STOCKS OWNED.

## INACTIVE CORPORATIONS.

NAME OF CORPORATION.	Name of security.	Total par value of stock outstanding.	PAR VALUE OF STOCKS OWNED.		Valuation of stocks owned.
			Unpledged.	Pledged.	
Portsmouth Horse R. R.	Common stock.	\$3,100 00	\$3,100 00		*

\* This represents a franchise purchased under which the Portsmouth Electric Branch was constructed.

The cost of the franchise is included in the construction account of the Portsmouth Electric Branch.

RAILWAY FUNDED DEBT OWNED.

ACTIVE CORPORATIONS.

NAME OF CORPORATION AND SECURITY.	PAR VALUE OF FUNDED DEBT OWNED NOT HELD IN SINKING OR OTHER FUNDS.		INTEREST ACCRUED.		Valuation of funded debt owned.
	Unpledged.	Pledged.	Rate.	Amount.	
Funded debt of corporations whose property does not form a part of the system of respondent corporation:					
St. Johnsbury & Lake Champlain Rd. Co. bonds.....	\$432,000 00				\$432,000 00
Montreal & Atlantic Ry. Co. bds.	108,000 00				108,000 00
Conway El. St. Ry. Co., owned by Fitch. R. R., (par value, \$65,000).....			5%	\$3,250 00	
Total.....	\$540,000 00			\$3,250 00	\$540,000 00

Does respondent own or control any railway securities, either stock or funded debt, through any intermediary which does not make an annual report to the commission?  
No.

MISCELLANEOUS STOCKS AND FUNDED DEBT OWNED.

OTHER THAN RAILWAY STOCKS.

NAME.	Total par value of securities owned.	DIVIDENDS DECLARED.		Valuation of securities owned.
		Rate.	Amount.	
Portsmouth Bridge.....	\$40,000 00			\$4,000 00
Proprietors Wells River Bridge.....	1,100 00			1,090 00
Woodsville Aqueduct Co.....	5,450 00			*
Total.....	\$46,550 00			\$5,090 00

\* This stock acquired with bonds purchased.

OTHER THAN RAILWAY FUNDED DEBT.

NAME.	Total par value of securities owned.	INTEREST ACCRUED.		Valuation of securities owned.
		Rate.	Amount.	
Woodsville Aqueduct Co.....	\$5,450 00	4%	\$218 00	\$5,618 50
Woodsville Aqueduct Co., (owned by C. & M. R. R., a leased line, \$10,000 1 year at 4%).....			400 00	
Total.....	\$5,450 00		\$618 00	\$5,618 50

SINKING, REDEMPTION, INSURANCE AND OTHER SPECIAL FUNDS.  
INCOME AND DISBURSEMENTS DURING YEAR.

NAME OF FUND.	INCOME.				Disbursements.
	Cash appropriations to fund.	Income to fund from investments.	Other income to fund.	Total.	
SINKING AND REDEMPTION FUNDS. For redemption of B. & M. improvement bonds. ....	\$28,785 00	\$31,298 20	.....	\$60,083 20	.....

ASSETS ON JUNE 30, 1909.

NAME OF FUND AND SECURITY.	SECURITIES IN FUND.		Cash in fund.	Total.
	Par value.	Cost.		
For redemption of B. & M. R.R. Impt. Bonds.				
SINKING AND REDEMPTION FUNDS.				
B. & M. R. R. 3½% bonds, due 1923	\$42,000 00	\$41,606 23		
B. & M. R. R. 3½% bonds, due 1925	13,000 00	12,135 50		
B. & M. R. R. 4% bonds, due 1926	52,000 00	51,153 45		
B. & M. R. R. 4½% bonds, due 1929	28,000 00	29,489 46		
B. & M. R. R. Imp't. 4% bonds, due 1937	97,000 00	97,633 84		
B. & M. R. R. 4½% bonds, due 1944	42,000 00	51,076 00		
Portland Union Railway Station Co. 4% bonds, due 1927	45,000 00	45,301 56		
Portland Union Railway Station Co. 4% bonds, due 1929	20,000 00	20,075 55		
Maine Central R. R. Co. 4½% bonds, due 1917	31,000 00	32,290 35		
European & No. Am. Ry. 4% bonds, due 1933	8,000 00	9,198 24		
Concord & Mont. R. R. 3½% bonds, due 1920	300,000 00	299,070 96		
Conn. River R. R. Co. 3½% bonds, due 1923	17,000 00	17,255 00		
Fitchburg R. R. Co. 4% bonds, due 1915	15,000 00	14,969 17		
Fitchburg R. R. Co. 3½% bonds, due 1921	125,000 00	125,959 50		
Conn. River R. R. Co. stock, 31 shares	3,100 00	7,734 50		
Fitchburg R. R. Co. preferred, 259 shares	25,900 00	37,037 00		
Total	\$864,000 00	\$891,986 31	\$10,550 75	\$902,537 06

OPERATING EXPENSES—ENTIRE LINE.

ACCOUNT.	Amount.	Ratio A. (Per cent.)	Ratio B (Per cent.)
<b>MAINTENANCE OF WAY AND STRUCTURES.</b>			
Superintendence.....	\$146,231 03	03.42	00.52
Ballast.....	5,835 37	00.14	00.02
Ties.....	845,232 70	19.79	02.98
Rails.....	69,553 08	01.63	00.25
Other track material.....	195,404 58	04.58	00.69
Roadway and track.....	1,730,087 59	40.50	06.10
Removal of snow, sand and ice.....	117,722 80	02.75	00.42
Tunnels.....	20,875 85	00.45	00.07
Bridges, trestles and culverts.....	176,973 30	04.14	00.62
Over and under grade crossings.....	44,071 42	01.03	00.16
Grade crossings, fences, cattle guards and signs.....	143,061 25	03.35	00.50
Snow and sand fences and snowsheds.....	395 71	00.01	.....
Signals and interlocking plants.....	134,009 18	03.14	00.47
Telegraph and telephone lines.....	15,077 15	00.35	00.05
Buildings, fixtures and grounds.....	510,691 43	11.95	01.80
Docks and wharves.....	37,255 74	00.87	00.13
Roadway tools and supplies.....	52,251 92	01.22	00.18
Injuries to persons.....	21,008 67	00.49	00.07
Stationery and printing.....	4,590 53	00.11	00.02
Other expenses.....	1,829 86	00.05	00.01
Total.....	\$4,272,159 16	100.00	15.06
<b>MAINTENANCE OF EQUIPMENT.</b>			
Superintendence.....	\$140,539 15	02.97	00.50
Steam locomotives—repairs.....	1,610,288 72	34.06	05.68
Steam locomotives—renewals.....	14,542 61	00.31	00.05
Steam locomotives—depreciation.....	252,762 20	05.34	00.89
Passenger-train cars—repairs.....	709,814 82	15.02	02.50
Passenger-train cars—renewals.....	5,757 15	00.12	00.02
Passenger-train cars—depreciation.....	114,917 36	02.43	00.41
Freight-train cars—repairs.....	1,231,202 23	26.05	04.34
Freight-train cars—renewals.....	13,949 73	00.30	00.05
Freight-train cars—depreciation.....	529,463 28	11.20	01.87
Work equipment—repairs.....	21,149 57	00.45	00.07
Work equipment—renewals.....	298 65	00.01	.....
Work equipment—depreciation.....	9,301 47	00.20	00.03
Shop machinery and tools.....	46,767 85	00.99	00.16
Injuries to persons.....	21,366 93	00.45	00.07
Stationery and printing.....	5,149 61	00.11	00.02
Other expenses.....	*9 82	*00.01	.....
Total.....	\$4,727,261 51	100.00	16.66
<b>TRAFFIC EXPENSES</b>			
Superintendence.....	\$148,634 19	28.77	00.53
Outside agencies.....	84,785 03	16.42	00.30
Advertising.....	153,378 01	29.70	00.54
Traffic associations.....	8,420 68	01.64	00.03
Fast freight lines.....	72,415 35	14.02	00.26
Stationery and printing.....	48,281 92	09.35	00.17
Other expenses.....	501 83	00.10	.....
Total.....	\$516,417 01	100.00	01.83
<b>TRANSPORTATION EXPENSES</b>			
Superintendence.....	\$241,929 58	01.35	00.85
Dispatching trains.....	101,715 93	00.57	00.36
Station employees.....	3,223,166 62	18.02	11.36
Weighing and car-service associations.....	690 19	00.10	.....
Station supplies and expenses.....	304,210 11	01.70	01.07
Yardmasters and their clerks.....	380,936 41	02.13	01.34
Yard conductors and brakemen.....	1,092,304 81	06.11	03.85
Yard switch and signal tenders.....	171,223 59	00.96	00.60

\* Credit

## OPERATING EXPENSES—ENTIRE LINE—CONCLUDED.

ACCOUNT.	Amount.	Ratio A (Per cent.)	Ratio B (Per cent.)
TRANSPORTATION EXPENSES—CONTINUED.			
Yard supplies and expenses . . . . .	\$24,978 38	00.14	00.09
Yard enginemen . . . . .	573,836 70	03.21	02.02
Enginehouse expenses—yard . . . . .	157,921 08	00.83	00.56
Fuel for yard locomotives . . . . .	621,608 68	03.47	02.19
Water for yard locomotives . . . . .	27,699 61	00.16	00.10
Lubricants for yard locomotives . . . . .	4,046 37	00.02	00.02
Other supplies for yard locomotives . . . . .	8,766 57	00.05	00.03
Road enginemen . . . . .	1,808,392 96	10.11	06.38
Enginehouse expenses—road . . . . .	320,935 33	02.91	01.84
Fuel for road locomotives . . . . .	3,625,493 50	20.27	12.78
Water for road locomotives . . . . .	164,235 60	00.92	00.58
Lubricants for road locomotives . . . . .	35,594 48	00.19	00.13
Other supplies for road locomotives . . . . .	39,715 50	00.22	00.14
Road trainmen . . . . .	2,271,502 49	12.69	08.01
Train supplies and expenses . . . . .	502,092 39	02.81	01.77
Interlockers and block and other signals—operation . . . . .	405,905 98	02.27	01.43
Crossing flagmen and gatemen . . . . .	420,808 63	02.35	01.48
Drawbridge operation . . . . .	40,074 63	00.22	00.14
Clearing wrecks . . . . .	31,103 88	00.17	00.11
Telegraph and telephone—operation . . . . .	169,253 40	00.95	00.60
Stationery and printing . . . . .	168,309 02	00.94	00.59
Other expenses . . . . .	2,958 02	00.01	00.01
Loss and damage—freight . . . . .	216,934 10	01.21	00.76
Loss and damage—baggage . . . . .	3,993 41	00.02	00.01
Damage to property . . . . .	177,851 71	00.99	00.63
Damage to stock on right of way . . . . .	3,773 86	00.02	00.01
Injuries to persons . . . . .	341,911 39	01.91	01.21
Total . . . . .	\$17,885,874 91	100.00	63.05
GENERAL EXPENSES.			
Salaries and expenses of general officers . . . . .	\$91,760 12	09.52	00.32
Salaries and expenses of clerks and attendants . . . . .	316,384 53	32.82	01.12
General office supplies and expenses . . . . .	12,668 43	01.31	00.05
Law expenses . . . . .	209,577 69	21.74	00.74
Insurance . . . . .	249,286 38	25.85	00.88
Pensions . . . . .	14,671 33	01.53	00.05
Stationery and printing . . . . .	37,602 92	03.90	00.13
Other expenses . . . . .	32,049 23	03.33	00.11
Total . . . . .	\$964,000 63	100.00	03.40
Total operating expenses . . . . .	\$28,365,713 22		100.00

## SUMMARY.

ACCOUNT.	Item.	Amount.
<b>MAINTENANCE OF WAY AND STRUCTURES.</b>		
Total.....	\$4,272,159 16	.....
Maintaining joint tracks, yards and other facilities—Dr.....	37,282 31	.....
Maintaining joint tracks, yards and other facilities—Cr.....	57,875 52	.....
Total—maintenance of way and structures.....		\$4,251,565 95
Ratio to total operating expenses (per cent.)....		15.04
<b>MAINTENANCE OF EQUIPMENT.</b>		
Total.....	\$4,727,261 51	.....
Maintaining joint equipment at terminals—Dr.....	7,385 67	.....
Maintaining joint equipment at terminals—Cr.....	3,868 35	.....
Total—maintenance of equipment.....		\$4,730,778 83
Ratio to total operating expenses (per cent.)....		16.74
<b>TRAFFIC EXPENSES.</b>		
Total.....		\$516,417 01
Ratio to total operating expenses (per cent.)....		1.83
<b>TRANSPORTATION EXPENSES.</b>		
Total.....	\$17,885,874 91	.....
Operating joint yards and terminals—Dr.....	103,042 26	.....
Operating joint yards and terminals—Cr.....	188,534 48	.....
Operating joint tracks and facilities—Dr.....	13,329 31	.....
Operating joint tracks and facilities—Cr.....	13,213 72	.....
Total—transportation expenses.....		\$17,800,498 28
Ratio to total operating expenses (per cent.)....		62.98
<b>GENERAL EXPENSES.</b>		
Total.....	\$964,000 63	.....
General administration joint tracks, yards and terminals—Dr.....	594 61	.....
Total—general expenses.....		\$964,595 24
Ratio to total operating expenses (per cent.)....		3.41
Total operating expenses.....		\$28,263,855 31
Ratio of operating expenses to operating revenues (per cent.).....		71.50

## SUMMARY OF REVENUES AND EXPENSES OF OUTSIDE OPERATIONS AND OTHER PROPERTIES.

## OUTSIDE OPERATIONS.

DESIGNATION.	Revenues.	Expenses.	Net revenue.
Boat lines.....	\$24,392 70	\$20,572 41	\$3,820 29
Electric railways.....	221,878 34	181,655 76	40,222 58
Dining and special car service.....	64,622 59	91,607 06	*26,984 47
Grain elevators.....	116,570 59	76,560 80	40,009 79
Stock yards.....	1,222 54	602 17	620 37
Public toll bridge service.....	12,742 43	6,496 32	6,246 11
Miscellaneous:			
Stage line.....	1,019 61	1,325 82	*306 21
Freight storage plant.....	28,475 34	8,689 83	19,785 51
Total.....	\$470,924 14	\$387,510 17	\$83,413 97

\* Deficit.

RENTS RECEIVABLE.  
FROM JOINT FACILITIES.

FACILITY LEASED.	LOCATION.	NAME OF LESSEE.	Amount.
Joint tracks .....	Between Worcester and Sterling Jct., Mass...	N. Y., N. H. & H. R. R.	\$28,688 23
	Between Shelburne Falls & Shelburne Jct., Mass.	N. Y., N. H. & H. R. R.	7,599 97
	Between Troy, N. Y., & Johnsonville, N. Y., or Eagle Bridge, N. Y.	Delaware & Hudson Co...	14,252 50
			\$50,540 70
Joint yards and terminals .....	St. Johnsbury, Vt. ....	St. J. & L. C. R. R. ....	\$1,375 00
	Sterling Jct., Mass. ....	N. Y., N. H. & H. R. R. ....	708 61
	Lowell, Mass. ....	N. Y., N. H. & H. R. R. ....	600 00
	Northampton, Mass. ....	N. Y., N. H. & H. R. R. ....	800 00
	Fitchburg, Mass. ....	N. Y., N. H. & H. R. R. ....	800 00
	Worcester, Mass. ....	N. Y., N. H. & H. R. R. ....	287 13
	Baldwinville, Mass. ....	N. Y. C. & H. R. R. Co. ....	21 24
	Athol, Mass. ....	N. Y. C. & H. R. R. Co. ....	300 00
	No. Adams, Mass. ....	N. Y. C. & H. R. R. Co. ....	550 00
	Rotterdam Jct., N. Y. ....	N. Y. C. & H. R. R. Co. ....	12,096 48
	Newport, Vt. ....	Canadian Pacific Ry. ....	3 00
	Sherbrooke, P. Q. ....	Quebec Central Ry. ....	180 00
	Deering Jct., Me. ....	Maine Central R. R. ....	9 80
			\$17,731 26
Total .....			\$68,271 96

MISCELLANEOUS RENTS.

DESCRIPTION OF PROPERTY.	LOCATION.	NAME OF LESSEE.	Amount.
Building .....	Lawrence, Mass. ....	J. Cahn .....	\$4,500 00
Land .....	Charlestown, Mass. ....	Boston Ice Co. ....	1,500 00
Building .....	Lawrence, Mass. ....	N. Morris & Co. ....	1,500 00
Land .....	Charlestown, Mass. ....	C. J. Larivee & Co. ....	1,600 00
Building .....	Charlestown, Mass. ....	N. Tufts & Sons .....	3,000 00
Land .....	Charlestown, Mass. ....	W. A. Taft .....	1,500 00
Land .....	Somerville, Mass. ....	Simpson Bros. Corp. ....	1,200 00
Building .....	Lowell, Mass. ....	New Eng. Tel. & Tel. Co. ....	2,500 00
Building .....	Lowell, Mass. ....	Mass. Cotton Mills .....	1,150 00
Land .....	Charlestown, Mass. ....	J. O. Armour .....	2,000 00
Wharf & Building .....	East Boston, Mass. ....	U. S. Government .....	1,800 00
Land .....	Charlestown, Mass. ....	Winslow & Co. ....	1,000 00
Building .....	Worcester, Mass. ....	Scranton Coal Co. ....	1,000 00
Land .....	Fitchburg, Mass. ....	C. A. Cross & Co. ....	1,000 00
Side tracks .....	Sundry places .....	Various .....	4,960 73
Miscellaneous .....	Sundry places .....	Various .....	139,904 89
Total .....			\$170,115 62

MISCELLANEOUS INCOME.

SOURCE OF INCOME.	Gross income.	Expenses.	Net miscellaneous income
Sale of stumps and grass .....	\$7,930 11		\$7,930 11
Customs brokerage .....	9,918 60	\$3,573 70	6,344 90
Sundries .....	298 10		298 10
Total .....	\$18,146 81	\$3,573 70	\$14,573 11



RENTS PAYABLE.  
FOR JOINT FACILITIES.

FACILITY LEASED.	LOCATION.	NAME OF LESSOR.	Amount.
Joint tracks.....	In Winchendon, Mass. . . . .	N. Y. C. & H. R. R. R. . . . .	\$700 01
	Between Lenoxville and Sherbrooke, P. Q. . . . .	Grand Trunk Ry. . . . .	1,225 00
	Between Concord Jct. and Acton Jct. . . . .	N. Y., N. H. & H. R. R. . . . .	3,082 20
	Between Troy and Al- bany, N. Y. . . . .	Delaware & Hudson Co. . . . .	2,358 00
			\$7,365 21
Joint yards and ter- minals.....	Belchertown, Mass. . . . .	Central Vermont Ry. Co. . . . .	\$133 32
	Albany, N. Y. . . . .	Delaware & Hudson Co. . . . .	900 00
	Worcester, Mass. . . . .	N. Y., N. H. & H. R. R. . . . .	1,711 40
	Portland, Me. . . . .	Portland Union Ry. Sto. Co . . . . .	8,700 00
	Bellows Falls, Vt. . . . .	Vermont Valley, R. R. . . . .	123 00
	Claremont Jct., N. H. . . . .	Sullivan County R. R. . . . .	88 00
	Concord Jct., Mass. . . . .	N. Y., N. H. & H. R. R. . . . .	480 00
	Albany, N. Y. . . . .	N. Y. C. & H. R. R. R. Co. . . . .	433 18
	Deering Jct., Me. . . . .	Maine Central R. R. . . . .	19 60
	Portland Me. . . . .	Maine Central R. R. . . . .	68 60
	Worcester, Mass. . . . .	N. Y. C. & H. R. R. R. Co. . . . .	6,840 00
	Springfield, Mass. . . . .	N. Y. C. & H. R. R. R. Co . . . . .	13,200 00
	Ware, Mass. . . . .	N. Y. C. & H. R. R. R. Co. . . . .	500 61
	Rotterdam Jct., N. Y. . . . .	N. Y. C. & H. R. R. R. Co. . . . .	61 16
	Troy, N. Y. . . . .	Troy Union R. R. Co. . . . .	1,071 58
Westbrook, Me. . . . .	Maine Central R. R. . . . .	10 74	
Groveton, N. H. . . . .	Grand Trunk Ry . . . . .	146 50	
			\$34,547 69
Total.....			\$41,912 90

RENTS PAYABLE.  
FOR LEASE OF ROAD

ROAD LEASED.	Guaranteed interest on bonds.	Guaranteed dividends on stock.	Cash.	Total.
Fitchburg Railroad. . . . .		\$874,875 00	\$975,265 84	\$1,850,140 84
Concord & Montreal R. R. . . . .		532,448 00	289,704 60	822,152 60
Boston & Lowell R. R. . . . .			835,085 33	835,085 33
Connecticut River R. R. . . . .		322,610 00	86,065 00	408,675 00
Worc., Nash. & Roch. R. R. . . . .			250,000 00	250,000 00
Conn. & Pass. River R. R. . . . .			229,000 00	229,000 00
Vermont & Mass. R. R. . . . .			221,600 00	221,600 00
Northern Railroad. . . . .			216,104 00	216,104 00
Manchester & Lawrence R. R. . . . .	\$10,960 00		102,000 00	112,960 00
Nashua & Lowell R. R. . . . .			73,000 00	73,000 00
Lowell & Andover R. R. . . . .			52,500 00	52,500 00
Pemigewasset Valley R. R. . . . .			32,790 00	32,790 00
Conc. & Portsmouth R. R. . . . .			25,000 00	25,000 00
Massawippi Valley R. R. . . . .			24,000 00	24,000 00
Stony Brook R. R. . . . .			21,500 00	21,500 00
Wilton Railroad. . . . .			20,400 00	20,400 00
Peterborough R. R. . . . .			15,700 00	15,700 00
Troy & Bennington R. R. . . . .			15,400 00	15,400 00
Suncook Valley R. R. . . . .			14,700 00	14,700 00
Kennebunk & Kennebunk- port R. R. . . . .			2,925 00	2,925 00
New Boston R. R. . . . .			2,800 00	2,800 00
Total.....	\$10,960 00	\$1,729,933 00	\$3,505,539 77	\$5,246,432 77

## MISCELLANEOUS RENTS.

DESCRIPTION OF PROPERTY.	LOCATION.	NAME OF LESSOR.	Amount.
Land .....	Portland, Me. ....	M. J. E. Clapp .....	\$300 00
Land .....	Portland, Me. ....	J. H. & O. C. Carroll .....	317 88
Land .....	Portland, Me. ....	Portland Stove Co. ....	150 00
Land .....	Portland, Me. ....	Estate Sophia Gould .....	280 00
Land .....	Lowell, Mass. ....	Props. of locks and canals on Merrimac River. ....	4,374 00
Land .....	Springfield, Mass. ....	Hampden Park Association .....	700 00
Sundries .....	Various .....	Various .....	275 00
Total .....			\$6,396 88

## HIRE OF EQUIPMENT.

## EQUIPMENT LEASED.

KIND OF EQUIPMENT.	NAME OF LESSEE.	Number of units.	Amount.
RENTS ACCRUED RECEIVABLE.			
Locomotives .....	St. Johnsbury & Lake Champ. R.R.	14	\$12,212 00
Passenger cars .....	St. Johnsbury & Lake Champ. R.R.	6	5,160 98
Company's cars .....	St. Johnsbury & Lake Champ. R.R.	7	1,068 51
Total .....		27	\$18,441 49

EQUIPMENT INTERCHANGED.

KIND OF EQUIPMENT.	BASIS OF PAYMENT.				COMPENSATION.	
	Number locomotive-days.	Number locomotive-miles.	Number car-days.	Number car-miles.	Rate.	Amount.
ACCRUED ON EQUIPMENT BORROWED.						
Passenger-train cars.....				2,665,229		
Freight-train cars.....				12,066,989		
Total.....				14,732,218		\$1,301,568 63
ACCRUED ON EQUIPMENT LOANED.						
Passenger-train cars.....				5,053,298		
Freight-train cars.....				8,357,618		
Total.....				13,410,916		\$895,924 94

HIRE OF EQUIPMENT—CONCLUDED.

PRIVATE CARS.

Number of car-miles, 24,441,480; compensation, amount, \$239,220 79.

RECAPITULATION OF HIRE OF EQUIPMENT.

ACCOUNT.	Amount receivable.	Amount payable.
Equipment leased.....	\$18,441 49	
Equipment interchanged.....	895,924 94	\$1,301,568 63
Private cars.....		239,220 79
Total.....	\$914,366 43	
Balance.....		\$1,540,789 42
		\$626,422 99

## COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$46,787 285 58	Cost of road		\$46,624 658 21		\$162,627 37
	17,515 097 60	Cost of equipment		18,627 033 34	\$1,111 935 74	
	9,557 476 68	Stocks owned		9,557 526 68	50 00	
	345,618 50	Funded debt owned		545,618 50		
		<i>Other Permanent Investments.</i>				
\$69,260 24		Steamer "Mt. Washington"		69,260 24		
52,261 43	121,521 67	Richford, Vt. Elevator & Int.				52,261 43
	243,052 17	Lands owned		248,852 17	5,800 00	
	7,668 255 11	Cash and Current assets		8,624,913 12	956,658 01	
		<b>OTHER ASSETS.</b>				
4,727 594 42		Materials and supplies		4,043 816 83		683,777 59
842 453 86		Sinking, insurance and other funds		902 537 06	60,083 20	
296 405 68		Sundries		413 096 48	116,690 80	
1,596 281 63		Improvement account of leased roads to be settled at expiration of leases		1,636 160 05	39,878 42	
495,623 46		Elimination of grade crossings in process		408 112 65		87,510 81
	\$90,396 666 36	Grand total		\$91,701 585 33	\$1,304 918 97	

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$31,395,265 70	Capital stock		\$31,421,590 70	\$26,325 00	
	5,182,025 65	Premium on common stock sold		5,199,136 90	17,111 25	
	30,373,000 00	Funded debt		42,073,000 00	11,700,000 00	
	120,000 00	Premium on bonds sold		474,510 00	354,510 00	
	17,043,687 36	Current liabilities		5,781,895 99		\$11,261,791 37
	243,457 45	Accrued interest on funded debt not yet payable		355,483 35	112,025 80	
	492,102 01	Accrued rentals not yet payable		466,884 78		25,217 23
	467,190 87	Accrued taxes not yet payable		542,372 86	75,181 99	
	1,823,079 10	Due lessor Railroads at expiration of leases		1,824,244 59	1,165 49	
	842,453 86	Sinking fund for redemption B. & M. Imp. bonds		902,537 06	60,083 20	
	2,414,404 26	Profit and loss		2,659,929 10	245,524 84	
	\$90,396,666 36	Grand total		\$91,701,585 33	\$1,304,918 97	

IMPORTANT CHANGES DURING THE YEAR—ENTIRE LINE.

The Horn Pond Branch R. R. (0.59 mi.) has been taken into the accounts, although there is no formal contract and no specific rental is paid for the use of the property. It is a small freight spur, running out of our Woburn Branch.

New second track built and put in operation near Eliot, Maine, 2.67 miles; additional second track, near Nashua, (formerly rated as siding), 1.87 miles; total increase for the year (second track), 4.54 miles.

New Plain Bonds of a par value of \$11,700,000.00, dated April 1st, 1909, maturing April 1st, 1929, bearing interest at 4½% were issued.

Two additional shares of stock of York Harbor & Beach R. R., (par value \$50.00 each) were purchased.

There was issued 776 shares of the new common stock, authorized Sept. 1st, 1906, and full installments have been received on one additional share. Certificate will be issued upon presentation of temporary receipts, given when installments were paid.

## EMPLOYEES AND SALARIES—ENTIRE LINE.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers . . . . .	30	9,390	\$207,533 36	\$22 10
Other officers . . . . .	95	41,163	229,601 97	5 58
General office clerks . . . . .	1,092	368,894	761,132 57	2 06
Station agents . . . . .	762	284,380	590,467 83	2 08
Other station men . . . . .	4,952	1,472,293	2,933,632 24	1 99
Enginemen . . . . .	1,144	408,053	1,568,424 11	3 84
Firemen . . . . .	1,130	395,200	911,084 55	2 31
Conductors . . . . .	1,045	325,375	1,130,953 57	3 48
Other trainmen . . . . .	3,106	933,332	2,345,666 00	2 51
Machinists . . . . .	592	166,458	483,773 15	2 91
Carpenters . . . . .	872	244,570	649,975 81	2 66
Other shopmen . . . . .	2,808	857,125	1,814,245 51	2 12
Section foremen . . . . .	642	206,960	508,688 76	2 46
Other trackmen . . . . .	3,940	1,076,492	1,900,576 34	1 77
Switch tenders, crossing tenders and watchmen . . . . .	1,836	627,226	1,090,451 84	1 74
Telegraph operators and dispatchers . . . . .	516	184,948	397,345 74	2 15
Employees—account floating equipment . . . . .	37	4,067	5,104 28	1 26
All other employees and laborers . . . . .	1,064	346,745	634,400 40	1 83
Total (including "general officers") . . . . .	25,663	7,952,671	\$18,163,058 03	\$2 28
Less "general officers" . . . . .	30	9,390	207,533 36	22 10
Total (excluding "general officers") . . . . .	25,633	7,943,281	\$17,955,524 67	\$2 26
DISTRIBUTION OF ABOVE				
Maintenance of way and structures . . . . .	5,374	1,507,019	\$2,974,417 46	\$1 97
Maintenance of equipment . . . . .	3,072	885,300	2,180,908 83	2 46
Traffic expenses . . . . .	146	47,461	149,425 49	3 15
Transportation expenses . . . . .	16,087	5,204,146	12,162,513 53	2 34
General expenses . . . . .	768	255,824	589,676 68	2 31
Outside operations . . . . .	216	52,921	106,116 04	2 01

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM.	Column for number passen- gers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.	
		Dollars.	Cents Mills
PASSENGER TRAFFIC.			
Number of passengers carried earning revenue..	42,836,702		
Number of passengers carried one mile.....	792,426,736		
Number of passengers carried one mile per mile of road.....	353,320		
Average distance carried, miles.....	18.50		
Total passenger revenue.....		13,451,751	93
Average amount received from each passenger..			31 402
Average receipts per passenger per mile.....			01 698
Total passenger service train revenue.....		15,549,571	36
Passenger service train revenue per mile of road		6,933	11
Passenger service train revenue per train-mile...		1	31 271
FREIGHT TRAFFIC.			
Number of tons carried of freight earning revenue	20,414,314		
Number of tons carried one mile.....	2,124,899,447		
Number of tons carried one mile per mile of road	947,432		
Average distance haul of one ton, miles.....	104.09		
Total freight revenue.....		23,014,438	58
Average amount received for each ton of freight..			12 737
Average receipts per ton per mile.....			01 083
Freight revenue per mile of road.....		10,261	03
Freight revenue per train mile.....		2	60 369
TOTAL TRAFFIC.			
Operating revenues.....		39,528,698	45
Operating revenues per mile of road.....		17,624	71
Operating revenues per train-mile.....		1	91 830
Operating expenses.....		28,263,855	31
Operating expenses per mile of road.....		12,602	04
Operating expenses per train-mile.....			1 37 162
Net operating revenue.....		11,264,843	14
Net operating revenue per mile of road.....		5,022	67
Average number of passengers per car-mile.....	13		
Average number of passengers per train-mile.....	67		
Average number of passenger cars per train-mile	4.60		
Average number of tons of freight per loaded car- mile.....	14.17		
Average number of tons of freight per train-mile	240.40		
Average number of freight cars per train-mile...	24.28		
Average number of loaded cars per train-mile...	16.96		
Average number of empty cars per train-mile...	6.34		
Average mileage operated during year.....	2,242.80		

## TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service:		
Freight locomotive-miles . . . . .	9,902,008	
Passenger locomotive-miles . . . . .	12,278,734	
Mixed locomotive-miles . . . . .	145,313	
Special locomotive-miles . . . . .	63,175	
Switching locomotive-miles . . . . .	6,267,047	
Total revenue locomotive mileage . . . . .		28,656,277
Nonrevenue service locomotive-miles . . . . .		495,391
CAR MILEAGE.		
Revenue Service:		
Freight car-miles—		
Loaded . . . . .	149,942,801	
Empty . . . . .	56,039,765	
Caboose . . . . .	8,614,786	
Total freight car-miles . . . . .		214,597,352
Passenger car-miles—		
Passenger . . . . .	33,606,144	
Sleeping, parlor and observation . . . . .	5,109,709	
Other passenger-train cars . . . . .	15,746,434	
Total passenger car-miles . . . . .		54,462,287
Special car-miles—		
Freight—loaded . . . . .	31,243	
Freight—empty . . . . .	56	
Caboose . . . . .	605	
Passenger . . . . .	183,786	
Sleeping, parlor and observation . . . . .	11,001	
Other passenger-train cars . . . . .	85,597	
Total special car-miles . . . . .		312,288
Total revenue car mileage . . . . .		269,371,927
Nonrevenue service car-miles . . . . .		1,776,230
TRAIN MILEAGE.		
Revenue Service:		
Freight train-miles . . . . .	8,700,926	
Passenger train-miles . . . . .	11,707,150	
Mixed train-miles . . . . .	138,252	
Special train-miles . . . . .	59,804	
Total revenue train mileage . . . . .		20,606,132
Nonrevenue service train-miles . . . . .		342,666



FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.		Freight originating on this road.	Freight received from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
		Whole tons	Whole tons	Whole tons	Per Cent.
Products of Agriculture.	Grain . . . . .	78,081	991,988	1,070,069	05.24
	Flour . . . . .	92,945	236,913	329,858	01.62
	Other mill products . . . . .	62,230	313,177	375,407	01.84
	Hay . . . . .	29,924	220,117	250,041	01.22
	Tobacco . . . . .	8,486	5,739	14,225	00.07
	Cotton . . . . .		253,474	253,474	01.24
	Fruit and vegetables . . . . .	233,203	554,509	787,712	03.86
	Total . . . . .	504,869	2,575,917	3,080,786	15.09
Products of Animals.	Live stock . . . . .	53,981	89,413	143,394	00.70
	Dressed meats . . . . .	72,988	156,347	229,335	01.12
	Other packing-house products . . . . .	94,997	101,314	196,311	00.96
	Poultry, game and fish . . . . .	43,285	23,651	66,936	00.33
	Wool . . . . .	94,276	50,167	144,443	00.71
	Hides and leather . . . . .	155,317	115,230	270,547	01.33
	Total . . . . .	514,844	536,122	1,050,966	05.15
Products of Mines.	Anthracite coal . . . . .		1,690,872	1,690,872	08.28
	Bituminous coal . . . . .		2,411,380	2,411,380	11.81
	Coke . . . . .	48,061	51,105	99,166	00.49
	Ores . . . . .	57,380	70,556	127,936	00.63
	Stone, sand and other like articles . . . . .	731,299	240,186	971,485	04.76
	Total . . . . .	836,740	4,464,099	5,300,839	25.97
Products of Forests.	Lumber . . . . .	1,047,247	1,170,802	2,218,049	10.87
	Other products of forests . . . . .	474,373	415,905	890,278	04.36
	Total . . . . .	1,521,620	1,586,707	3,108,327	15.23
Manufactures.	Petroleum and other oils . . . . .		134,744	134,744	00.66
	Sugar . . . . .		153,631	153,631	00.75
	Naval stores . . . . .	11,212	16,291	27,503	00.13
	Iron, pig and bloom . . . . .	34,754	124,612	159,366	00.78
	Iron and steel rails . . . . .	26,810	53,768	80,578	00.39
	Other castings and machinery . . . . .	173,154	121,321	294,475	01.44
	Bar and sheet metal . . . . .	16,345	60,881	77,226	00.38
	Cement, brick and lime . . . . .	273,534	236,549	510,083	02.50
	Agricultural implements . . . . .	28,705	7,579	36,284	00.18
	Wagons, carriages, tools, etc. . . . .	20,231	9,161	29,392	00.14
	Wines, liquors and beers . . . . .	148,533	59,357	207,890	01.02
	Household goods and furniture . . . . .	53,498	19,337	72,835	00.36
	Other manufactures . . . . .	1,069,002	493,940	1,562,942	07.66
	Total . . . . .	1,855,778	1,491,171	3,346,949	16.39
Merchandise . . . . .		742,446	704,712	1,447,158	07.09
Miscellaneous: Other commodities not mentioned above . . . . .		2,062,809	1,016,480	3,079,289	15.08
	Total tonnage—entire line . . . . .	8,039,106	12,375,208	20,414,314	100.00

## DESCRIPTION OF EQUIPMENT—ENTIRE LINE.

ITEM.	Number on June 30, 1908.	Number added during year.	Number retired during year.	Number on June 30, 1909.	NUMBER FITTED WITH—	
					Train brake.	Automatic coupler.
<b>LOCOMOTIVES—OWNED OR LEASED.</b>						
Passenger	423	18	20	421	421	421
Freight	418		4	414	414	414
Switching	240	5	1	244	244	244
Total locomotives in service	1,081	23	25	1,079	1,079	1,079
Less locomotives leased	544	5	17	532	532	532
Total locomotives owned	537	18	8	547	547	547
<b>CARS—OWNED OR LEASED.</b>						
<b>In Passenger Service:</b>						
First-class cars	994	27	9	1,012	1,012	1,012
Second-class cars	20			20	20	20
Combination cars	246		9	237	237	237
Dining cars	12			12	12	12
Parlor cars	10			10	10	10
Electric street railway	64			64	44	
Baggage, express and postal cars	340	7	9	338	338	338
Other cars in passenger service	92		1	91	91	91
Total	1,778	34	28	1,784	1,764	1,720
<b>In Freight Service:</b>						
Box cars	13,529	871	733	13,667	13,643	13,667
Flat cars	2,335	2	186	2,151	2,148	2,151
Stock cars	160		10	150	150	150
Coal cars	7,717	1,242	281	8,678	8,186	8,198
Refrigerator cars	177		8	169	169	169
Other cars in freight service	46		2	44		
Total	23,964	2,115	1,220	24,859	24,296	24,335
<b>In Company's Service:</b>						
Officers' and pay cars	7			7	7	7
Air brake construction cars	2			2	2	2
Derrick cars	65		1	64	54	62
Caboose cars	425	17	8	434	414	434
Other road cars	485	87	25	547	461	532
Total	984	104	34	1,054	938	1,037
Total cars in service	26,726	2,253	1,282	27,697	26,998	27,092
Less cars leased	10,128	381	892	9,617	9,013	9,050
Total cars owned	16,598	1,872	390	18,080	17,985	18,042

## EQUIPMENT OWNED OR LEASED NOT IN SERVICE OF THE RESPONDENT.

Locomotives	14			14	14	14
Cars in passenger service	5	1		6	6	6
Cars in company's service	9		2	7	7	7
Total cars	14	1	2	13	13	13

MILEAGE—ENTIRE LINE.  
MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	LINE OWNED.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track.....	446.52	*202.01		*1630.29		9.96	2,288.78			2,278.82
Miles of second track.....	156.44	30.95		356.78		9.50	553.67	2.67		544.17
Miles of third track.....	2.56			5.83			8.39			8.39
Miles of fourth track.....				2.02			2.02			2.02
Miles of yard track and sidings.....	281.95	*69.66		*951.25			1,302.86			1,172.57
Total mileage operated (all tracks).....	887.47	302.62		2,946.17		19.46	4,155.72	2.67		4,005.97

MILEAGE OF LINE OPERATED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Massachusetts.....	173.70	122.54		486.73		4.42	787.39			782.97
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		2.03	121.73			119.70
Canada.....				35.46		2.95	38.41			35.46
Total mileage operated (single track).....	446.52	202.01		1,630.29		9.96	2,288.78			2,278.82

\* Includes mileage of electric street railways.

## MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		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 track) .....	446.52	202.01	648.53			648.53

\* Includes mileage of electric street railways.

## MILEAGE—STATE OF MAINE.

## MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	LINE OWNED.		Line of proprietary companies	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track .....	148.54	4.39		4.50		.56	157.99			157.43
Miles of second track .....	32.27					.56	32.83	2.67		32.27
Miles of yard track and sidings .....	70.08	.48		.90			71.46	.27		57.03
Total mileage operated (all tracks) .....	250.89	4.87		5.40		1.12	262.28	2.94		246.73

MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine.....	148.54	4.39	152.93	.....	.....	152.93

RENEWALS OF RAILS AND TIES—STATE OF MAINE.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard Pounds.	Average price per ton at distributing point. Dollars.	KIND.	Number.	Average price at distributing point. Cents.
Steel:				Cedar.....	58,352	46.6
New.....	217.26	75 to 85	30.25	Chestnut.....	24,001	59.6
Relay.....	230.26	65 to 75	20.00	Oak.....	6,404	50.8
				Switch, (60 ft.).....	3,839	118.6
Total steel.....	447.52		24.98	Total.....	92,596	53.3

BOSTON AND MAINE RAILROAD.

## CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE.

LOCOMOTIVES.	COAL—TONS.		COKE.		Fuel—oil, gallons. †	Total fuel consumed— tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Tons.					
REVENUE SERVICE.								
Freight .....		694,058	517		1,047,625	702,956	9,902,008	141.98
Passenger .....		470,882	82,123			553,005	12,278,734	90.08
Mixed .....		7,324				7,324	145,313	100.80
Special .....		2,221				2,221	63,175	70.31
Switching .....		186,880	53,011			239,891	6,267,047	76.56
Nonrevenue service .....		20,301				20,301	495,391	81.96
Total .....		1,381,666	135,651		1,047,625	1,525,698	29,151,668	104.67
Average cost at distributing point .....		\$2 79	\$3 21		\$ .0231	\$2 83		

† 125 gallons fuel oil equals 1 ton, (2000 pounds.)

ACCIDENTS TO PERSONS—STATE OF MAINE.

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.									
	Total	Other employees.	Telegraph employees.	Trackmen.	Shopmen.	Station men.	Switch tenders, crossing tenders, and watchmen.	Trainmen.	Injured.	Killed.
	Injured.	Injured.	Injured.	Injured.	Injured.	Injured.	Injured.	Injured.	Injured.	Killed.
Struck by Trains, Locomotives or Cars . . . . .	1							1		
Overhead obstructions . . . . .	1							1		
Total . . . . .	2							2		

## ACCIDENTS TO PERSONS—CONCLUDED.

KIND OF ACCIDENT.	Passengers.		Postal clerks, express messen- gers, Pullman employees, etc.		OTHER PERSONS.						TOTAL.		
	Killed.	Injured.	Killed.	Injured.	Trespassing.		Not tres- passing.		Total.		Killed.	Injured.	
					Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			
Struck by Trains, Locomotives or Cars: At points along track.....					5				5		Railway employees.....	5	
Total.....					5				5		Other persons.....	5	
											Grand total.....	7	



CHARACTERISTICS OF ROAD—STATE OF MAINE.

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.	ITEM.	No.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL	
		Feet.	Feet.	Feet.			Feet.	In..
BRIDGES.					OVERHEAD HIGHWAY CROSSINGS.			
Stone .....	16	429	10	68	Bridges .....	26	14	9½
Iron .....	49	3,841	10	593	Conduits .....	1	15	.....
Wooden .....	9	492	13	152	Trestles .....	18	14	9½
Total .....	74	4,762			Total .....	45		
Trestles .....	10	5,164	27	1,253				

Gage of track, road owned, 4 feet, 8½ inches. 152.93 miles. Gage of track, road leased, 4 feet, 8½ inches. 5.06 miles.

## TELEGRAPH.

## OWNED BY COMPANY MAKING THIS REPORT.

TOTAL.		OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.		
Miles of line.	Miles of wire.	Miles of line.	Miles of wire.	Miles of line.	Miles of wire.	NAME OF OPERATING COMPANY.
2.53	17.34	.....	.....	2.53	17.34	Western Union Tel. 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.
226.85	1,795.99	Western Union Tel. Co.....	Western Union Tel. Co.

**Report of Bridgton and Saco River Railroad Company for the  
Year Ending June 30, 1909.**

HISTORY.

Exact name of common carrier making this report. Bridgton & Saco River Railroad Company.

Date of organization. July 30, 1881.

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 laws of Maine.

DIRECTORS.

NAME.	Post-Office Address.	Date of Expiration of Term.
Joseph A. Bennett.....	Bridgton, Maine.....	} November, 1909.
Samuel S. Fuller.....	Bridgton, Maine.....	
Perley P. Burnham.....	Bridgton, Maine.....	
Horace A. Hall.....	Bridgton, Maine.....	

PRINCIPAL OFFICERS.

TITLE.	NAME.	OFFICIAL ADDRESS.
President.....	Joseph A. Bennett.....	Bridgton, Maine.
General Manager.....		
General Freight Agent.....		
General Passenger Agent.....		
General Ticket Agent.....		
Secretary.....	Horace A. Hall.....	Bridgton, Maine.
Treasurer.....	Perley P. Burnham.....	Bridgton, Maine.
Attorney, or General Counsel.....	Augustus H. Walker.....	Bridgton, Maine.
Assistant General Manager.....	Everett A. Crosby.....	Bridgton, Maine.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors. November, 1908.

Date of last closing of stock books before end of year for which this report is made. June 26, 1909.

Total number of stockholders at that date, 87.

Has each share of stock one vote? Yes.

## ROAD OPERATED.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Bridgton & Saco River R. R. Co.	Harrison, Me. . . . .	Bridgton Jet., Me. . . . .	21.25	.....

## MILEAGE OF LINE OWNED.

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main track.	Yard tracks and sidings.			Iron.	Steel.
State of Maine. . . . .	21.25	1.50	22.75	.....	.....	22.75

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	DIVIDENDS DECLARED DURING YEAR.	
					In treasury.	In sinking or other funds.		Rate.	Amount.
CAPITAL STOCK.									
Common.....	2,200	\$50	\$110,000	\$102,250	\$7,750	.....	\$102,250	4	\$4,090 00

## FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.			
	Date of issue.	Date of maturity.			In treasury.	In sinking or other funds.		Rate.	When payable.	Amount accrued during year.	Amount paid during year.
MORTGAGE BONDS.											
First mortgage.....	1898	1928	\$135,000	\$135,000	.....	.....	\$135,000	4	Jun 1 & Dec 1	\$5,400 00	\$5,400 00
Second mortgage.....	1901	1928	35,000	28,000	7,000	.....	28,000	4	Jun 1 & Dec 1	1,120 00	1,120 00
Total.....			\$170,000	\$163,000	\$7,000	.....	\$163,000			\$6,520 00	\$6,520 00

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.	
		In treasury.	In sinking or other funds.		Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$163,000	\$7,000	.....	\$163,000	\$6,520	\$6,520

## RECAPITULATION OF FUNDED DEBT—CONCLUDED.

PURPOSE OF THE ISSUE.	Total par value issued during the year.	Cash realized on amount issued during the year.	Total par value outstanding.	Total cash realized.
Issued for cash.....			\$163,000	\$163,000

## RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	ASSIGNMENT.		AMOUNT PER MILE OF LINE.	
		To railways.	To other properties.	Miles.	Amount.
Capital stock.....	\$102,250	\$102,250		21.25	\$4,812 76
Funded debt.....	163,000	163,000		21.25	7,671 59
Total.....	\$265,250	\$265,250		21.25	\$12,484 35

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1909.	
Cash.....	\$7,003 34	Loans and bills payable....	\$10,000 00
Other cash assets.....	84 68	Audited vouchers and accounts.....	27 93
Total—cash and current assets.....	\$7,088 02	Wages and salaries.....	1,892 85
Balance — current liabilities.....	4,881 49	Traffic balances due to other companies.....	48 73
Total.....	\$11,969 51	Total—current liabilities.....	\$11,969 51

Materials and supplies on hand, \$622.07.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage.....	Harrison.....	Bridgton Jct....	21.25	\$7,670 59

## EQUIPMENT, INCOME, SECURITIES AND OTHER PROPERTY MORTGAGED.

Road and equipment.

## EXPENDITURES FOR ADDITIONS AND BETTERMENTS.

Expenditures during year charged to special funds, increased weight of rail, \$11,631.47.

## EXPENDITURES FOR ROAD.

Expenditures for additions and betterments during year, charged to special funds or income: rails, frogs and switches, track fastenings and other material, \$11,631.47. Total cost to June 30, 1908, \$224,856.30; total cost to June 30, 1909, \$224,856.30.

EXPENDITURES FOR EQUIPMENT, GENERAL EXPENDITURES AND  
RECAPITULATION.

Equipment, total cost to June 30, 1908, \$48,119.28; total cost to June 30, 1909, \$48,119.28.

## RECAPITULATION.

Road, total cost to June 30, 1908, \$224,856.30; total cost to June 30, 1909, \$224,856.30.

Equipment, total cost to June 30, 1908, \$48,119.28; total cost to June 30, 1909, \$48,119.28; grand total, June 30, 1908, \$272,975.58; June 30, 1909, \$272,975.58.

Cost of road per mile of line, June 30, 1908, \$10,581.47; June 30, 1909, \$10,581.47-

Cost of equipment per mile of line, June 30, 1908, \$2,264.44; June 30, 1909, \$2,264.44; total per mile of line, \$12,845.91.

## INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenues .....	\$48,200 58		
Operating expenses .....	34,234 19		
Net operating revenue .....		\$13,966 39	
Total net revenue .....		\$13,966 39	
Taxes accrued .....		574 57	
Operating income .....			\$13,391 82
OTHER INCOME.			
Interest on other securities, loans and accounts .....		\$85 52	
Miscellaneous income .....		225 14	
Total other income .....			310 66
Gross corporate income .....			\$13,702 48
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Interest accrued on funded debt .....		\$6,520 00	
Other interest .....		425 02	
Total deductions from gross corporate income .....			\$6,945 02
Net corporate income .....			\$6,757 46
DISPOSITION OF NET CORPORATE INCOME.			
Dividends Declared:			
On Common Stock—			
4 per cent payable .....		\$4,090 00	
Additions and betterments charged to income .....		2,667 46	\$6,757 46

## PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance credit, June 30, 1909, carried to balance sheet .....		Balance June 30, 1908. . . .	\$8,864 99
	\$8,864 99		\$8,864 99
	\$8,864 99		



## OPERATING REVENUES.

ACCOUNT.	Total receipts.	Total deductions.	Total revenues.
<b>REVENUE FROM TRANSPORTATION.</b>			
Freight revenue .....			\$24,374 68
Passenger revenue .....			\$17,962 85
Excess baggage revenue .....			291 69
Mail revenue .....			1,590 96
Express revenue .....			3,980 40
Total passenger service train revenue .....			\$23,825 90
Total revenue from transportation .....			\$48,200 58
Total operating revenues .....			\$48,200 58

## OPERATING EXPENSES.

ACCOUNT.	Amount.	Ratio A. (Per cent.)	Ratio B. (Per cent.)
<b>MAINTENANCE OF WAY AND STRUCTURES.</b>			
Maintenance of roadway and tracks .....	\$6,842 16	92.17	19.99
Maintenance of track structures .....	45 55	.61	00.13
Maintenance of buildings .....	535 38	7.22	01.56
Total .....	\$7,423 09	100.00	21.68
<b>MAINTENANCE OF EQUIPMENT.</b>			
Locomotives—repairs .....	\$1,880 94	46.26	05.49
Cars—repairs .....	2,166 27	53.24	06.33
Other maintenance of equipment expenses .....	18 89	.46	00.06
Total .....	\$4,066 10	100.00	11.88
<b>TRANSPORTATION EXPENSES.</b>			
Station service .....	\$9,800 30	47.22	28.65
Other yard employees .....	1,051 67	5.06	03.08
Road enginemen .....	2,444 96	11.76	07.14
Fuel for road locomotives .....	3,959 80	19.06	11.56
Other road locomotive supplies and expenses .....	339 11	1.63	00.99
Road trainmen .....	2,259 35	10.87	06.60
Train supplies and expenses .....	242 17	1.17	00.71
Loss and damage .....	13 04	.06	00.04
All other transportation expenses .....	658 10	3.17	01.92
Total .....	\$20,777 50	100.00	60.69
<b>GENERAL EXPENSES.</b>			
Administration .....	\$1,722 67	87.56	05.03
Insurance .....	244 83	12.44	00.72
Total .....	\$1,967 50	100.00	05.75
Total operating expenses .....	\$34,234 19		100.00

## SUMMARY.

ACCOUNT.	Item.	Amount.
MAINTENANCE OF WAY AND STRUCTURES.		
Total .....	\$7,423 09	.....
Ratio to total operating expenses .....	21.68	.....
MAINTENANCE OF EQUIPMENT.		
Total .....	\$4,066 10	.....
Ratio to total operating expenses .....	11.88	.....
TRANSPORTATION EXPENSES.		
Total .....	\$20,777 50	.....
Ratio to total operating expenses .....	60.69	.....
GENERAL EXPENSES.		
Total .....	\$1,967 50	.....
Ratio to total operating expenses .....	5.75	.....
Total operating expenses .....	\$34,234 19	.....
Ratio of operating expenses to operating revenues .....	71.02	.....

## MISCELLANEOUS INCOME.

SOURCE OF INCOME.	Gross income.	Expenses.	Net miscellaneous income.
Interest on deposits .....	\$85 52	.....	.....
Telegraph and telephone receipts .....	157 00	.....	.....
Old material, junk sold .....	68 14	.....	.....
Total .....	\$310 66	.....	.....

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$224,856 30	Cost of road . . . . .		\$224,856 30		
	48,119 28	Cost of equipment . . . . .		48,119 28		
		Other permanent investments . . . . .		5,942 16	\$5,942 16	
	6,035 40	Cash and current assets . . . . .				\$6,035 40
		OTHER ASSETS.				
	1,002 06	Materials and supplies . . . . .		622 07		379 99
	\$280,013 04	Grand total . . . . .		\$279,539 81		\$473 23
JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$102,250 00	Capital stock . . . . .		\$102,250 00		
	163,000 00	Funded debt . . . . .		163,000 00		
	2,332 87	Current liabilities . . . . .		4,881 49	\$2,548 62	
	543 33	Accrued interest on funded debt not yet payable . . . . .		543 33		
	3,021 85	Equipment and permanent improvement account . . . . .				\$3,021 85
	8,864 99	Profit and loss . . . . .		8,864 99		
	\$280,013 04	Grand total . . . . .		\$279,539 81		\$473 23

BRIDGTON AND SACO RIVER RAILROAD.

## EMPLOYEES AND SALARIES.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	2	626	\$1,650 00	\$2 64
Station agents	7	2,164	3,090 44	1 43
Other station men	12	3,537	6,107 00	1 73
Enginemen	2	602	1,351 88	2 25
Firemen	2	640	1,054 89	1 65
Conductors	2	521	1,989 90	1 90
Other trainmen	3	819	1,364 48	1 67
Machinists	1	313	1,000 00	3 20
Other shopmen	3	801	1,423 94	1 78
Section foremen	4	1,258	2,281 06	1 81
Other trackmen	8	2,453	3,739 19	1 52
Watchmen	2	731	1,051 67	1 44
Total (including "general officers")	48	14,465	\$25,104 45	\$1 74
Less "general officers"	2	626	1,650 00	2 64
Total (excluding "general officers")	46	13,839	\$23,454 45	\$1 70
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures	12	3,711	\$6,020 25	\$1 62
Maintenance of equipment	4	1,114	2,423 94	2 18
Transportation expenses	30	9,014	15,010 26	1 65
General expenses	2	626	1,650 00	2 64

## TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Column for number passengers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
PASSENGER TRAFFIC.				
Number of passengers carried earning revenue	31,145			
Number of passengers carried one mile	415,162			
Number of passengers carried one mile per mile of road	19,537			
Average distance carried, miles	13.33			
Total passenger revenue		17,962	85	
Average amount received from each passenger			57	674
Average receipts per passenger per mile			04	326
Total passenger service train revenue		23,825	90	
Passenger service train revenue per mile of road			1,121	22
FREIGHT TRAFFIC.				
Number of tons carried of freight earning revenue	24,711			
Number of tons carried one mile	440,102			
Number of tons carried one mile per mile of road	20,710			
Average distance haul of one ton, miles	17.81			
Total freight revenue		24,374	68	
Average amount received for each ton of freight			98	647
Average receipts per ton per mile			05	538
Freight revenue per mile of road			1,147	04
TOTAL TRAFFIC.				
Operating revenues		48,200	58	
Operating revenues per mile of road			2,268	26
Operating expenses		34,234	19	
Operating expenses per mile of road			1,611	02
Net operating revenue		13,966	39	
Net operating revenue per mile of road			657	36
Average mileage operated during year	21.25			

## TRAFFIC AND MILEAGE STATISTICS.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service: Switching locomotive miles.....		2,130
TRAIN MILEAGE.		
Revenue Service: Mixed train miles.....		41,630

FREIGHT TRAFFIC MOVEMENT.  
(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road.	Freight received from connect- ing roads and other carriers.	TOTAL FREIGHT TONNAGE.		
	Whole tons	Whole tons.	Whole tons	Per cent.	
Products of Agriculture.	Grain .....	1,642	1,642	06.65	
	Flour .....	288	288	01.16	
	Other mill products .....	1,612	1,612	06.52	
	Hay .....	493	493	02.00	
	Fruit and vegetables.....	986	986	03.99	
Total .....	986	4,035	5,021	20.32	
Products of Animals.	Wool .....	5	131	136	00.55
	Hides and leather .....	353	383	736	02.98
	Total .....	358	514	872	03.53
Products of Mines.	Anthracite coal .....	1,330	1,330	05.38	
	Bituminous coal .....	2,413	2,413	09.77	
	Ores, scrap, etc. ....	17	17	00.07	
	Other products of mines, ice .....	20	20	00.08	
Total .....	17	3,763	3,780	15.30	
Products of Forests.	Lumber .....	3,469	60	3,529	14.24
	Other products of forests .....	3,890	.....	3,890	15.78
	Total .....	7,359	60	7,419	30.02
Manufac- tures.	Petroleum and other oils .....	160	160	00.65	
	Sugar .....	19	19	00.08	
	Naval stores, salt & bark Ext. ....	200	200	00.81	
	Iron, pig and bloom .....	25	25	00.10	
	Other castings and machinery .....	60	60	00.24	
	Bar and sheet metal .....	85	85	00.34	
	Cement, brick and lime .....	257	257	01.04	
	Household goods and furniture .....	6	6	00.03	
Other manufactures .....	46	46	00.18		
Total .....	6	852	858	03.47	
Miscellaneous: Other commodities not mentioned above.....	1,000	5,761	6,761	27.36	
Total tonnage.....	9,726	14,985	24,711	100.00	

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1908.	Number added during year.	Number retired during year.	Number on June 30, 1909.	NUMBER FITTED WITH	
					Train brake.	Automatic coupler.
Total locomotives owned and in the service	5	.....	.....	5	5	5
CARS—OWNED OR LEASED.						
In Passenger Service:						
First-class cars.....	3	.....	.....	3	3	3
Baggage, express and postal cars.....	2	.....	.....	2	2	2
Other cars in passenger service.....	1	.....	.....	1	1	1
Total.....	6			6	6	6
In Freight Service:						
Box cars.....	26	.....	.....	26	26	26
Flat cars.....	30	.....	.....	30	30	30
Tank cars.....	1	.....	.....	1	1	1
Total.....	57			57	57	57
Total cars owned and in the service....	63			63	63	63

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS.)

LINE IN USE.	LINE OWNED.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main Line.	Branches and spurs.							Iron.	Steel.
Miles of single track .....	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.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard. Pounds.	Average price per ton at distributing point. Dollars.	KIND.	Number.	Average price at distributing point. Cents.
				Ash.....	757	16

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Fuel, oil— gallons.	Total fuel consumed tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.				
REVENUE SERVICE.								
Mixed.....		979		21½		979	43,760	44.74
Average cost at distributing point.....				\$2 78		\$3 98		

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.	ITEM.	No.	HEIGHT OF LOWEST ABOVE SUR- FACE OF RAIL.	
		Feet.	Feet.	Feet.			Feet.	In.
BRIDGES.								
Stone Arch.....	1	14			Bridges.....	1	9	
Steel.....	11	258	12	50				
Total.....		272						
OVERHEAD HIGHWAY CROSSINGS.								

Gage 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 Co.....	Bridgton Telegraph Co.



**Report of the Canadian Pacific Railway Company for the Year Ending  
June 30, 1909.**

**[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.\*

\*HOULTON BRANCH RAILROAD.

Section 3. Incorporated under the provisions of chapter 216 of the Private and Special Laws of the State of Maine, 1867. By Chapter 287 of Private and Special Laws, 1867, the town of Houlton was authorized to aid in construction.

\*AROOSTOOK RIVER RAILROAD.

Incorporated under the provisions of Chapter 376 of the Private and Special Laws of the State of Maine, 1873. By Chapter 412 of Private and Special Laws, 1874, time within which it might locate and construct was extended for three years. By chapter 281 of Private and Special Laws, 1876, the A. R. R. 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.

## DIRECTORS.

## CANADIAN PACIFIC RAILWAY COMPANY.

Operating lines in the State of Maine.

NAME.	Post-Office Address.	Date of Expiration of Term.
Sir Wm. C. Van Horne, K.C.M.G.	Montreal . . . . .	October, 1911.
Rt. Hon. Lord Strathcona and Mt. Royal, G.C.M.G. . . . .	Montreal . . . . .	October, 1910.
Sir Thos. G. Shaughnessy, K. C. V. O. . . . .	Montreal . . . . .	October, 1910.
Mr. R. B. Angus . . . . .	Montreal . . . . .	October, 1911.
Mr. E. B. Osler . . . . .	Toronto . . . . .	October, 1911.
Sir Sandford Fleming, K.C.M.G.	Ottawa . . . . .	October, 1912.
Mr. Wilmot D. Matthews . . . . .	Toronto . . . . .	October, 1912.
Mr. Thomas Skinner . . . . .	London, England . . . . .	October, 1910.
Mr. Chas. R. Hosmer . . . . .	Montreal . . . . .	October, 1909.
Sir G. A. Drummond, K.C.M.G.	Montreal . . . . .	October, 1912.
Hon. Robt. Mackay . . . . .	Montreal . . . . .	October, 1909.
Hon. James Dunsnuir . . . . .	Victoria . . . . .	October, 1910.
Mr. Robert Meighen . . . . .	Montreal . . . . .	October, 1912.
Mr. David McNicoll . . . . .	Montreal . . . . .	October, 1909.
Hon. L. J. Forget . . . . .	Montreal . . . . .	October, 1911.

## OFFICERS.

## CANADIAN PACIFIC RAILWAY COMPANY.

TITLE.	NAME.	OFFICIAL ADDRESS.
Chairman of the Board . . . . .	Sir Wm. C. Van Horne, K. C. M. G. . . . .	Montreal.
President . . . . .	Sir Thos. G. Shaughnessy, K. C. V. O. . . . .	Montreal.
Vice-President . . . . .	D. McNicoll . . . . .	Montreal.
Second Vice-President . . . . .	Wm. Whyte . . . . .	Winnipeg.
Third Vice-President . . . . .	I. G. Ogden . . . . .	Montreal.
Fourth Vice-President . . . . .	G. M. Bosworth . . . . .	Montreal.
Secretary and Ass't to President	W. R. Baker . . . . .	Montreal.
Treasurer . . . . .	H. E. Suckling . . . . .	Montreal.
General Counsel . . . . .	A. R. Creelman . . . . .	Montreal.
General Auditor . . . . .	H. L. Penny . . . . .	Montreal.
Assistant Comptroller . . . . .	John Leslie . . . . .	Montreal.
Auditor of Disbursements . . . . .	F. E. Shrimpton . . . . .	Montreal.
Asst. Gen. Manager, East. Lines	J. W. Leonard . . . . .	Montreal.
Asst. Chief Engineer, East. Lines	J. G. Sullivan . . . . .	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. Stitt . . . . .	Montreal.
Land Commissioner . . . . .	Fred T. Griffin . . . . .	Winnipeg.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Total number of stockholders at date of last election:—

International Ry. of Maine.....	13	}	50
Houlton R. R. of Maine.....	22		
Aroostook River R. R. of Maine	15		

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1909? No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1909? No.

ROAD OPERATED—STATE OF MAINE.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
International Railway of Maine	Boundary . . . . .	Mattawamkeag.....	144.5 . . . . .	
Houlton Branch R. R. of Maine	Boundary . . . . .	Houlton . . . . .	3.0 . . . . .	
Aroostook River R. R. of Maine	Boundary . . . . .	Presque Isle . . . . .	29.2 . . . . .	
				176.70
Maine Central Railroad . . . . .	Mattawamkeag...	Vanceboro.....	56.60	
Total.....				233.30

ROAD ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT.

The International Railway of Maine was sold to the Atlantic and Northwestern Railway December 6, 1886.

The Atlantic and Northwestern Railway leased to the Ontario and Quebec Railway August 1, 1883, which railway is leased to the Canadian Pacific Railway Co. 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 Co. for 990 years from July, 1890.

Operating company: Canadian Pacific Ry. Co., boundary to Mattawamkeag 144.5 miles. Boundary to Houlton, 3 miles. Boundary to Presque Isle, 29.20 miles.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	DIVIDENDS DECLARED DURING YEAR.	
					In treasury.	In sinking or other funds.		Rate.	Amount.
CAPITAL STOCK.									
Common:									
International Railway of Maine (Atlantic and Northwestern Railway 5% guarantee lien on this road) .....		\$100	\$1,445,000	\$1,445,000			\$1,445,000		
Houlton Branch Railroad of Maine .....			28,000	28,000			28,000		
Aroostook River Railroad of Maine .....			800,000	800,000			800,000		
Total .....			\$2,273,000	\$2,273,000			\$2,273,000		

## PURPOSE OF THE ISSUE.

Issued for cash: common, total number of shares outstanding, 22,730.

FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.			
	Date of issue.	Date of maturity.			In treasury.	In sinking or other funds.		Rate %	When payable.	Amount accrued during year.	Amount paid during year.
MORTGAGE BONDS. International Railway of Maine.(A. & N. W. 1st mortgage lien on this road).....	1887	1937	\$2,890,000	\$2,890,000			\$2,890,000	5	Jan. and July	\$144,500	
Aroostook River R. R. of Me. (N. B. Ry. 1st mortgage proportion).....	Less proportion of		600,000	600,000			600,000	5	Feb. and Aug.	115,500	\$29,000
Houlton Branch R. R. of Maine.....			24,000	24,000			24,000	6	Jan. and July	30,000	30,000
										1,440	1,440
Total.....			\$3,514,000	\$3,514,000			\$3,514,000				\$60,440

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.		
		In treasury.	In sinking or other funds.		Amount accrued during year.	Amount paid during year.	
Mortgage bonds.....	\$3,514,000			\$3,514,000		\$60,440	\$60,440

## RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	ASSIGNMENT.		AMOUNT PER MILE OF LINE.	
		To railways.	To other properties.	Miles.	Amount.
Capital stock.....	\$2,273,000	\$2,273,000	.....	176.70	\$12,863 61
Funded debt.....	3,514,000	3,514,000	.....	176.70	19,886 81
Total.....	\$5,787,000	\$5,787,000		176.70	\$32,750 42

## \* CURRENT ASSETS AND LIABILITIES.

\* Assumed by the Canadian Pacific Railway Company.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
† International Ry. of Maine.. (A. & N. W. Ry., 1st mortgage lien on the road);	Boundary.....	Mattawamkeag	144.50	\$20,000
Aroostook River R. R. of Maine. (N. B. Ry. 1st mortgage prop- tion);	Boundary.....	Presque Isle...	29.20	20,548
Houlton Branch R. R. of Maine	Boundary.....	Houlton.....	3.00	8,000

† All equipment, income, securities mortgaged.

## EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES.

## STATE OF MAINE.

Total cost of road, June 30, 1908, \$7,126,194.94; expenditures during the year;— charged to capital, \$31,412.79; total cost of road, June 30, 1909, \$7,157,607.73.

Total cost of equipment, June 30, 1908, \$558,000.00. Total cost of equipment, June 30, 1909, \$558,000.00. General expenditures, \$407.37.

Grand total cost of road and equipment, June 30, 1908, \$7,684,602.31; June 30, 1909, \$7,716,015.10.

Cost of road per mile of line, June 30, 1908, \$40,329.34; June 30, 1909, \$40,507.12.

Cost of equipment per mile of line, June 30, 1908, \$3,157.89; June 30, 1909, \$3,157.89  
General expenditures per mile of line, \$2.31. Total 1909, \$43,667.32.

## INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenues .....	\$1,008,405 43		
Operating expenses .....	963,488 30		
Net operating revenue .....		\$44,917 13	
Total net revenue .....		\$44,917 13	
Taxes accrued .....		58,609 30	
Operating loss .....			\$13,692 17
OTHER INCOME.			
Other Rents—Credits:			
Hire of equipment, balance .....			924 18
Gross corporate loss .....			\$12,767 99
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Rents accrued for lease of other roads		\$1,680 00	
Other Rents—Debits:			
Joint facilities .....		24,351 73	
Interest accrued on funded debt .....		60,440 00	
Total deductions from gross corporate income .....			\$86,471 73
Net corporate loss .....			\$99,239 72
Balance for year carried forward to debit of profit and loss .....			\$99,239 72

## PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance for year brought forward from income account .....	\$99,239 72	Additions for year contributed by the C. P. Ry. . . . .	\$99,239 72
	\$99,239 72		\$99,239 72

## OPERATING REVENUES—STATE OF MAINE.

ACCOUNT.	Total receipts.	Total deductions.	Total revenues.
REVENUE FROM TRANSPORTATION.			
Freight revenue . . . . .			\$678,390 62
Passenger revenue . . . . .			\$246,871 90
Excess baggage revenue . . . . .			113 24
Mail revenue . . . . .			29,929 58
Express revenue . . . . .			44,604 83
Milk revenue (on passenger trains) . . . . .			11 67
Other passenger-train revenue . . . . .			102 41
Total passenger service train revenue . . . . .			\$321,633 63
Switching revenue . . . . .			\$82 95
Special service train revenue . . . . .			445 86
Miscellaneous transportation revenue . . . . .			942 80
Total revenue from transportation . . . . .			\$1,000,495 86
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.			
Station and train privileges . . . . .			\$266 93
Storage—freight . . . . .			63 03
Storage—baggage . . . . .			8 22
Car service . . . . .			524 43
Rents of buildings and other property . . . . .			3,636 62
Miscellaneous . . . . .			2,410 34
Total revenue from operations other than transportation . . . . .			\$6,909 57
Total operating revenue—state . . . . .			\$1,008,405 43
Total operating revenues—entire line . . . . .			\$69,483,247 56



## OPERATING EXPENSES—STATE OF MAINE.

ACCOUNT.	Amount.	Ratio A. (Per cent.)	Ratio B. (Per cent.)
MAINTENANCE OF WAY AND STRUCTURES.			
Superintendence.....	\$7,866 22	05.24	00.88
Ballast.....	2,416 24	01.61	00.27
Ties.....	24,928 31	16.59	02.79
Rails.....	*11 01		
Other track material.....	5,493 86	03.66	00.61
Roadway and track.....	71,903 43	47.85	08.04
Removal of snow, sand and ice.....	15,149 95	10.08	01.69
Bridges, trestles and culverts.....	5,150 50	03.43	00.58
Grade crossings, fences, cattle guards and signs.....	981 29	00.65	00.11
Snow and sand fences and snowsheds.....	248 32	00.16	00.03
Signals and interlocking plants.....	337 80	00.22	00.04
Telegraph and telephone lines.....	3,195 76	02.13	00.36
Buildings, fixtures and grounds.....	10,685 10	07.11	01.20
Roadway tools and supplies.....	1,573 44	01.05	00.18
Stationery and printing.....	300 30	00.20	00.03
Other expenses.....	22.68	00.02	
Total.....	\$150,242 19	100.00	16.81
MAINTENANCE OF EQUIPMENT.			
Superintendence.....	\$4,319 75	02.18	00.48
Steam locomotives—repairs.....	80,187 95	40.39	08.98
Steam locomotives—renewals.....	5,368 16	02.70	00.60
Passenger-train cars—repairs.....	27,165 41	13.68	03.04
Passenger-train cars—renewals.....	379 14	00.19	00.04
Freight-train cars—repairs.....	60,932 01	30.69	06.82
Freight-train cars—renewals.....	14,455 39	07.28	01.62
Work equipment—repairs.....	1,419 53	00.72	00.16
Work equipment—renewals.....	1,074 54	00.54	00.12
Shop machinery and tools.....	2,898 75	01.46	00.32
Stationery and printing.....	337 90	00.17	00.04
Total.....	\$198,538 53	100.00	22.22
TRAFFIC EXPENSES.			
Superintendence.....	\$11,343 00	23.30	01.27
Outside agencies.....	21,398 77	43.95	02.40
Advertising.....	10,483 13	21.53	01.17
Traffic associations.....	544 81	01.12	00.06
Fast freight lines.....	3 31		
Industrial and immigration bureaus.....	481 65	00.99	00.05
Stationery and printing.....	4,435 30	09.11	00.50
Total.....	\$48,689 97	100.00	05.45
TRANSPORTATION EXPENSES.			
Superintendence.....	\$7,972 82	01.73	00.89
Dispatching trains.....	7,743 69	01.68	00.87
Station employees.....	31,840 52	06.69	03.45
Station supplies and expenses.....	4,988 78	01.08	00.56
Yardmasters and their clerks.....	167 76	00.04	00.02
Yard conductors and brakemen.....	3,150 13	00.68	00.35
Yard switch and signal tenders.....	549 00	00.12	00.06
Yard supplies and expenses.....	1,298 95	00.28	00.14
Yard enginemen.....	3,230 51	00.70	00.36
Enginehouse expenses—yard.....	721 50	00.16	00.08
Fuel for yard locomotives.....	3,860 59	00.84	00.43
Water for yard locomotives.....	179 66	00.04	00.02
Lubricants for yard locomotives.....	237 21	00.05	00.03
Other supplies for yard locomotives.....	137 00	00.03	00.02
Road enginemen.....	63,597 50	13.79	07.12
Enginehouse expenses—road.....	20,857 96	04.52	02.33
Fuel for road locomotives.....	189,625 19	41.14	21.22
Water for road locomotives.....	5,630 49	01.22	00.63
Lubricants for road locomotives.....	2,323 35	00.50	00.26
Other supplies for road locomotives.....	2,379 31	00.52	00.27

\* Credit.

## OPERATING EXPENSES—STATE MAINE—CONCLUDED.

ACCOUNT.	Amount.	Ratio A (Per cent.)	Ratio B (Per cent.)
TRANSPORTATION EXPENSES—CONCLUDED.			
Road trainmen.....	60,590 84	13.14	06.78
Train supplies and expenses.....	22,540 19	04.89	02.52
Interlockers and block and other signals—operation.....	199 54	00.04	00.02
Clearing wrecks.....	1,594 51	00.35	00.18
Telegraph and telephone—operation.....	1,234 07	00.27	00.14
Stationery and printing.....	2,118 45	00.46	00.24
Other expenses.....	39 65		
Loss and damage—freight.....	9,691 91	02.10	01.08
Loss and damage—baggage.....	170 68	00.04	00.02
Damage to property.....	11,022 98	02.39	01.23
Damage to stock on right of way.....	867 50	00.19	00.10
Injuries to persons.....	1,485 19	00.32	00.17
Total.....	\$461,047 43	100.00	51.59
GENERAL EXPENSES.			
Salaries and expenses of general officers.....	\$5,949 98	16.94	00.67
Salaries and expenses of clerks and attendants.....	9,482 20	26.99	01.06
General office supplies and expenses.....	1,616 79	04.60	00.18
Law expenses.....	5,496 78	15.65	00.61
Insurance.....	7,682 00	21.87	00.86
Stationery and printing.....	1,774 64	05.05	00.20
Other expenses.....	3,126 58	08.90	00.35
Total.....	\$35,128 97	100.00	03.93
Total operating expenses.....	\$893,647 09		100.00

## SUMMARY.

ACCOUNT.	Item.	Amount.
MAINTENANCE OF WAY AND STRUCTURES.		
Total.....	\$150,242 19	
Maintaining joint tracks, yards and other facilities—Dr.....	48,256 52	
Total—maintenance of way and structures.....		\$198,498 71
Ratio to total operating expenses (per cent.).....		20.60
MAINTENANCE OF EQUIPMENT.		
Total.....		\$198,538 53
Ratio to total operating expenses (per cent.).....		20.61
TRAFFIC EXPENSES.		
Total.....		\$48,689 97
Ratio to total operating expenses (per cent.).....		51.05
TRANSPORTATION EXPENSES.		
Total.....	\$461,047 43	
Operating joint yards and terminals—Dr.....	19,861 72	
Operating joint tracks and facilities—Dr.....	1,722 97	
Total—transportation expenses.....		\$482,632 12
Ratio to total operating expenses (per cent.).....		50.09
GENERAL EXPENSES.		
Total.....		\$35,128 97
Total operating expenses.....		\$963,488 30
Ratio of operating expenses to operating revenues (per cent.).....		95.53

RENTS PAYABLE.  
FOR JOINT FACILITIES.

FACILITY LEASED.	LOCATION.	NAME OF LESSOR.	Amount.
Joint tracks.....	Mattawankeag to Vanceboro.....	Maine Central R. R. Co....	\$24,351 73

RENTS PAYABLE.  
FOR LEASE OF ROAD

ROAD LEASED.	Guaranteed interest on bonds.	Guaranteed dividends on stock.	Cash.	Total.
Houlton Branch R. R. of Me.....		\$1,680 00		\$1,680 00

## COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$7,126,194 94	Cost of road .....		\$7,157,607 73	\$31,412 79	
	558,000 00	Cost of equipment .....		558,000 00		
	407 37	General expenditures .....		407 37		
	\$7,684,602 31	Grand total .....		\$7,716,015 10	\$31,412 79	

## COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$2,273,000 00	Capital stock .....		\$2,273,000 00		
	3,514,000 00	Funded debt .....		3,514,000 00		
	1,897,602 31	Amount included by C. P. Ry. in cost of road .....		1,929,015 10	\$31,412 79	
	\$7,684,602 31	Grand total .....		\$7,716,015 10	\$31,412 79	

## EMPLOYEES AND SALARIES—STATE OF MAINE.

CLASS.	Number on June 30.	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	4,917	13,704 35	2 79
Other station men . . . . .	13	4,841	5,714 86	1 18
Enginemen . . . . .	38	10,271	39,692 81	3 86
Firemen . . . . .	36	10,154	26,875 26	2 65
Conductors . . . . .	24	8,045	24,990 37	3 11
Other trainmen . . . . .	56	15,256	31,044 08	2 03
Machinists . . . . .	11	2,664	8,327 36	3 13
Carpenters . . . . .		109	269 89	2 48
Other shopmen . . . . .	16	10,100	19,902 97	1 97
Section foremen . . . . .	32	9,620	20,588 38	2 14
Other trackmen . . . . .	107	26,982	42,660 73	1 58
Switch tenders, crossing tenders and watchmen . . . . .	2	979	2,401 88	2 45
Telegraph operators and dispatchers . . . . .	9	3,787	10,514 67	2 78
All other employees and laborers . . . . .	202	31,096	50,879 17	1 64
Total (including "general officers")	589	148,211	\$329,566 78	\$2 22
Less "general officers" . . . . .	10	3,130	17,000 00	5 43
Total (excluding "general officers")	579	145,081	\$312,566 78	\$2 15
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures . . . . .	323	62,417	\$105,048 39	\$1 68
Maintenance of equipment . . . . .	44	17,853	37,005 11	2 07
Traffic expenses . . . . .	16	4,942	16,613 25	3 36
Transportation expenses . . . . .	191	58,250	154,938 28	2 66
General expenses . . . . .	15	4,749	15,961 75	3 36

## TRAFFIC AND MILEAGE STATISTICS—STATE OF MAINE.

ITEM.	Column for number passen- gers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills
<b>PASSENGER TRAFFIC.</b>				
Number of passengers carried earning revenue . . . . .	167,430			
Number of passengers carried one mile . . . . .	15,788,068			
Number of passengers carried one mile per mile of road . . . . .	67,673			
Average distance carried, miles . . . . .	94.30			
Total passenger revenue . . . . .		246,871	90	
Average amount received from each passenger . . . . .			147	448
Average receipts per passenger per mile . . . . .			01	564
Total passenger service train revenue . . . . .		321,633	63	
Passenger service train revenue per mile of road . . . . .		1,378	63	
Passenger service train revenue per train-mile . . . . .			96	726
<b>FREIGHT TRAFFIC.</b>				
Number of tons carried of freight earning revenue . . . . .	848,335			
Number of tons carried one mile . . . . .	140,299,909			
Number of tons carried one mile per mile of road . . . . .	601,371			
Average distance haul of one ton, miles . . . . .	165.38			
Total freight revenue . . . . .		678,390	62	
Average amount received for each ton of freight . . . . .			79	967
Average receipts per ton per mile . . . . .				484
Freight revenue per mile of road . . . . .		2,907	80	
Freight revenue per train-mile . . . . .			114	572
<b>TOTAL TRAFFIC.</b>				
Operating revenues . . . . .		1,008,405	43	
Operating revenues per mile of road . . . . .		4,322	36	
Operating revenues per train-mile . . . . .			131	295
Operating expenses . . . . .		963,488	30	
Operating expenses per mile of road . . . . .		4,129	83	
Operating expenses per train-mile . . . . .			125	447
Net operating revenue . . . . .		44,917	13	
Net operating revenue per mile of road . . . . .		192	53	
Average number of passengers per car-mile . . . . .	14			
Average number of passengers per train-mile . . . . .	47			
Average number of passenger cars per train-mile . . . . .	4.68			
Average number of tons of freight per loaded car-mile . . . . .	17.03			
Average number of tons of freight per train-mile . . . . .	236.95			
Average number of freight cars per train-mile . . . . .	18.77			
Average number of loaded cars per train-mile . . . . .	13.91			
Average number of empty cars per train-mile . . . . .	4.06			
Average mileage operated during year . . . . .	233.30			

## TRAFFIC AND MILEAGE STATISTICS—STATE OF MAINE.

CLASSIFICATION.	Item.	Total.
<b>LOCOMOTIVE MILEAGE.</b>		
Revenue Service:		
Freight locomotive-miles . . . . .	453,514	
Passenger locomotive-miles . . . . .	178,991	
Mixed locomotive-miles . . . . .	159,508	
Special locomotive-miles . . . . .	506	
Switching locomotive-miles . . . . .	43,567	
Total revenue locomotive mileage . . . . .		836,086
Nonrevenue service locomotive-miles . . . . .		16,380
<b>CAR MILEAGE.</b>		
Revenue Service:		
Freight car-miles—		
Loaded . . . . .	8,238,296	
Empty . . . . .	2,401,356	
Caboose . . . . .	472,219	
Total freight car-miles . . . . .		11,111,871
Passenger car-miles—		
Passenger . . . . .	839,484	
Sleeping, parlor and observation . . . . .	260,385	
Other passenger-train cars . . . . .	456,790	
Total passenger car-miles . . . . .		1,556,659
Special car-miles—		
Freight—loaded . . . . .	3,232	
Caboose . . . . .	406	
Passenger . . . . .	1,314	
Total special car-miles . . . . .		4,952
Total revenue car mileage . . . . .		12,673,482
Nonrevenue service car-miles . . . . .		117,091
<b>TRAIN MILEAGE.</b>		
Revenue Service:		
Freight train-miles . . . . .	435,018	
Passenger train-miles . . . . .	175,426	
Mixed train-miles . . . . .	157,093	
Special train-miles . . . . .	506	
Total revenue train mileage . . . . .		768,043
Nonrevenue service train-miles . . . . .		11,902

## FREIGHT TRAFFIC MOVEMENT—STATE OF MAINE.

(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road.	Freight received from connect- ing roads and other carriers.	TOTAL FREIGHT TONNAGE.		
	Whole tons	Whole tons	Whole tons	Per Cent.	
Products of Agriculture.	Grain . . . . .	2,188	232,498	234,686	27.67
	Flour . . . . .	546	95,566	96,112	11.33
	Other mill products . . . . .	997	20,881	21,878	02.58
	Hay . . . . .	7,078	3,217	10,295	01.21
	Tobacco . . . . .	40	593	633	00.07
	Cotton . . . . .	132	1,538	1,670	00.20
	Fruit and vegetables . . . . .	59,912	26,379	86,291	10.17
Total . . . . .	70,893	380,672	451,565	53.23	
Products of Animals.	Live stock . . . . .	831	15,045	15,876	01.87
	Dressed meats . . . . .	139	16,014	16,153	01.91
	Other packing-house products . . . . .	139	12,575	12,714	01.50
	Poultry, game and fish . . . . .	68	8,145	8,213	00.97
	Wool . . . . .		711	711	00.08
Hides and leather . . . . .	157	2,833	2,990	00.35	
Total . . . . .	1,334	55,323	56,657	06.68	
Products of Mines.	Anthracite coal . . . . .	337	113	450	00.05
	Bituminous coal . . . . .	1,353	2,810	4,163	00.49
	Coke . . . . .		528	528	00.06
	Ores . . . . .		3,984	3,984	00.47
Stone, sand and other like articles . . . . .	608	578	1,186	00.14	
Total . . . . .	2,298	8,013	10,311	01.21	
Products of Forests—Lumber . . . . .	43,601	41,027	84,628	09.98	
Manufac- tures.	Petroleum and other oils . . . . .	647	2,204	2,851	00.34
	Sugar . . . . .	351	7,178	7,529	00.89
	Iron, pig and bloom . . . . .	22	565	587	00.07
	Iron and steel rails . . . . .	37	637	674	00.08
	Other castings and machinery . . . . .	821	11,352	12,173	01.43
	Bar and sheet metal . . . . .	48	8,698	8,746	01.03
	Cement, brick and lime . . . . .	582	16,978	17,560	02.07
	Agricultural implements . . . . .	251	2,840	3,091	00.36
	Wagons, carriages, tools, etc . . . . .	23	3,379	3,402	00.40
	Wines, liquors and beers . . . . .	43	4,211	4,254	00.50
Household goods and furniture . . . . .	701	1,757	2,458	00.29	
Total . . . . .	3,526	59,799	63,325	07.46	
Merchandise . . . . .	5,745	97	5,842	00.69	
Miscellaneous: Other commodities not mentioned above . . . . .	9,427	166,580	176,007	20.75	
Total tonnage—state . . . . .	136,824	711,511	848,335	100.00	



## DESCRIPTION OF EQUIPMENT—STATE OF MAINE.

ITEM.	Number on June 30, 1908.	Number added during year.	Number retired during year.	Number on June 30, 1909.	NUMBER FITTED WITH—	
					Train brake.	Automatic coupler.
LOCOMOTIVES—OWNED OR LEASED.						
Passenger . . .						
Freight . . .	10			10	10	10
Switching . . .						
Total locomotives owned and in service	10			10	10	10
CARS—OWNED OR LEASED.						
In Freight Service:						
Box cars—total . . . . .	1,000			1,000	1,000	1,000
In Company's Service:						
Caboose cars . . . . .	6			6	6	6
Total cars owned and in service . . . . .	1,006			1,006	1,006	1,006

MILEAGE—ENTIRE LINE.  
MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	LINE OWNED.		Line of proprietary companies.	Line operated under lease.	Line oper- ated under contract, etc.	Line oper- ated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track . . . . .	2,905.90	2,750.30	2,602	1,342.80	184	93.50	9,878.50	452.10	9,785.00	
Miles of second track . . . . .	385.10			98.10			483.20	273.30	483.20	
Miles of yard track and sidings . . . . .	1,997.10						1,997.10	100.30	1,987.60	9.50
Total mileage operated (all tracks) . . . . .	5,288.10	2,750.30	2,602	1,440.90	184	93.50	12,358.80	825.70	12,255.80	9.50

MILEAGE OF LINE OPERATED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Line of proprietary companies.	Line operated under lease.	Line oper- ated under contract, etc.	Line oper- ated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Dominion of Canada . . . . .	2,905.90	2,750.30	2,602	1,166.10	184	37.30	9,645.60	452.50	9,608.30	
State of Maine . . . . .				176.70		56.20	232.90	*.40	176.70	
Total mileage operated (single track) . . . . .	2,905.90	2,750.30	2,602	1,342.80	184	93.50	9,878.50	452.10	978.50	

\* Decrease.

MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Dominion of Canada.....	2,905.90	2,750.30	5,656.20	981.30	.....	5,656.20

MILEAGE—STATE OF MAINE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	LINE OWNED.		Line of proprietary companies	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track.....	176.70	.....	.....	.....	.....	56.60	233.30	.....	.....	176.70
Miles of yard track and sidings.....	30.10	.....	.....	.....	.....	.....	30.10	.70	.....	30.10
Total mileage operated (all tracks).....	206.80	.....	.....	.....	.....	56.60	263.40	.70	.....	206.80

## MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine.....	176.70		176.70			176.70

## RENEWALS OF RAILS AND TIES—STATE OF MAINE.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard Pounds.	Average price per ton at distributing point. Dollars.	KIND.	Number.	Average price at distributing point. Cents.
				Cedar and hemlock .....	69,444	46

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF MAINE.

LOCOMOTIVES.	COAL—TONS.		CHARCOAL.	WOOD—SOFT.	Fuel—oil, gallons.	Total fuel consumed— tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Bushels.	Cords.				
REVENUE SERVICE.								
Freight.....		35,450	844	48		35,482	453,514	156.48
Passenger.....		8,902	323	19		8,915	178,991	99.61
Mixed.....		9,043	301	17		9,055	159,508	113.54
Special.....		25				25	506	98.81
Switching.....		1,846	81	7		1,850	43,567	84.93
Nonrevenue service.....		885	30	2		886	16,380	108.18
Total.....		56,151	1,579	93		56,213	852,466	131.88
Average cost at distributing point.....		\$3.496	\$0.12	\$1.25		\$3.496		

## ACCIDENTS TO PERSONS—STATE OF MAINE.

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.							
	Total.	Other employees.	Telegraph employees.	Trackmen.	Shopmen.	Station men.	Switch tenders, crossing tenders, and watchmen.	Trainmen.
	Injured. Killed.	Injured. Killed.	Injured. Killed.	Injured. Killed.	Injured. Killed.	Injured. Killed.	Injured. Killed.	Injured. Killed.
Collisions.....	1						1	
Struck by trains, locomotives or cars.....	1						1	
Other causes.....	1						1	
Total.....	3						3	



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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.										Passengers.		Postal clerks, express messengers, pullman employees, etc.		Other persons.	
	Station men.		Shopmen.		Trackmen.		Other employees.		Total.							
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other causes.....																1

CHARACTERISTICS OF ROAD—STATE OF MAINE.  
BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.	ITEM.	No.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL	
		Feet.	Feet.	Feet.			Feet.	In.
BRIDGES.					OVERHEAD RAILWAY CROSSINGS.			
Iron.....	29	4,762.1	24	1,180..	Bridges.....	2	20	9
Wooden.....	2	13.6	5	8.6				
Combination.....	11	369.6	5	269.6				
Total.....	42	5,145.1						
Trestles.....	23	1,263..	21	106..				

Gage of track, 4 feet, 8½ inches. 176.7 miles.



TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

TOTAL.		OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.		
Miles of line.	Miles of wire.	Miles of line.	Miles of wire.	Miles of line.	Miles of wire.	NAME OF OPERATING COMPANY.
207	1,192	207	1,192	.....	.....	.....

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	NAME OF OWNER.	NAME OF OPERATING COMPANY.
29	58	Western Union Telegraph Co. ....	Western Union Telegraph Co.
12	12	Western Union Telegraph Co. ....	Northern Telegraph Co.

CANADIAN PACIFIC RAILWAY.

**Report of the Georges Valley Railroad Company for the  
Year Ending June 30, 1909.**

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; G. M. Brainard, Rockland, Maine; R. H. Crockett, Rockland, Maine; J. Lovejoy, Rockland, Maine; F. E. Burkett, Union, Maine; I. C. Thurston, Union, Maine. Term expires October, 1909.

NAMES AND OFFICIAL ADDRESSES OF THE PRINCIPAL OFFICERS.

President, Secretary, Treasurer and General Manager, John Lovejoy, Union, Maine.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors. October 6, 1908.  
Total number of stockholders at that date, 101.  
Has each share of stock one vote? Yes.  
Has any issue of securities contingent voting rights? No.  
Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1909? No.  
Did any individual, association or corporation, as trustee, control the respondent on June 30, 1909? No.

ROAD 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 par value outstanding, \$100,000. Total par value not held by respondent corporation, \$100,000.

Purpose of the issue: Issued for cash; total number of shares outstanding, 245; issued for additions and betterments, 755; total number of shares outstanding, 1000; total cash realized, \$49,808.97.

FUNDED DEBT

CLASS OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.			
	Date of issue.	Date of maturity.			In treasury.	In sinking or other funds.		Rate. %	When payable.	Amount accrued during year.	Amount paid during year.
1st mortgage bonds...	1893	1913	\$50,000	\$50,000	.....	.....	\$50,000	6	Jan. & July.	\$3,000	\$3,000

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.	
		In treasury.	In sinking or other funds.		Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$50,000	.....	.....	\$50,000	\$3,000	\$3,000

## RECAPITULATION OF FUNDED DEBT—CONCLUDED.

PURPOSE OF THE ISSUE.	Total par value issued during the year.	Cash realized on amount issued during the year.	Total par value outstanding.	Total cash realized.
Issued for cash.....			\$50,000	\$49,808 97

## RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	ASSIGNMENT.		AMOUNT PER MILE OF LINE.	
		To railways	To other properties.	Miles.	Amount.
Capital stock.....	\$100,000	\$100,000		8.50	\$11,765
Funded debt.....	50,000	50,000		8.50	5,882
Total.....	\$150,000	\$150,000		8.50	\$17,647

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1909.	
Cash.....	\$3,904 37	Loans and bills payable..	\$2,000 00
Due from agents.....	904 08	Audited vouchers and accounts.....	1,229 76
Due from solvent companies and individuals.....	66 77	Traffic balances due to other companies.....	709 45
Other cash assets.....	1,300 00	Matured interest coupons unpaid (including coupons due July 1).....	12,000 00
Total—cash and current assets.....	\$6,175 22	Total—current liabilities.....	\$15,939 21
Balance—current liabilities.....	9,763 99		
Total.....	\$15,939 21		

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage.....	Warren.....	Union.....	8.00	} \$5.882
	Main line.....	Lime kilns.....	.50	

EXPENDITURES FOR EQUIPMENT, GENERAL EXPENDITURES AND RE-CAPITULATION.

Road: Cost to June 30, 1908, \$80,982; cost to June 30, 1909, \$80,982; cost per mile \$9,527.29.

Equipment: Cost to June 30, 1908, \$4,172.36; cost to June 30, 1909, \$4,172.36; cost per mile, \$490.87.

Total road and equipment: Cost to June 30, 1908, \$85,154.36; cost to June 30, 1909, \$85,154.36; cost per mile, \$10,018.16.

INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenues .....	\$12,997 63		
Operating expenses .....	9,885 17		
Net operating revenue .....		\$3,112 46	
Taxes accrued .....		97 93	
Operating income .....			\$3,014 53
Gross corporate income .....			\$3,014 53
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Interest accrued on funded debt .....		\$3,000 00	
Other interest .....		60 00	
Total deductions from gross corporate income .....			\$3,060 00
Net corporate loss .....			\$45 47
Balance for year carried forward to debit of profit and loss .....			\$45 47

PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance June 30, 1908 .....	\$74,281 14	Balance debit, June 30, 1909, carried to balance sheet	\$74,326 61
Balance for year brought forward from income acct.	45 47		\$74,326 61
	\$74,326 61		

## OPERATING REVENUES.

ACCOUNT.	Total receipts.	Total deductions.	Total revenues.
REVENUE FROM TRANSPORTATION.			
Freight revenue.....			\$8,631 01
Passenger revenue.....			\$2,173 03
Excess baggage revenue.....			91
Mail revenue.....			374 95
Express revenue.....			627 23
Total passenger service train revenue.....			\$3,176 12
Total revenue from transportation			11,807 13
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.			
Miscellaneous.....			\$1,190 50
Total operating revenues.....			\$12,997 63

## OPERATING EXPENSES.

ACCOUNT.	Amount.	Ratio A. (Per cent.)	Ratio B. (Per cent.)
MAINTENANCE OF WAY AND STRUCTURES.			
Maintenance of roadway and tracks.....	\$2,925 60	98.07	29.60
Maintenance of buildings, docks and wharves.....	45 66	01.53	00.46
Other maintenance of way and structures expenses.....	11 65	00.40	00.12
Total.....	\$2,982 91	100.00	30.18
MAINTENANCE OF EQUIPMENT.			
Locomotives—repairs.....	\$114 46	80.14	01.16
Cars—repairs.....	14 99	10.50	00.16
Other maintenance of equipment expenses.....	13 36	09.36	00.13
Total.....	\$142 81	100.00	01.45
TRANSPORTATION EXPENSES.			
Station service.....	\$970 00	16.31	09.83
Road engineers and motormen.....	1,123 14	18.89	11.35
Fuel for road locomotives.....	1,687 88	28.39	17.08
Other road locomotive supplies and expenses.....	19 27	00.33	00.19
Road trainmen.....	600 00	10.09	06.07
Train supplies and expenses.....	89 04	01.49	00.90
Loss and damage.....	33.25	00.56	00.33
All other transportation expenses.....	1,424 19	23.94	14.40
Total.....	\$5,946 77	100.00	60.15
GENERAL EXPENSES.			
Administration.....	\$600 00	73.83	06.07
Insurance.....	123 20	15.16	01.25
Other general expenses.....	89 48	11.01	00.90
Total.....	\$812 68	100.00	08.22
Total operating expenses.....	\$9,885 17		100.00

SUMMARY.

ACCOUNT.	Item.	Amount.
MAINTENANCE OF WAY AND STRUCTURES.		
Total.....		\$2,982 91
Ratio to total operating expenses (per cent.).....		30.18
MAINTENANCE OF EQUIPMENT.		
Total.....		\$142 81
Ratio to total operating expenses (per cent.).....		1.45
TRANSPORTATION EXPENSES.		
Total.....		\$5,946 77
Ratio to total operating expenses (per cent.).....		60.15
GENERAL EXPENSES.		
Total.....		\$812 68
Ratio to total operating expenses (per cent.).....		8.22
Total operating expenses.....		\$9,885 17
Ratio of operating expenses to operating revenues (per cent.).....		76.05

HIRE OF EQUIPMENT.  
EQUIPMENT INTERCHANGED.

KIND OF EQUIPMENT.	BASIS OF PAYMENT.				COMPENSATION.	
	Number locomotive-days.	Number locomotive-miles.	Number car-days.	Number car-miles.	Rate.	Amount.
ACCRUED ON EQUIPMENT BORROWED. Freight-train cars.....			300	3,200	25c & 50c per day	\$643 35

RECAPITULATION OF HIRE OF EQUIPMENT.

ACCOUNT.	Amount receivable.	Amount payable.
Equipment interchanged.....		\$643 35

## COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$80,982 00	Cost of road .....		\$80,982 00		
	4,172 36	Cost of equipment .....		4,172 36		
	5,719 21	Cash and current assets .....		6,175 22	\$456 11	
		OTHER ASSETS.				
	2,011 51	Materials and supplies .....		283 02		\$1,728 49
	74,281 14	Profit and loss .....		74,326 61	45 47	
	\$167,166 12	Grand total .....		\$165,939 21		\$1,226 91
JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$100,000 00	Capital stock .....		\$100,000 00		
	50,000 00	Funded debt .....		50,000 00		
	17,166 12	Current liabilities .....		15,939 21		\$1,226 91
	\$167,166 12	Grand total .....		\$165,939 21		\$1,226 91



EMPLOYEES AND SALARIES.

CLASS.	Number on June 30.	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 . . . . .	3	783	1,222 40	1 56
Switch tenders, crossing tenders and watchmen . . . . .	1	365	365 00	1 00
Total (including "general officers")	12	3,652	\$5,420 07	\$1 48
Less "general officers"	1	313	600 00	1 91
Total (excluding "general officers")	11	3,339	\$4,820 07	\$1 44
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures . . . . .	4	1,096	\$1,822 40	\$1 66
Transportation expenses . . . . .	7	2,243	2,997 67	1 33
General expenses . . . . .	1	313	600 00	1 91

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Column for number passengers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
PASSENGER TRAFFIC.				
Number of passengers carried earning revenue . . . . .	6,050			
Number of passengers carried one mile . . . . .	48,400			
Number of passengers carried one mile per mile of road . . . . .	5,694			
Total passenger revenue . . . . .		2,173	03	
Average amount received from each passenger . . . . .			35	917
Average receipts per passenger per mile . . . . .			04	489
Total passenger service train revenue . . . . .		3,176	12	
Passenger service train revenue per mile of road . . . . .			373	66
Passenger service train revenue per train-mile . . . . .			29	096
FREIGHT TRAFFIC.				
Number of tons carried of freight earning revenue . . . . .	19,014			
Total freight revenue . . . . .		8,631	01	
Average amount received for each ton of freight . . . . .			45	393
Average receipts per ton per mile . . . . .			05	674
Freight revenue per mile of road . . . . .		1,015	41	
Freight revenue per train-mile . . . . .			79	067
TOTAL TRAFFIC.				
Operating revenues . . . . .		12,997	63	
Operating revenues per mile of road . . . . .			1,529	15
Operating revenues per train-mile . . . . .				119 069
Operating expenses . . . . .		9,885	17	
Operating expenses per mile of road . . . . .			1,162	96
Operating expenses per train-mile . . . . .				90 556
Net operating revenue . . . . .		3,014	53	
Average number of passengers per train-mile . . . . .	4			
Average number of passenger cars per train-mile . . . . .	1			
Average number of tons of freight per train-mile . . . . .	13.01			
Average mileage operated during year . . . . .	8.50			

TRAFFIC AND MILEAGE STATISTICS—CONCLUDED.

T ge; revenue service, mixed train miles, 10,916.

FREIGHT TRAFFIC MOVEMENT.  
(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road.	Freight received from connect- ing roads and other carriers.	TOTAL FREIGHT TONNAGE.		
			Whole tons	Per cent.	
Products of Agriculture.	Grain .....	1,282	1,282	06.75	
	Flour .....	275	275	01.44	
	Other mill products .....	5	1,135	05.96	
	Hay .....	540	540	02.84	
	Fruit and vegetables .....	690	15	03.71	
	Other products of agriculture .....	50	50	00.26	
Total .....	1,285	2,702	3,987	20.96	
Products of Animals.	Dressed meats .....	28	28	00.15	
	Other packing-house products .....	10	10	00.06	
	Poultry, game and fish .....	5	5	00.02	
	Hides and leather .....	10	10	00.05	
Total .....	43	10	53	00.28	
Products of Mines.	Anthracite coal .....	20	20	00.11	
	Bituminous coal .....	235	235	01.24	
	Stone, sand and other like articles .....	1,410	12	1,422	07.47
Total .....	1,410	267	1,677	08.82	
Products of Forests.	Lumber .....	2,060	575	2,635	13.86
	Other products of forests .....	197	197	01.03	
	Total .....	2,257	575	2,832	14.89
Manufac- tures.	Petroleum and other oils .....	65	65	00.34	
	Sugar .....	90	90	00.47	
	Other castings and machinery .....	10	40	50	00.26
	Cement, brick and lime .....	2,214	5	2,219	11.67
	Agricultural implements .....	4	20	20	00.10
	Wagons, carriages, tools, etc. ....	15	24	4	00.02
	Household goods and furniture .....	4,090	39	4,090	00.21
Other manufactures .....	4,090	39	4,090	21.51	
Total .....	6,333	244	6,577	34.58	
Merchandise .....	98	3,790	3,888	20.47	
Total tonnage .....	11,426	7,588	19,014	100.00	

DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1908.	Number added during year.	Number retired during year.	Number on June 30, 1909.	NUMBER FITTED WITH	
					Train brake.	Automatic coupler.
<b>LOCOMOTIVES OWNED AND IN SERVICE.</b>						
Passenger . . . . .						
Freight . . . . .	1			1		1
Switching . . . . .						
<b>CARS—OWNED OR LEASED.</b>						
<b>In Passenger Service:</b>						
Combination cars . . . . .	1			1		1
<b>In Company's Service:</b>						
Other road cars . . . . .	2			2		
Total cars owned and in service . . . . .	3			3		

## MILEAGE.

## MILEAGE OF ROAD OPERATED (ALL TRACKS.)

LINE IN USE.	LINE OWNED.		Line of proprietary companies.	Line operated under lease.	Line oper- ated under contract, etc.	Line oper- ated under trackage rights.	Line oper- ated under contract, etc.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main Line.	Branches and spurs.								Iron.	Steel.
Miles of single track . . . . .	8.50							8.50			8.50
Miles of yard track and sidings . . . . .	.50							.50			.50
Total mileage operated (all tracks) . . . . .	9.00							9.00			9.00

## NEW TIES LAID DURING THE YEAR.

Hemlock: 2200, average price at distributing point, 42 cents.

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Fuel, oil— gallons.	Total fuel consumed — tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.				
REVENUE SERVICE.								
Mixed . . . . .		422			6	425	10,916	77.86
Average cost at distributing point . . . . .		4.00						

## BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges: Iron, 1; aggregate length, 50 feet. Wooden, 1; aggregate length, 144 feet. Total, 2; total aggregate length, 194 feet.  
Gage of track, 4 feet, 8½ inches. 8.50 miles.

**Report of the Atlantic and St. Lawrence Railroad Company, operated  
by the Grand Trunk Railway Company of Canada, for the  
Year Ending June 30, 1909.**

HISTORY.

Exact name of common carrier making this report. Atlantic and St. Lawrence Railroad Co.

Date of organization, September 25, 1845.

Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Chartered in Maine, February 10, 1845. Chartered in New Hampshire, July 30, 1847. Chartered in Vermont, October 27, 1848.

What carrier operates the road of this company? Grand Trunk Railway Company of Canada.

DIRECTORS.

NAME.	Post-Office Address.	Date of Expiration of Term.
Charles M. Hays . . . . .	Montreal, Quebec . . . . .	August 7th, 1909, or until their successors are elected.
E. H. Fitzhugh . . . . .	Montreal, Quebec . . . . .	
J. W. Loud . . . . .	Montreal, Quebec . . . . .	
F. R. Barrett . . . . .	Portland, Maine . . . . .	
W. W. Duffett . . . . .	Portland, Maine . . . . .	
W. W. Brown . . . . .	Portland, Maine . . . . .	
E. A. Noyes . . . . .	Portland, Maine . . . . .	
P. G. Brown . . . . .	Portland, Maine . . . . .	
L. L. Hight . . . . .	Portland, Maine . . . . .	

PRINCIPAL OFFICERS.

TITLE.	NAME.	OFFICIAL ADDRESS.
President and General Manager	Chas. M. Hays . . . . .	Montreal, Quebec.
Vice-President . . . . .	E. H. Fitzhugh . . . . .	Montreal, Quebec.
Clerk . . . . .	L. L. Hight . . . . .	Portland, Maine.
Solicitor . . . . .	C. A. Hight . . . . .	Portland, Maine.
General Auditor . . . . .	W. H. Ardley . . . . .	Montreal, Quebec.
Superintendent . . . . .	H. E. Whittenberger . . . . .	Montreal, Quebec.
Traffic Manager, freight . . . . .	John W. Loud . . . . .	Montreal, Quebec.
Passenger traffic manager . . . . .	W. E. Davis . . . . .	Montreal, Quebec.
General Freight Agent . . . . .	C. A. Hayes . . . . .	Montreal, Quebec.
General Passenger Agent . . . . .	Geo. W. Vant . . . . .	Montreal, Quebec.
First assistant general passenger agent . . . . .	H. G. Elliott . . . . .	Montreal, Quebec.

## FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors. August 1, 1905.

Total number of stockholders at that date. 1,726.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Did any individual, association or corporation, as trustee, control the respondent on June 30, 1909?

Atlantic & St. Lawrence R. R. Co. is operated by the Grand Trunk Railway Co., of Canada, who guarantee the interest at 6% on \$3,438,000.00 bonds and a dividend of 6% per annum on \$5,484,000.00 of common stock.

Lewiston & Auburn Ry. Co. is leased to Grand Trunk Railway Co., of Canada, for 99 years from March 25, 1874, at a yearly rental of \$18,000.00, to be applied in payment of interest on capital stock, \$300,000.00, at 6%.

## ROAD OPERATED—ENTIRE LINE.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Atlantic & St. Lawrence R. R.	Boundary Line...	Portland, Maine...	165.22	.....
Lewiston & Auburn R. R.	Lewiston Jct., Me.	Lewiston, Maine...	5.41	.....
Norway Branch Railroad	South Paris, Me.	Norway, Maine.....	1.50	.....
Total				172.13

## ROAD OPERATED—STATE OF MAINE.

NAME.	TERMINI.		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, Maine.....	1.50	.....
Lewiston & Auburn R. R.	Lewiston Jct., Me.	Lewiston, Maine...	5.41	.....
Atlantic & St. Lawrence R. R.	Boundary line New Hampshire and Maine...	Portland, Maine...	82.60	.....
Total				89.51

## ROAD ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT.

NAME OF OPERATING COMPANY.	TERMINI.		Miles of line.	LEASE OR AGREEMENT.		
	From—	To—		Date.	Term.	Concise summary of provisions.
Grand Trunk Ry. Co. of Canada	Boundary line..	Portland, Me...	172.13	Aug. 5, 1853	999 years....	Guaranty to A. & St. Lawrence R. R., of interest at 6% per annum on \$3,438,000.00; bonds and a dividend of 6% on \$5,438,000.00 of common stock.
				Mar. 25, 1874	99 years.....	Lewiston & Auburn to receive rent of \$18,000.00 per annum, to be applied in payment of interest on capital stock \$300,000.00 at 6%.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	DIVIDENDS DECLARED DURING YEAR.	
					In treasury.	In sinking or other funds.		Rate. %	Amount.
CAPITAL STOCK.									
Atlantic & St. Lawrence, common.....	11,520	Various.	\$5,484,000	\$5,484,000			\$5,484,000	6	\$329,040
Lewiston & Auburn, common.....	3,000	\$100	300,000	300,000			300,000	6	18,000
Norway Branch, common.....	350	25	8,750	8,750			8,750		
Total.....	14,870		\$5,792,750	\$5,792,750			\$5,792,750		\$347,040
PURPOSE OF THE ISSUE.				Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares outstanding.	Total cash realized.		
Issued for cash, common.....						14,870	\$5,792,750		



FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.		
	Date of issue.	Date of maturity.			In treasury.	In sinking or other funds.		Rate, %	When payable.	Amount accrued during year.
MORTGAGE BONDS.										
First.....	Oct. 1, 1864	1884	\$1,499,916	\$1,499,916			\$1,499,916	6		
Second.....	May 1, 1871	1891	712,932	712,932			712,932	6		
Third.....	July 1, 1889	1909	786,984	786,984			786,984	6		
BALANCE.										
Difference on exchange of bonds.....	{ 1864		84	84			84	6	\$206,280	\$206,280
	{ 1871		68	68			68	6		
	{ 1889		16	16			16	6		
PLAIN BONDS, DEBENTURES AND NOTES. £90,000 Stg., Island Pond to Canadian boundary line.....	Dec. 1, 1852	1882	438,000	438,000			438,000	6		
Total.....			\$3,438,000	\$3,438,000			\$3,438,000		\$206,280	\$206,280

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.	
		In treasury.	In sinking or other funds.		Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$3,000,000			\$3,000,000	\$180,000	\$180,000
Plain bonds, debentures and notes.....	438,000			438,000	26,280	26,280
Total.....	\$3,438,000			\$3,438,000	\$206,280	\$206,280

## RECAPITULATION OF FUNDED DEBT—CONCLUDED.

PURPOSE OF THE ISSUE.	Total par value issued during the year	Cash realized on amount issued during the year.	Total par value outstanding.	Total cash realized.
Issued for cash.....	.....	.....	\$3,438,000	\$3,438,000

## RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	ASSIGNMENT.		AMOUNT PER MILE OF LINE.	
		To railways.	To other properties.	Miles.	Amount.
Capital stock.....	\$5,792,750	\$5,792,750	.....	172.13	\$33,653
Funded debt.....	3,438,000	3,438,000	.....	165.22	20,809
Total.....	\$9,230,750	\$9,230,750			\$54,462

## \* CURRENT ASSETS AND LIABILITIES.

\* This line is leased to and operated by the Grand Trunk Railway Company of Canada, hence there are no current balances.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds... } Second mortgage bonds } Third mortgage bonds }	Island Pond..	Portland, Me...	149.58	\$20,056
Island Pond debentures.....	Island Pond...	Canadian boundary line....	15.64	28,005

## EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES.

Total cost entire line, June 30, 1908, and June 30, 1909, \$9,230,750.00; total cost State of Maine, June 30, 1908, and June 30, 1909, \$4,948,314.39; total cost of road per mile of line, Maine, June 30, 1908, and June 30, 1909, \$55,282.25.

## INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenues.....	\$1,257,774 83		
Operating expenses.....	883,556 12		
Net operating revenue.....		\$374,218 71	
Total net revenue.....		\$374,218 71	
Taxes accrued.....		80,473 20	
Operating income.....			\$293,745 51
OTHER INCOME.			
Other Rents—Credits:			
Joint facilities.....			293 00
Gross corporate income.....			\$294,038 51
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Other Rents—Debits:			
Hire of equipment—balance.....		21,936 06	
Interest accrued on funded debt.....		206,280 00	
Total deductions from gross corporate income.....			\$228,216 06
Net corporate income.....			\$65,822 45
DISPOSITION OF NET CORPORATE INCOME.			
Dividends Declared:			
On Common Stock—			
6 per cent. payable.....			\$347,040 00
Balance for year carried forward to debit of profit and loss.....			\$281,217 55

## PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance for year brought forward from income account.....	\$281,217 55	ADDITIONS FOR YEAR. Paid by the Grand Trunk Railway Co., of Canada.	\$281,217 55
	\$281,217 55		\$281,217 55

## OPERATING REVENUES—STATE OF MAINE.

ACCOUNT.	Total receipts.	Total deductions.	Total revenues.
<b>REVENUE FROM TRANSPORTATION.</b>			
Freight revenue .....			\$436,893 84
Passenger revenue .....			\$189,356 22
Excess baggage revenue .....			3,731 33
Parlor and chair car revenue .....			568 53
Mail revenue .....			14,737 78
Express revenue .....			23,162 09
Milk revenue (on passenger trains) .....			4,819 90
Other passenger-train revenue .....			47 13
Total passenger service train revenue .....			\$236,422 98
Switching revenue .....			\$13,510 32
Special service train revenue .....			304 60
Miscellaneous transportation revenue .....			635 81
Total revenue from transportation .....			\$687,767 55
<b>REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.</b>			
Station and train privileges .....			\$65 35
Parcel-room receipts .....			101 90
Storage—freight .....			381 52
Storage—baggage .....			54 25
Car service .....			1,067 50
Rents of buildings and other property .....			1,152 01
Miscellaneous .....			9,737 62
Total revenue from operations other than transportation .....			\$12,560 15
Total operating revenues—state .....			\$700,327 70
Total operating revenues—entire line .....			\$1,257,774 83

Does respondent own or control any railway securities, either stock or funded debt, through any intermediary which does not make an annual report to the commission?  
No.

## OPERATING EXPENSES—ENTIRE LINE.

ACCOUNT.	Amount.	Ratio A. (Per cent)	Ratio B (Per cent)
<b>MAINTENANCE OF WAY AND STRUCTURES.</b>			
Superintendence.....	\$6,380 00	03.42	00.72
Ballast.....	*353 67	*00.19	*00.04
Ties.....	23,625 17	12.67	02.68
Rails.....	34,026 61	18.25	03.85
Other track material.....	13,744 01	07.37	01.55
Roadway and track.....	55,800 55	29.93	06.32
Removal of snow, sand and ice.....	8,194 73	04.40	00.93
Bridges, trestles and culverts.....	10,302 05	05.53	01.17
Over and under grade crossings.....	3,615 94	01.94	00.41
Grade crossings, fences, cattle guards and signs.....	1,452 18	00.78	00.16
Snow and sand fences and snowsheds.....	156 72	00.08	00.02
Signals and interlocking plants.....	539 79	00.29	00.06
Telegraph and telephone lines.....	139 90	00.08	00.02
Buildings, fixtures and grounds.....	22,638 55	12.14	02.56
Docks and wharves.....	4,353 00	02.33	00.49
Roadway tools and supplies.....	1,528 65	00.82	00.17
Injuries to persons.....	194 34	00.10	00.02
Stationery and printing.....	110 30	00.06	00.01
Total.....	\$186,448 82	100.00	21.10
<b>MAINTENANCE OF EQUIPMENT.</b>			
Superintendence.....	\$4,760 96	03.04	00.54
Steam locomotives—repairs.....	72,491 74	46.23	08.21
Passenger-train cars—repairs.....	18,751 46	11.96	02.12
Freight-train cars—repairs.....	50,212 62	32.02	05.68
Work equipment—repairs.....	2,748 66	01.75	00.31
Shop machinery and tools.....	8,153 62	05.20	00.92
Injuries to persons.....	118 67	00.08	00.02
Stationery and printing.....	359 20	00.23	00.04
Other expenses.....	*791 01	*00.51	*00.09
Total.....	\$156,805 92	100.00	17.75
<b>TRAFFIC EXPENSES.</b>			
Superintendence.....	\$5,543 75	15.13	00.63
Outside agencies.....	16,285 45	44.44	01.84
Advertising.....	6,301 62	17.20	00.72
Traffic associations.....	1,087 62	02.97	00.12
Fast freight lines.....	6,341 55	17.31	00.72
Industrial and immigration bureaus.....	8 33	00.02	.....
Stationery and printing.....	1,060 53	02.89	00.12
Other expenses.....	14 66	00.04	.....
Total.....	\$36,643 51	100.00	04.15

\* Credit.

## OPERATING EXPENSES—ENTIRE LINE—CONCLUDED.

ACCOUNT.	Amount.	Ratio A (Per cent.)	Ratio B (Per cent.)
<b>TRANSPORTATION EXPENSES.</b>			
Superintendence .....	\$8,675 32	01.84	00.98
Dispatching trains .....	11,556 09	02.45	01.31
Station employees .....	108,134 94	22.94	12.24
Weighing and car-service associations .....	191 14	00.04	00.02
Coal and ore docks .....	*4,240 81	*00.90	*00.48
Station supplies and expenses .....	7,317 51	01.55	00.83
Yardmasters and their clerks .....	6,094 34	01.29	00.69
Yard conductors and brakemen .....	21,717 62	04.61	02.46
Yard switch and signal tenders .....	1,691 02	00.36	00.19
Yard supplies and expenses .....	526 79	00.11	00.06
Yard enginemen .....	16,226 81	03.44	01.84
Enginehouse expenses—yard .....	2,930 39	00.62	00.33
Fuel for yard locomotives .....	74 72	00.02	00.01
Water for yard locomotives .....	433 78	00.09	00.05
Lubricants for yard locomotives .....	589 48	00.13	00.07
Other supplies for yard locomotives .....	185 60	00.04	00.02
Road enginemen .....	59,317 54	12.58	06.71
Enginehouse expenses—road .....	12,757 57	02.71	01.44
Fuel for road locomotives .....	96,826 99	20.54	10.96
Water for road locomotives .....	6,366 82	01.35	00.72
Lubricants for road locomotives .....	2,550 28	00.54	00.29
Other supplies for road locomotives .....	1,630 09	00.35	00.18
Road trainmen .....	78,063 97	16.56	08.83
Train supplies and expenses .....	8,646 65	01.83	00.98
Interlockers and block and other signals—operation .....	153 05	00.03	00.02
Crossing flagmen and gatemen .....	1,507 60	00.32	00.17
Drawbridge operation .....	1,075 25	00.23	00.12
Clearing wrecks .....	1,367 78	00.29	00.15
Telegraph and telephone—operation .....	336 45	00.07	00.04
Stationery and printing .....	3,366 59	00.71	00.38
Other expenses .....	1,563 07	00.33	00.18
Loss and damage—freight .....	6,371 26	01.35	00.72
Loss and damage—baggage .....	159 40	00.03	00.02
Damage to property .....	1,958 43	00.42	00.22
Damage to stock on right of way .....	103 36	00.02	00.01
Injuries to persons .....	5,216 90	01.11	00.59
Total .....	\$471,443 79	100.00	53.35
<b>GENERAL EXPENSES.</b>			
Salaries and expenses of general officers .....	\$4,278 10	13.25	00.48
Directors' and auditor's remuneration .....	2,239 21	06.94	00.25
Salaries and expenses of clerks and attendants .....	9,214 18	28.55	01.04
General office supplies and expenses .....	1,642 16	05.09	00.19
Rent London office .....	270 18	00.84	00.03
Law expenses .....	5,264 72	16.31	00.60
Insurance .....	2,558 34	07.93	00.29
Relief department expenses .....	453 88	01.41	00.05
Pensions .....	2,953 53	09.15	00.34
Stationery and printing .....	1,270 23	03.93	00.14
Other expenses .....	976 72	03.03	00.11
Salaries, London .....	1,151 30	03.57	00.13
Total .....	\$32,272 55	100.00	03.65
Total operating expenses .....	\$883,614 59		100.00

\* Credit.

## SUMMARY.

ACCOUNT.	Item.	Amount.
MAINTENANCE OF WAY AND STRUCTURES.		
Total .....	\$186,448 82	.....
Maintaining joint tracks, yards and other facilities—Dr.	302 29	.....
Maintaining joint tracks, yards and other facilities—Cr.	134 18	.....
Total—maintenance of way and structures .....		\$186,616 93
Ratio to total operating expenses (per cent.) .....		21.12
MAINTENANCE OF EQUIPMENT.		
Total .....		\$156,805 92
Ratio to total operating expenses (per cent.) .....		17.75
TRAFFIC EXPENSES.		
Total .....		\$36,643 51
Ratio to total operating expenses (per cent.) .....		4.15
TRANSPORTATION EXPENSES.		
Total .....	\$471,443 79	.....
Operating joint yards and terminals—Dr.	15 30	.....
Operating joint yards and terminals—Cr.	114 91	.....
Operating joint tracks and facilities—Dr.	228 82	.....
Operating joint tracks and facilities—Cr.	358 94	.....
Total—transportation expenses .....		\$471,214 06
Ratio to total operating expenses (per cent.) .....		53.33
GENERAL EXPENSES.		
Total .....	\$32,272 55	.....
General administration joint tracks, yards and terminals—Dr.	3 15	.....
Total—general expenses .....		\$32,275 70
Ratio to total operating expenses (per cent.) .....		3.65
Total operating expenses .....		\$883,556 12
OPERATING EXPENSES—STATE OF MAINE.		
Maintenance of way and structures .....	\$98,797 72	.....
Maintenance of equipment .....	82,741 70	.....
Traffic expenses .....	19,654 08	.....
Transportation expenses .....	252,590 63	.....
General expenses .....	17,281 16	.....
Total operating expenses .....		\$471,065 29
Ratio of operating expenses to operating revenues (per cent.) .....		67.26

RENTS RECEIVABLE.  
FROM JOINT FACILITIES.

FACILITY LEASED.	LOCATION.	NAME OF LESSEE.	Amount.
JOINT TRACKS. Track scales.....	Groveton, N. H. ....	Boston & Maine R. R. ....	\$293 00

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.

Total cost of road, June 30, 1908, \$9,230,750.00; total cost June 30, 1909, \$9,230,750.00.

LIABILITIES.

Total capital stock June 30, 1908, \$5,792,750.00; June 30, 1909, \$5,792,750.00.

Total funded debt June 30, 1908, \$3,438,000.00; June 30, 1909, \$3,438,000.00; grand total, \$9,230,750.00.

EMPLOYEES AND SALARIES—STATE OF MAINE.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers .....	1	93	\$2,067 39	\$22 23
Other officers .....	6	987	4,461 23	4 52
General office clerks .....	11	3,500	5,565 00	1 59
Station agents .....	22	8,030	14,998 36	1 87
Other station men .....	74	39,530	73,268 85	1 85
Enginemen .....	35	5,473	24,529 58	4 48
Firemen .....	35	5,473	14,655 06	2 68
Conductors .....	26	4,004	12,212 33	3 05
Other trainmen .....	70	8,970	17,222 45	1 92
Machinists .....	28	7,494	18,933 28	2 53
Carpenters .....	32	9,774	18,818 34	1 93
Other shopmen .....	51	10,865	22,356 64	2 06
Section foremen .....	20	7,300	13,200 00	1 81
Other trackmen .....	66	21,780	30,492 00	1 40
Switch tenders, crossing tenders and watchmen .....	28	11,865	27,629 53	2 33
Telegraph operators and dispatchers .....	15	5,272	10,088 54	1 91
All other employees and laborers .....	139	38,588	66,590 08	1 73
Total (including "general officers") .....	659	188,998	\$377,088 66	\$2 00
Less "general officers" .....	1	93	2,067 39	22 23
Total (excluding "general officers") .....	658	188,905	\$375,021 27	\$1 99
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures .....	111	36,968	\$58,143 92	\$1 57
Maintenance of equipment .....	152	37,308	75,359 58	2 02
Traffic expenses .....	4	1,197	2,544 13	2 13
Transportation expenses .....	384	111,129	235,952 77	2 12
General expenses .....	8	2,396	5,088 26	2 12



## TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM.	Column for number passen- gers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mils.
<b>PASSENGER TRAFFIC.</b>				
Number of passengers carried earning revenue....	375,500			
Number of passengers carried one mile.....	14,573,741			
Number of passengers carried one mile per mile of road.....	84,667			
Average distance carried, miles.....	38.81			
Total passenger revenue.....		292,052	82	
Average amount received from each passenger.....			77	777
Average receipts per passenger per mile.....			02	004
Total passenger service train revenue.....		379,213	68	
Passenger service train revenue per mile of road.....		2,203	07	
Passenger service train revenue per train-mile.....			95	915
<b>FREIGHT TRAFFIC.</b>				
Number of tons carried of freight earning revenue.....	1,307,225			
Number of tons carried one mile.....	125,929,214			
Number of tons carried one mile per mile of road.....	731,593			
Average distance haul of one ton, miles.....	96.33			
Total freight revenue.....		844,076	80	
Average amount received for each ton of freight.....			64	570
Average receipts per ton per mile.....				670
Freight revenue per mile of road.....		4,903	71	
Freight revenue per train-mile.....			2	523
<b>TOTAL TRAFFIC.</b>				
Operating revenues.....		1,257,774	83	
Operating revenues per mile of road.....		7,307	12	
Operating revenues per train-mile.....			159	715
Operating expenses.....		883,556	12	
Operating expenses per mile of road.....		5,133	07	
Operating expenses per train-mile.....			1	12
Net operating revenue.....		374,218	71	
Net operating revenue per mile of road.....		2,174	04	
Average number of passengers per car-mile.....	11			
Average number of passengers per train-mile.....	31			
Average number of passenger cars per train-mile.....	5.11			
Average number of tons of freight per loaded car-mile.....	14.99			
Average number of tons of freight per train-mile.....	320.05			
Average number of freight cars per train-mile.....	31.74			
Average number of loaded cars per train-mile.....	21.35			
Average number of empty cars per train-mile.....	9.52			
Average mileage operated during year.....	172.13			

## TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service:		
Freight locomotive-miles . . . . .	413,708	
Passenger locomotive-miles . . . . .	395,027	
Mixed locomotive-miles . . . . .	1,440	
Special locomotive-miles . . . . .	122	
Switching locomotive-miles . . . . .	241,799	
Total revenue locomotive mileage . . . . .		1,052,096
Nonrevenue service locomotive-miles . . . . .		10,638
CAR MILEAGE.		
Revenue Service:		
Freight Car-Miles—		
Loaded . . . . .	8,400,592	
Empty . . . . .	3,745,342	
Caboose . . . . .	343,133	
Total freight car-miles . . . . .		12,489,067
Passenger Car-Miles—		
Passenger . . . . .	978,297	
Sleeping, parlor and observation . . . . .	357,439	
Other passenger-train cars . . . . .	683,466	
Total passenger car-miles . . . . .		2,019,202
Special Car-Miles—		
Freight—loaded . . . . .	1,275	
Caboose . . . . .	122	
Passenger . . . . .	595	
Total special car-miles . . . . .		1,992
Total revenue car mileage . . . . .		14,510,261
Nonrevenue service car-miles . . . . .		72,055
TRAIN MILEAGE.		
Revenue Service:		
Freight train-miles . . . . .	392,026	
Passenger train-miles . . . . .	393,926	
Mixed train-miles . . . . .	1,440	
Special train-miles . . . . .	122	
Total revenue train mileage . . . . .		787,514
Nonrevenue service train-miles . . . . .		10,638

## TRAFFIC AND MILEAGE STATISTICS—STATE OF MAINE.

ITEM.	Column for number passen- gers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.	
		Dollars.	Cents. Mills.
PASSENGER TRAFFIC.			
Number of passengers carried earning revenue....	288,480		
Number of passengers carried one mile.....	9,361,266		
Number of passengers carried one mile per mile of road.....	104,583		
Average distance carried, miles.....	32.45		
Total passenger revenue.....		189,356	22
Average amount received from each passenger.....			65 639
Average receipts per passenger per mile.....			02 023
Total passenger service train revenue.....		236,422	98
Passenger service train revenue per mile of road.....		2,641	30
Passenger service train revenue per train-mile.....		1 11	010
FREIGHT TRAFFIC.			
Number of tons carried of freight earning revenue....	899,096		
Number of tons carried one mile.....	55,709,391		
Number of tons carried one mile per mile of road..	622,382		
Average distance haul of one ton, miles.....	61.96		
Total freight revenue.....		436,893	84
Average amount received for each ton of freight..			48 597
Average receipts per ton per mile.....			784
Freight revenue per mile of road.....		4,880	96
Freight revenue per train-mile.....		2 25	446
TOTAL TRAFFIC.			
Operating revenues.....		700,327	70
Operating revenues per mile of road.....		7,824	01
Operating revenues per train-mile.....		1 72	729
Operating expenses.....		471,065	29
Operating expenses per mile of road.....		5,262	71
Operating expenses per train-mile.....		1 16	184
Net operating revenue.....		229,262	41
Net operating revenue per mile of road.....		2,561	30
Average number of passengers per car-mile.....	14		
Average number of passengers per train-mile.....	44		
Average number of passenger cars per train-mile..	4.84		
Average number of tons of freight per loaded car-mile	13.99		
Average number of tons of freight per train-mile..	287.47		
Average number of freight cars per train-mile....	30.72		
Average number of loaded cars per train-mile....	20.55		
Average number of empty cars per train-mile....	9.33		
Average mileage operated during year.....	89.51		

## TRAFFIC AND MILEAGE STATISTICS—STATE OF MAINE.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service:		
Freight locomotive-miles . . . . .	201,997	
Passenger locomotive-miles . . . . .	212,126	
Mixed locomotive-miles . . . . .	1,440	
Special locomotive-miles . . . . .	122	
Switching locomotive-miles . . . . .	160,637	
Total revenue locomotive mileage . . . . .		576,322
Nonrevenue service locomotive-miles . . . . .		3,654
CAR MILEAGE.		
Revenue Service:		
Freight Car-Miles—		
Loaded . . . . .	3,981,759	
Empty . . . . .	1,808,344	
Caboose . . . . .	162,808	
Total freight car-miles . . . . .		5,952,911
Passenger Car-Miles—		
Passenger . . . . .	508,867	
Sleeping, parlor and observation . . . . .	175,468	
Other passenger-train cars . . . . .	346,623	
Total passenger car-miles . . . . .		1,030,958
Special Car-Miles—		
Freight—loaded . . . . .	1,275	
Caboose . . . . .	122	
Passenger . . . . .	595	
Total special car-miles . . . . .		1,992
Total revenue car mileage . . . . .		6,985,861
Nonrevenue service car-miles . . . . .		39,230
TRAIN MILEAGE.		
Revenue Service:		
Freight train-miles . . . . .	192,351	
Passenger train-miles . . . . .	211,535	
Mixed train-miles . . . . .	1,440	
Special train-miles . . . . .	122	
Total revenue train mileage . . . . .		405,448
Nonrevenue service train-miles . . . . .		3,654

FREIGHT TRAFFIC MOVEMENT—STATE OF MAINE.  
(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road.	Freight received from connect- ing roads and other carriers.	TOTAL FREIGHT TONNAGE.		
	Whole tons	Whole tons	Whole tons	Per Cent.	
Products of Agriculture.	Grain . . . . .	182	188,173	188,355	20.95
	Flour . . . . .	199	18,478	18,677	02.09
	Other mill products . . . . .	799	8,413	9,212	01.02
	Hay . . . . .	295	9,413	9,708	01.08
	Tobacco . . . . .		195	195	00.02
	Cotton . . . . .	159	2,429	2,588	00.29
	Fruit and vegetables . . . . .	3,039	9,687	12,726	01.41
	Other products of agriculture . . . . .	178	53	231	00.03
Total . . . . .	4,851	236,841	241,692	26.89	
Products of Animals.	Live stock . . . . .	981	7,201	8,182	00.91
	Dressed meats . . . . .		19,766	19,766	02.20
	Other packing-house products . . . . .	825	24,235	25,060	02.79
	Poultry, game and fish . . . . .	33		33	
	Wool . . . . .	56	353	409	00.05
	Hides and leather . . . . .	432	4,618	5,050	00.56
	Other products of animals . . . . .	2	5,476	5,478	00.61
Total . . . . .	2,329	61,649	63,978	07.12	
Products of Mines.	Anthracite coal . . . . .		674	674	00.07
	Bituminous coal . . . . .	139,543	12,549	152,092	16.92
	Coke . . . . .	150		150	00.02
	Ores . . . . .		8,835	8,835	00.98
	Stone, sand and other like articles . . . . .	3,179	6,088	9,267	01.03
	Other products of mines . . . . .	855	2,304	3,159	00.35
Total . . . . .	143,727	30,450	174,177	19.37	
Products of Forests.	Lumber . . . . .	16,865	40,180	57,045	06.35
	Other products of forests . . . . .	28,493	28,742	57,235	06.36
Total . . . . .	45,358	68,922	114,280	12.71	
Manufac- tures.	Petroleum and other oils . . . . .	794	485	1,279	00.14
	Sugar . . . . .	17	22,364	22,381	02.49
	Naval stores . . . . .	20		20	
	Iron, pig and bloom . . . . .	1,148	1,371	2,519	00.28
	Iron and steel rails . . . . .	6	2,338	2,344	00.26
	Other castings and machinery . . . . .	109	2,231	2,340	00.26
	Bar and sheet metal . . . . .	105	6,082	6,187	00.69
	Cement, brick and lime . . . . .	4,300	2,173	6,473	00.72
	Agricultural implements . . . . .	14	4	18	
	Wagons, carriages, tools, etc. . . . .		172	172	00.02
	Wines, liquors and beers . . . . .		1,558	1,558	00.17
	Household goods and furniture . . . . .	7,497	841	8,338	00.93
Other manufactures . . . . .	11,113	74,550	85,663	09.53	
Total . . . . .	25,123	114,169	139,292	15.49	
Merchandise . . . . .	4,079	27,312	31,391	03.49	
Miscellaneous: Other commodities not mentioned above . . . . .	58,884	75,312	134,196	14.93	
Total tonnage—state . . . . .	284,351	614,655	899,006	100.00	
Total tonnage—entire line . . . . .	459,527	899,698	1,359,225	100.00	

## DESCRIPTION OF EQUIPMENT—ENTIRE LINE.

Equipment furnished by the lessees.

MILEAGE—ENTIRE LINE.  
MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	LINE OWNED.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	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 .....	170.63			1.50				172.13			172.13
Miles of yard track and sidings .....	89.09							89.09	.26		89.09
Total mileage operated (all tracks) .....	259.72			1.50				261.22	.26		261.22

MILEAGE OF LINE OPERATED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.								Iron.	Steel.
Maine .....	88.01			1.50				89.51			89.51
New Hampshire .....	52.06							52.06			52.06
Vermont .....	30.56							30.56			30.56
Total mileage operated (single track) .....	170.63			1.50				172.13			172.13

MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine.....	88.01		88.01			88.01
New Hampshire.....	52.06		52.06			52.06
Vermont.....	30.56		30.56			30.56
Total mileage owned (single track).....	170.63		170.63			170.63

MILEAGE—STATE OF MAINE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	LINE OWNED.		Line of proprietary companies	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track.....	88.01			1.50			89.51			89.51
Miles of yard track and sidings.....	53.76						53.76	1.91		53.76
Total mileage operated (all tracks).....	141.77			1.50			143.27	1.91		143.27

MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine.....	88.01	.....	88.01	.....	.....	88.01

RENEWALS OF RAILS AND TIES—STATE OF MAINE.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard. Pounds.	Average price per ton at distributing point. Dollars.	KIND.	Number.	Average price at distributing point. Cents.
Steel.....	13	80	27.65	Oak.....	75	58
				Cedar.....	12,447	40.
				Cedar cull.....	1,087	25
				Pine.....	16,219	60
				Pine cull.....	2,087	25
				Total.....	31,915	49



CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF MAINE.

LOCOMOTIVES.	COAL—TONS.		WOOD—SOFT.	Fuel—oil, gallons.	Total fuel consumed— tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Cords.				
REVENUE SERVICE.							
Freight.....		18,100.75	158.50		18,180.00	201,997	180.00
Passenger.....		9,504.00	83.00		9,545.50	212,126	90.00
Mixed.....		64.50	.50		64.75	1,440	89.93
Special.....		7.25			7.25	122	118.85
Switching.....		6,237.50	54.50		6,264.75	160,637	78.00
Nonrevenue service.....		163.75	1.50		164.50	3,654	90.04
Total.....		34,077.75	298.00		34,226.75	579,976	118.03
Average cost at distributing point.....		\$2.95	\$1.40				







CHARACTERISTICS OF ROAD—STATE OF MAINE.  
BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.	ITEM.	No.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL	
		Feet.	Feet.	Feet.			Feet.	In.
BRIDGES.					OVERHEAD HIGHWAY CROSSINGS.			
Stone .....	1	15	15	15	Trestles .....	4	15	10
Iron .....	9	132	10	17	OVERHEAD RAILWAY CROSSINGS.			
Steel .....	31	2,271	16	324	Bridges .....	3	16	5
Total .....	41	2,418						
Trestles .....	2	200	60	140				

Gage of track, 4 feet, 8½ inches. 89.51 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.
90.5	181	Great Northern Tel. Co. ....	Great Northern Tel. Co.

**Report of the Kennebec Central Railroad Company for the Year  
Ending June 30, 1909.**

HISTORY.

Exact 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.

DIRECTORS.

NAME.	Post-Office Address.	Date of Expiration of Term.
Weston Lewis.....	Gardiner, Maine.....	} September 20, 1909.
A. C. Stilphen.....	Gardiner, Maine.....	
J. S. Maxcy.....	Gardiner, Maine.....	
F. S. Thorne.....	Gardiner, Maine.....	
W. S. Whitmore.....	Gardiner, Maine.....	
A. C. Clark.....	Gardiner, Maine.....	

PRINCIPAL OFFICERS.

TITLE.	NAME.	OFFICIAL ADDRESS.
President and General Manager	Weston Lewis.....	Gardiner, Maine.
Secretary	H. S. Webster.....	Gardiner, Maine.
Treasurer & General Ticket Agent	Geo. A. Farrington.....	Gardiner, Maine.
Attorney and Auditor	A. C. Stilphen.....	Gardiner, Maine.
General Superintendent	A. B. Thompson.....	Gardiner, Maine.
General Freight Agent		

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors. September 21, 1908.  
 Date of last closing of stock books before end of year for which this report is made.  
 Books do not close.  
 Total number of stockholders at that date. 69.  
 Has each share of stock one vote? Yes.  
 Has any issue of securities contingent voting rights? No.  
 Has any issue of securities special privileges in the election of directors? No.  
 Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1909? No.  
 Did any individual, association or corporation, as trustee, control the respondent on June 30, 1909? No.

ROAD OPERATED.

NAME	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Kennebec Central R. R. . . . .	Randolph . . . . .	Togus . . . . .	5 . . . . .	





FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.			
	Date of issue.	Date of maturity.			In treasury.	In sinking or other funds.		Rate. %	When payable.	Amount accrued during year.	Amount paid during year.
MORTGAGE BONDS. First.....	Nov. 15, 1890	Nov. 15, 1910	\$40,000	\$27,000			*\$27,000	4 & 5	May 15 and Nov. 15	\$1,120	\$1,120

\* Of the bond issue, \$23,000 are at 4% interest and \$4,000 are at 5% interest.

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.	
		In treasury.	In sinking or other funds.		Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$27,000			\$27,000	\$1,120	\$1,120

## RECAPITULATION OF FUNDED DEBT—CONCLUDED.

PURPOSE OF THE ISSUE.	Total par value issued during the year.	Cash realized on amount issued during the year.	Total par value outstanding.	Total cash realized.
Issued for cash.....	.....	.....	\$27,000	\$27,000

## RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	ASSIGNMENT.		AMOUNT PER MILE OF LINE.	
		To railways.	To other properties.	Miles.	Amount.
Capital stock.....	\$40,000	\$40,000	.....	5	\$8,000
Funded debt.....	27,000	27,000	.....	5	5,400
Total.....	\$67,000	\$67,000		5	\$13,400

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1909.	
Cash.....	\$2,440 21	Audited vouchers and accounts.....	\$313 48
Due from agents.....	1,152 63	Total—current liabilities.....	\$313 48
Due from solvent companies and individuals.....	143 63	Balance—cash assets.....	3,422 99
Total—cash and current assets.....	\$3,736 47	Total.....	\$3,736 47

Materials and supplies on hand, \$363.17.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
* First mortgage bonds.....	Randolph.....	Togus.....	5	\$5,400

\* All equipment mortgaged.

## EXPENDITURES FOR ROAD AND EQUIPMENT.

Total cost of road, June 30, 1908, \$61,517.32; total cost to June 30, 1909, \$61,517.32; total cost per mile of line, \$12,303.46.

Total cost of equipment, June 30, 1908, \$21,250.33; total cost to June 30, 1909, \$21,250.33; total cost per mile of line, \$4,250.07.

Total cost of road and equipment to June 30, 1908, \$82,767.65; total cost to June 30, 1909, \$82,767.65; total cost per mile of line, \$16,553.53.

## INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenues .....	\$15,871 69		
Operating expenses .....	11,167 07		
Net operating revenue .....		\$4,704 62	
Total net revenue .....		\$4,704 62	
Taxes accrued .....		315 38	
Operating income .....			\$4,389 24
OTHER INCOME.			
Miscellaneous income .....			91 06
Gross corporate income .....			\$4,480 30
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Interest accrued on funded debt .....			1,120 00
Net corporate income .....			\$3,360 30
DISPOSITION OF NET CORPORATE INCOME.			
Dividends Declared:			
On Common Stock—			
6 per cent. payable July 1st and January 1st .....			2,400 00
Balance for year carried forward to credit of profit and loss .....			\$960 30

## PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance credit, June 30, 1909, carried to balance sheet .....	\$19,413 81	Balance June 30, 1908 . . .	\$18,453 51
	\$19,413 81	Balance for year brought forward from income account .....	960 30
			\$19,413 81

## OPERATING REVENUES.

ACCOUNT.	Total receipts.	Total deductions.	Total revenues.
REVENUE FROM TRANSPORTATION.			
Freight revenue.....			\$8,858 32
Passenger revenue.....			\$6,190 85
Mail revenue.....			227 43
Express revenue.....			595 09
Total passenger service train revenue.....			\$7,013 37
Total operating revenues.....			\$15,871 69

## OPERATING EXPENSES.

ACCOUNT.	Amount.	Ratio A. (Per cent.)	Ratio B. (Per cent.)
MAINTENANCE OF WAY AND STRUCTURES.			
Maintenance of roadway and tracks.....	\$2,001 00	73.	18.
Maintenance of track structures.....	28 65	02	00
Maintenance of buildings, docks and wharves.....	693 23	25	06
Total.....	\$2,722 88	100.	24.
MAINTENANCE OF EQUIPMENT.			
Locomotives—repairs.....	\$1,051 40	70.	09.
Cars—repairs.....	444 83	30.	04.
Total.....	\$1,496 23	100.	13.
TRAFFIC EXPENSES.			
Traffic expenses.....	\$58 30	100.	01.
TRANSPORTATION EXPENSES.			
Superintendence and dispatching trains.....	\$500 00	08.	04.
Station service.....	960 00	16.	09.
Road enginemen and motormen.....	1,919 60	31.	18.
Fuel for road locomotives.....	1,050 95	17.	09.
Other road locomotive supplies and expenses.....	244 51	04.	03.
Road trainmen.....	943 64	15.	08.
Train supplies and expenses.....	154 57	03.	01.
Loss and damage.....	1 70		
All other transportation expenses.....	341 39	06.	03.
Total.....	\$6,116 36	100.	55.
GENERAL EXPENSES.			
Administration.....	\$500 00	64.	04.
Insurance.....	121 20	16.	01.
Other general expenses.....	152 10	20.	02.
Total.....	\$773 30	100.	07.
Total operating expenses.....	\$11,167 07		100

## SUMMARY.

ACCOUNT.	Item.	Amount.
MAINTENANCE OF WAY AND STRUCTURES.		
Total.....		\$2,722 88
Ratio to total operating expenses (per cent.).....		24.39
MAINTENANCE OF EQUIPMENT.		
Total.....		\$1,496 23
Ratio to total operating expenses (per cent.).....		13.40
TRAFFIC EXPENSES.		
Total.....		\$58 30
Ratio to total operating expenses (per cent.).....		00.52
TRANSPORTATION EXPENSES.		
Total.....		\$6,116 36
Ratio to total operating expenses (per cent.).....		54.77
GENERAL EXPENSES.		
Total.....		\$773 30
Ratio to total operating expenses (per cent.).....		6.92
Total operating expenses.....		\$11,167 07
Ratio of operating expenses to operating revenues (per cent).....		70.36

## MISCELLANEOUS INCOME.

SOURCE OF INCOME.	Gross income.	Expenses.	Net miscellaneous income
Weighing machines.....			\$24 61
Old iron sold.....			3 45
Rent of hall.....			63 00
Total.....			\$91 06

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$61,517 32	Cost of road . . . . .		\$61,517 32		
	21,250 33	Cost of equipment . . . . .		21,250 33		
	3,121 66	Cash and current assets . . . . .		3,736 47	\$614 81	
		OTHER ASSETS.				
	356 30	Materials and supplies . . . . .		363 17	6 87	
	\$86,245 61	Grand total . . . . .		\$86,867 29	\$621 68	
JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$40,000 00	Capital stock . . . . .		\$40,000 00		
	27,000 00	Funded debt . . . . .		27,000 00		
	652 10	Current liabilities . . . . .		313 48		\$338 62
	140 00	Accrued interest on funded debt not yet payable . . . . .		140 00		
	18,453 51	Profit and loss . . . . .		19,413 81	\$960 30	
	\$86,245 61	Grand total . . . . .		\$86,867 29	\$621 68	

## EMPLOYEES AND SALARIES.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers .....	1	312	\$500 00	\$1 60
Other officers .....	1	365	500 00	1 37
Station agents .....	2	730	960 00	1 32
Enginemen .....	2	448	897 10	2 00
Firemen .....	1	377	566 25	1 50
Conductors .....	1	365	596 14	1 63
Other trainmen .....	1	365	547 50	1 50
Section foremen .....	1	308	616 00	2 00
Other trackmen .....	3	646	971 88	1 50
Switch tenders, crossing tenders and watchmen .....	1	365	456 25	1 25
Total (including "general officers")	14	4,281	\$6,611 12	\$1 54
Less "general officers" .....	1	312	500 00	1 60
Total (excluding "general officers")	13	3,969	\$6,111 12	\$1 54
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures .....	4	954	\$1,587 88	\$1 66
Maintenance of equipment .....	1	365	456 25	1 25
Transportation expenses .....	5	1,555	2,606 99	1 68
General expenses .....	4	1,407	1,960 00	1 39

## TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Column for number passen- gers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.	
		Dollars.	Mils.
PASSENGER TRAFFIC.			
Number of passengers carried earning revenue . . . . .	62,624 . . . . .		
Number of passengers carried one mile . . . . .	309,872 . . . . .		
Number of passengers carried one mile per mile of road . . . . .	61,974 . . . . .		
Average distance carried, miles . . . . .	4.95 . . . . .		
Total passenger revenue . . . . .		6,190	85
Average amount received from each passenger . . . . .			09 886
Average receipts per passenger per mile . . . . .			01 998
Total passenger service train revenue . . . . .		7,013	37
Passenger service train revenue per mile of road . . . . .		1,402	67 4
Passenger service train revenue per train-mile . . . . .			41 091
FREIGHT TRAFFIC.			
Number of tons carried of freight earning revenue . . . . .	7,586 . . . . .		
Number of tons carried one mile . . . . .	37,930 . . . . .		
Number of tons carried one mile per mile of road . . . . .	7,586 . . . . .		
Average distance haul of one ton, miles . . . . .	5 . . . . .		
Total freight revenue . . . . .		8,858	32
Average amount received for each ton of freight . . . . .			1 16 772
Average receipts per ton per mile . . . . .			23 354
Freight revenue per mile of road . . . . .		1,771	66 4
Freight revenue per train-mile . . . . .			91 776
TOTAL TRAFFIC.			
Operating revenues . . . . .		15,871	69
Operating revenues per mile of road . . . . .		3,174	33 8
Operating revenues per train-mile . . . . .			61 257
Operating expenses . . . . .		11,167	07
Operating expenses per mile of road . . . . .		2,233	41 4
Operating expenses per train-mile . . . . .			43 099
Net operating revenue . . . . .		4,704	62
Net operating revenue, per mile of road . . . . .		940	92 4
Average number of passengers per train-mile . . . . .	18 . . . . .		
Average number of tons of freight per train-mile . . . . .	39.30 . . . . .		
Average mileage operated during year . . . . .	5 . . . . .		



TRAFFIC AND MILEAGE STATISTICS—CONCLUDED.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service:		
Freight locomotive-miles . . . . .	8,842	
Passenger locomotive-miles . . . . .	16,259	
Mixed locomotive-miles . . . . .	809	
Total revenue locomotive mileage . . . . .		25,910
Nonrevenue service locomotive-miles . . . . .		374
TRAIN MILEAGE.		
Revenue Service:		
Freight train-miles . . . . .	8,842	
Passenger train-miles . . . . .	16,259	
Mixed train-miles . . . . .	809	
Total revenue train mileage . . . . .		25,910
Nonrevenue service train-miles . . . . .		374

FREIGHT TRAFFIC MOVEMENT.

Freight received from connecting roads and other carriers, 7,586 tons.

DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1908.	Number added during year.	Number retired during year.	Number on June 30, 1909.	NUMBER FITTED WITH	
					Train brake.	Automatic coupler.
LOCOMOTIVES—OWNED OR LEASED.						
Passenger . . . . .	2			2	2	
Total locomotives owned and in service . . . . .	2			2	2	
CARS—OWNED OR LEASED.						
In Passenger Service:						
First-class cars . . . . .	2			2	2	
Combination cars . . . . .	1			1	1	
Other cars in passenger service . . . . .	2			2	2	
Total . . . . .	5			5	5	
In Freight Service:						
Box cars . . . . .	2			2		
Flat cars . . . . .	6			6		
Coal cars . . . . .	8			8		
Total . . . . .	16			16		
Total cars owned and in service . . . . .	21			21	5	

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS.)

LINE IN USE.	LINE OWNED.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main Line.	Branches and spurs.							Iron.	Steel.
Miles of single track . . . . .	5						5			5

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Fuel, oil—gallons.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.				
<b>REVENUE SERVICE.</b>								
Freight . . . . .		72				72	8,842	16.28
Passenger . . . . .		132				132	16,259	16.28
Mixed . . . . .		7				7	809	16.28
Nonrevenue service . . . . .		3				3	374	16.28
Total . . . . .		214				214	26,284	16.28
Average cost at distributing point . . . . .		\$4.92						

CHARACTERISTICS OF ROAD.  
BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.	ITEM.	No.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Feet.	Feet.			Feet.	In.
Trestles .....	1	45						
Trestles .....	1	42						

Gage of track, 2 feet. 5 miles.

**Report of the Lime Rock Railroad Company for the Year Ending  
June 30, 1909.**

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.

DIRECTORS.

NAME.	Post-Office Address.	Date of Expiration of Term.
Robert Winsor.....	Boston, Mass. ....	} Last Tuesday in June, 1910.
Alfred Winsor.....	Boston, Mass. ....	
H. H. Skinner.....	Springfield, Mass. ....	
Joseph Remick.....	Boston, Mass. ....	
Wm. T. Cobb.....	Rockland, Maine. ....	
* C. A. Crockett.....	Rockland, Maine. ....	
H. L. Shepherd.....	Rockport, Maine. ....	

\* Deceased.

PRINCIPAL OFFICERS.

TITLE.	NAME.	OFFICIAL ADDRESS.
Chairman of the Board and President.....	Robert Winsor.....	Boston, Mass.
Treasurer.....	Joseph Remick.....	Boston, Mass.
Assistant Treasurer.....	H. A. Buffum.....	Rockland, Maine.
Auditor.....	F. Ernest Holman.....	Rockland, Maine.
General Manager.....	O. F. Perry.....	Fuller Building, N. Y.
Assistant General Manager.....	B. C. Perry.....	Rockland, Maine.
General Superintendent.....	Geo. P. White.....	Rockland, Maine.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors. Last Tuesday in January, 1909.

Date of last closing of stock books before end of year for which this report was made, December 31, 1908.

Total number of stockholders at that date. 8.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1909? Yes.

If control was so held state:

The form of control, whether sole or joint. Sole.

The name of the controlling corporation or corporations, Rockland-Rockport Lime Co.

The manner in which control was established; voting power of stock owned.

The extent of control,  $\frac{4493}{4000}$

Whether control was direct or indirect. Direct.

Did any individual, association or corporation, as trustee, control the respondent on June 30, 1909? No.

## ROAD OPERATED.

To limestone quarries, 5.09 miles; branches, 6.21 miles; trackage rights—Maine Central Railroad, 1.27 miles; total miles, 12.57.

## TRACKS OPERATED.

NAME OF OWNER.	LOCATION.	CHARACTER OF BUSINESS.	MILES OF TRACK.		
			Main track.	Yard tracks and sidings.	Total.
Lime Rock R. R. Co.	Rockland, Maine.	Tracks owned by respondent.....	5.09	6.21	11.30
Maine Central R. R. Company.....	Portland, Maine..	Tracks operated under trackage rights.....	1.27	.....	1.27
Total.....			6.36	6.21	12.57

Are the tracks of the respondent operated primarily in the interest of any industrial manufacturing, or other corporation, firm or individual?

If so, give the name and address of corporation, firm or individual. Rockland-Rockport Lime Co., Rockland, Maine.

## MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES.

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main track.	Yard tracks and sidings.			Iron.	Steel.
Maine.....	5.09	6.21	11.30	.....	3.18	8.12

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	DIVIDENDS DECLARED DURING YEAR.	
					In treasury.	In sinking or other funds.		Rate. %	Amount.
CAPITAL STOCK.									
Common.....	4,500	\$100	\$450,000	\$450,000			\$450,000	5	\$22,500

## PURPOSE OF THE ISSUE.

Issued for cash: common, total number of shares outstanding, \$4,500; total cash realized, \$48,000.

## FUNDED DEBT

CLASS OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.			
	Date of issue.	Date of maturity.			In treasury.	In sinking or other funds.		Rate. %	When payable.	Amount accrued during year.	Amount paid during year.
MORTGAGE BONDS. 1st mortgage.....	1899	1929	\$425,000	\$425,000	\$25,000	.....	\$400,000	4	Jan. & July.	\$16,000	\$16,000

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.	
		In treasury.	In sinking or other funds.		Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$425,000	\$25,000 .....		\$400,000	\$16,000	\$16,000

PURPOSE OF THE ISSUE.

Issued for cash: total par value outstanding, \$425,000. Total cash realized, \$400,000.

## RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	ASSIGNMENT.		AMOUNT PER MILE OF LINE.	
		To railways.	To other properties.	Miles.	Amount.
Capital stock.....	\$450,000	\$450,000	.....	11.30	\$39,823
Funded debt.....	425,000	425,000	.....	11.30	37,611
Total.....	\$875,000	\$875,000		11.30	\$77,434

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1909.	
Bills receivable.....	\$1,865 50	Loans and bills payable...	\$25,000
Due from solvent companies and individuals....	15,955 13		
Total cash and current assets.....	\$17,820 63		
Balance current liabilities.....	7,179 37		
Total.....	\$25,000 00	Total current liabilities	\$25,000 •

Materials and supplies on hand, \$12,551.98.

## SECURITY FOR FUNDED DEBT.

First mortgage: Entire line, 11.30 miles; amount of mortgage per mile of line, \$37,-611. All Equipment mortgaged.

## EXPENDITURES FOR ROAD, EQUIPMENT AND GENERAL EXPENDITURES.

Road: Total cost June 30, 1908, \$364,925.94; total cost to June 30, 1909, \$364,925.94.

Equipment: Total cost June 30, 1908, \$124,528.40; total cost June 30, 1909, \$124,-528.40.

General expenditures: Total cost June 30, 1908, \$36,724.50; total cost June 30, 1909, \$36,724.50.

Total: June 30, 1908, \$526,178.84; June 30, 1909, \$526,178.84.

Cost of road per mile of line: June 30, 1908, \$32,294.30; June 30, 1909, \$32,294.30

Cost of equipment per mile of line: June 30, 1908, \$11,020.20; June 30, 1909, \$11,-020.20.

General expenditures per mile of line: June 30, 1908, \$3,249.91; June 30, 1909, \$3,249.91.

Total per mile of line: June 30, 1908, \$46,564.41; June 30, 1909, \$46,564.41.



## INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenues.....	\$76,677 79		
Operating expenses.....	40,799 86		
Net operating revenue.....		\$35,877 93	
Taxes accrued.....		3,049 24	
Operating income.....			\$32,828 69
OTHER INCOME.			
Miscellaneous income.....			5,723 35
Gross corporate income.....			\$38,552 04
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Interest accrued on funded debt.....			16,000 00
Net corporate income.....			\$22,552 04
DISPOSITION OF NET CORPORATE INCOME.			
Dividends Declared:			
On Common Stock—			
2½ per cent. payable Dec. 31, 1908.....		\$11,250 00	
2½ per cent. payable June 30, 1909.....		11,250 00	
			22,500 00
Balance for year carried forward to credit of profit and loss.....			\$52 04

## PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance credit, June 30, 1909, carried to balance sheet.....	\$121,985 22	Balance June 30, 1908....	\$121,933 18
	\$121,985 22	Balance for year brought forward from income account.....	52 04
			\$121,985 22

## OPERATING REVENUES.

ACCOUNT.	Total receipts.	Total deductions.	Total revenues.
REVENUE FROM TRANSPORTATION.			
Freight revenue.....			\$68,947 79
Switching revenue.....			7,730 00
Total revenue from transportation.....			\$76,677 79
Total operating revenues.....			\$76,677 79

## RAILWAY FUNDED DEBT OWNED.

## ACTIVE CORPORATIONS.

NAME OF CORPORATION AND SECURITY.	PAR VALUE OF FUNDED DEBT OWNED NOT HELD IN SINKING OR OTHER FUNDS.		INTEREST AC- CRUED.		Valuation of funded debt owned.
	Unpledged.	Pledged.	Rate %	Amount.	
FUNDED DEBT OF RESPOND- ENT CORPORATION. Lime Rock Railroad, 1st mort- gage, 4s .....	\$25,000	.....	4	\$1,000	\$25,000

## OPERATING EXPENSES.

ACCOUNT.	Amount.	Ratio A. (Per cent.)	Ratio B. (Per cent.)
<b>MAINTENANCE OF WAY AND STRUCTURES.</b>			
Maintenance of roadway and tracks .....	\$7,028 80	54.12	17.23
Maintenance of track structures .....	5,755 47	44.31	14.11
Maintenance of buildings, docks and wharves .....	203 78	01.57	00.50
Total .....	\$12,988 05	100.00	31.84
<b>MAINTENANCE OF EQUIPMENT.</b>			
Locomotives—repairs .....	\$1,117 26	19.29	02.74
Cars—repairs .....	3,473 24	59.99	08.51
Other maintenance of equipment expenses .....	1,199 83	20.72	02.94
Total .....	\$5,790 33	100.00	14.19
<b>TRANSPORTATION EXPENSES.</b>			
Road enginemen and motormen .....	\$4,097 54	23.84	10.04
Fuel for road locomotives .....	4,160 73	24.20	10.19
Other road locomotive supplies and expenses .....	382 98	02.22	00.93
Road trainmen .....	6,457 43	37.56	15.84
All other transportation expenses .....	2,094 68	12.18	05.13
Total .....	\$17,193 36	100.00	42.13
<b>GENERAL EXPENSES.</b>			
Administration .....	\$1,382 58	28.64	03.39
Insurance .....	2,963 44	61.38	07.27
Other general expenses .....	482 10	09.98	01.18
Total .....	\$4,828 12	100.00	11.84
Total operating expenses .....	\$40,799 86		100.00

## SUMMARY.

ACCOUNT.	Item.	Amount.
MAINTENANCE OF WAY AND STRUCTURES.		
Total .....		\$12,988 05
Ratio to total operating expenses (per cent.) .....		31.84
MAINTENANCE OF EQUIPMENT.		
Total .....		\$5,790 33
Ratio to total operating expenses (per cent.) .....		14.19
TRANSPORTATION EXPENSES.		
Total .....		\$17,193 36
Ratio to total operating expenses (per cent.) .....		42.13
GENERAL EXPENSES.		
Total .....		\$4,828 12
Ratio to total operating expenses (per cent.) .....		11.84
Total operating expenses .....		\$40,799 86
Ratio of operating expenses to operating revenues (per cent.) .....		53.00

## MISCELLANEOUS INCOME.

SOURCE OF INCOME.	Gross income.	Expenses.	Net miscellaneous income.
Sale of lime rock chips from dump owned by Lime Rock Railroad Co.; rent of lime kilns and sheds, stores, houses and other buildings not connected with railroad matters, but all owned by Lime Rock Railroad Co. . . . .			\$5,723 35

## COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$364,925 94	Cost of road . . . . .		\$364,925 94		
	124,528 40	Cost of equipment . . . . .		124,528 40		
	36,724 50	General expenditures . . . . .		36,724 50		
	25,000 00	Funded debt owned . . . . .		25,000 00		
	36,425 00	Lands owned . . . . .		36,425 00		
	402,000 00	Franchise . . . . .		402,000 00		
	21,930 41	Cash and current assets . . . . .		17,820 63		\$4,109 78
		OTHER ASSETS.				
	7,185 47	Materials and supplies . . . . .		12,551 98	\$5,366 51	
	3,213 46	Sundries . . . . .		2,008 77	1,204 69	
	\$1,021,933 18	Grand total . . . . .		\$1,021,985 22	\$52 04	
JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$450,000 00	Capital stock . . . . .		\$450,000 00		
	425,000 00	Funded debt . . . . .		425,000 00		
	25,000 00	Current liabilities . . . . .		25,000 00		
	121,933 18	Profit and loss . . . . .		121,985 22	\$52 04	
	\$1,021,933 18	Grand total . . . . .		\$1,021,985 22	\$52 04	

## EMPLOYEES AND SALARIES.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers . . . . .	2	626	\$1,262 58	\$2 01
General office clerks . . . . .	1	313	120 00	38
Enginemen . . . . .	3	794	2,580 54	3 25
Firemen . . . . .	3	758	1,517 00	2 00
Conductors . . . . .	3	792	2,298 25	2 90
Other trainmen . . . . .	9	2,306	4,137 98	1 79
Machinists . . . . .	1	241	602 50	2 50
Carpenters . . . . .	1	302	806 05	2 67
Other shopmen . . . . .	5	1,036	2,219 55	2 14
Section foremen . . . . .	2	641	1,364 78	2 13
Other trackmen . . . . .	7	1,953	2,943 58	1 51
Switch tenders, crossing tenders and watchmen . . . . .	4	1,143	1,622 75	1 42
Total (including "general officers")	41	10,905	\$21,475 56	\$1 97
Less "general officers" . . . . .	2	626	1,262 58	2 01
Total (excluding "general officers")	39	10,279	\$20,212 98	\$1 96
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures . . . . .	9	2,594	\$4,308 36	\$1 66
Maintenance of equipment . . . . .	7	1,579	3,628 10	2 30
Transportation expenses . . . . .	22	5,793	12,156 52	2 10
General expenses . . . . .	3	939	1,382 58	1 47

## TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Column for number passengers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
FREIGHT TRAFFIC.				
Number of tons carried of freight earning revenue	236,646			
Total freight revenue		68,947	79	
Average amount received for each ton of freight			29	135
Freight revenue per mile of road		5,485	10	
TOTAL TRAFFIC.				
Operating revenues		76,677	79	
Operating revenues per mile of road		6,100	06	
Operating expenses		40,799	86	
Operating expenses per mile of road		3,245	81	
Net operating revenue		35,877	93	
Net operating revenue per mile of road		2,854	25	

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1908.	Number added during year.	Number retired during year.	Number on June 30, 1909.	NUMBER FITTED WITH—	
					Train brake.	Automatic coupler.
LOCOMOTIVES—OWNED.						
Total locomotives owned and in service—freight	4			4		4
CARS—OWNED.						
In Freight Service:						
Flat cars—dump cars	436			436		
In Company's Service:						
Other road cars	8			8		
Total cars owned and in service	444			444		

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	LINE OWNED.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track .....	5.09	6.21				1.27	12.57		3.18	8.12

RENEWAL OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard. Pounds.	Average price per ton at distributing point. Dollars.	KIND.	Number.	Average price at distributing point. Cents.
Steel.....	175	80	26.00	Cedar.....	3,000	53

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Freight: bituminous coal, 1,053 tons; total tons, 1,053 tons; cost at distributing point, \$3.95 per ton.

ACCIDENTS TO PERSONS.

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

Coupling or uncoupling: trainmen injured, 1.

CHARACTERISTICS OF ROAD.  
BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.	ITEM.	No.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL	
		Feet.	Feet.	Feet.			Feet.	In.
Trestles .....	11	15,142	48	3,396	.....		.....	.....

Gage of track, 4 feet, 8½ inches. 11.30 miles.



**Report of the Maine Central Railroad Company for the  
Year Ending June 30, 1909.**

HISTORY.

Name of common carrier making this report. Maine Central Railroad Company  
Date of organization. October 28, 1862.

Organized under the laws of the State of Maine.

\* Special act of February 20, 1901, by which the Knox & Lincoln Railway was merged in the Maine Central Railroad Company.

\* For all acts prior to 1901, see Railroad Commissioners' Report for the year 1900.

DIRECTORS.

NAME.	Post-Office Address.	Date of Expiration of Term.
Lucius Tuttle . . . . .	Brookline, Mass. . . . .	} Upon election of successor.
Franklin A. Wilson . . . . .	Bangor, Maine . . . . .	
Samuel C. Lawrence . . . . .	Medford, Mass. . . . .	
John L. Billard . . . . .	Meriden, Conn. . . . .	
John Ware . . . . .	Waterville, Maine . . . . .	
William P. Frye . . . . .	Lewiston, Maine . . . . .	
Samuel Hemingway . . . . .	New Haven, Conn. . . . .	
Joseph W. Symonds . . . . .	Portland, Maine . . . . .	
Edward P. Ricker . . . . .	South Poland, Maine. . . . .	
George Varney . . . . .	Bangor, Maine . . . . .	
Alvah W. Sulloway . . . . .	Franklin, N. H. . . . .	
Henry B. Cleaves . . . . .	Portland, Maine . . . . .	
Morris McDonald . . . . .	Portland, Maine . . . . .	
* Frank T. Brown . . . . .	Norwich, Conn. . . . .	

PRINCIPAL OFFICERS.

TITLE.	NAME.	OFFICIAL ADDRESS.
President . . . . .	Lucius Tuttle . . . . .	} Portland, Maine.
Vice-President and Gen. Manager . . . . .	Morris McDonald . . . . .	
Second Vice-President and Comptroller . . . . .	Geo. S. Hobbs . . . . .	
Clerk of Corporation . . . . .	Henry B. Cleaves . . . . .	
Treasurer . . . . .	George W. York . . . . .	
Chief Engineer . . . . .	Theodore L. Dunn . . . . .	
General Freight Agent . . . . .	William K. Sanderson . . . . .	
General Passenger Agent . . . . .	Frederic E. Boothby . . . . .	

\* Deceased.

## TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

NAME.	CONTROL.					
	Sole or joint.	How established.	Extent. %	Direct or indirect.	If indirect, name of intermediary through which control is established.	Other parties to agreement for joint control.
ACTIVE CORPORATIONS.						
Washington County Railway Co.	Sole . . . .	Ownership of majority of capital stock . . . . .	100	Direct . . . . .		
Somerset Railway Company . .	Sole . . . .	Ownership of majority of capital stock . . . . .	100	Direct . . . . .		
Portland Union Railway Station	Joint . . . .	Ownership of capital stock . . . . .	50	Direct . . . . .		Boston & Maine R. R.
Portland, Mt. Desert & Machias Steamboat Company .	Sole . . . .	Ownership of capital stock . . . . .	88	Direct . . . . .		
* Upper Coos R. R. of Vermont	Sole . . . .	Ownership of capital stock and lease of May 1, 1890 . . . . .	100	Indirect . . . . .	Upper Coos R. R. of New Hampshire . . . . .	
* Coos Valley R. R. Company	Sole . . . .	Ownership of capital stock and lease of May 1, 1890 . . . . .	100	Indirect . . . . .	Upper Coos R. R. of New Hampshire . . . . .	

\* The capital stock of the Upper Coos Railroad of Vermont, and Coos Valley Railroad Company is held by Maine Central Railroad Company, under terms of lease of Upper Coos Railroad (New Hampshire) dated May 1st, 1890, for entire term of said lease, 999 years.

## FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors. October 21, 1908.

Date of last closing of stock books before end of year for which this report is made.  
June 15, 1909.

Total number of stockholders at that date. 738.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1909? Yes.

If control was so held state:

The form of control, whether sole or joint. Sole.

The name of the controlling corporation or corporations. Boston & Maine Railroad.

The manner in which control was established. Ownership of majority of capital stock.

The extent of control. 50.4%.

Whether control was direct or indirect. Direct.

## ROAD OPERATED—ENTIRE LINE.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Maine Central Railroad . . . . .	Portland . . . . .	Bangor . . . . .	136.60	
	Brunswick . . . . .	Bath . . . . .	8.90	
	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 . . . . .		5.25		
			392.36	
LEASED LINES.				
Portland & Rumford Fall Ry.	Rumford Jct. . . . .	Rumford Falls . . . . .	52.86	
	Rumford Falls Jct . . . . .	R.F. & R.L.R.R. . . . .	72	
	Canton . . . . .	Liverm're Falls . . . . .	10.27	
	Industrial tracks . . . . .		1.29	
			65.14	
Rumford Falls & Rangeley Lakes Railroad . . . . .	Rumford Falls . . . . .	Kennebago . . . . .		
	Industrial tracks . . . . .	Farm . . . . .	38.36	
			35	
			38.71	
Belfast & Moosehead Lake R.R.	Burnham Jct. . . . .	Belfast . . . . .	33.13	
	Newport Jct. . . . .	Dexter . . . . .	14.23	
Dexter & Piscataquis Railroad	Dexter Jct. . . . .	Foxcroft . . . . .	16.54	
	Bangor Jct. . . . .	Bucksport . . . . .	18.80	
European & N. American Ry. . . . .	Industrial tracks . . . . .		27	
	Bangor . . . . .	Vanceboro . . . . .	114.30	
	Orono . . . . .	Stillwater . . . . .	3.01	
	Enfield . . . . .	Montague . . . . .	3.03	
	Montague . . . . .	Howland . . . . .	73	
	Industrial tracks . . . . .		5.00	
			126.07	
The Portland & Ogdensburg Ry.	Portland . . . . .	Lunenburg, Vermont . . . . .	109.10	
	Portland Un. Sta. . . . .	Thompson's Pt. . . . .	74	
	Industrial tracks . . . . .		60	
			110.44	
Upper Coos R. R. (N. H.) . . . . .	Quebec Jct., N.H. . . . .	Connecticut River in Guildhall, Vt. . . . .		
	Connecticut River in Brunswick, Vt. . . . .	Connecticut River in Canaan, Vt. . . . .		
			41.48	
Coos Valley Railroad . . . . .	Connecticut River in Guildhall, Vt. . . . .	Connecticut River in Brunswick, Vt. . . . .		
			12.29	
Upper Coos R. R., Vermont. . . . .	Connecticut River in Canaan, Vt. . . . .	Canada Line, near Beecher Falls, Vt. . . . .		
			1.56	
Hereford Railway . . . . .	Canada Line, near Beecher Falls, Vt. . . . .	Lime Ridge, P. Q. . . . .	52.85	
				531.51
TRACKAGE RIGHTS.				
St. Johnsbury & Lake Champlain Railroad . . . . .	Connecticut River in Lunenburg. . . . .	Lunenburg Station . . . . .		.25
Total mileage operated . . . . .				931.96

ROAD OPERATED—STATE OF MAINE.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Maine Central Railroad . . . . .	Portland . . . . .	Bangor . . . . .	136.60	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 . . . . .		5.25	
LEASSED LINES.				7.84
Belfast & Moosehead Lake R.R.	Burnham Jct. . . . .	Belfast . . . . .	33.13	
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 . . . . .		5.00	
Eastern Maine Railway . . . . .	Bangor Jct. . . . .	Bucksport . . . . .	18.80	
	Industrial tracks . . . . .		.27	
Portland & Rumford Falls Ry.	Rumford Jct. . . . .	Rumford Falls . . . . .	52.86	
	Rumford Falls Jct . . . . .	R. F. & R. L. R. R. . . . .	.72	
	Canton . . . . .	Livermore . . . . .	10.27	
	Industrial tracks . . . . .		1.29	
Rumford Falls and Rangeley Lakes Railroad . . . . .	Rumford Falls . . . . .	Kennebago Farm . . . . .	38.71	
	Industrial tracks . . . . .		.35	
The Portland & Ogdensburg Ry.	Portland . . . . .	New Hampshire line . . . . .	51.12	
	Portland Un. Sta. . . . .	Thompson's Pt. . . . .	.74	
	Industrial tracks . . . . .		.60	
Total . . . . .			765.55	

OUTSIDE OPERATIONS AND OTHER PROPERTIES.

OUTSIDE OPERATIONS.

DESIGNATION.	Character of business.	Title. [Owned, leased, etc.]	State or territory.
Frenchman's Bay steamboats . . . . .	Common carrier . . . . .	Owned . . . . .	State of Maine.
Penobscot Bay steamboats . . . . .	Common carrier . . . . .	Owned . . . . .	State of Maine.
Dining car service . . . . .	Meals . . . . .	Owned . . . . .	State of Maine.
Coal and ore dock service . . . . .	Coal discharging plant . . . . .	Owned . . . . .	State of Maine.

The Maine Central Railroad Company owns and operates a line of steamboats 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.

## ROAD ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

Name of Owning Company.	Miles of line.	LEASE OR AGREEMENT.		
		Date.	Term.	Concise Summary of Provisions.
Belfast & Moosehead Lake R. R.		April 27, 1871.....	50 years.....	Cash rental \$36,000 per annum.
Dexter & Newport Railroad.....		Dec. 13, 1888.....	999 years.....	5% on \$122,000 capital stock, 4% on \$175,000 bonds, \$250 Org. Exp.
Dexter & Piscataquis Railroad.....		Dec. 13, 1888.....	999 years.....	4% on \$175,000 bonds and cash rental \$6,350 per annum.
European & North American Ry.		Aug. 31, 1882.....	999 years.....	4% on \$1,000,000 bonds and cash rental \$125,500 per annum.
Eastern Maine Railway.....		May 1, 1883.....	999 years.....	Cash rental \$9,500 per annum.
Portland & Rumford Falls Ry.		May 1, 1907.....	999 years.....	
Rumford Falls & Rangeley Lakes Railroad.....			999 years.....	Cash rental \$328,000 per annum.
The Portland & Ogdensburg R. R.		Aug. 20, 1888.....	999 years.....	*Interest \$2,119,000 at 4% Nov. 1, 1908, 2% on \$4,392,538 capital stock. \$500 organization expenses.
Upper Coos R. R. (New Hamp.)		May 1, 1890.....	999 years.....	4% on \$350,000 bonds, 4½% on \$693,000 bonds.
Coos Valley Railroad.....		May 1, 1890.....	999 years.....	6% on \$350,000 capital stock.
Upper Coos Railroad (Vermont)		May 1, 1890.....	999 years.....	\$500 organization expenses.
Hereford Railway.....		Aug. 28, 1890.....	999 years.....	4% on \$800,000 bonds, 4% on \$800,000 capital stock and \$500 organization expenses.

\* Interest on P. & O. bonds \$2,119,000 July 1 to Nov. 1, 1908, \$1,319,000 at 5%, \$800,000 at 3½%.

**CAPITAL STOCK.**

DESCRIPTION.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	DIVIDENDS DECLARED DURING YEAR.	
					In treasury.	In sinking or other funds.		Rate. %	Amount.
<b>CAPITAL STOCK.</b>									
Common.....	120,000	\$100	\$12,000,000	\$4,976,300			\$4,976,300	8	\$398,104
Portland & Kennebec Scrip.....				600			600	8	48
Maine Central Scrip.....				100			100		
Androscoggin & Kennebec stock bonds				11,000			11,000		
Androscoggin & Kennebec and Penobscot & Kennebec stock.....				7,700			7,700		
Total.....	120,000		\$12,000,000	\$4,995,700			\$4,995,700		\$398,152

PURPOSE OF THE ISSUE.	Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares outstanding.	Total cash realized.
<b>ISSUED FOR CASH.</b>				
Common.....			13,756	\$1,375,600
Maine Central scrip.....			1	100
<b>ISSUED FOR REORGANIZATION.</b>				
Common.....			36,007	
Portland & Kennebec scrip.....			6	
Androscoggin and Kennebec stock bonds.....			110	
Androscoggin & Kennebec and Penobscot & Kennebec stock.....			77	
Total.....			49,957	\$1,375,700

The Portland & Kennebec scrip, the Maine Central scrip and the Androscoggin & Kennebec stock bonds and Androscoggin & Kennebec and Penobscot & Kennebec stock, amounting in all to \$19,400 are exchangeable for Maine Central Railroad Co's. stock upon presentation.

FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.			
	Date of issue.	Date of maturity.			In treasury.	In sinking or other funds.		Rate %	When payable.	Amount accrued during year.	Amount paid during year.
<b>MORTGAGE BONDS.</b>											
Maine Central Consol.	Apr. 1,1872	Apr. 1,1912	\$9,000,000	\$3,924,000	\$41,500	\$31,300	\$3,851,200	7	Apr. & Oct.	\$274,680	\$273,483 00
Maine Central Consol.	Apr. 1,1872	Apr. 1,1912		269,500	5,000	264,500	5	Apr. & Oct.	13,475	13,512 50	
Maine Central Consol.	Apr. 1,1872	Apr. 1,1912		1,525,000	5,000	4,000	1,516,000	4½	Apr. & Oct.	68,625	68,715 00
Maine Central Consol.	Apr. 1,1872	Apr. 1,1912		3,265,500	69,000	3,196,500	4	Apr. & Oct.	130,820	131,020 00	
Maine Shore Line, 1st mortgage.	Jun. 1,1883	Jun. 1,1923	750,000	81,000	5,000	17,000	59,000	6	June & Dec.	4,860	5,040 00
Penobscot Shore Line, 1st mortgage.	Aug. 1,1890	Aug. 1,1920	1,300,000	1,300,000			1,300,000	4	Aug. & Feb.	52,000	51,900 00
Knox and Lincoln, 2d mortgage.	Feb. 1,1891	Feb. 1,1921	400,000	400,000	34,000	23,000	343,000	5	Aug. & Feb.	20,000	19,950 00
Maine Central interest scrip.	May 23,1870		386,892	8,192			8,192				
<b>COLLATERAL TRUST BONDS.</b>											
Maine Central Coll. Trust.	Jun. 1,1883	Jun. 1,1923	700,000	669,000		4,000	665,000	5	June & Dec.	33,450	33,650 00
<b>PLAIN BONDS, DEBENTURES AND NOTES.</b>											
Five year coupon notes	Apr. 1,1909	Apr. 1,1914	2,000,000	2,000,000			2,000,000	4	Jan. & Apr. July & Oct.	20,000	
<b>MISCELLANEOUS OBLIGATIONS.</b>											
Maine Central imp. Series A.	July 1,1886	July 1,1916	200,000	200,000		25,000	175,000	4½	Jan. & July	9,000	} 20,205 00
Maine Central imp. Series B.	July 1,1887	July 1,1917	250,000	250,000		36,000	214,000	4½	Jan. & July	11,250	
Total			\$14,986,892	\$13,892,192	\$85,500	\$214,300	\$13,592,392			\$637,960	\$617,475 50

Maine Central Interest Scrip to the amount of \$8,192 is exchangeable for Maine Central Consolidated Mortgage Bonds upon presentation.



RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.	
		In treasury.	In sinking or other funds.		Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$10,773,192	\$85,500	\$149,300	\$10,538,392	\$564,260	\$563,620 50
Collateral trust funds .....	669,000		4,000	665,000	33,450	33,650 00
Plain bonds, debentures and notes .....	2,000,000			2,000,000	20,000	
Miscellaneous obligations .....	450,000		61,000	389,000	20,250	20,205 00
Total .....	\$13,892,192	\$85,500	\$214,300	\$13,592,392	\$637,960	\$617,475 50

## RECAPITULATION OF FUNDED DEBT—CONCLUDED.

PURPOSE OF THE ISSUE.	Total par value issued during the year	Cash realized on amount issued during the year.	Total par value outstanding.	Total cash realized.
Issued for cash.....	\$2,000,000	\$2,000,000	\$13,892,192	.....

Five year coupon notes issued April 1, 1909.

## RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	ASSIGNMENT.		AMOUNT PER MILE OF LINE.	
		To railways	To other properties.	Miles.	Amount.
Capital stock.....	\$4,995,700	\$4,995,700	.....	400.20	\$12,483
Funded debt.....	13,892,192	13,892,192	.....	400.20	34,713
Total.....	\$18,887,892	\$18,887,892	.....	400.20	\$47,196

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1909.	
Cash.....	\$1,461,635 60	Audited vouchers and accounts.....	\$496,994 40
Bills receivable.....	1,918 50	Wages and salaries.....	133,324 12
Due from agents.....	172,592 01	Traffic balances due to other companies.....	95,433 25
Due from solvent companies and individuals.....	282,873 21	Dividends not called for.....	10,130 04
Traffic balances due from other companies.....	275,682 90	Matured interest coupons unpaid (including coupons due July 1).....	52,853 25
Total—cash and current assets.....	\$2,194,702 22	Rents due July 1.....	111,975 00
		Miscellaneous, dividend due July 1, 1909.....	99,538 00
		Total—current liabilities.....	\$1,000,248 06
		Balance—cash assets.....	1,194,454 16
		Total.....	\$2,194,702 22

Materials and supplies on hand, \$982,061.26.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
* Maine Central R.R. Co. consolidated mortgage bonds.	Portland . . . . . Brunswick . . . . . Cumberland Jct Brunswick . . . . . Crowley's . . . . . Leeds Jct . . . . .	Bangor . . . . . Bath . . . . . Skowhegan . . . . . Leeds Jct . . . . . Lewiston . . . . . Farmington . . . . .	304.10	\$29,543
Maine Central R. R. Co. collateral trust bonds.				
Maine Shore Line Railroad Co. 1st mortgage bonds.	Brewer Jct . . . . .	Mt. Desert Ferry	41.13	18,235
† Penobscot Shore Line R.R. Co. 1st mortgage . . . . .				26,765
† Knox & Lincoln Railway 2d mortgage . . . . .	Bath . . . . .	Rockland . . . . .	48.57	8,236
‡ Five year coupons notes . . . . .				

\* All equipment of Maine Central Railroad Company mortgaged, excepting that for merly owned by Knox and Lincoln Railway.

† Equipment formerly owned by Knox and Lincoln Railway mortgaged.

‡ No security.

EXPENDITURES FOR ADDITIONS AND BETTERMENTS.

ACCOUNT.	EXPENDITURES DURING YEAR.			Total.
	Charged to capital.	Charged to special funds.	Charged to income.	
Right of way and station grounds . . . . .	*\$585 00			*\$585 00
Real estate . . . . .	*13,804 37			*13,804 37
Widening cuts and fills . . . . .			\$1,599 68	1,599 68
Grade revisions and changes of line . . . . .			1,112 01	1,112 01
Bridges, trestles and culverts . . . . .			20,312 81	20,312 81
Increased weight of rail . . . . .			19,919 44	19,919 44
Sidings and spur tracks . . . . .	44,865 77			44,865 77
Improvement of over and under grade crossings . . . . .			6,205 85	6,205 85
Track elevation, elimination of grade crossings, etc. . . . .			3,543 11	3,543 11
Block and other signal apparatus . . . . .	133,499 94		8,001 85	141,501 79
Station buildings and fixtures . . . . .			4,268 65	4,268 65
Shops, enginehouses and turntables . . . . .	1,763 00	\$1,406 20	2,813 61	5,982 81
Shop machinery and tools . . . . .	811 09		7,546 04	8,357 13
Water and fuel stations . . . . .	*156 99	93 80	4,124 91	4,061 72
Dock and wharf property . . . . .	61,470 85		28,957 53	90,428 38
Miscellaneous structures . . . . .	3,841 63		704 91	4,546 54
Equipment . . . . .			4,622 86	4,622 86
Total—entire line . . . . .	\$231,705 92	\$1,500 00	\$113,733 26	\$346,939 18

\* Credit.

## EXPENDITURES FOR ROAD.

ACCOUNT.	EXPENDITURES FOR NEW LINES OR EXTENSIONS DURING YEAR.		EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING YEAR.		Total cost to June 30, 1908.	Total cost to June 30, 1909.
	Charged to capital.	Charged to special funds or income.	Charged to capital.	Charged to special funds or income.		
ROAD.						
Right of way and station grounds.....			*\$585 00			
Real estate.....			*13,804 37			
Grading.....			5,220 55	\$2,711 69		
Bridges, trestles and culverts.....			1,849 32	20,312 81		
Ties.....			4,331 38			
Rails.....			17,169 82	19,919 44		
Frogs and switches.....			3,251 12			
Track fastenings and other material.....			2,051 63			
Track laying and surfacing.....			10,921 29			
Crossings and signs.....			323 81	9,748 96		
Interlocking and other signal apparatus.....			133,499 94	8,001 85		
Station buildings and fixtures.....				4,268 65		
Shops, enginehouses and turntables.....			1,763 00	4,219 81		
Shop machinery and tools.....			811 09	7,546 04		
Water stations.....			*1,275 00	1,515 36		
Fuel stations.....			1,118 01	2,703 35		
Dock and wharf property.....			61,470 85	28,957 53		
Miscellaneous structures.....			3,588 48	704 91		
Total.....			\$231,705 92	\$110,610 40	\$14,562,748 85	\$14,794,454 77

EXPENDITURES FOR EQUIPMENT, GENERAL EXPENDITURES, AND RECAPITULATION.

ACCOUNT.	EXPENDITURES FOR NEW LINES OR EXTENSIONS DURING YEAR.		EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING YEAR.		Total cost to June 30, 1908.	Total cost to June 30, 1909.
	Charged to capital.	Charged to special funds or income.	Charged to capital.	Charged to special funds or income.		
EQUIPMENT.						
Steam locomotives.....				\$3,469 71		
Passenger-train cars.....				1,153 15		
Total.....				\$4,622 86	\$2,617,687 93	\$2,617,687 93
RECAPITULATION.						
Road.....			\$231,705 92	\$110,610 40	\$14,562,748 85	\$14,794,454 77
Equipment.....				4,622 86	2,617,687 93	2,617,687 93
Total—entire line.....			\$231,705 92	\$115,233 26	\$17,180,436 78	\$17,412,142 70
Cost of road per mile of line.....					\$36,436 02	\$36,967 65
Cost of equipment per mile of line.....					6,549 46	6,540 95
Total per mile of line.....					\$42,985 48	\$43,508 60

## INCOME ACCOUNT.

<b>OPERATING INCOME.</b>		
Rail Operations:		
Operating revenues.....	\$8,337,723 47	
Operating expenses.....	5,779,278 00	
Net operating revenue.....		\$2,558,445 47
Outside Operations:		
Revenues.....	\$196,486 78	
Expenses.....	170,418 39	
Net revenue.....		26,068 39
Total net revenue.....		\$2,584,513 86
Taxes accrued.....		376,995 73
Operating income.....		\$2,207,518 13
<b>OTHER INCOME.</b>		
Other Rents—Credits:		
Joint facilities.....		\$23,800 00
Dividends declared on stocks owned or controlled.....		12,362 15
Interest accrued on funded debt owned or controlled.....		18,865 14
Miscellaneous income.....		6,892 01
Total other income.....		61,919 30
Gross corporate income.....		\$2,269,437 43
<b>DEDUCTIONS FROM GROSS CORPORATE INCOME.</b>		
Rents accrued for lease of other roads.....		\$880,122 43
Other Rents—Debits:		
Hire of equipment—balance.....	\$76,423 29	
Joint facilities.....	9,092 52	
Miscellaneous rents.....	11,404 43	
		96,920 24
Interest accrued on funded debt.....		637,960 00
Other interest.....		27,145 78
Sinking funds chargeable to income.....		13,440 00
Total deductions from gross cor- porate income.....		1,655,588 45
Net corporate income.....		\$613,848 98
<b>DISPOSITION OF NET CORPORATE INCOME.</b>		
Dividends Declared:		
On Common Stock—		
2 per cent. payable Oct. 1, 1908.....	\$99,538 00	
2 per cent. payable Jan. 1, 1909.....	99,538 00	
2 per cent. payable Apr. 1, 1909.....	99,538 00	
2 per cent. payable July 1, 1909.....	99,538 00	
Total.....		\$398,152 00
Betterments charged to income.....		113,733 26
		511,885 26
Balance for year carried forward to credit of profit and loss.....		\$101,963 72

PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
DEDUCTIONS FOR YEAR.		Balance June 30, 1908. . . . .	\$1,150,130 32
Depreciation on equipment prior to July 1, 1907. . . . .	\$112,738 24	Balance for year brought forward from income account. . . . .	101,963 72
Transferred to contingent fund. . . . .	101,963 72	Additions for year. . . . .	*21,698 72
Balance credit, June 30, 1909, carried to balance sheet. . . . .	1,059,090 80		
	\$1,273,792 76		\$1,273,792 76

\* ADDITIONS FOR YEAR.

Additional amount received from Portland, Mt. Desert and Machias Steam-boat Co., on note charged off in 1905. . . . .	\$15,000 00
Adjustment of Material Inventories, 1907-1908. . . . .	4,933 32
Adjustment of sundry fire accounts prior to June 30, 1908. . . . .	1,190 94
Wages uncalled for prior to January 1, 1904. . . . .	132 20
Miscellaneous items. . . . .	442 26
	\$21,698 72

OPERATING REVENUES—ENTIRE LINE.

ACCOUNT.	Total receipts.	Total deductions.	Total revenues.
REVENUE FROM TRANSPORTATION.			
Freight revenue. . . . .			\$5,005,111 46
Passenger revenue. . . . .			\$2,774,480 57
Excess baggage revenue. . . . .			46,537 63
Mail revenue. . . . .			225,942 77
Express revenue. . . . .			180,444 00
Other passenger-train revenue. . . . .			9,924 14
Total passenger service train revenue. . . . .			\$3,237,329 11
Switching revenue. . . . .			\$33,358 18
Special service train revenue. . . . .			2,514 19
Miscellaneous transportation revenue. . . . .			328 94
Total revenue from transportation. . . . .			\$8,278,641 88
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.			
Station and train privileges. . . . .			\$5,719 19
Parcel-room receipts. . . . .			5,359 45
Storage—freight. . . . .			106 94
Storage—baggage. . . . .			3,416 30
Car service. . . . .			24,421 60
Telegraph and telephone service. . . . .			3,115 50
Rents of buildings and other property. . . . .			8,989 42
Miscellaneous. . . . .			7,953 19
Total revenue from operations other than transportation. . . . .			\$59,081 59
Total operating revenues—entire line. . . . .			\$8,337,723 47

## RAILWAY STOCKS OWNED.

## ACTIVE CORPORATIONS.

NAME OF CORPORATION AND SECURITY	Par value of stocks owned not held in sinking or other funds.		Dividends declared.		Valuation of Stocks owned.
	Unpledged.	Rate	Amount.		
STOCKS OF CORPORATIONS WHOSE PROPERTY FORMS A PART OF THE SYSTEM OF RESPONDENT CORPORATION.					
The Portland & Ogdensburg Railway	\$593,420	2%	\$11,868 40		\$296,710 00
Upper Coos R. R. (Vermont)	32,000				1 00
Coos Valley Railroad Co	60,000				1 00
STOCKS OF CORPORATIONS WHOSE PROPERTY DOES NOT FORM A PART OF THE SYSTEM OF RESPONDENT CORPORATION.					
Portland Union Ry. Station Company	25,000				25,000 00
Boston & Maine Railroad	4,700	*	293 75		8,225 00
Bridgton & Saco River Railroad Co	5,000	4%	200 00		5,000 00
Somerset Railway Company	705,500				670,225 00
Washington County Ry. Company	2,500,000				1 00
Phillips & Rangeley Railroad	25,000				1 00
Sebasticock & Moosehead Railroad	8,000				1 00
<b>Total</b>	<b>\$3,958,620</b>		<b>\$12,362 15</b>		<b>\$1,005,165 00</b>

\* One dividend 7%, three dividends 6%.



RAILWAY FUNDED DEBT OWNED.

ACTIVE CORPORATIONS.

NAME OF CORPORATION AND SECURITY.	PAR VALUE OF FUNDED DEBT OWNED NOT HELD IN SINKING OR OTHER FUNDS.		INTEREST AC- CRUED.		Valuation of funded debt owned.
	Unpledged.	Pledged.	Rate %	Amount.	
<b>FUNDED DEBT OF RESPONDENT CORPORATION.</b>					
Maine Central Railroad Co. . . . .	\$41,500		7	\$3,000 28	\$41,500 00
Knox & Lincoln Railway . . . . .	34,000		5	2,086 11	34,000 00
Maine Shore Line Railroad Co. . . . .	5,000		6	300 00	5,000 00
Maine Central Railroad Co. . . . .	5,000		4½	163 75	5,000 00
<b>FUNDED DEBT OF CORPORATIONS WHOSE PROPERTY FORMS A PART OF THE SYSTEM OF RESPONDENT CORPORATION.</b>					
Upper Coos Railroad . . . . .	118,000		4½	5,310 00	118,000 00
Maine Central Railroad Co. & European & N.American Ry. . . . .	5,000		4	200 00	5,000 00
<b>FUNDED DEBT OF CORPORATIONS WHOSE PROPERTY DOES NOT FORM A PART OF THE SYSTEM OF RESPONDENT CORPORATION.</b>					
Washington County Railway Co. . . . .	223,000		3½	7,805 00	199,282 50
Total . . . . .	\$431,500			\$18,865 14	\$407,782 50

Does respondent own or control any railway securities, either stock or funded debt, through any intermediary, which does not make an annual report to the commission? No.

MISCELLANEOUS STOCKS AND FUNDED DEBT OWNED.

OTHER THAN RAILWAY STOCKS.

NAME.	Total par value of securities owned.	DIVIDENDS DE- CLARED.		Valuation of securities owned.
		Rate.	Amount.	
Portland, Mt. Desert and Machias Steamboat Company . . . . .	\$110,000			\$1 00

SINKING, REDEMPTION, INSURANCE AND OTHER SPECIAL FUNDS.  
INCOME AND DISBURSEMENTS DURING YEAR.

NAME OF FUND.	INCOME.				Disbursements.
	Cash appropriations to fund.	Income to fund from investments.	Other income to fund.	Total.	
SINKING AND REDEMPTION FUNDS.					
Maine Central Railroad collateral trust bonds . . . . .	\$6,690	\$7,618 89	\$76 39	\$14,385 28	\$210 00
Maine Central Railroad improvement bonds—A . . . . .	3,000	3,996 47	33 20	7,029 67	25 00
Maine Central Railroad improvement bonds—B . . . . .	3,750	4,546 77	40 22	8,336 99	.....
Total . . . . .	\$13,440	\$16,162 13	\$149 81	\$29,751 94	\$235 00

ASSETS ON JUNE 30, 1909.

NAME OF FUND AND SECURITY.	SECURITIES IN FUND.		Cash in fund.	Total.
	Par value.	Cost.		
SINKING AND REDEMPTION FUNDS.				
Maine Central collateral trust bonds . . . . .	\$219,500	\$230,377 07	\$5,515 52	\$235,892 59
Maine Central improvement bonds—A . . . . .	96,700	101,789 49	8,106 03	109,895 52
Maine Central improvement bonds—B . . . . .	120,100	127,523 42	4,082 83	131,606 25
Total . . . . .	\$436,300	\$459,689 98	\$17,704 38	\$477,394 36

OPERATING EXPENSES—ENTIRE LINE.

ACCOUNT.	Amount.	Ratio A. (Per cent.)	Ratio B (Per cent.)
MAINTENANCE OF WAY AND STRUCTURES.			
Superintendence.....	\$37,890 48	02 94	00 63
Ballast.....	24,641 60	01 89	00 50
Ties.....	187,684 76	14 53	03 17
Rails.....	89,523 92	06 93	01 50
Other track material.....	78,335 47	06 07	01 32
Roadway and track.....	539,589 23	41 76	09 12
Removal of snow, sand and ice.....	77,672 88	06 01	01 32
Bridges, trestles and culverts.....	45,579 38	03 53	00 77
Over and under grade crossings.....	2,877 49	00 22	00 05
Grade crossings, fences, cattle guards and signs.....	30,160 00	02 35	00 51
Signals and interlocking plants.....	20,890 98	01 62	00 34
Telegraph and telephone lines.....	1,441 81	00 11	00 02
Buildings, fixtures and grounds.....	117,754 76	09 12	01 99
Docks and wharves.....	17,600 95	01 36	00 29
Roadway tools and supplies.....	17,124 29	01 33	00 28
Injuries to persons.....	1,074 57	00 09	00 01
Stationery and printing.....	1,990 89	00 15	00 03
Other expenses.....	116 32	00 01	.....
Total.....	\$1,291,949 78	100 00	21 85
MAINTENANCE OF EQUIPMENT.			
Superintendence.....	\$31,545 26	02 66	00 53
Steam locomotives—repairs.....	348,431 99	29 40	05 89
Steam locomotives—renewals.....	*67 83	*00 01	.....
Steam locomotives—depreciation.....	88,536 18	07 47	01 49
Passenger-train cars—repairs.....	135,339 13	11 42	02 29
Passenger-train cars—renewals.....	45 00	.....	.....
Passenger-train cars—depreciation.....	35,569 02	03 00	00 60
Freight-train cars—repairs.....	307,545 83	25 95	05 20
Freight-train cars—renewals.....	6,313 45	00 54	00 11
Freight-train cars—depreciation.....	182,848 15	15 43	03 09
Floating equipment—repairs.....	2,937 39	00 25	00 05
Floating equipment—depreciation.....	4,317 60	00 37	00 08
Work equipment—repairs.....	8,549 70	00 72	00 15
Work equipment—renewals.....	526 65	00 04	00 01
Work equipment—depreciation.....	7,069 32	00 59	00 12
Shop machinery and tools.....	20,703 34	01 75	00 35
Injuries to persons.....	1,081 12	00 09	00 02
Stationery and printing.....	3,871 24	00 33	00 06
Other expenses.....	3 75	.....	.....
Total.....	\$1,185,166 29	100 00	20 04

\* Credit.

## OPERATING EXPENSES—ENTIRE LINE—CONCLUDED.

ACCOUNT.	Amount.	Ratio A (Per cent.)	Ratio B (Per cent.)
<b>TRAFFIC EXPENSES.</b>			
Superintendence .....	\$36,868 08	40.65	00.62
Outside agencies .....	9,794 94	10.80	00.17
Advertising .....	25,932 30	28.59	00.44
Traffic associations .....	1,443 56	01.59	00.03
Fast freight lines .....	2,653 58	02.93	00.04
Stationery and printing .....	13,854 42	15.28	00.23
Other expenses .....	148 84	00.16	.....
Total .....	\$90,695 72	100.00	01.53
<b>TRANSPORTATION EXPENSES.</b>			
Superintendence .....	\$41,293 14	01.32	00.69
Dispatching trains .....	22,443 42	00.73	00.38
Station employees .....	498,908 55	16.23	08.44
Weighing and car-service associations .....	91 44	.....	.....
Station supplies and expenses .....	71,489 17	02.33	01.21
Yardmasters and their clerks .....	35,537 28	01.16	00.62
Yard conductors and brakemen .....	119,465 72	03.89	02.02
Yard switch and signal tenders .....	22,476 32	00.74	00.38
Yard supplies and expenses .....	5,700 42	00.19	00.09
Yard enginemen .....	77,054 21	02.51	01.30
Enginehouse expenses—yard .....	31,736 88	01.04	00.54
Fuel for yard locomotives .....	140,542 57	04.57	02.38
Water for yard locomotives .....	3,854 11	00.13	00.06
Lubricants for yard locomotives .....	1,954 87	00.06	00.03
Other supplies for yard locomotives .....	1,363 44	00.04	00.02
Road enginemen .....	321,696 60	10.47	05.44
Enginehouse expenses—road .....	124,810 86	04.06	02.12
Fuel for road locomotives .....	754,834 59	24.56	12.77
Water for road locomotives .....	32,064 53	01.05	00.54
Lubricants for road locomotives .....	8,049 02	00.26	00.14
Other supplies for road locomotives .....	11,070 59	00.36	00.20
Road trainmen .....	367,581 59	11.95	06.22
Train supplies and expenses .....	92,802 48	03.02	01.57
Interlockers and block and other signals—operation .....	41,871 23	01.36	00.71
Crossing flagmen and gatemen .....	52,823 60	01.71	00.90
Drawbridge operation .....	1,180 12	00.03	00.02
Clearing wrecks .....	8,634 13	00.28	00.15
Telegraph and telephone—operation .....	7,021 71	00.23	00.12
Operating floating equipment .....	17,890 00	00.58	00.33
Stationery and printing .....	34,893 74	01.13	00.51
Other expenses .....	1,227 00	00.04	00.03
Loss and damage—freight .....	26,710 58	00.87	00.45
Loss and damage—baggage .....	1,254 43	00.04	00.03
Damage to property .....	38,972 78	01.27	00.66
Damage to stock on right of way .....	2,033 87	00.07	00.03
Injuries to persons .....	52,916 26	01.72	00.89
Total .....	\$3,074,251 25	100.00	51.99
<b>GENERAL EXPENSES.</b>			
Salaries and expenses of general officers .....	\$44,394 56	16.37	00.74
Salaries and expenses of clerks and attendants .....	80,072 43	29.53	01.35
General office supplies and expenses .....	4,719 18	01.74	00.08
Law expenses .....	47,091 61	17.37	00.79
Insurance .....	62,897 78	23.19	01.06
Relief department expenses .....	100 00	00.04	.....
Pensions .....	2,460 00	00.91	00.05
Stationery and printing .....	14,973 66	05.52	00.27
Other expenses .....	14,471 21	05.33	00.25
Total .....	\$271,180 43	100.00	04.59
Total operating expenses .....	\$5,913,243 47		100.00

SUMMARY.

ACCOUNT.	Item.	Amount.
<b>MAINTENANCE OF WAY AND STRUCTURES.</b>		
Total .....	\$1,291,949 78	
Maintaining joint tracks, yards and other facilities—Dr. ....	4,302 61	
Maintaining joint tracks, yards and other facilities—Cr. ....	64,701 75	
Total—maintenance of way and structures .....		\$1,231,550 64
Ratio to total operating expenses (per cent.) .....		21.31
<b>MAINTENANCE OF EQUIPMENT.</b>		
Total .....	\$1,185,166 29	
Maintaining joint equipment at terminals—Cr. ....	4,581 91	
Total—maintenance of equipment .....		\$1,180,584 38
Ratio to total operating expenses (per cent.) .....		20.43
<b>TRAFFIC EXPENSES.</b>		
Total .....		\$90,695 72
Ratio to total operating expenses (per cent.) .....		1.56
<b>TRANSPORTATION EXPENSES.</b>		
Total .....	\$3,074,251 25	
Operating joint yards and terminals—Dr. ....	9,014 38	
Operating joint yards and terminals—Cr. ....	56,917 59	
Operating joint tracks and facilities—Dr. ....	2,393 21	
Operating joint tracks and facilities—Cr. ....	23,474 42	
Total—transportation expenses .....		\$3,005,266 83
Ratio to total operating expenses (per cent.) .....		52.01
<b>GENERAL EXPENSES.</b>		
Total .....		\$271,180 43
Ratio to total operating expenses (per cent.) .....		4.69
Total operating expenses .....		\$5,779,278 00
Ratio of operating expenses to operating revenues (per cent.) .....		69.31

SUMMARY OF REVENUES AND EXPENSES OF OUTSIDE OPERATIONS AND OTHER PROPERTIES.

OUTSIDE OPERATIONS.

Total revenues, \$196,486.78; total expenses, \$170,418.39; total net revenue, \$26,068.39.

RENTS RECEIVABLE.

FROM JOINT FACILITIES.

FACILITY LEASED.	LOCATION.	NAME OF LESSEE.	Amount.
Trackage rights. . . .	Between Mattawamkeag and Vanceboro, Maine	Canadian Pacific Ry. Co..	\$23,800

MISCELLANEOUS INCOME.

Rent of real estate: Gross income, \$10,121.93; expenses, \$3,229.92; net miscellaneous income, \$6,892.01.

RENTS PAYABLE.  
FOR JOINT FACILITIES.

FACILITY LEASED.	LOCATION.	NAME OF LESSOR.	Amount.
JOINT YARDS AND TERMINALS.			
Union Station.....	Portland.....	Portland Union Railway Station Co.....	\$8,700 00
Terminal facilities...	Lunenburg, Vermont....	St. Johnsbury and Lake Champlain Railroad....	392 52
Total.....			\$9,092 52

RENTS PAYABLE.  
FOR LEASE OF ROAD

ROAD LEASED.	Guaranteed interest on bonds.	Guaranteed dividends on stock.	Cash.	Total.
European & No. American Railway.....	\$40,000 00		\$125,500	\$165,500 00
Belfast & Moosehead Lake Railroad Company.....			36,000	36,000 00
Dexter & Newport Railroad Company.....	7,000 00	\$6,100 00	250	13,350 00
Eastern Maine Railway Co. The Portland & Ogdensburg Railway.....	94,886 67	87,850 76	500	183,237 43
Dexter & Piscataquis Rail- road Company.....	7,000 00		6,350	13,350 00
Upper Coos Railroad.....	45,185 00	21,000 00	500	66,685 00
The Hereford Railway Co. Portland & Rumford Falls Railroad.....	32,000 00	32,000 00	500	64,500 00
			328,000	328,000 00
Total.....	\$226,071 67	\$146,950 76	\$507,100	\$880,122 43

RENTS PAYABLE.  
MISCELLANEOUS RENTS.

DESCRIPTION OF PROPERTY.	LOCATION.	NAME OF LESSOR.	Amount.
High Head Wharf.....	Bangor, Maine.....	J. P. Bass.....	\$3,000 00
Land for buildings.....	Bangor, Maine.....	J. P. Bass.....	500 00
Emerson Wharf.....	Bangor, Maine.....	C. H. Bartlett.....	700 00
Call Dock.....	Bangor, Maine.....	Charlotte Roberts, et als..	1,500 00
Land for repair shops lumber sheds and siding near High Bridge.....	Rumford Falls, Maine..	Rumford Falls Power Co..	600 00
Wharf No. 1.....	Portland, Maine.....	Boston & Maine R. R.....	3,000 00
Other rentals.....			2,104 43
Total.....			\$11,404 43

HIRE OF EQUIPMENT.  
EQUIPMENT INTERCHANGED.

KIND OF EQUIPMENT.	BASIS OF PAYMENT.				COMPENSATION.	
	Number Locomotive-days.	Number Locomotive-miles.	Number car-days.	Number car-miles.	Rate.	Amount.
ACCRUED ON EQUIPMENT BORROWED.						
Passenger locomotives . . . . .	370					\$1,152 11
Freight locomotives . . . . .	32					152 77
Passenger-train cars . . . . .				270,331		4,815 40
Freight-train cars . . . . .			625,528	8,026,724		208,446 21
Work cars . . . . .			767			191 75
Total . . . . .	402		626,295	8,297,055		\$214,758 24
ACCRUED ON EQUIPMENT LOANED.						
Passenger locomotives . . . . .	142					\$817 39
Freight locomotives . . . . .	660					3,471 64
Work locomotives . . . . .	47					235 00
Passenger-train cars . . . . .				30	297,439	5,729 88
Freight-train cars . . . . .				346,975	11,941,558	164,863 53
Work cars . . . . .				17,846		1,622 92
Total . . . . .	849		364,851	12,238,997		\$176,740 36

Settlement of passenger mileage in kind is made with the Boston & Maine Railroad and the Bangor & Aroostook Railroad, 2,087,175 miles, \$41,520.47, not carried through clearing account.

HIRE OF EQUIPMENT.

PRIVATE CARS.

CARS USED.		Number car-miles.	COMPENSATION.	
NAME OF OWNER.	DESCRIPTION.		Rate.	Amount.
The Pullman Co . . . . .	Parlor & Sleeping Car.	1,588,942	2cts.	\$31,778 84
Miscellaneous . . . . .	Freight . . . . .	986,001		6,626 57
Total . . . . .		2,574,943		\$38,405 41

RECAPITULATION OF HIRE OF EQUIPMENT.

ACCOUNT.	Amount receivable.	Amount payable.
Equipment interchanged . . . . .	\$176,740 36	\$214,758 24
Private cars . . . . .		38,405 41
Total . . . . .	\$176,740 36	\$253,163 65
Balance . . . . .		\$76,423 29

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$14,562,748 85	Cost of road		\$14,794,454 77	\$231,705 92	
	2,617,687 93	Cost of equipment		2,617,687 93		
	1,005,166 00	Stocks owned		1,005,166 00		
	417,782 50	Funded debt owned		407,782 50		\$10,000 00
	2,936,414 93	Cash and current assets		2,194,702 22		741,712 71
		OTHER ASSETS.				
	1,242,659 34	Materials and supplies		982,061 26		260,598 08
	447,877 42	Sinking, insurance and other funds		477,394 36	29,516 94	
	75,057 94	Sundries		83,691 62	8,633 68	
	\$23,305,394 91	Grand total		\$22,562,940 66		\$742,454 25
JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$4,988,000 00	Capital stock		\$4,995,700 00	\$7,700 00	
	11,892,192 00	Funded debt		13,892,192 00	2,000,000 00	
	3,942,035 87	Current liabilities		1,000,248 06		\$2,941,787 81
	155,042 49	Accrued interest on funded debt not yet payable		155,042 49		
	85,280 91	Accrued rent not yet payable		85,515 08	234 17	
	17,264 48	Tax suspense		17,424 51	160 03	
	36,470 96	Improvement fund		71,434 46	34,963 50	
	105,130 95	Injury fund		105,130 95		
	104,933 75	Sundry lease accounts		104,933 75		
	447,877 42	Sinking funds		477,394 36	29,516 94	
	345,084 21	Contingent funds		447,047 93	101,963 72	
	35,951 55	Sundry accounts		151,786 27	115,834 72	
	1,150,130 32	Profit and loss		1,059,090 80		91,039 52
	\$23,305,394 91	Grand total		\$22,562,940 66		\$742,454 25



## IMPORTANT CHANGES DURING THE YEAR—ENTIRE LINE.

Additional industrial track at Portland, .19 of a mile; Fairfield .33 of a mile; Bangor .04 of a mile; total .56 of a mile.

The increase in capital stock, \$7,700.00 is on account of stock of the Androscoggin & Kennebec and Penobscot & Kennebec Railroad which is exchangeable for Maine Central Railroad stock upon presentation, previously carried in balance sheet under current liabilities.

\$2,000,000.00, 5 year, 4% coupon notes issued April 1, 1909.

## BONDS PURCHASED DURING YEAR FOR SINKING FUNDS.

## COLLATERAL TRUST BONDS.

\$20,000.00 Portland & Ogdensburg R. R. 4½% bonds.  
 \$5,000.00 Maine Central Consolidated 7% bonds.  
 \$2,000.00 Maine Central Consolidated 5% bonds.

## IMPROVEMENT BONDS, SERIES A.

\$4,000.00 Boston & Maine R. R. 3½% bonds.  
 \$10,000.00 Boston & Maine R. R. 4% bonds.  
 \$4,000.00 Maine Central Consolidated 7% bonds.

## IMPROVEMENT BONDS, SERIES B.

\$12,000.00 Portland & Ogdensburg R. R. 4½% bonds.  
 \$1,000.00 Maine Central R. R. improvement 4½% bonds.  
 \$8,000.00 Maine Central R. R. consolidated 4% bonds.  
 \$4,000.00 Boston & Maine R. R. 4½% bonds.

## BONDS MATURED DURING YEAR AND RETIRED FROM SINKING FUNDS.

## COLLATERAL TRUST.

\$16,000.00 Portland & Ogdensburg R. R. 5% bonds.

## IMPROVEMENT BONDS, A.

\$2,000.00 Boston & Lowell Corp. 4% bonds.  
 \$6,000.00 Portland & Ogdensburg R. R. 5% bonds.  
 \$6,000.00 Portland & Ogdensburg R. R. 3½% bonds.

## IMPROVEMENT BONDS, B.

\$7,000.00 Portland & Ogdensburg R. R. 5% bonds.  
 \$5,000.00 Portland & Ogdensburg 3½% bonds.

## BONDS SOLD DURING YEAR FROM TREASURY.

\$10,000.00 Knox & Lincoln Ry. 5% bonds.  
 \$5,000.00 Maine Central R. R. consolidated 7% bonds.

## BONDS PURCHASED DURING YEAR FOR TREASURY.

\$5,000.00 Maine Central R. R. consolidated 4½% bonds.

## EMPLOYEES AND SALARIES—ENTIRE LINE.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers . . . . .	10	3,650	\$60,800 28	\$16 66
Other officers . . . . .	40	12,211	56,982 52	4 67
General office clerks . . . . .	258	91,710	176,846 36	1 93
Station agents . . . . .	227	77,359	139,104 81	1 80
Other station men . . . . .	526	174,896	286,132 47	1 64
Enginemen . . . . .	209	65,629	263,611 25	4 02
Firemen . . . . .	204	63,686	161,380 80	2 53
Conductors . . . . .	188	57,294	188,716 24	3 29
Other trainmen . . . . .	463	135,558	322,443 39	2 38
Machinists . . . . .	168	49,326	104,077 30	2 11
Carpenters . . . . .	287	94,077	192,268 90	2 04
Other shopmen . . . . .	136	40,970	87,132 10	2 13
Section foremen . . . . .	192	62,801	135,672 60	2 16
Other trackmen . . . . .	1,078	286,654	494,016 89	1 72
Switch tenders, crossing tenders and watchmen . . . . .	235	72,915	102,002 82	1 40
Telegraph operators and dispatchers . . . . .	143	48,008	97,009 40	2 02
Employees — account floating equipment . . . . .	104	22,816	43,273 91	1 90
All other employees and laborers . . . . .	936	288,775	555,042 62	1 92
Total (including "general officers")	5,404	1,648,335	\$3,466,514 66	\$2 10
Less "general officers" . . . . .	10	3,650	60,800 28	16 66
Total (excluding "general officers")	5,394	1,644,685	\$3,405,714 38	\$2 07
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures . . . . .	1,715	470,407	\$894,978 51	\$1 90
Maintenance of equipment . . . . .	688	225,573	470,562 70	2 09
Traffic expenses . . . . .	30	11,221	37,118 18	3 31
Transportation expenses . . . . .	2,619	845,144	1,828,716 52	2 16
General expenses . . . . .	153	54,804	135,885 92	2 48
Outside operations . . . . .	199	41,186	99,252 83	2 41

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM.	Column for number passen- gers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.	
		Dollars.	Mile. Chs.
PASSENGER TRAFFIC.			
Number of passengers carried earning revenue	3,878,688		
Number of passengers carried one mile	136,326,254		
Number of passengers carried one mile per mile of road	146,279		
Average distance carried, miles	35.15		
Total passenger revenue		2,774,480	57
Average amount received from each passenger			71 531
Average receipts per passenger per mile			02 035
Total passenger service train revenue		3,237,329	11
Passenger service train revenue per mile of road		3,473	68
Passenger service train revenue per train-mile		136	772
FREIGHT TRAFFIC.			
Number of tons carried of freight earning revenue	5,663,876		
Number of tons carried one mile	502,950,065		
Number of tons carried one mile per mile of road	539,669		
Average distance haul of one ton, miles	88.80		
Total freight revenue		5,005,111	46
Average amount received for each ton of freight			88 369
Average receipts per ton per mile			995
Freight revenue per mile of road		5,370	52
Freight revenue per train-mile		267	154
TOTAL TRAFFIC.			
Operating revenues		8,337,723	47
Operating revenues per mile of road		8,946	44
Operating revenues per train-mile		1	99 986
Operating expenses		5,779,278	
Operating expenses per mile of road		6,201	21
Operating expenses per train-mile		1	38 620
Net operating revenue		2,558,445	47
Net operating revenue per mile of road		2,745	23
Average number of passengers per car-mile	17		
Average number of passengers per train-mile	58		
Average number of passenger cars per train-mile	4.99		
Average number of tons of freight per loaded car-mile	15.43		
Average number of tons of freight per train-mile	268.46		
Average number of freight cars per train-mile	25.15		
Average number of loaded cars per train-mile	17.40		
Average number of empty cars per train-mile	6.81		
Average mileage operated during year	931.96		

## TRAFFIC AND MILEAGE STATISTICS—CONCLUDED.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service:		
Freight locomotive-miles . . . . .	1,917,583	
Passenger locomotive-miles . . . . .	2,343,796	
Mixed locomotive-miles . . . . .	77,857	
Special locomotive-miles . . . . .	3,646	
Switching locomotive-miles . . . . .	974,728	
Total revenue locomotive mileage . . . . .		5,317,610
Nonrevenue service locomotive-miles . . . . .		320,428
CAR MILEAGE.		
Revenue Service:		
Freight Car-Miles—		
Loaded . . . . .	32,594,683	
Empty . . . . .	12,757,234	
Caboose . . . . .	1,763,622	
Total freight car-miles . . . . .		47,115,539
Passenger Car-Miles—		
Passenger . . . . .	6,332,181	
Sleeping, parlor and observation . . . . .	1,629,821	
Other passenger-train cars . . . . .	3,861,507	
Total passenger car-miles . . . . .		11,823,509
Special Car-Miles—		
Freight—loaded . . . . .	23,142	
Freight—empty . . . . .	565	
Caboose . . . . .	1,555	
Passenger . . . . .	7,817	
Total special car-miles . . . . .		33,079
Total revenue car mileage . . . . .		58,972,127
Nonrevenue service car-miles . . . . .		1,525,818
TRAIN MILEAGE.		
Revenue Service:		
Freight train-miles . . . . .	1,799,162	
Passenger train-miles . . . . .	2,292,633	
Mixed train-miles . . . . .	74,334	
Special train-miles . . . . .	3,010	
Total revenue train mileage . . . . .		4,169,139
Nonrevenue service train-miles . . . . .		210,648

Locomotive mileage includes 15.38 miles made by Washington County Railway locomotives between Washington Junction and Bangor, also 3,504 miles made by Bangor & Aroostook Railroad locomotives between Northern Maine Junction and Bangor, in Maine Central Railroad service, but does not include 80 miles made by Maine Central Railroad locomotives on Somerset Railway, between Oakland and Austin Junction in Somerset Railway service.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.  
(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road.	Freight received from connect- ing roads and other carriers.	TOTAL FREIGHT TONNAGE.		
	Whole tons	Whole tons	Whole tons	Per cent.	
Products of Agriculture.	Grain . . . . .	32,635	221,910	254,545	04.49
	Flour . . . . .	2,552	63,829	66,381	01.17
	Other mill products . . . . .	11,331	84,007	95,338	01.68
	Hay . . . . .	27,098	42,397	69,495	01.23
	Tobacco . . . . .	18	143	161	00.04
	Cotton . . . . .	648	26,210	26,858	00.47
	Fruit and vegetables . . . . .	86,264	456,086	542,350	09.58
Other products of agriculture . . . . .	4,663	5,120	9,783	00.18	
Total . . . . .	165,209	899,702	1,064,911	18.80	
Products of Animals.	Live Stock . . . . .	17,986	6,287	24,273	00.43
	Dressed meats . . . . .	2,534	4,997	7,531	00.13
	Other packing-house products . . . . .	1,930	14,175	16,105	00.28
	Poultry, game and fish . . . . .	2,776	11,532	14,308	00.25
	Wool . . . . .	1,079	3,776	4,855	00.09
	Hides and leather . . . . .	2,878	10,672	13,550	00.24
Other products of animals . . . . .	17,785	1,141	18,926	00.34	
Total . . . . .	46,968	52,580	99,548	01.76	
Products of Mines.	Anthracite Coal . . . . .		127,213	127,213	02.25
	Bituminous coal . . . . .		567,765	567,765	10.02
	Coke . . . . .	66	2,193	2,259	00.04
	Ores . . . . .	2	9,660	9,662	00.18
	Stone, sand and other like articles . . . . .	61,920	49,763	111,683	01.97
Other products of mines . . . . .	7,215	42,799	50,014	00.88	
Total . . . . .	69,203	799,393	868,596	15.34	
Products of Forests.	Lumber . . . . .	450,659	446,830	897,489	15.85
	Other products of forests . . . . .	614,706	338,550	953,236	16.83
Total . . . . .	1,065,365	785,380	1,850,745	32.68	
Manufactures.	Petroleum and other oils . . . . .	18,092	7,863	25,955	00.46
	Sugar . . . . .	2,237	12,318	14,555	00.26
	Naval stores . . . . .	440	230	670	00.01
	Iron, pig and bloom . . . . .	10,238	8,054	18,292	00.32
	Iron and steel rails . . . . .	2,329	8,197	10,526	00.19
	Other castings and machinery . . . . .	8,060	19,111	27,171	00.48
	Bar and sheet metal . . . . .	471	5,397	5,868	00.10
	Cement, brick and lime . . . . .	104,533	47,044	151,577	02.68
	Agricultural implements . . . . .	1,192	2,714	3,906	00.07
	Wagons, carriages, tools, etc. . . . .	973	1,620	2,593	00.05
	Wines, liquors and beers . . . . .	189	1,170	1,359	00.02
Household goods and furniture . . . . .	7,470	4,755	12,225	00.21	
Other manufactures . . . . .	674,062	288,831	962,893	17.00	
Total . . . . .	830,286	407,304	1,237,590	21.85	
Merchandise . . . . .	219,670	164,487	384,157	06.78	
Miscellaneous: Other commodities not mentioned above . . . . .	52,949	105,380	158,329	02.79	
Total tonnage—entire line . . . . .	2,449,650	3,214,226	5,663,876	100.00	

## DESCRIPTION OF EQUIPMENT—ENTIRE LINE.

ITEM.	Number on June 30, 1908.	Number added during year.	Number retired during year.	Number on June 30, 1909.	NUMBER FITTED WITH	
					Train brake.	Automatic coupler.
<b>LOCOMOTIVES—OWNED OR LEASED.</b>						
Passenger .....	78	5	10	73	73	73
Freight .....	88	.....	3	85	85	85
Switching .....	38	6	1	43	43	43
Total locomotives in service .....	204	11	14	201	201	201
Less locomotives leased .....	56	.....	.....	56	56	56
Total locomotives owned .....	148	11	14	145	145	145
<b>CARS—OWNED OR LEASED.</b>						
<b>In Passenger Service:</b>						
First-class cars .....	162	.....	5	157	157	157
Second-class cars .....	13	.....	2	11	11	11
Combination cars .....	21	2	1	22	22	22
Dining cars .....	3	.....	.....	3	3	3
Baggage, express and postal cars .....	87	2	3	86	86	86
Observation .....	2	.....	.....	2	2	2
Total .....	288	4	11	281	281	281
<b>In Freight Service:</b>						
Box cars .....	3,869	.....	68	3,801	3,778	3,801
Flat cars .....	2,084	84	128	2,040	2,040	2,040
Stock cars .....	92	.....	1	91	91	91
Coal cars .....	963	10	12	961	961	961
Refrigerator cars .....	26	.....	.....	26	26	26
Other cars in freight service .....	189	1	.....	190	.....	.....
Total .....	7,223	95	209	7,109	6,896	6,919
<b>In Company's Service:</b>						
Officers' and pay cars .....	2	.....	.....	2	2	2
Gravel cars .....	58	.....	2	56	.....	.....
Derrick cars .....	21	3	1	23	18	22
Caboose cars .....	82	6	2	86	86	86
Other road cars .....	368	13	16	365	266	357
Total .....	531	22	21	532	372	467
Total cars in service .....	8,042	121	241	7,922	7,549	7,667
Less cars leased .....	1,897	.....	.....	1,897	1,671	1,694
Total cars owned .....	6,145	121	241	6,025	5,878	5,973
Cars contributed to fast freight line service .....	39	.....	6	33	33	33

**MILEAGE—ENTIRE LINE.**  
**MILEAGE OF ROAD OPERATED (ALL TRACKS.)**

LINE IN USE.	LINE OWNED.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main Line.	Branches and spurs.							Iron.	Steel.
Miles of single track.....	392.36	7.84		531.51		.25	931.96	.56	1.26	930.45
Miles of second track.....	43.15			8.65			51.80			51.80
Miles of yard track and sidings.....	163.85	.66		162.16			326.67		11.38	315.29
Total mileage operated (all tracks.).....	599.36	8.50		702.32		.25	1,310.43	.56	12.64	1297.54

**MILEAGE OF LINE OPERATED—BY STATES AND TERRITORIES (SINGLE TRACK).**

STATE OR TERRITORY.	LINE OWNED.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Maine.....	392.36	7.84		365.35			765.55	.56	1.26	764.29
New Hampshire.....				100.13			100.13			100.13
Vermont.....				13.85		.25	14.10			13.85
Dominion of Canada.....				52.18			52.18			52.18
Total mileage operated (single track.).....	392.36	7.84		531.51		.25	931.96	.56	1.26	930.45

## MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine.....	392.36	7.84	400.20	.52		400.20

## MILEAGE—STATE OF MAINE.

## MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	LINE OWNED.		Line of proprietary companies	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track .....	392.36	7.84		365.35			765.55	.56	1.26	764.29
Miles of second track .....	43.15			8.65			51.80			51.80
Miles of yard track and sidings .....	163.85	.66		123.56			288.07		8.40	279.67
Total mileage operated (All tracks) .....	599.36	8.50		497.56			1,105.42	.56	9.66	1,095.76



RENEWALS OF RAILS AND TIES—STATE OF MAINE.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard Pounds.	Average price per ton at distributing point, Dollars.	KIND.	Number.	Average price at distributing point, Cents.
Steel.....	5,255	85	30.08	Cedar.....	333,554	44.3
	2	80	30.08	Hemlock.....	8,451	28.9
	66	75	30.08	Hackmatack.....	1,048	40.5
Total steel.....	5,323		30.08	Hard Pine.....	247	90.0
				Hard Pine switch.....	13,815	109.4
				Bridge and other ties.....	2,234	158.6
				Oak.....	148	40.0
				Total.....	359,497	47.1

CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE.

LOCOMOTIVES.	COAL—Tons.		COKE.	WOOD—Soft.	Fuel—oil, gallons.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Tons.	Cords.				
REVENUE SERVICE.								
Freight.....		149,331		132	52,505	149,691	1,917,583	156.13
Passenger.....		86,497		125	46,748	86,822	2,325,234	74.68
Mixed.....		3,562			11,590	3,627	77,857	93.14
Special.....		169				169	3,646	92.50
Switching.....	9,662	31,539	1,102	56	605	42,335	974,728	86.87
Nonrevenue service.....		10,843			10,844	10,904	320,428	68.06
Total.....	9,662	281,941	1,102	313	122,292	293,548	5,619,476	104.48
Average cost at distributing point.....	\$3.83	\$3.13	\$4.04	\$2.78	\$0.29	\$3.16		



ACCIDENTS TO PERSONS—STATE OF MAINE—CONCLUDED.

KIND OF ACCIDENT.	Passengers.		Postal clerks, express messengers, pullman employees, etc.				OTHER PERSONS.						TOTAL.		
	Killed.	Injured.	Killed.	Injured.	Trespassing.		Not trespassing.		Total.		SUMMARY.	Killed.	Injured.		
					Killed.	Injured.	Killed.	Injured.	Killed.	Injured.					
Collisions.....		3		4											
Falling from trains, locomotives or cars.....		1			2	1			2	1				2	7
Jumping on or off trains, locomotives or cars.....		5				3				5				5	37
<b>STRUCK BY TRAINS, LOCOMOTIVES OR CARS.</b>															
At highway crossings.....					1	5		2	1	7					
At stations.....					5	3		1	5	3					90
At other points along track.....					3	5			3	5					3
Other causes.....		19		3	1	5		7	1	12					1
<b>Total.....</b>		<b>28</b>		<b>7</b>	<b>12</b>	<b>27</b>		<b>10</b>	<b>12</b>	<b>37</b>				<b>14</b>	<b>243</b>
											TABLE A.				
											Railway employees.....	2	77		
											Passengers.....		28		
											Postal clerks, etc.....		7		
											Other persons.....	12	37		
											TABLE B.				
											Railway employees.....		90		
											Passengers.....		3		
											Other persons.....		1		
											Grand total.....	14	243		

MAINE CENTRAL RAILROAD.

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.								Passengers.	Postal clerks, express messen- gers, Pullman employees, etc.	Other persons.			
	Station men.	Shopmen.		Trackmen.		Other employees.		Total.			Injured.	Killed.	Injured.	Killed.
		Injured.	Killed.	Injured.	Killed.	Injured.	Killed.							
Handling traffic.....		4		25		1		3	7					
Handling tools, machinery, etc.....				6		1		4	30					
Handling supplies, etc.....				1		1		10	23					
Getting on or off locomotives or cars at rest.....		2		5		5		15	33		1		1	
Other causes.....									27		2			
Total.....		6		37		14		33	90		3		1	

CHARACTERISTICS OF ROAD—ENTIRE LINE.  
BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.	ITEM.	No.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL	
		Feet.	Feet.	Feet.			Feet.	In.
BRIDGES.					OVERHEAD HIGHWAY CROSSINGS.			
Stone.....	3	157	26	72	Bridges.....	19	15	.....
Iron.....	199	25,856	22	1,025	Trestles.....	19	14	10
Wooden.....	10	1,326	26	377				
Reinforced concrete.....	1	25	25	25	Total.....	38		
Total.....	213	27,364			OVERHEAD RAILWAY CROSSINGS.			
TRESTLES.					Bridges.....	1	15	8
Steel.....	4	1,158	45	518	Trestles.....	4	20	10
Wood.....	39	8,857	24	1,332	Total.....	5		

Gage of track, 4 feet, 8½ inches. 931.71 miles.

MAINE CENTRAL RAILROAD.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

TOTAL.		OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.		
Miles of line.	Miles of wire.	Miles of line.	Miles of wire.	Miles of line.	Miles of wire.	NAME OF OPERATING COMPANY.
265.23	342.43	.....	.....	265.23	342.43	Western Union Telegraph Company.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	NAME OF OWNER.	NAME OF OPERATING COMPANY.
719.80	6,594.80	Western Union Telegraph Company } .....	Western Union Telegraph Company.
63.40	63.40	International Telegraph Company. } .....	Postal Telegraph Cable Company.
57.98	57.98	Commercial Cable Company..... } .....	Postal Telegraph Cable Company.
38.04	88.27	Postal Telegraph Cable Company. } .....	Postal Telegraph Cable Company.
56.00	392.00	Canadian Pacific Telegraph Company..... } .....	Canadian Pacific Telegraph Company.

**Report of the Monson Railroad Company for the Year  
Ending June 30, 1909.**

HISTORY.

Exact name of common carrier making this report. Monson Railroad Company.

Date of organization. October 9, 1883.

Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Chapter 51, Revised Statutes of Maine.

DIRECTORS.

NAME.	Post-Office Address.	Date of Expiration of Term.
Charles J. Wier . . . . .	Lowell, Mass. . . . .	} June, 1910.
Harry W. Waite . . . . .	80 Broad St., Boston, Mass. . . . .	
Fred F. Crane . . . . .	Monson, Maine. . . . .	
John F. Sprague . . . . .	Monson, Maine. . . . .	
Ira P. Wing . . . . .	Monson, Maine. . . . .	
Harold E. Morrill . . . . .	Monson, Maine. . . . .	
George F. Barnard . . . . .	113 Devonshire St., Boston, Mass. . . . .	

PRINCIPAL OFFICERS.

TITLE.	NAME.	OFFICIAL ADDRESS.
Chairman of the Board . . . . .	} Charles J. Wier . . . . .	103 Central St., Lowell, Mass.
President . . . . .		
Treasurer . . . . .		
Secretary . . . . .	Fred H. Crane . . . . .	Monson, Maine.
General Manager . . . . .	George F. Barnard . . . . .	113 Devonshire St., Boston, Mass.
Traffic Manager . . . . .	} Harold E. Morrill . . . . .	Monson, Maine.
General Freight Agent . . . . .		
General Passenger Agent . . . . .		
General Ticket Agent . . . . .		

## FACTS PERTAINING TO CONTROL OF RESPONDENT.

- Date of last meeting of stockholders for election of directors. August 4, 1910.  
 Total number of stockholders at that date. 11.  
 Has each share of stock one vote? Yes.  
 Has any issue of securities contingent voting rights? No.  
 Has any issue of securities special privileges in the election of directors? No.  
 Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1909? Yes.  
 If control was so held state:  
   The form of control, whether sole or joint. Sole.  
   The name of the controlling corporation or corporations. Monson Maine Slate Co.  
   The manner in which control was established. Ownership of a majority of the stock and bonds.  
   The extent of control. Control of meetings and elections.  
   Whether control was direct or indirect. Direct.  
 Did any individual, association or corporation, as trustee, control the respondent on June 30, 1909? No.

## ROAD 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 one share, \$100. total par value authorized and outstanding, \$70,000.00; total par value not held by respondent corporation, \$70,000.00 issued as bonus, total number of shares outstanding, 700.



FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.			
	Date of issue.	Date of maturity.			In treasury.	In sinking or other funds.		Rate %	When payable.	Amount accrued during year.	Amount paid during year.
Mortgage bonds . . . . .	April 1884.	April 1904.	\$70,000	\$70,000	.....	.....	\$70,000	6 Apr.1& Oct1	\$4,200	.....	

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds: Total par value outstanding, \$70,000; total par value not held by respondent corporation, \$70,000. Interest: Amount accrued during year, \$4,200.

PURPOSE OF THE ISSUE.

Issued for cash: Total par value outstanding, \$70,000.

## RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	ASSIGNMENT.		AMOUNT PER MILE OF LINE.	
		To railways..	To other properties.	Miles.	Amount.
Capital stock.....	\$70,000	\$70,000	.....	8.16	\$8,579
Funded debt.....	70,000	70,000	.....	8.16	8,579
Total.....	\$140,000	\$140,000			\$17,158

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1909.	
Cash.....	\$49 55	Matured interest coupons unpaid (including coupons due July 1).....	\$103,891 94
Bills receivable.....	3,225 37		
Due from agents.....	240 62		
Other cash assets.....	2,000 00		
Total—cash and current assets.....	\$5,515 54		
Balance — current liabilities.....	98,376 40	Total—current liabilities.....	\$103,891 94
Total.....	\$103,891 94		

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
* Mortgage bond.....	Monson Jet..... Monson.....	Monson..... Slate quarries..	6.16 } 2.00 }	\$8,579

\* All rolling stock, track, buildings and land owned by railroad company, mortgaged.

## EXPENDITURES FOR EQUIPMENT, GENERAL EXPENDITURES AND RECAPITULATION.

Road: Total cost to June 30, 1908, \$60,886.68; to June 30, 1909, \$60,886.68; cost per mile of line, \$7,461.60.

Equipment: Total cost to June 30, 1908, \$18,839.95; to June 30, 1909, \$18,839.95; cost per mile of line, \$2,308.82.

Total cost road and equipment to June 30, 1908, \$79,726.63; to June 30, 1909, \$79,726.63; cost per mile of line, \$9,770.42.

INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenues.....	\$10,842 17		
Operating expenses.....	8,540 21		
Net operating revenue.....		\$2,301 96	
Total net revenue.....		\$2,301 96	
Taxes accrued.....		87 76	
Operating income.....			\$2,214 20
Gross corporate income.....			\$2,214 20
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Interest accrued on funded debt.....			\$4,200 00
Net corporate loss.....			\$1,985 80
Balance for year carried forward to debit of profit and loss.....			\$1,985 80

PROFIT AND LOSS ACCOUNT.

* DEBIT.		CREDIT.	
Balance June 30, 1908.....	\$156,663 97	Balance debit, June 30, 1909, carried to balance sheet	\$158,649 77
Balance for year brought forward from income account.....	1,985 80		
	\$158,649 77		\$158,649 77

OPERATING REVENUES.

ACCOUNT.	Total receipts.	Total deductions.	Total revenues.
REVENUE FROM TRANSPORTATION.			
Freight revenue.....			\$7,626 00
Excess baggage revenue.....			\$2,558 17
Parlor and chair car revenue.....			127 44
Express revenue.....			205 48
Milk revenue (on passenger trains).....			321 24
Other passenger-train revenue.....			3 84
Total passenger service train revenue.....			\$3,216 17
Total revenue from transportation.....			\$10,842 17
Total operating revenues.....			\$10,842 17

## OPERATING EXPENSES.

ACCOUNT.	Amount.	Ratio A. (Per cent.)	Ratio B. (Per cent.)
MAINTENANCE OF WAY AND STRUCTURES.			
Maintenance of roadway and tracks.....	\$3,015 94	100.00	35.31
MAINTENANCE OF EQUIPMENT.			
Locomotives—repairs.....	320 55	50.96	03.75
Cars—repairs.....	308 45	49.04	03.61
Total.....	\$629 00	100.00	07.36
TRAFFIC EXPENSES.			
Traffic expenses.....	\$500 00	100.00	05.86
TRANSPORTATION EXPENSES.			
Superintendence and dispatching trains.....	\$900 00	21.07	10.54
Station service.....	150 00	3.51	01.76
Road enginemen and motormen.....	1,183 66	27.72	13.86
Fuel for road locomotives.....	660 46	15.46	07.73
Other road locomotive supplies and expenses.....	61 16	1.43	00.72
Road trainmen.....	121 00	2.83	01.42
All other transportation expenses.....	1,194 79	27.98	13.99
Total.....	\$4,271 07	100.00	50.02
GENERAL EXPENSES.			
Insurance.....	\$20 00	16.10	00.23
Other general expenses.....	104 20	83.90	01.22
Total.....	\$124 20	100.00	01.45
Total operating expenses.....	\$8,540 21		100.00

## SUMMARY.

ACCOUNT.	Item.	Amount.
MAINTENANCE OF WAY AND STRUCTURES.		
Total.....		\$3,015 94
Ratio to total operating expenses (per cent.).....		35.31
MAINTENANCE OF EQUIPMENT.		
Total.....		\$629 00
Ratio to total operating expenses (per cent.).....		7.36
TRAFFIC EXPENSES.		
Total.....		\$500 00
Ratio to total operating expenses (per cent.).....		5.86
TRANSPORTATION EXPENSES.		
Total.....		\$4,271 07
Ratio to total operating expenses (per cent.).....		50.02
GENERAL EXPENSES.		
Total.....		\$124 20
Ratio to total operating expenses (per cent.).....		1.45
Total operating expenses.....		\$8,540 21
Ratio of operating expenses to operating revenues (per cent.).....		78.77

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$60,886 68	Cost of road .....		\$60,886 68		
	18,839 95	Cost of equipment .....		18,839 95		
	3,301 34	Cash and current assets .....		5,515 54	\$2,214 20	
	156,663 97	Profit and loss .....		158,649 77	1,985 80	
	\$239,691 94	Grand total .....		\$243,891 94	\$4,200 00	
JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$70,000 00	Capital stock .....		\$70,000 00		
	70,000 00	Funded debt .....		70,000 00		
	99,691 94	Current liabilities .....		103,891 94	\$4,200 00	
	\$239,691 94	Grand total .....		\$243,891 94	\$4,200 00	

MONSON RAILROAD.

## EMPLOYEES AND SALARIES.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers, charged to traffic. . . . .	1	313	\$500 00	\$1 60
Station agents. . . . .	1	313	150 00	1 48
Enginemen. . . . .	2	335	626 49	1 87
Firemen. . . . .	2	306	557 17	1 82
Conductor, Supt., and mail clerk. . . . .	1	312	1,021 00	3 27
Machinists. . . . .	1	108	298 00	2 75
Section foremen. . . . .	1	310	620 00	2 00
Other trackmen. . . . .	4	1,142	1,948 89	1 71
<b>Total (including "general officers")</b>	<b>13</b>	<b>3,139</b>	<b>\$5,721 55</b>	<b>\$1 82</b>
<b>Less "general officers"</b>	<b>1</b>	<b>313</b>	<b>500 00</b>	<b>1 60</b>
<b>Total (excluding "general officers")</b>	<b>12</b>	<b>2,826</b>	<b>\$5,221 55</b>	<b>\$1 85</b>
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures. . . . .	5	1,452	\$2,568 89	\$1 77
Maintenance of equipment. . . . .	1	108	298 00	2 75
Traffic expenses. . . . .	1	313	500 00	1 60
Transportation expenses. . . . .	6	1,266	2,354 66	1 86

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Column for number passen- gers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
<b>PASSENGER TRAFFIC.</b>				
Number of passengers carried earning revenue.....	9,793			
Number of passengers carried one mile.....	60,325			
Number of passengers carried one mile per mile of road.....	7,515			
Average distance carried, miles.....	6.16			
Total passenger revenue.....		2,558	17	
Average amount received from each passenger.....			26	121
Average receipts per passenger per mile.....			04	240
Total passenger service train revenue.....		3,216	17	
Passenger service train revenue per mile of road.....			394	14
Passenger service train revenue per train-mile.....			18	044
<b>FREIGHT TRAFFIC.</b>				
Number of tons carried of freight earning revenue.....	9,653			
Number of tons carried one mile.....	59,462			
Number of tons carried one mile per mile of road.....	7,287			
Average distance haul of one ton, miles.....	6.16			
Total freight revenue.....		7,626		
Average amount received for each ton of freight.....			79	002
Average receipts per ton per mile.....			12	825
Freight revenue per mile of road.....			93	456
Freight revenue per train-mile.....			42	785
<b>TOTAL TRAFFIC.</b>				
Operating revenues.....		10,842	17	
Operating revenues per mile of road.....		1,328	69	
Operating revenues per train-mile.....			60	829
Operating expenses.....		8,540	21	
Operating expenses per mile of road.....		1,046	59	
Operating expenses per train-mile.....			47	914
Net operating revenue.....		2,301	96	
Net operating revenue per mile of road.....			282	10
Average number of passengers per car-mile.....	3			
Average number of passengers per train-mile.....	3			
Average number of passenger cars per train-mile.....	1			
Average number of tons of freight per loaded car- mile.....	5.45			
Average number of tons of freight per train-mile.....	3.38			
Average number of freight cars per train-mile.....	1			
Average number of loaded cars per train-mile.....	.61			
Average number of empty cars per train-mile.....	.39			
Average mileage operated during year.....	8.16			

## TRAFFIC AND MILEAGE STATISTICS.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service:		
Mixed locomotive-miles.....		17,824
CAR MILEAGE.		
Revenue Service:		
Freight Car-Miles—		
Loaded.....	10,914	
Empty.....	6,910	
Total freight car-miles.....		17,824
Passenger Car-Miles—		
Passenger.....		17,824
TRAIN MILEAGE.		
Revenue Service:		
Mixed train-miles.....		17,824

FREIGHT TRAFFIC MOVEMENT  
(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road.	Freight received from connect- ing roads and other carriers.	TOTAL FREIGHT TONNAGE.	
			Whole tons	Per Cent.
Products of Agriculture. {	Grain.....	348	348	03.61
	Flour.....	124	124	01.29
	Other mill products.....	177	177	01.83
	Hay.....	29	46	00.48
	Fruit and vegetables.....	21	21	00.22
Total.....	29	687	716	07.43
Products of Animals—Hides and Leather.....	5		5	00.05
Products of Mines. {	Bituminous coal.....	1,658	1,658	17.18
	Stone, sand and other like ar- ticles.....	115	115	01.19
	Other products of mines.....	4,156	4,156	43.05
Total.....	4,156	1,773	5,929	61.42
Products of Forests—Lumber.....	1,555	60	1,615	16.73
Manufac- tures. {	Petroleum and other oils.....	40	40	00.41
	Sugar.....	29	29	00.30
	Other castings and machinery.....	74	74	00.77
	Cement, brick and lime.....	34	34	00.35
	Household goods and furniture.....	12	10	22
Total.....	12	187	199	02.06
Merchandise.....		1,152	1,152	11.93
Miscellaneous: Other commodities not men- tioned above.....	37		37	00.38
Total tonnage.....	5,794	3,859	9,653	100.00

## 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 OWNED.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track . . . . .	6.16	2.00					8.16			8.16
Miles of yard track and sidings . . . . .	.20						.20			.20
Total mileage operated (all tracks) . . . . .	6.36	2.00					8.36			8.36

MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine . . . . .	6.36	2.00	8.36			8.36

MONSON RAILROAD.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Fuel, oil—gallons.	Total fuel consumed tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.				
REVENUE SERVICE.								
Mixed.....		105	45			150	17,824	16.83
Average cost at distributing point.....		\$5.41	\$2.25			\$4.61		

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.	ITEM.	No.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Feet.	Feet.			Feet.	In.
BRIDGES.								
Wooden.....	2	40	18	22				

Gage of track, 2 feet. 8.16 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	NAME OF OWNER.	NAME OF OPERATING COMPANY.
6	12	Northern Telegraph Co.....	Monson Railroad Co.

**Report of the Sandy River and Rangeley Lakes Railroad for the Year  
Ending June 30, 1909.**

HISTORY.

Exact name of common carrier making this report. Sandy River & Rangeley Lakes Railroad.

Date of organization. January 30, 1908.

Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Maine, Chapter 172 of the Private and Special Laws for 1891, as amended by Chapter 295 of the Laws of 1901 and Chapter 269 of the Laws of 1905.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Sandy River Railroad, Franklin & Megantic Railway, Kingfield & Dead River Railway, Phillips & Rangeley Railroad, and the Madrid Railroad. All organized under the General Law; Chapter 120, Section 1 and 2, Public Laws of 1876; Chapter 51, as amended by Laws of 1883, Chapter 166 and Chapter 545 of Private and Special Laws of 1889.

Date and authority for each consolidation; 1891, Chapter 172, as amended by Chapter 295 of Laws of 1901 and Chapter 269 of Laws of 1905.

DIRECTORS.

NAME.	Post-Office Address.	Date of Expiration of Term.
Weston Lewis.....	Gardiner, Maine.....	October 6, 1909.
Josiah S. Maxcy.....	Gardiner, Maine.....	October 6, 1909.
William D. Sewall.....	Bath, Maine.....	October 6, 1909.

PRINCIPAL OFFICERS.

TITLE.	NAME.	OFFICIAL ADDRESS.
Chairman of the board } .....	Weston Lewis.....	Gardiner, Maine.
President.....		
First Vice-President.....	Josiah S. Maxcy.....	Gardiner, Maine.
Secretary.....	Geo. A. Farrington.....	Gardiner, Maine.
Treasurer.....		
Auditor.....	Robt. F. Maxcy.....	Gardiner, Maine.
General Superintendent.....	F. A. Lawton.....	Phillips, Maine.
General Freight Agent.....	F. N. Beal.....	Phillips, Maine.
General Passenger Agent }		

## FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors. October 7, 1908.

Date of last closing of stock books before end of year for which this report is made. Do not close stock books.

Total number of stockholders at that date. 7.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1909? No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1909? No.

## ROAD OPERATED.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Sandy River & Rangeley Lakes Railroad.....	Farmington.....	Rangeley.....	47.00	.....
	Strong.....	Bigelow.....	31.00	.....
	Madrid.....	No. Six.....	6.40	.....
				84.40
	Mt. Abram Jct..	Mt. Abram.....	1.70	.....
	Kingfield.....	Alder Stream.....	2.30	.....
			4.00	
Eustis Railroad.....	Eustis Jct.....	Berlin Mills, Camp Redington.....	.....	15.00
Total mileage operated.....				103.40

ROAD ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

Name of Owning Company.	Miles of line.	LEASE OR AGREEMENT.		
		Date.	Term.	Concise Summary of Provisions.
Eustis Railroad .....	15.00			Operated by mutual agreement between the officers of this company and the receivers of the Eustis Railroad; the Sandy River & Rangeley Lakes Railroad paying the interest on the receivers' certificates of the Eustis Railroad and all expenses of operation and taking all the earnings.

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	DIVIDENDS DECLARED DURING YEAR.	
					In treasury.	In sinking or other funds.		Rate. %	Amount.
CAPITAL STOCK.									
Common .....	2,416	\$100	\$241,600	\$241,600			\$241,600	4	\$9,664 00

PURPOSE OF THE ISSUE.	Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares outstanding.	Total cash realized.
Issued for purchase of railway or other property, common .....			2,416	\$241,600

## FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	Rate %	INTEREST.		
	Date of issue.	Date of maturity.			In treasury.	In sinking or other funds.			When payable.	Amount accrued during year.	Amount paid during year.
MORTGAGE BONDS. First.....	Feb. 1, 1908	Feb. 1, 1928	\$1,000,000	\$730,000	\$227,000	.....	\$503,000	4	Feb 1&Aug1	*\$17,235 99	†\$15,980 00

\* "Amount of interest accrued during year" represents actual amount paid out and amount accrued July 1, 1909, less amount received on bonds sold during the year.

† "Amount paid during year" is actual amount paid out.

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.	
		In treasury.	In sinking or other funds.		Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$730,000	\$227,000	.....	\$503,000	\$17,235 99	\$15,980 00

## RECAPITULATION OF FUNDED DEBT—CONCLUDED.

PURPOSE OF THE ISSUE.	Total par value issued during the year.	Cash realized on amount issued during the year.	Total par value outstanding.	Total cash realized.
Issued for purchase of railway or other property.....	\$207,000	\$223,500	\$730,000	*\$493,500

\* "Cash realized on amount issued during the year" covers amount received for new bonds issued and also for bonds sold during the year that were issued the previous year.

## RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	ASSIGNMENT.		AMOUNT PER MILE OF LINE.	
		To railways	To other properties.	Miles.	Amount.
Capital stock.....	\$241,600	\$241,600	.....	88.40	\$2,733
Funded debt.....	730,000	730,000	.....	88.40	8,258
Total.....	\$971,600	\$971,600	.....	88.40	\$10,991

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1909.	
Cash.....	\$5,535 86	Loans and bills payable...	\$223,000 00
Due from agents.....	2,360 38	Audited vouchers and accounts.....	200 00
Due from solvent companies and individuals.....	2,837 10	Wages and salaries.....	3,772 47
Traffic balances due from other companies.....	9,237 36	Traffic balances due to other companies.....	2 81
Other cash assets.....	3,316 65	Miscellaneous.....	8,147 19
Total—cash and current assets.....	\$23,287 35		
Balance—Current liabilities.....	211,835 12	Total—current liabilities.....	\$235,122 47
Total.....	\$235,122 47		

Materials and supplies on hand, \$2,633.30.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage Bonds.....	Farmington....	Rangeley.....	47.00	.....
	Strong.....	Bigelow.....	31.00	.....
	Madrid.....	No. Six.....	6.40	.....
	Mt. Abram Jet.....	Mt. Abram.....	1.70	.....
	Kingfield.....	Alder Stream...	2.30	.....
			88.40	\$8,258

All equipment mortgaged.

## EXPENDITURES FOR ADDITIONS AND BETTERMENTS.

Increased weight of rail, charged to capital, \$4,488.28.

## EXPENDITURES FOR ROAD.

Rails charged to capital, \$4,488.28. Total cost to June 30, 1909, \$805,734.10.

Increase in "cost of road" is due to purchase of the Phillips & Rangeley R. R. and the Madrid R. R., July 1, 1908.

## EXPENDITURES FOR EQUIPMENT, GENERAL EXPENDITURES AND RECAPITULATION.

Equipment: Total cost to June 30, 1909, \$157,008.28; general expenditures, total cost to June 30, 1909, \$20,758.14.

## RECAPITULATION.

Road: Cost to June 30, 1909, \$805,734.10; equipment, total cost to June 30, 1909, \$157,008.28; general expenditures, total cost to June 30, 1909, \$20,758.14; total entire line, \$983,500.52.

Total cost June 30, 1909.	{ Cost of road per mile of line.....	\$9,114 64
	{ Cost of equipment per mile of line.....	1,776 11
	{ General expenditures per mile of line.....	234 82
Total per mile of line.....		\$11,125 57

Increase in "cost of equipment" is on account of purchase of equipment of the Phillips & Rangeley R. R., July 1, 1909.



## INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenues	\$175,612 44		
Operating expenses	121,165 29		
Net operating revenue		\$54,447 15	
Total net revenue		\$54,447 15	
Taxes accrued		1,883 10	
Operating income			\$52,564 05
OTHER INCOME.			
Miscellaneous income			110 00
Gross corporate income			\$52,674 05
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Rents accrued for lease of other roads		\$500 00	
Interest accrued on funded debt		17,235 99	
Other interest		17,266 67	
Total deductions from gross corporate income			35,002 66
Net corporate income			\$17,671 39
DISPOSITION OF NET CORPORATE INCOME.			
Dividends Declared:			
On Common Stock—			
1 per cent. payable July 1, 1908		\$2,416 00	
1 per cent. payable Oct. 1, 1908		2,416 00	
1 per cent. payable Jan. 1, 1909		2,416 00	
1 per cent. payable April 1, 1909		2,416 00	
Total			9,664 00
Balance for year carried forward to credit of profit and loss			\$8,007 39

## PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Deductions for year	*\$1,250 68	Balance June 30, 1908	\$16,233 36
Balance credit, June 30, 1909, carried to balance sheet	25,115 37	Balance for year brought forward from income account	8,007 39
	\$26,366 05	Additions for year	*2,125 30
			\$26,366 05

\* "Deductions for year" and "Additions for year" represent the balance of accounts transferred from the books of the Phillips & Rangeley R. R., and old bills paid that were contracted prior to the organization of this company.

## OPERATING REVENUES.

ACCOUNT.	Total receipts.	Total deductions.	Total revenues.
REVENUE FROM TRANSPORTATION.			
Freight revenue.....	\$108,989 35	\$182 42	\$108,806 93
Passenger revenue.....	\$53,656 97	\$49 45	\$53,607 52
Excess baggage revenue.....	546 72		546 72
Parlor and chair car revenue.....	389 15		389 15
Mail revenue.....	4,174 22	2 00	4,172 22
Express revenue.....	8,055 70		8,055 70
Other passenger-train revenue.....	201 90	167 70	34 20
Total passenger service train revenue.....	\$67,024 66	\$219 15	\$66,805 51
Total revenue from transportation.....			\$175,612 44
Total operating revenues.....			\$175,612 44

## RAILWAY FUNDED DEBT OWNED.

## ACTIVE CORPORATIONS.

NAME OF CORPORATION AND SECURITY.	PAR VALUE OF FUNDED DEBT OWNED NOT HELD IN SINKING OR OTHER FUNDS.		INTEREST ACCRUED.		Valuation of funded debt owned.
	Unpledged.	Pledged.	Rate, %	Amount.	
FUNDED DEBT OF RESPONDENT CORPORATION. Sandy River & Rangeley Lakes Railroad, first mortgage bonds	\$70,000	\$157,000	4	.....	\$227,000

Does respondent own or control any railway securities, either stock or funded debt, through any intermediary which does not make an annual report to the commission? No.

## MISCELLANEOUS STOCKS AND FUNDED DEBT OWNED.

## OTHER THAN RAILWAY STOCKS.

NAME.	Total par value of securities owned.	DIVIDENDS DECLARED.		Valuation of securities owned.
		Rate.	Amount.	
Phillips Hotel Co.....	\$500 00	.....	.....	\$500 00
Phillips Woolen Co.....	200 00	.....	.....	200 00
Hudson Lumber Co.....	100 00	.....	.....	100 00
Rangeley Tavern Corporation.....	3,000 00	.....	.....	3,000 00
Total.....	\$3,800 00			\$3,800 00

## OPERATING EXPENSES.

ACCOUNT.	Amount.	Ratio A. (Per cent.)	Ratio B. (Per cent.)
MAINTENANCE OF WAY AND STRUCTURES.			
Superintendence.....	\$868 22	02.50	00.72
Maintenance of roadway and tracks.....	31,431 03	90.64	25.94
Maintenance of track structures.....	1,447 10	04.17	01.19
Maintenance of buildings, docks and wharves.....	480 30	01.39	00.40
Other maintenance of way and structures expenses.....	450 30	01.30	00.37
Total.....	\$34,676 95	100.00	28.62
MAINTENANCE OF EQUIPMENT.			
Superintendence.....	\$696 16	03.93	00.57
Locomotives—repairs.....	4,705 47	26.54	03.88
Cars—repairs.....	7,230 12	40.78	05.97
Equipment—renewals.....	1,126 11	06.35	00.93
Equipment—depreciation.....	3,131 20	17.66	02.58
Other maintenance of equipment expenses.....	839 25	04.74	00.69
Total.....	\$17,728 31	100.00	14.62
TRAFFIC EXPENSES.			
Traffic expenses.....	\$3,678 13	100.00	03.04
TRANSPORTATION EXPENSES.			
Superintendence and dispatching trains.....	\$1,247 22	02.16	01.03
Station service.....	7,936 65	13.76	06.55
Other yard employees.....	560 54	00.97	00.46
All other yard expenses.....	292 59	00.51	00.24
Road enginemen and motormen.....	11,999 34	20.81	09.90
Fuel for road locomotives.....	14,217 30	24.65	11.73
Other road locomotive supplies and expenses.....	4,478 97	07.77	03.70
Road trainmen.....	12,218 38	21.19	10.08
Train supplies and expenses.....	904 20	01.57	00.75
Injuries to persons.....	232 50	00.40	00.19
Loss and damage.....	156 09	00.27	00.13
All other transportation expenses.....	3,424 21	05.94	02.83
Total.....	\$57,667 99	100.00	47.59
GENERAL EXPENSES.			
Administration.....	\$5,327 30	71.86	04.40
Insurance.....	959 54	12.94	00.80
Other general expenses.....	1,120 07	15.20	00.93
Total.....	\$7,413 91	100.00	06.13
Total operating expenses.....	\$121,165 29		100.00

## SUMMARY.

ACCOUNT.	ITEM.	AMOUNT.
MAINTENANCE OF WAY AND STRUCTURES.		
Total .....		\$34,676 95
Ratio to total operating expenses (per cent.) .....		28.62
MAINTENANCE OF EQUIPMENT.		
Total .....		\$17,728 31
Ratio to total operating expenses (per cent.) .....		14.62
TRAFFIC EXPENSES.		
Total .....		\$3,678 13
Ratio to total operating expenses (per cent.) .....		3.04
TRANSPORTATION EXPENSES.		
Total .....		\$57,667 99
Ratio to total operating expenses (per cent.) .....		47.59
GENERAL EXPENSES.		
Total .....		\$7,413 91
Ratio to total operating expenses (per cent.) .....		6.13
Total operating expenses .....		\$121,165 29
Ratio of operating expenses to operating revenues (per ct.) .....		69.00

## MISCELLANEOUS INCOME.

SOURCE OF INCOME.	Gross income.	Expenses.	Net miscellaneous income
Rent of house at Bigelow .....	\$60 00		\$60 00
Rent of house at Rangeley .....	50 00		50 00
Total .....	\$110 00		\$110 00

## RENTS PAYABLE.

## FOR LEASE OF ROAD.

ROAD LEASED.	Guaranteed interest on bonds.	Guaranteed dividends on stock.	Cash.	Total.
Eustis Railroad .....	\$500 00			\$500 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$644,822 71	Cost of road .....		\$805,734 10	\$160,911 39	
	101,420 00	Cost of equipment .....		157,008 28	55,588 28	
	20,758 14	General expenditures .....		20,758 14		
	800 00	Stocks owned .....		3,800 00	3,000 00	
	253,000 00	Funded debt owned .....		227,000 00		\$26,000 00
	142,058 95	Cash and current assets .....		23,287 35		118,771 60
		OTHER ASSETS.				
	4,346 46	Materials and supplies .....		2,633 30		1,713 16
	\$1,167,206 26	Grand total .....		\$1,240,221 17	\$73,014 91	
JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$241,600 00	Capital stock .....		\$241,600 00		
	523,000 00	Funded debt .....		730,000 00	\$207,000 00	
	381,872 90	Current liabilities .....		235,122 47		\$146,750 43
	4,500 00	Accrued interest on funded debt not yet payable .....		8,383 33	3,883 33	
	16,233 36	Profit and loss .....		25,115 37	8,882 01	
	\$1,167,206 26	Grand total .....		\$1,240,221 17	\$73,014 91	

SANDY RIVER AND RANGELLY LAKES RAILROAD.

## IMPORTANT CHANGES DURING THE YEAR.

Issued \$207,000 more, first mortgage (4%) bonds for the purchase of the Phillips & Rangeley Railroad and the Madrid Railroad, July 1st, 1908.

## EMPLOYEES AND SALARIES.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers . . . . .	2	626	\$4,000 00	\$6 39
Other officers . . . . .	4	1,252	3,685 00	2 94
General office clerks . . . . .	2	626	1,180 00	1 88
Station agents . . . . .	10	3,110	6,225 00	2 00
Other station men . . . . .	4	907	994 48	1 10
Enginemen . . . . .	10	3,241	6,706 44	2 07
Firemen . . . . .	11	3,396	5,292 80	1 56
Conductors . . . . .	9	2,972	5,742 31	1 93
Other trainmen . . . . .	16	4,249	6,626 07	1 56
Machinists . . . . .	3	885	2,194 24	2 48
Carpenters . . . . .	3	1,027	2,141 73	2 09
Other shopmen . . . . .	10	2,345	4,299 37	1 83
Section foremen . . . . .	14	4,569	8,067 75	1 77
Other trackmen . . . . .	35	9,223	13,840 18	1 50
Switch tenders, crossing tenders and watchmen . . . . .	7	2,118	2,861 33	1 35
All other employees and laborers . . . . .	49	4,411	7,072 02	1 60
Total (including 'general officers')	189	44 957	\$80,928 72	\$1 80
Less 'general officers' . . . . .	2	626	4,000 00	6 39
Total (excluding 'general officers')	187	44,331	\$76,928 72	\$1 74
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures . . . . .	98	18,203	\$28,979 95	\$1 59
Maintenance of equipment . . . . .	16	4,257	8,635 34	2 03
Transportation expenses . . . . .	67	19,993	34,448 43	1 72
General expenses . . . . .	8	2,504	8,865 00	3 54

## TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Column for number passen- gers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.	
		Dollars.	Cents. Mills.
PASSENGER TRAFFIC.			
Number of passengers carried earning revenue.....	70,420.....		
Number of passengers carried one mile.....	1,482,784.....		
Number of passengers carried one mile per mile of road.....	14,340.....		
Average distance carried, miles.....	21.06.....		
Total passenger revenue.....		53,607	52
Average amount received from each passenger.....			76 125
Average receipts per passenger per mile.....			03 615
Total passenger service train revenue.....		66,805	51
Passenger service train revenue per mile of road.....			646 09
Passenger service train revenue per train-mile.....			65 704
FREIGHT TRAFFIC.			
Number of tons carried of freight earning revenue.....	80,699.....		
Number of tons carried one mile.....	1,781,854.....		
Number of tons carried one mile per mile of road.....	17,234.....		
Average distance haul of one ton, miles.....	22.08.....		
Total freight revenue.....		108,806	93
Average amount received for each ton of freight.....			1 34 831
Average receipts per ton per mile.....			06 106
Freight revenue per mile of road.....		1,052	29
Freight revenue per train-mile.....			1 55 619
TOTAL TRAFFIC.			
Operating revenues.....		175,612	44
Operating revenues per mile of road.....		1,698	38
Operating revenues per train-mile.....			1 03 410
Operating expenses.....		121,165	29
Operating expenses per mile of road.....		1,171	81
Operating expenses per train-mile.....			71 348
Net operating revenue.....		54,447	15
Net operating revenue per mile of road.....			526 57
Average number of passengers per car-mile.....	5.....		
Average number of passengers per train-mile.....	15.....		
Average number of passenger cars per train-mile.....	4.06.....		
Average number of tons of freight per loaded car-mile.....	6.84.....		
Average number of tons of freight per train-mile.....	25.48.....		
Average number of freight cars per train-mile.....	6.66.....		
Average number of loaded cars per train-mile.....	3.72.....		
Average number of empty cars per train-mile.....	1.96.....		
Average mileage operated during year.....	103.40.....		

## TRAFFIC AND MILEAGE STATISTICS—CONCLUDED.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service:		
Freight locomotive-miles .....	68,145	
Passenger locomotive-miles .....	99,903	
Mixed locomotive-miles .....	1,774	
Switching locomotive miles .....	2,982	
Total revenue locomotive mileage .....		172,804
Nonrevenue service locomotive-miles .....		25,659
CAR MILEAGE.		
Revenue Service:		
Freight Car-Miles—		
Loaded .....	260,320	
Empty .....	137,384	
Caboose .....	68,145	
Total freight car-miles .....		465,849
Passenger Car-Miles—		
Passenger .....	299,709	
Sleeping, parlor and observation .....	12,972	
Other passenger-train cars .....	99,903	
Total passenger car-miles .....		412,584
Total revenue car mileage .....		878,433
Nonrevenue service car-miles .....		153,954
TRAIN MILEAGE.		
Revenue Service:		
Freight train-miles .....	68,145	
Passenger train-miles .....	99,903	
Mixed train-miles .....	1,774	
Total revenue train mileage .....		169,822
Nonrevenue service train-miles .....		25,659

## FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road.	Freight received from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
			Whole tons	Per cent.
Products of Agriculture—Grain .....	269		269	00.33
Products of Mines—Anthracite coal .....		790	790	00.98
Products of } Lumber .....	43,691		43,691	54.14
	Forests. } Other products of forests .....	11,960	11,960	14.82
Total .....	55,651		55,651	68.96
Merchandise .....	12,992	10,997	23,989	29.73
Total tonnage .....	68,912	11,787	80,699	100.00



## DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1908.	Number added during year.	Number retired during year.	Number on June 30, 1909.	NUMBER FITTED WITH—	
					Train brake.	Automatic coupler.
<b>LOCOMOTIVES—OWNED OR LEASED.</b>						
Passenger.....	6			6	6	7
Freight.....	3			3	3	3
Total locomotives in service.....	9			16	16	16
Less locomotives leased.....				3		
Total locomotives owned.....	9			13		
<b>CARS—OWNED OR LEASED.</b>						
<b>In Passenger Service:</b>						
First-class cars.....	5			7	7	7
Combination cars.....	3			4	4	4
Parlor cars.....	1			1	1	1
Baggage, express and postal cars.....	2			3	3	3
Other cars in passenger service.....				1	1	1
Total.....	11			16	16	16
<b>In Freight Service:</b>						
Box cars.....	58			73		
Flat cars.....	83			175		
Other cars in freight service.....				14		
Total.....	141			262		
<b>In Company's Service:</b>						
Caboose cars.....	5			6		
Other road cars.....	1			4		
Total.....	6			10		
Total cars in service.....	158			288	16	16
Less cars leased.....				25		
Total cars owned.....	158			263	16	16

The three locomotives and 25 cars reported as leased are the property of the Eustis Railroad.

## MILEAGE.

## MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	LINE OWNED.		Line of proprietary companies.	Line operated under lease.	Line oper- ated under contract, etc.	Line oper- ated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track . . . . .	84.40	4.00			15.00		103.40		1.70	101.70
Miles of yard track and sidings . . . . .	5.60						5.60			5.60
Total mileage operated (all tracks) . . . . .	90.00	4.00			15.00		109.00		1.70	107.30

## MILEAGE OF LINE OPERATED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Line of proprietary companies.	Line operated under lease.	Line oper- ated under contract, etc.	Line oper- ated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Maine . . . . .	84.40	4.00			15.00		103.40		1.70	101.70

MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine.....	84.40	4.00	88.40	.....	1.70	86.70

RENEWAL OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard. Pounds.	Average price per ton at distributing point. Dollars.	KIND.	Number.	Average price at distributing point. Cents.
Steel.....	346.48	50	20	Cedar.....	32,022	11

"New rails laid during year" we purchased 346 <sup>1080</sup>/<sub>3270</sub> tons of 50lb. rails and put them in place of some 25lb. rails.

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Fuel, oil— gallons.	Total fuel consumed — tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.				
REVENUE SERVICE.								
Freight.....		1,568				1,568	68,145	46.02
Passenger.....		1,207				1,207	99,903	24.16
Mixed.....		46				46	1,774	51.86
Switching.....		74				74	2,982	49.63
Nonrevenue service.....		426				426	25,659	33.20
Total.....		3,321				3,321	198,463	33.47
Average cost at distributing point.....		\$4.28						

CHARACTERISTICS OF ROAD.  
BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.	ITEM.	No.	HEIGHT OF LOWEST ABOVE SUR- FACE OF RAIL.	
		Feet.	Feet.	Feet.			Feet.	In.
<b>BRIDGES.</b>					<b>OVERHEAD HIGHWAY CROSSINGS.</b>			
Iron .....	2	262..	105..	157	Bridges .....	2	13	....
Wooden .....	26	955-4	4-3	200	Trestles .....	3	15	....
Total .....	28	1,217-4			Total .....	5		
Trestles .....	10	879	30	327				

Gage of track, 2 feet. 88.40 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.
47	47	Western Union .....	Western Union.

SANDY RIVER AND RANGLEY LAKES RAILROAD.

**Report of the Sabasticook and Moosehead Railroad Company for the  
Year Ending June 30, 1909.**

HISTORY.

F Exact name of common carrier making this report. Sabasticook & Moosehead Railroad Company.

Date of organization. July 24, 1886.

Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under the general railroad laws of the State of Maine.

PRINCIPAL OFFICERS.

TITLE.	NAME.	OFFICIAL ADDRESS.
President.....	W. J. Hayes.....	Cleveland, Ohio.
First Vice-President.....	J. W. Manson.....	Pittsfield, Maine.
Attorney, or General Counsel		
Receiver.....		
Treasurer.....		
General Manager.....		
General Superintendent.....	Rufus Burns.....	Pittsfield, Maine.
Traffic Manager.....		
General Freight Agent.....		
General Passenger Agent.....		
General Ticket Agent.....		

ROAD OPERATED.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Sabasticook & Moosehead.....	Pittsfield.....	Mainstream.....	15	15

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	DIVIDENDS DECLARED DURING YEAR.	
					In treasury.	In sinking or other funds.		Rate. %	Amount.
CAPITAL STOCK. Common.....	8,000	\$50	\$400,000	\$180,000			\$180,000		

FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.		
	Date of issue.	Date of maturity.			In treasury.	In sinking or other funds.		Rate %	When payable.	Amount accrued during year.
MORTGAGE BONDS. First mortgage.....	Oct. 1895...	Oct. 1925...	\$300,000							

Placed in the hands of W. J. Hayes & Son, Bankers, Cleveland, Ohio, for sale. Nothing realized by respondent.  
Interest on bonds not taken into account.

## RECAPITULATION OF FUNDED DEBT.

Mortgage bonds: Total par value outstanding, \$300,000.

## RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	ASSIGNMENT.		AMOUNT PER MILE OF LINE.	
		To railways.	To other properties.	Miles.	Amount.
Capital stock.....	\$180,000	\$180,000	.....	15	\$12,000

## RECEIVER'S CERTIFICATES.

DATE ISSUED.	Amount issued.	Amount outstanding.	INTEREST.		Rate %
			Amount accrued during year.	Amount paid during year.	
1900.....	\$27,500 00	\$27,500 00	\$1,720 00	\$1,720 00	4
1901.....	17,500 00	12,000 00	.....	.....	4
1902.....	3,500 00	3,000 00	.....	.....	4
1903.....	500 00	500 00	.....	.....	4
1904.....	1,000 00	.....	.....	.....	4
Total.....	\$50,000 00	\$43,000 00			

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1909.	
Cash.....	\$8,778 46	Receiver's certificates.....	\$43,000 00
Due from agents.....	44 43	Miscellaneous.....	531 26
Total—Cash and current assets.....	\$8,822 89		
Balance—Current liabilities.....	34,708 37	Total—Current liabilities.....	\$43,531 26
Total.....	\$43,531 26		

Materials and supplies on hand, \$33.50.



This road is in a peculiar condition and the report made by answering categorically the questions asked would not give a correct idea of organization, procedure and present condition, and the statements made here may not be absolutely correct, for want of definite information. The records were not carefully kept or at least not carefully preserved.

This road was first organized July 24, 1886. It changed hands and management about October, 1895, when the mortgage herein referred to as outstanding mortgage, was issued. This last mortgage was foreclosed in May, 1903, under the laws of the State of Maine, by which the bond holders became the stockholders. They attempted an organization and elected officers as named in this report. They authorized a mortgage to secure bonds to the amount of \$300,000.00 and placed these bonds in the hands of W. J. Hayes & Sons, Bankers, Cleveland, Ohio, for sale. When this last mentioned foreclosure was begun, the court appointed a receiver, of whom Rufus Burns is the successor.

The bonds were placed in the hands of W. J. Hayes & Son for sale and the respondent understands were used by that firm upon which to obtain money, either directly or indirectly as collateral, but he does not know what amount is outstanding.

This report has been made out as best it can be under the circumstances.

## EXPENDITURES FOR ROAD AND EQUIPMENT.

Total cost of road, June 30, 1908 and 1909, \$217,925; total cost of equipment, June 30, 1908 and 1909, \$12,075; total, \$230,000.

Cost of road per mile of line, \$14,528.33; cost of equipment per mile of line, \$805.00; total per mile of line, \$15,333.33.

## INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenues .....	\$30,161 34		
Operating expenses .....	22,685 98		
Net operating revenue .....		\$7,475 36	
Taxes accrued .....		299 46	
Operating income .....			\$7,175 90
Gross corporate income .....			\$7,175 90
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Other Rents—Debits:			
Hire of equipment—balance .....		\$1,628 16	
Interest on receiver's certificates .....		1,745 42	
Total deductions from gross corporate income .....			3,373 58
Net corporate income .....			\$3,802 32
Balance for year carried forward to credit of profit and loss .....			\$3,802 32

## PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
DEDUCTIONS FOR YEAR.			
Uncollectable rents.....	\$46 50	Balance June 30, 1908....	\$10,112 18
Balance Credit, June 30, 1909, carried to balance sheet.....	13,871 96	Balance for year brought forward from income account.....	3,802 32
		ADDITIONS FOR YEAR.	
		Unclaimed wages.....	3 96
	\$13,918 46		\$13,918 46

## OPERATING REVENUES.

ACCOUNT.	Total receipts.	Total deductions.	Total revenues.
REVENUE FROM TRANSPORTATION.			
Freight revenue.....			\$18,672 78
Passenger revenue.....			\$7,535 70
Mail revenue.....			805 12
Express revenue.....			2,258 81
Total passenger service train revenue.....			\$10,599 63
Switching revenue.....			\$211 97
Special service train revenue.....			243 19
Total revenue from transportation.....			\$29,727 57
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.			
Car service.....			\$319 72
Miscellaneous.....			114 05
Total revenue from operations other than transportation.....			\$433 77
Total operating revenues.....			\$30,161 34

## OPERATING EXPENSES.

ACCOUNT.	Amount.	Ratio A. (Per cent.)	Ratio B. (Per cent.)
MAINTENANCE OF WAY AND STRUCTURES.			
Superintendence .....	\$209 90	01.99	00.92
Maintenance of roadway and tracks .....	9,628 91	91.25	42.45
Maintenance of track structures .....	116 53	01.10	00.51
Maintenance of buildings, docks and wharves .....	531 42	05.04	02.34
Other maintenance of way and structures expenses .....	65 53	00.62	00.29
Total .....	\$10,552 29	100.00	46.51
MAINTENANCE OF EQUIPMENT.			
Superintendence .....	\$198 35	09.19	00.88
Locomotives—repairs .....	1,104 81	51.19	04.87
Cars—repairs .....	251 39	11.65	01.11
Equipment—depreciation .....	603 75	27.98	02.66
Total .....	\$2,158 30	100.00	09.52
TRAFFIC EXPENSES.			
Traffic expenses .....	\$232 35	100.00	01.03
TRANSPORTATION EXPENSES.			
Superintendence and dispatching trains .....	\$198 85	02.46	00.88
Station service .....	1,805 71	22.37	07.96
All other yard expenses .....	562 75	06.97	02.48
Road enginemen and motormen .....	1,446 37	17.92	06.37
Fuel for road locomotives .....	2,684 16	33.26	11.84
Other road locomotive supplies and expenses .....	270 82	03.36	01.19
Road trainmen .....	901 63	11.17	03.97
Train supplies and expenses .....	162 76	02.02	00.71
All other transportation expenses .....	37 45	00.47	00.17
Total .....	\$8,070 50	100.00	35.57
GENERAL EXPENSES.			
Administration .....	\$1,091 92	65.28	04.81
Insurance .....	119 15	07.13	00.53
Other general expenses .....	461 47	27.59	02.03
Total .....	\$1,672 54	100.00	07.37
Total operating expenses .....	\$22,685 98		100.00

## SUMMARY.

ACCOUNT.	Item.	Amount.
MAINTENANCE OF WAY AND STRUCTURES.		
Total.....		\$10,552 29
Ratio to total operating expenses (per cent.).....		47.00
MAINTENANCE OF EQUIPMENT.		
Total.....		\$2,158 30
Ratio to total operating expenses (per cent.).....		9.00
TRAFFIC EXPENSES.		
Total.....		\$232 35
Ratio to total operating expenses (per cent.).....		1.00
TRANSPORTATION EXPENSES.		
Total.....		\$8,070 50
Ratio to total operating expenses (per cent.).....		36.00
GENERAL EXPENSES.		
Total.....		\$1,672 54
Ratio to total operating expenses (per cent.).....		7.00
Total operating expenses.....		\$22,685 98
Ratio of operating expenses to operating revenues (per cent.).....		75.00

## HIRE OF EQUIPMENT.

## EQUIPMENT INTERCHANGED.

KIND OF EQUIPMENT.	BASIS OF PAYMENT.				COMPENSATION.	
	Number locomotive- days.	Number locomotive- miles.	Number car-days.	Number car-miles.	Rate.	Amount.
ACCRUED ON EQUIPMENT BORROWED.						
Passenger-train cars.....			17		\$3 & \$5	\$57 00
Freight-train cars.....			6,211		20c&25c	1,552 25
Total.....			6,228			\$1,609 25

## HIRE OF EQUIPMENT.

## PRIVATE CARS.

CARS USED.		Number car-miles.	COMPENSATION.	
NAME OF OWNER.	DESCRIPTION.		Rate.	Amount.
Eastman Car Line.....	Heater car.....	1,718	1c	\$17 18
Union Tank Line.....	Oil car.....	48	$\frac{1}{2}$ c	36
National Despatch.....	Box car.....	30	$\frac{1}{2}$ c	23
Western Heater Despatch.....	Heater car.....	150	$\frac{1}{2}$ c	1 14
Total.....		1,946		\$18 91

## RECAPITULATION OF HIRE OF EQUIPMENT.

ACCOUNT.	Amount receivable.	Amount payable.
Equipment interchanged.....		\$1,609 25
Private cars.....		18 91
Total.....		\$1,628 16
Balance.....		\$1,628 16

## COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$217,925 00	Cost of road .....		\$217,925 00		
	12,075 00	Cost of equipment .....		12,075 00		
	3,573 55	Cash and current assets .....		8,822 89	\$5,249 34	
		OTHER ASSETS.				
	2,562 59	Materials and supplies .....		33 50		\$2,529 09
	576 20	Sundries .....		10 58		565 62
	\$236,712 34	Grand total .....		\$238,866 97	\$2,154 63	
JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$180,000 00	Capital stock .....		\$180,000 00		
	45,740 16	Current liabilities .....		43,531 26		\$2,208 90
	860 00	Accrued interest on funded debt not yet payable .....		860 00		
		Replacement of equipment .....		693 75	\$603 75	
	10,112 18	Profit and loss .....		13,871 96	3,759 78	
	\$236,712 34	Grand total .....		\$238,866 97	\$2,154 63	

## EMPLOYEES AND SALARIES.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers . . . . .	1	313	\$900 00	\$2 88
General office clerks . . . . .	1	313	468 00	1 50
Station agents . . . . .	3	939	1,395 00	1 49
Other station men . . . . .	4	1,252	240 00	19
Enginemen . . . . .	2	373 <sup>3</sup> / <sub>4</sub>	846 35	2 26
Firemen . . . . .	2	343	600 02	1 75
Conductors . . . . .	1	325 <sup>3</sup> / <sub>4</sub>	601 63	1 85
Other trainmen . . . . .	2	330 <sup>1</sup> / <sub>2</sub>	377 98	1 14
Section foremen . . . . .	3	928 <sup>1</sup> / <sub>2</sub>	1,765 29	1 90
Other trackmen . . . . .	10	2,687	4,437 07	1 65
Switch tenders, crossing tenders, and watchmen . . . . .	2	370	556 75	1 50
All other employees and laborers . . . . .	7	918	1,463 90	1 60
Total (including "general officers")	38	9,093 <sup>1</sup> / <sub>2</sub>	\$13,651 99	\$1 50
Less "general officers" . . . . .	1	313	900 00	2 88
Total (excluding "general officers")	37	8,780 <sup>1</sup> / <sub>2</sub>	\$12,751 99	\$1 45
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures . . . . .	20	4,595 <sup>1</sup> / <sub>2</sub>	\$7,846 26	\$1 71
Maintenance of equipment . . . . .		62	180 00	2 90
Traffic expenses . . . . .		63	180 00	2 86
Transportation expenses . . . . .	16	3,997	4,797 73	1 20
General expenses . . . . .	2	376	648 00	1 72

## TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Column for number passen- gers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.	
		Dollars.	Mils.
PASSENGER TRAFFIC.			
Number of passengers carried earning revenue.....	21,613		
Number of passengers carried one mile.....	203,831		
Number of passengers carried one mile per mile of road.....	13,589		
Average distance carried, miles.....	9.43		
Total passenger revenue.....		7,535	70
Average amount received from each passenger.....			34 867
Average receipts per passenger per mile.....			03 697
Total passenger service train revenue.....		10,599	63
Passenger service train revenue per mile of road.....		706	64
Passenger service train revenue per train-mile.....		56	441
FREIGHT TRAFFIC.			
Number of tons carried of freight earning revenue.....	31,381		
Number of tons carried one mile.....	394,317		
Number of tons carried one mile per mile of road.....	26,288		
Average distance haul of one ton, miles.....	12.57		
Total freight revenue.....		18,672	78
Average amount received for each ton of freight.....			59 503
Average receipts per ton per mile.....			04 738
Freight revenue per mile of road.....		1,244	85
Freight revenue per train-mile.....			99 429
TOTAL TRAFFIC.			
Operating revenues.....		30,161	34
Operating revenues per mile of road.....		2,010	76
Operating revenues per train-mile.....			1 52 584
Operating expenses.....		22,685	98
Operating expenses per mile of road.....		1,512	40
Operating expenses per train-mile.....			1 14 767
Net operating revenue.....		7,175	90
Net operating revenue per mile of road.....		478	39
Average number of passengers per car-mile.....	11		
Average number of passengers per train-mile.....	11		
Average number of passenger cars per train-mile.....	1		
Average number of tons of freight per loaded car-mile.....	10.16		
Average number of tons of freight per train-mile.....	20.99		
Average number of freight cars per train-mile.....	2.75		
Average number of loaded cars per train-mile.....	2.07		
Average number of empty cars per train-mile.....	.68		
Average mileage operated during year.....	15		



## TRAFFIC AND MILEAGE STATISTICS—CONCLUDED.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service:		
Mixed locomotive-miles . . . . .	18,780	
Special locomotive-miles . . . . .	987	
Switching locomotive-miles . . . . .	101	
Total revenue locomotive mileage . . . . .		19,868
Nonrevenue service locomotive-miles . . . . .		939
CAR MILEAGE.		
Revenue Service:		
Freight Car-Miles—		
Loaded . . . . .	38,846	
Empty . . . . .	12,754	
Total freight car-miles . . . . .		51,600
Passenger Car-Miles—		
Passenger . . . . .		18,780
Special Car-Miles—		
Passenger . . . . .		1,238
Total revenue car mileage . . . . .		71,618
TRAIN MILEAGE.		
Revenue Service:		
Mixed train-miles . . . . .	18,780	
Special train-miles . . . . .	987	
Total revenue train mileage . . . . .		19,767
Nonrevenue service train-miles . . . . .		939

## FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road.	Freight received from connect- ing roads and other carriers.	TOTAL FREIGHT TONNAGE.	
	Whole tons	Whole tons	Whole tons	Per cent.
Products of Agriculture.	Grain .....	693	693	02.21
	Flour .....	296	296	00.95
	Other mill products .....	709	709	02.25
	Hay .....	298	298	00.94
	Fruit and vegetables .....	1,971	1,971	06.28
	Other products of agriculture .....	125	125	00.40
Total .....	2,394	1,698	4,092	13.03
Products of Animals.	Live stock .....	570	570	01.81
	Wool .....	81	81	00.26
	Other products of animals .....	5	5	00.02
Total .....	570	86	656	02.09
Products of Mines.	Anthracite coal .....	911	911	02.90
	Bituminous coal .....	3,032	3,032	09.67
	Stone, sand and other like articles .....	455	455	01.45
Total .....	455	3,943	4,398	14.02
Products of Forests.	Lumber .....	7,532	7,532	24.00
	Other products of forests .....	11,017	11,122	35.11
Total .....	18,549	105	18,654	59.11
Manufac- tures.	Petroleum and other oils .....	68	68	00.22
	Other castings and machinery .....	19	39	00.13
	Household goods and furniture .....	12	18	00.06
	Other manufactures .....	746	746	02.38
Total .....	31	840	871	02.79
Miscellaneous: Other commodities not men- tioned above .....	907	1,803	2,710	08.96
Total tonnage .....	22,906	8,475	31,381	100.00

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1908.	Number added during year.	Number retired during year.	Number on June 30, 1909.	NUMBER FITTED WITH	
					Train brake.	Automatic coupler.
LOCOMOTIVES—OWNED OR LEASED.						
Freight .....	2			2	2	2
CARS—OWNED OR LEASED.						
In Passenger Service:						
Combination cars .....	2			2	1	2
In Freight Service:						
Flat cars .....	5			5	5	5
Total cars owned and in service .....	7			7	6	7

## MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line owned: Miles of single track, steel, 15; miles of yard track and sidings, 1.37; total mileage owned and operated, 16.37.

RENEWALS OF RAILS AND TIES.  
NEW TIES LAID DURING YEAR.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard Pounds.	Average price per ton at distributing point. Dollars.	KIND.	Number.	Average price at distributing point. Cents.
.....	.....	.....	.....	Cedar.....	4,389	29½

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Bituminous coal: Total, 579.81 tons; miles run, 20,807; average pounds consumed per mile, 55.70; average cost at distributing point, \$4.69.

CHARACTERISTICS OF ROAD.  
BRIDGES, TRETTLES, TUNNELS, ETC.

ITEM.	No.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.	ITEM.	No.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL	
		Feet.	Feet.	Feet.			Feet.	In.
BRIDGES.								
Iron.....	2	183	60	123	.....			

Gage of track, 4 feet, 8½ inches. 15 miles.

**Report of the Somerset Railway Company for the Year Ending  
June 30, 1909.**

HISTORY.

Exact name of common carrier making this report. Somerset Railway Co.

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 Co. 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.

\* A mortgage on the property of the Somerset Railroad Company was foreclosed on March 31, 1887, and the right of redemption sold at auction on July 8, 1884, to the Somerset Railway, a corporation organized on August 15, 1883, under the general laws of the State of Maine, as embodied in the Revised Statutes.

On August 4, 1904, the Somerset Railway sold its franchise and all its property to the Kennebec Valley Railroad Co., now the Somerset Railway Co.

DIRECTORS.

NAME.	Post-Office Address.	Date of Expiration of Term.
Lucius Tuttle	Brookline, Mass.	} Upon election of successor.
John L. Billard	Meriden, Conn.	
Henry B. Cleaves	Portland, Me.	
Franklin A. Wilson	Bangor, Me.	
Samuel C. Lawrence	Medford, Mass.	
Samuel Hemingway	New Haven, Conn.	
Edward P. Ricker	S. Poland, Me.	
John F. Hill	Augusta, Me.	
Wm. M. Ayer	Oakland, Me.	
Weston Lewis	Gardiner, Me.	
* Frank T. Brown	Norwich, Conn.	
Morris McDonald	Portland, Me.	
Seth M. Carter	Auburn, Me.	

PRINCIPAL OFFICERS.

TITLE.	Name.	Official Address.
President	Lucius Tuttle	Portland, Me.
Vice President	Morris McDonald	Portland, Me.
Second Vice-President & Compt.	Geo. S. Hobbs	Portland, Me.
Clerk of Corporation	Henry B. Cleaves	Portland, Me.
Treasurer	Geo. W. York	Portland, Me.
Chief Engineer	Theodore L. Dunn	Portland, Me.
Superintendent	Geo. H. Foster	Oakland, Me.
General Freight Agent	Wm. K. Sanderson	Portland, Me.
General Passenger Agent	Frederic E. Boothby	Portland, Me.

\* Deceased.

## FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors. October 21, 1908.

Date of last closing of stock books before end of year for which this report is made. Don't close.

Total number of stockholders at that date. 13.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1909? Yes.

If control was so held state:

The form of control, whether sole or joint. Sole.

The name of the controlling corporation or corporations. Maine Central Railroad Co.

The manner in which control was established. Ownership of capital stock.

The extent of control. 100%.

Whether control was direct or indirect. Direct.

Did any individual, association or corporation, as trustee, control the respondent on June 30, 1909? No.

## ROAD OPERATED.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Somerset Railway . . . . .	Oakland . . . . .	Kineo Station . . . . .	90.67	90.67
	Bangs . . . . .	Dodlin Quarry . . . . .	1.02	.....
	Austin Junction . . . . .	Bingham . . . . .	1.42	.....
	Somerset Junction	Gravel Pit . . . . .	.88	3.32
Total . . . . .	.....	.....		93.99

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	DIVIDENDS DECLARED DURING YEAR.	
					In treasury.	In sinking or other funds.		Rate. %	Amount.
CAPITAL STOCK.									
Common.....	7,366 <sup>4876</sup>	\$100	\$736,600	\$706,900			\$706,900		
Somerset Railway stock.....				100			100		
Somerset Railroad bonds and coupons.....				29,649			29,649		
Total.....	7,366 <sup>4876</sup>		\$736,600	\$736,649			\$736,649		

PURPOSE OF THE ISSUE.	Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares outstanding.	Total cash realized.
Issued for reorganization, common.....			7,069	
Somerset Railway stock.....			1	
Somerset Railroad bonds and coupons.....			296 <sup>4876</sup>	
Total.....			7,366 <sup>4876</sup>	

The Somerset Railway stock and the Somerset Railroad Co. bonds and coupons amounting in all to \$29,748.76 are exchangeable for Somerset Railway Company stock upon presentation.

## FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.			
	Date of issue.	Date of maturity.			In treasury.	In sinking or other funds.		Rate %	When payable.	Amount accrued during year.	Amount paid during year.
MORTGAGE BONDS.											
Somerset Ry., 1st mort.	July 1, 1887	July 1, 1917	\$225,000	\$225,000			\$225,000	5	Jan. & July	\$11,225	\$11,225
Somerset Ry., consol. mortgage	July 2, 1900	July 2, 1950	420,000	172,500			172,500	4	Jan. & July	6,900	6,900
Somerset Ry., 1st mort. and ref.	July 1, 1905	July 1, 1955	1,500,000	864,000			864,000	4	Jan. & July	34,560	34,480
PLAIN BONDS, DEBENTURES AND NOTES.											
Somerset Ry. Co., coupon notes	June 1, 1907	June 1, 1911	1,500,000	1,500,000			1,500,000	5	June & Dec.	75,000	89,025
Total			\$3,645,000	\$2,761,500			\$2,761,500			\$127,710	\$141,630

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.	
		In treasury.	In sinking or other funds.		Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$1,261,500			\$1,261,500	\$52,710	\$52,605
Plain bonds, debentures and notes	1,500,000			1,500,000	75,000	89,025
Total	\$2,761,500			\$2,761,500	\$127,710	\$141,630



## RECAPITULATION OF FUNDED DEBT—CONCLUDED.

PURPOSE OF THE ISSUE.	Total par value issued during the year	Cash realized on amount issued during the year.	Total par value outstanding.	Total cash realized.
Issued for cash.....			\$2,761,500	\$2,606,700

## RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	ASSIGNMENT.		AMOUNT PER MILE OF LIVE.	
		To railways.	To other properties.	Miles.	Amount.
Capital stock.....	\$736,649	\$736,649		93.99	\$7,837
Funded debt.....	2,761,500	2,761,500		93.99	29,381
Total.....	\$3,498,149	\$3,498,149		93.99	\$37,218

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1909.	
Cash.....	\$34,072 00	Audited vouchers and accounts.....	\$41,134 66
Due from agents.....	14,128 43	Wages and salaries.....	6,648 93
Due from solvent companies and individuals.....	35,814 43	Traffic balances due to other companies.....	36,093 24
Traffic balances due from other companies.....	873 03	Matured interest coupons unpaid (including coupons due July 1).....	31,175 00
Total—cash and current assets.....	\$84,887 89	Total—current liabilities.....	\$115,051 83
Balance — current liabilities.....	30,163 94		
Total.....	\$115,051 83		

Materials and supplies on hand, \$59,405.44.

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Somerset Railway, first mortgage.	Oakland.....	Bingham.....	41.06	\$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.....	90.67	9,192
	Bangs.....	Dodlin Quarry.	1.02	
	Austin Junction	Bingham.....	1.42	
	Somerset Junct.	Gravel pit.....	.88	

All equipment mortgaged.

## 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.

Four year coupon notes dated June 1, 1907, for \$1,500,000 are guaranteed principal and interest by endorsement of the Maine Central Railroad Co.

## EXPENDITURES FOR ADDITIONS AND BETTERMENTS.

ACCOUNT.	EXPENDITURES DURING YEAR.			Total.
	Charged to capital.	Charged to special funds.	Charged to income.	
Right of way and station grounds.....	\$1,266 32			
Bridges, trestles and culverts.....	4,360 43			
Sidings and spur tracks.....	3,216 62			
Water and fuel stations.....	10 56			
Reconstruction of road purchased.....	43,780 89			
Equipment.....	575 65			
Total.....	\$53,210 47			\$53,210 47

EXPENDITURES FOR ROAD.

ACCOUNT.	EXPENDITURES FOR NEW LINES OR EXTENSIONS DURING YEAR.		EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING YEAR.		Total cost to June 30, 1908.	Total cost to June 30, 1909.
	Charged to capital.	Charged to special funds or incomc.	Charged to capital.	Charged to special funds or income.		
ROAD.						
Right of way and station grounds .....	\$1,036 87		\$975 00			
Grading .....	8,323 14		360 12			
Bridges, trestles and culverts .....	2,067 57		4,444 49			
Ties .....			282 26			
Rails .....			1,161 59			
Frogs and switches .....			409 89			
Track fastenings and other material .....			315 64			
Ballast .....	3,815 08					
Track laying and surfacing .....	2,450 20		894 38			
Station buildings and fixtures .....	24 79					
Shops, enginehouses and turntables .....	1,986 51					
Water stations .....	56 12		*100 00			
Fuel Stations .....	1,562 67		110 56			
Miscellaneous structures .....	290 64					
Rent of equipment .....	90 75					
Cost of road purchased .....			43,780 89			
Total .....	\$21,704 34		\$52,634 82		\$2,973,302 82	\$3,047,641 98

\* Credit.

## EXPENDITURES FOR EQUIPMENT, GENERAL EXPENDITURES, AND RECAPITULATION.

ACCOUNT.	EXPENDITURES FOR NEW LINES OR EXTENSIONS DURING YEAR.		EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING YEAR.		Total cost to June 30, 1908.	Total cost to June 30, 1909.
	Charged to capital.	Charged to special funds or income.	Charged to capital.	Charged to special funds or income.		
<b>EQUIPMENT.</b>						
Steam locomotives.....			\$575 65			
Total.....			\$575 65		\$361,321 89	\$361,897 54
<b>GENERAL EXPENDITURES.</b>						
Insurance.....	\$704 62					
Total.....	\$704 62				\$6,292 00	\$6,996 62
<b>RECAPITULATION.</b>						
Road.....	\$21,704 34		\$52,634 82		\$2,073,302 82	\$3,047,641 98
Equipment.....			575 65		361,321 89	361,897 54
General expenditures.....	704 00				6,292 00	6,996 62
Total.....	\$22,408 96		\$53,210 47		\$3,340,916 71	\$3,416,536 14
Cost of road per mile of line.....					\$31,661 19	\$32,452 79
Cost of equipment per mile of line.....					3,847 53	3,853 66
General expenditures per mile of line.....					67 00	74 50
Total per mile of line.....					\$35,575 72	\$36,380 95

## INCOME ACCOUNT.

<b>OPERATING INCOME.</b>			
Rail Operations:			
Operating revenues .....	\$270,944 22		
Operating expenses .....	237,925 65		
Net operating revenue .....		\$33,018 57	
Total net revenue .....		\$33,018 57	
Taxes accrued .....		1,258 74	
Operating income .....			\$31,759 83
<b>OTHER INCOME.</b>			
Interest on other securities, loans and accounts .....		\$1,694 87	
Miscellaneous income .....		*142 31	
Total other income .....			1,552 56
Gross corporate income .....			\$33,312 39
<b>DEDUCTIONS FROM GROSS CORPORATE INCOME.</b>			
Other Rents—Debits:			
Hire of equipment—balance .....		\$122 92	
Interest accrued on funded debt .....		127,710 00	
Total deductions from gross corporate income .....			\$127,832 92
Net corporate loss .....			\$94,520 53
Balance for year carried forward to debit of profit and loss .....			\$94,520 53

\* Deficit.

## PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance for year brought forward from income account .....	\$94,520 53	Balance June 30, 1908....	\$20,807 60
DEDUCTIONS FOR YEAR.		Balance debit, June 30, 1909, carried to balance sheet.....	74,915 55
For depreciation to equipment, prior to July 1, 1907	1,202 62		
	\$95,723 15		\$95,723 15

## OPERATING REVENUES.

ACCOUNT.	Total receipts.	Total deductions.	Total revenues.
REVENUE FROM TRANSPORTATION.			
Freight revenue.....			\$161,496 60
Passenger revenue.....			\$94,662 14
Excess baggage revenue.....			984 24
Mail revenue.....			5,698 38
Express revenue.....			4,891 89
Other passenger-train revenue.....			135 40
Total passenger service train revenue.....			\$106,372 05
Switching revenue.....			426 75
Special service train revenue.....			842 50
Total revenue from transportation.....			\$269,137 90
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.			
Station and train privileges.....			\$351 28
Parcel-room receipts.....			20 50
Storage—baggage.....			75 55
Car service.....			519 70
Telegraph and telephone service.....			435 43
Rents of buildings and other property.....			188 56
Miscellaneous.....			215 30
Total revenue from operations other than transportation.....			\$1,806 32
Total operating revenues.....			\$270,944 22

Does respondent own or control any railway securities, either stock or funded debt' through any intermediary which does not make an annual report to the commission?  
No.

## OPERATING EXPENSES.

ACCOUNT.	Amount.	Ratio A. (Per cent.)	Ratio B. (Per cent.)
MAINTENANCE OF WAY AND STRUCTURES.			
Superintendence.....	\$2,655 29	03.58	01.12
Ballast.....	78 37	00.11	00.04
Ties.....	8,278 20	11.18	03.49
Rails.....	441 54	00.59	00.19
Other track material.....	1,959 00	02.65	00.83
Roadway and track.....	43,141 44	58.27	18.21
Removal of snow, sand and ice.....	7,215 42	09.75	03.04
Bridges, trestles and culverts.....	2,012 19	02.72	00.85
Over and under grade crossings.....	451 69	00.61	00.19
Grade crossings, fences, cattle guards and signs.....	1,701 27	02.30	00.72
Signals and interlocking plants.....	29 58	00.04	00.01
Telegraph and telephone lines.....	1,150 40	01.55	00.48
Buildings, fixtures and grounds.....	3,683 19	04.98	01.55
Docks and wharves.....	2 20		
Roadway tools and supplies.....	967 17	01.31	00.41
Injuries to persons.....	171 00	00.23	00.08
Stationery and printing.....	71 53	00.09	00.03
Other expenses.....	29 56	00.04	00.01
Total.....	\$74,039 04	100.00	31.25

## OPERATING EXPENSES—CONCLUDED

ACCOUNT.	Amount.	Ratio A. (Per cent.)	Ratio B (Per cent.)
MAINTENANCE OF EQUIPMENT.			
Superintendence.....	\$2,285 14	04.34	00.97
Steam locomotives—repairs.....	12,357 36	23.45	05.22
Steam locomotives—renewals.....	3,807 82	07.22	01.61
Steam locomotives—depreciation.....	4,587 16	08.72	01.94
Passenger-train cars—repairs.....	1,441 52	02.75	00.61
Passenger-train cars—renewals.....	1,174 16	02.23	00.49
Passenger-train cars—depreciation.....	884 40	01.67	00.39
Freight-train cars—repairs.....	13,826 64	26.26	05.84
Freight-train cars—renewals.....	68 94	00.13	00.03
Freight-train cars—depreciation.....	9,091 17	17.25	03.84
Work equipment—repairs.....	1,578 13	02.99	00.67
Work equipment—renewals.....	82 83	00.15	00.04
Work equipment—depreciation.....	981 48	01.86	00.42
Shop machinery and tools.....	392 17	00.74	00.12
Injuries to persons.....	1 00	.....	.....
Stationery and printing.....	130 45	00.24	00.05
Total.....	\$52,690 37	100.00	22.24
TRAFFIC EXPENSES.			
Superintendence.....	\$651 65	40.69	00.27
Outside agencies.....	50 82	03.17	00.02
Advertising.....	642 25	40.10	00.27
Stationery and printing.....	256 90	16.04	00.11
Total.....	\$1,601 62	100.00	00.67
TRANSPORTATION EXPENSES			
Superintendence.....	\$3,034 24	03.00	01.27
Dispatching trains.....	1,422 88	01.41	00.60
Station employees.....	11,547 85	11.42	04.86
Station supplies and expenses.....	2,127 44	02.10	00.89
Yard supplies and expenses.....	123 41	00.12	00.05
Yard enginem.....	840 00	00.83	00.35
Enginehouse expenses—yard.....	137 20	00.14	00.06
Fuel for yard locomotives.....	2,956 97	02.92	01.25
Lubricants for yard locomotives.....	9 65	00.01	.....
Road enginem.....	11,298 94	11.18	04.77
Enginehouse expenses—road.....	5,245 45	05.19	02.20
Fuel for road locomotives.....	30,644 81	30.31	12.97
Water for road locomotives.....	2,805 89	02.78	01.18
Lubricants for road locomotives.....	403 36	00.40	00.17
Other supplies for road locomotives.....	465 98	00.46	00.20
Road trainmen.....	14,425 76	14.27	06.10
Train supplies and expenses.....	3,586 23	03.55	01.51
Interlockers and block and other signals—operation.....	1 08	.....	.....
Crossing flagmen and gatemen.....	831 62	00.82	00.35
Clearing wrecks.....	525 32	00.52	00.22
Telegraph and telephone—operation.....	179 59	00.18	00.08
Stationery and printing.....	1,425 62	01.41	00.60
Loss and damage—freight.....	744 41	00.74	00.31
Loss and damage—baggage.....	18 56	00.02	00.01
Damage to property.....	630 60	00.62	00.28
Damage to stock on right of way.....	17 00	00.01	.....
Injuries to persons.....	5,649 97	05.59	02.38
Total.....	\$101,099 83	100.00	42.66
GENERAL EXPENSES.			
Salaries and expenses of general officers.....	\$248 35	03.29	00.15
Salaries and expenses of clerks and attendants.....	2,832 83	37.60	01.15
Law expenses.....	1,049 01	13.92	00.45
Insurance.....	2,775 10	36.83	01.17
Stationery and printing.....	279 50	03.71	00.11
Other expenses.....	350 00	04.65	00.15
Total.....	\$7,534 79	100.00	03.18
Total operating expenses.....	\$236,965 65		100.00

## SUMMARY.

ACCOUNT.	Item.	Amount.
MAINTENANCE OF WAY AND STRUCTURES.		
Total .....		\$74,039 04
Ratio to total operating expenses (per cent.) .....		31.13
MAINTENANCE OF EQUIPMENT.		
Total .....		\$52,690 37
Ratio to total operating expenses (per cent.) .....		22.14
TRAFFIC EXPENSES.		
Total .....		\$1,601 62
Ratio to total operating expenses (per cent.) .....		.64
TRANSPORTATION EXPENSES.		
Total .....	\$101,099 83	
Operating joint yards and terminals—Dr. ....	160 00	
Operating joint tracks and facilities—Dr. ....	800 00	
Total—transportation expenses .....		\$102,059 83
Ratio to total operating expenses (per cent.) .....		42.92
GENERAL EXPENSES.		
Total .....		\$7,534 79
Ratio to total operating expenses (per cent.) .....		3.17
Total operating expenses .....		\$237,925 65
Ratio of operating expenses to operating revenues (per cent.) .....		87.81

## MISCELLANEOUS INCOME.

SOURCE OF INCOME.	Gross income.	Expenses.	Net miscellaneous income.
Rented property not used in operation of road .....	\$759 00	\$901 31	*\$142 31

\* Deficit.



**HIRE OF EQUIPMENT.**  
**EQUIPMENT INTERCHANGED.**

KIND OF EQUIPMENT.	BASIS OF PAYMENT.				COMPENSATION.	
	Number locomotive-days.	Number locomotive-miles.	Number car-days.	Number car-miles.	Rate.	Amount.
<b>ACCRUED ON EQUIPMENT BORROWED.</b>						
Passenger locomotives . . . . .	94					\$470 00
Freight locomotives . . . . .	25					124 39
Passenger-train cars . . . . .				30,059		605 32
Freight-train cars . . . . .			14,485	435,799		6,259 61
Work cars . . . . .			1,414			643 76
<b>Total . . . . .</b>	<b>119</b>		<b>15,899</b>	<b>465,858</b>		<b>\$8,103 08</b>
<b>ACCRUED ON EQUIPMENT LOANED.</b>						
Passenger locomotives . . . . .	78					\$390 00
Freight locomotives . . . . .	49					495 00
Passenger-train cars . . . . .				740		11 09
Freight-train cars . . . . .			612,786	10,750		7,012 85
Work cars . . . . .			896			971 64
<b>Total . . . . .</b>	<b>127</b>		<b>613,682</b>	<b>11,490</b>		<b>\$8,880 38</b>

**HIRE OF EQUIPMENT.**  
**PRIVATE CARS.**

CARS USED.		Number car-miles.	COMPENSATION.	
NAME OF OWNER.	DESCRIPTION.		Rate.	Amount.
The Pullman Co. . . . .	Parlor and sleeping . .	43,589	2c	\$871 78
Armour Car Lines . . . . .	Freight . . . . .	27	¾c	20
Cutting Car Co. . . . .	Freight . . . . .	1,669	6-10c	10 01
Gulf Refining Co. . . . .	Freight . . . . .	2,424	¾c	6 06
Merchants' Despatch Transportation Co. . . . .	Freight . . . . .	51	¾c	38
National Despatch Line . . . . .	Freight . . . . .	600	6-10c	3 60
Starke Heater Car Co. . . . .	Freight . . . . .	839	6-10c	5 03
Union Tank Line . . . . .	Freight . . . . .	421	¾c	3 16
<b>Total . . . . .</b>		<b>49,620</b>		<b>\$900 22</b>

**RECAPITULATION OF HIRE OF EQUIPMENT.**

ACCOUNT.	Amount receivable.	Amount payable.
Equipment interchanged . . . . .	\$8,880 38	\$8,103 08
Private cars . . . . .		900 22
<b>Total . . . . .</b>	<b>\$8,880 38</b>	<b>\$9,003 30</b>
Balance . . . . .		\$122 92

## COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$2,973,302 82	Cost of road .....		\$3,047,641 98	\$74,339 16	
	361,321 89	Cost of equipment .....		361,897 54	575 65	
	6,292 00	General expenditures .....		6,996 62	704 62	
	147,548 14	Cash and current assets .....		84,887 89		\$62,660 25
		OTHER ASSETS.				
	120,948 39	Materials and supplies .....		59,405 44		61,542 95
	1,630 43	Sundries .....		1,828 53	198 10	
		Profit and loss .....		74,915 55	74,915 55	
	\$3,611,043 67	Grand total .....		\$3,637,573 55	\$26,529 88	
JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$736,648 76	Capital stock .....		\$736,648 76		
	2,761,500 00	Funded debt .....		2,761,500 00		
	85,334 22	Current liabilities .....		115,051 83	\$29,717 61	
	6,250 00	Accrued interest on funded debt not yet payable .....		6,250 00		
	503 09	Taxes accrued .....		262 65		\$240 44
	20,807 60	Equipment replaced .....		17,860 31	17,860 31	
		Profit and loss .....				20,807 60
	\$3,611,043 67	Grand total .....		\$3,637,573 55	\$26,529 88	

## IMPORTANT CHANGES DURING THE YEAR.

Diversion of line built at Marr's Bog, Sapling Township, .08 of a mile.

## EMPLOYEES AND SALARIES.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers . . . . .	10			
Other officers . . . . .	3	1,042	\$4,200 00	\$4 03
General office clerks . . . . .	3	649	925 65	1 43
Station agents . . . . .	14	4,612	7,861 78	1 70
Other station men . . . . .	9	2,287	3,289 36	1 44
Enginemen . . . . .	9	2,786	8,611 90	3 09
Firemen . . . . .	12	2,640	5,415 35	2 05
Conductors . . . . .	10	2,235	6,920 44	3 10
Other trainmen . . . . .	25	4,713	9,590 20	2 03
Machinists . . . . .	9	1,862	3,816 10	2 05
Carpenters . . . . .	15	5,181	10,142 85	1 96
Other shopmen . . . . .	6	1,690	3,341 85	1 98
Section foremen . . . . .	18	6,142	13,274 00	2 16
Other trackmen . . . . .	95	30,604	52,258 46	1 71
Switch tenders, crossing tenders, and watchmen . . . . .	4	1,074	1,488 95	1 39
Telegraph operators and dispatchers . . . . .	2	503	1,216 14	2 42
All other employees and laborers . . . . .	43	15,070	27,178 82	1 80
Total (including "general officers")	287	83,090	\$159,531 85	\$1 92
Less "general officers" . . . . .	10			
Total (excluding "general officers")	277	83,090	\$159,531 85	\$1 92
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures . . . . .	139	47,000	\$86,581 22	\$1 84
Maintenance of equipment . . . . .	35	9,012	17,932 50	1 99
Traffic expenses . . . . .	2			
Transportation expenses . . . . .	106	27,078	55,018 13	2 03
General expenses . . . . .	5			

The general officers receiving pay from the Maine Central Railroad Company employed in similar capacities with this company without compensation, work 3650 days.

## TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Column for number passen- gers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
<b>PASSENGER TRAFFIC.</b>				
Number of passengers carried earning revenue	110,696			
Number of passengers carried one mile	3,196,349			
Number of passengers carried one mile per mile of road	34,007			
Average distance carried, miles	28.87			
Total passenger revenue		94,662	14	
Average amount received from each passenger			85	515
Average receipts per passenger per mile			02	962
Total passenger service train revenue		106,372	05	
Passenger service train revenue per mile of road		1,131	74	
Passenger service train revenue per train-mile			84	454
<b>FREIGHT TRAFFIC.</b>				
Number of tons carried of freight earning revenue	233,755			
Number of tons carried one mile	6,646,652			
Number of tons carried one mile per mile of road	70,717			
Average distance haul of one ton, miles	28.43			
Total freight revenue		161,496	80	
Average amount received for each ton of freight			69	088
Average receipts per ton per mile			02	430
Freight revenue per mile of road		1,718	23	
Freight revenue per train-mile			2	110
<b>TOTAL TRAFFIC.</b>				
Operating revenues		270,944	22	
Operating revenues per mile of road		2,882	69	
Operating revenues per train-mile			1	47
Operating expenses		237,925	65	
Operating expenses per mile of road		2,531	39	
Operating expenses per train-mile			1	29
Net operating revenue		33,018	57	
Net operating revenue per mile of road		351	30	
Average number of passengers per car-mile	12			
Average number of passengers per train-mile	25			
Average number of passenger cars per train-mile	2.69			
Average number of tons of freight per loaded car-mile	12.12			
Average number of tons of freight per train-mile	86.47			
Average number of freight cars per train-mile	11.24			
Average number of loaded cars per train-mile	7.13			
Average number of empty cars per train-mile	3.10			
Average mileage operated during year	93.99			

## TRAFFIC AND MILEAGE STATISTICS—CONCLUDED.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service:		
Freight locomotive-miles . . . . .	58,622	
Passenger locomotive-miles . . . . .	106,905	
Mixed locomotive-miles . . . . .	19,758	
Special locomotive-miles . . . . .	857	
Switching locomotive-miles . . . . .	22,729	
Total revenue locomotive mileage . . . . .		208,871
Nonrevenue service locomotive-miles . . . . .		28,532
CAR MILEAGE.		
Revenue Service:		
Freight Car-Miles—		
Loaded . . . . .	548,529	
Empty . . . . .	238,365	
Caboose . . . . .	76,967	
Total freight car-miles . . . . .		863,861
Passenger Car-Miles		
Passenger . . . . .	221,760	
Sleeping, parlor and observation . . . . .	43,671	
Other passenger-train cars . . . . .	73,327	
Total passenger car-miles . . . . .		338,758
Special Car-Miles—		
Freight—loaded . . . . .	151	
Freight—empty . . . . .	458	
Caboose . . . . .	502	
Passenger . . . . .	14	
Total special car-miles . . . . .		1,125
Total revenue car mileage . . . . .		1,203,744
Nonrevenue service car-miles . . . . .		188,027
TRAIN MILEAGE.		
Revenue Service:		
Freight train-miles . . . . .	57,259	
Passenger train-miles . . . . .	106,349	
Mixed train-miles . . . . .	19,604	
Special train-miles . . . . .	502	
Total revenue train mileage . . . . .		183,714
Nonrevenue service train-miles . . . . .		25,038

FREIGHT TRAFFIC MOVEMENT  
(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road.	Freight received from connect- ing roads and other carriers.	TOTAL FREIGHT TONNAGE.		
	Whole tons	Whole tons	Whole tons	Per Cent.	
Products of Agriculture.	Grain . . . . .	460	5,945	6,405	02.74
	Flour . . . . .	280	1,385	1,665	00.72
	Other mill products . . . . .	417	1,977	2,394	01.02
	Hay . . . . .	1,442	629	2,071	00.89
	Tobacco . . . . .		7	7	
	Fruit and vegetables . . . . .	5,000	147	5,147	02.20
	Other products of agriculture . . . . .	72	68	140	00.06
Total . . . . .	7,671	10,158	17,829	07.63	
Products of Animals.	Live stock . . . . .	455	157	612	00.25
	Dressed meats . . . . .	26	61	87	00.04
	Other packing-house products . . . . .	2	106	108	00.05
	Poultry, game and fish . . . . .		11	11	
	Wool . . . . .	10	768	778	00.33
	Hides and leather . . . . .	37		37	00.02
Other products of animals . . . . .	25	9	34	00.02	
Total . . . . .	555	1,112	1,667	00.71	
Products of Mines.	Anthracite coal . . . . .		2,546	2,546	01.09
	Bituminous coal . . . . .		29,511	29,511	12.63
	Coke . . . . .		72	72	00.03
	Stone, sand and other like articles . . . . .	6,315	414	6,729	02.87
	Other products of mines . . . . .	38	2,123	2,161	00.93
Total . . . . .	6,353	34,666	41,019	17.55	
Products of Forests.	Lumber . . . . .	20,714	3,328	24,042	10.28
	Other products of forests . . . . .	83,034	170	83,204	35.60
	Total . . . . .	103,748	3,498	107,246	45.88
Manufac- tures.	Petroleum and other oils . . . . .	14	642	656	00.28
	Sugar . . . . .		261	261	00.11
	Naval stores . . . . .	5	6	11	
	Iron, pig and bloom . . . . .	100	150	250	00.11
	Iron and steel rails . . . . .	20	35	55	00.02
	Other castings and machinery . . . . .	487	1,266	1,753	00.75
	Bar and sheet metal . . . . .	42	663	705	00.31
	Cement, brick and lime . . . . .	73	12,366	12,439	05.32
	Agricultural implements . . . . .	6	72	78	00.03
	Wagons, carriages, tools, etc. . . . .	56	20	76	00.03
	Wines, liquors and beers . . . . .	3	71	74	00.03
	Household goods and furniture . . . . .	260	266	526	00.23
Other manufactures . . . . .	33,273	3,343	36,616	15.67	
Total . . . . .	34,339	19,161	53,500	22.89	
Merchandise . . . . .	1,829	5,770	7,599	03.25	
Miscellaneous: Other commodities not mentioned above . . . . .	740	4,155	4,895	02.09	
Total tonnage . . . . .	155,235	78,520	233,755	100.00	

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1908.	Number added during year.	Number retired during year.	Number on June 30, 1909.	NUMBER FITTED WITH—	
					Train brake.	Automatic coupler.
<b>LOCOMOTIVES—OWNED OR LEASED.</b>						
Passenger.....	5			5	5	5
Freight.....	8	1	3	6	6	6
Total locomotives owned and in the service.....	13	1	3	11	11	11
<b>CARS—OWNED OR LEASED.</b>						
<b>In Passenger Service:</b>						
First-class cars.....	8		1	7	7	7
Combination cars.....	3		1	2	2	2
Baggage, express and postal cars.....	5		1	4	4	4
Total.....	16		3	13	13	13
<b>In Freight Service:</b>						
Box cars.....	104		1	103	103	103
Flat cars.....	94		1	93	93	93
Coal cars.....	50			50	50	50
Other cars in freight service.....	300			300		
Total.....	548		2	546	246	246
<b>In Company's Service:</b>						
Derrick cars.....	1	1	1	1	1	1
Caboose cars.....	3	1		4	4	4
Other road cars.....	33			33	33	33
Total.....	37	2	1	38	38	38
Total cars owned and in the service..	601	2	6	597	297	297

## MILEAGE.

## MILEAGE OF ROAD OPERATED (ALL TRACKS.)

LINE IN USE.	LINE OWNED.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main Line.	Branches and spurs.							Iron.	Steel.
Miles of single track . . . . .	90.67	3.32					93.99	.08	.06	93.93
Miles of yard track and sidings . . . . .	18.86						18.86		1.38	17.48
Total mileage operated (all tracks) . . . . .	109.53	3.32					112.85	.08	1.44	111.41

## MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine . . . . .	90.67	3.32	93.99	.08	.06	93.93



RENEWAL OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard. Pounds.	Average price per ton at distributing point. Dollars.	KIND.	Number.	Average price at distributing point. Cents.
Steel.....	16	70	31.16	Cedar.....	31,129	33.7
	654	75	31.16	Hemlock.....	239	25.0
Total steel.....	670		31.16	Hard pine switch.....	24	91.0
				Hard pine bridge.....	358	195.5
				Total.....	31,750	35.5

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		COKE.	WOOD—SOFT.	Fuel—oil, gallons.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Tons.	Cords.				
REVENUE SERVICE.								
Freight.....		2,950			24,690	3,089	58,622	105.37
Passenger.....		3,155			38,023	3,368	106,825	63.06
Mixed.....		1,056				1,056	19,758	106.94
Special.....		36				36	857	83.78
Switching.....		823			5,056	851	22,729	74.91
Nonrevenue service.....		1,221			546	1,224	28,532	85.74
Total.....		9,241			68,315	9,624	237,323	81.11
Average cost at distributing point.....		\$3.94			\$0.029	\$4.01		

SOMERSET RAILWAY.

"A." ACCIDENTS TO PERSONS.

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.															
	Trainmen.		Switch tenders, crossing tenders, and watchmen.		Station men.		Shopmen.		Trackmen		Telegraph employees.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or uncoupling . . . . .	1															1
Locomotives or cars breaking down . . . . .		1														1
Falling from trains, locomotives or cars . . . . .	1															1
Struck by trains, locomotives or cars . . . . .										1						1
Other causes . . . . .		3														3
<b>Total . . . . .</b>	<b>2</b>	<b>6</b>								<b>1</b>					<b>3</b>	<b>7</b>



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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.								Passengers.	Postal clerks, express messen- gers, pullman employees, etc.	Other persons.	
	Station men.	Shopmen.	Trackmen.	Other employees.		Total.						
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				
Handling tools, machinery, etc.....				2					2			
Handling supplies, etc.....				1					1			
Other causes.....												
Total.....				3					3			

CHARACTERISTICS OF ROAD.  
BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.	ITEM.	No.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Feet.	Feet.			Feet.	In.
<b>BRIDGES.</b>					<b>OVERHEAD RAILWAY CROSSINGS.</b>			
Iron .....	19	2,233	25	579	Bridges .....	1	21	
Wooden .....	1	607	607	607				
Total .....	20	2,840						
<b>TRESTLES.</b>								
Steel .....	1	500	500	500				
Wood .....	2	417	80	337				

Gage of track, 4 feet, 8½ inches. 93.99 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

TOTAL.		OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.		
Miles of line.	Miles of wire.	Miles of line.	Miles of wire.	Miles of line.	Miles of wire.	NAME OF OPERATING COMPANY.
92.00	375.80			92.00	375.80	Postal Telegraph Cable Co.

SOMERSET RAILWAY.

**Report of the Washington County Railway Company for the  
Year Ending June 30, 1909.**

HISTORY.

Exact 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.

DIRECTORS.

NAME.	Post-Office Address.	Date of Expiration of Term.
Lucius Tuttle.....	Brookline, Mass.....	} Upon election of successor.
John L. Billard.....	Meriden, Conn.....	
Joseph W. Symonds.....	Portland, Maine.....	
George A. Curran.....	Calais, Maine.....	
Samuel C. Lawrence.....	Medford, Mass.....	
Samuel Hemingway.....	New Haven, Conn.....	
William P. Frye.....	Lewiston, Maine.....	
Franklin A. Wilson.....	Bangor, Maine.....	
* Frank T. Brown.....	Norwich, Conn.....	
George Varney.....	Bangor, Maine.....	
John Ware.....	Waterville, Maine.....	
Morris McDonald.....	Portland, Maine.....	
William M. Nash.....	Cherryfield, Maine.....	

PRINCIPAL OFFICERS.

TITLE.	NAME.	OFFICIAL ADDRESS.
President.....	Lucius Tuttle.....	Portland, Maine.
Vice-President.....	Morris McDonald.....	Portland, Maine.
Second Vice-President & Compt.....	George S. Hobbs.....	Portland, Maine.
Clerk of Corporation.....	Henry B. Cleaves.....	Portland, Maine.
Treasurer.....	George W. York.....	Portland, Maine.
Chief Engineer.....	Theodore L. Dunn.....	Portland, Maine.
Superintendent.....	James Asnsult.....	Calais, Maine.
General Freight Agent.....	William K. Sanderson.....	Portland, Maine.
General Passenger Agent.....	Frederic E. Boothby.....	Portland, Maine.

\* Deceased.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors. October 21, 1908.

Date of last closing of stock books before end of year for which this report is made.

Does not close.

Total number of stockholders at that date. 7.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1909? Yes.

If control was so held state:

The form of control, whether sole or joint. Sole.

The name of the controlling corporation or corporations. Maine Central Railroad Co.

The manner in which control was established. Ownership of capital stock.

The extent of control. 100%.

Whether control was direct or indirect. Direct.

Did any individual, association or corporation, as trustee, control the respondent on June 30, 1909? No.

ROAD OPERATED—ENTIRE LINE.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Washington County Railway..	Calais . . . . .	Washington Jct. . . . .	102.49	
	Ayers Jct. . . . .	Eastport . . . . .	16.48	
	St. Croix Jct. . . . .	Princeton . . . . .	17.85	
	Woodland Jct. . . . .	Woodland . . . . .	1.21	
	Industrial . . . . .	Tracks . . . . .	.75	
				36.29
Total . . . . .				138.78

ROAD OPERATED—STATE OF MAINE.

NAME	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Washington County Railway..	Calais . . . . .	Washington Jct. . . . .	102.49	
	Ayers Jct. . . . .	Eastport . . . . .	16.48	
	St. Croix Jct. . . . .	Princeton . . . . .	12.75	
	Woodland Jct. . . . .	Woodland . . . . .	1.21	
	Industrial . . . . .	Tracks . . . . .	.75	
				31.19
Total mileage operated . . . . .				133.68

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	DIVIDENDS DECLARED DURING YEAR.	
					In treasury.	In sinking or other funds.		Rate. %	Amount.
CAPITAL STOCK.									
Common.....	25,000	\$100	\$2,500,000	\$2,500,000			\$2,500,000		

## PURPOSE OF THE ISSUE.

Issued for reorganization: Common, number of shares outstanding, 25,000.

## FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.			
	Date of issue.	Date of maturity.			In treasury.	In sinking or other funds.		Rate %	When payable.	Amount accrued during year.	Amount paid during year.
MORTGAGE BONDS.											
First mortgage.....	Jan. 1, 1904	Jan. 1, 1954	\$2,500,000	\$2,500,000			\$2,500,000	3½	Jan. & July	\$87,500	\$87,255

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 first 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.

CLASS OF DEBT.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	INTEREST.	
		In treasury.	In sinking or other funds.		Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$2,500,000	.....	.....	\$2,500,000	\$87,500	\$87,255

PURPOSE OF THE ISSUE.

Issued for reorganization: Total par value outstanding, \$2,500,000.

## RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	ASSIGNMENT.		AMOUNT PER MILE OF LINE	
		To railways	To other properties.	Miles.	Amount.
Capital stock.....	\$2,500,000	\$2,500,000	.....	138.78	\$18,014
Funded debt.....	2,500,000	2,500,000	.....	138.78	18,014
Total.....	\$5,000,000	\$5,000,000		138.78	\$36,028

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1909.	
Cash.....	\$79,467 42	Audited vouchers and accounts.....	\$33,335 76
Due from agents.....	9,183 62	Wages and salaries.....	7,629 20
Due from solvent companies and individuals.....	11,562 54	Traffic balances due to other companies.....	40,963 54
Traffic balances due from other companies.....	1,225 17	Matured interest coupons unpaid (including coupons due July 1).....	43,995 00
Total—cash and current assets.....	\$101,438 75	Total—current liabilities.....	\$125,923 50
Balance — current liabilities.....	24,484 75		
Total.....	\$125,923 50		

Materials and supplies on hand, \$46,892.19.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Washington County Railway Co., first mortgage bonds...	Calais.....	Washington Jet Eastport.....	138.78	\$18,014
	Ayers Junction.	Princeton.....		
	St. Croix Jet...	Woodland.....		
	Woodland Jet...			
	Industr'l tracks			

All equipment mortgaged.

EXPENDITURES FOR ADDITIONS AND BETTERMENTS.

ACCOUNT.	EXPENDITURES DURING YEAR.			Total.
	Charged to capital.	Charged to special funds.	Charged to income.	
Right of way and station grounds.....			\$900 00	
Real estate.....			*10 00	
Widening cuts and fills.....			763 69	
Protection of banks.....			1,024 40	
Bridges, trestles and culverts.....			5,208 40	
Sidings and spur tracks.....			4,373 84	
Improvement of over and under grade crossings.....			1,373 88	
Station buildings and fixtures.....			3,473 79	
Shops, enginehouses and turntables.....			20,993 81	
Shop, machinery and tools.....			1,719 19	
Water and fuel stations.....			246 69	
Miscellaneous structures.....			346 19	
Equipment.....			375 50	
Total entire line.....				\$40,789 38

\* Credit.

## EXPENDITURES FOR ROAD.

ACCOUNT.	EXPENDITURES FOR NEW LINES OR EXTENSIONS DURING YEAR.		EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING YEAR.		Total cost to June 30, 1908.	Total cost to June 30, 1909.
	Charged to capital.	Charged to special funds or income.	Charged to capital.	Charged to special funds or income.		
ROAD.						
Right of way and station grounds.....				\$900 00		
Real estate.....				*10 00		
Grading.....				1,946 64		
Bridges, trestles and culverts.....				5,208 40		
Ties.....				1,334 70		
Rails.....				1,129 85		
Frogs and switches.....				691 31		
Track fastenings and other material.....				104 88		
Track laying and surfacing.....				954 55		
Crossings and signs.....				1,373 88		
Station buildings and fixtures.....				3,473 79		
Shops, enginehouses and turntables.....				20,993 81		
Shop machinery and tools.....				1,719 19		
Water stations.....				246 69		
Miscellaneous structures.....				346 19		
Total.....				\$40,413 88	\$4,782,444 73	\$4,782,444 73

\* Credit.

EXPENDITURES FOR EQUIPMENT, GENERAL EXPENDITURES, AND RECAPITULATION.

ACCOUNT.	EXPENDITURES FOR NEW LINES OR EXTENSIONS DURING YEAR.		EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING YEAR.		Total cost to June 30, 1908.	Total cost to June 30, 1909.
	Charged to capital.	Charged to special funds or income.	Charged to capital.	Charged to special funds or income.		
<b>EQUIPMENT.</b>						
Passenger-train cars .....				\$375 50		
Total .....				\$375 50	\$196,050 99	\$196,050 99
<b>RECAPITULATION.</b>						
Road .....				\$40,413 88	\$4,782,444 73	\$4,782,444 73
Equipment .....				375 50	196,050 99	196,050 99
Total entire line .....				\$40,789 38	\$4,978,495 72	\$4,978,495 72
Cost of road per mile of line .....					\$34,460 62	\$34,460 62
Cost of equipment per mile of line .....					1,412 67	1,412 67
Total per mile of line .....					\$35,873 29	\$35,873 29

WASHINGTON COUNTY RAILWAY.

## INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenues .....	\$483,733 38		
Operating expenses .....	366,585 34		
Net operating revenue.....		\$117,148 04	
Total net revenue.....		\$117,148 04	
Taxes accrued.....		2,735 43	
Operating income.....			\$114,412 61
OTHER INCOME.			
Interest on other securities, loans and accounts.....		\$1,192 80	
Miscellaneous income.....		219 56	
Total other income.....			1,412 36
Gross corporate income.....			\$115,824 97
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Other Rents—Debits:			
Hire of equipment—Balance.....	\$8,610 64		
Miscellaneous rents.....	100 00		
Interest accrued on funded debt.....		\$8,710 64	
Total deductions from gross corporate income.....		87,500 00	
Net corporate income.....			\$96,210 64
Additions and betterments charged to income.....			40,789 38
Balance for year carried forward to debit of profit and loss.....			\$21,175 05

## PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance June 30, 1908....	\$21,175 05	Balance June 30, 1908....	\$5,473 04
DEDUCTIONS FOR YEAR.		Balance debit, June 30, 1909, carried to balance sheet.....	16,047 85
For depreciation to equipment, prior to July 1, 1907	345 84		
	\$21,520 89		\$21,520 89

WASHINGTON COUNTY RAILWAY.

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OPERATING REVENUES—ENTIRE LINE.

ACCOUNT.	Total receipts.	Total deductions.	Total revenues.
<b>REVENUE FROM TRANSPORTATION.</b>			
Freight revenue.....			\$281,401 80
Passenger revenue.....			\$162,254 17
Excess baggage revenue.....			3,413 61
Mail revenue.....			17,057 62
Express revenue.....			11,156 34
Other passenger-train revenue.....			326 50
Total passenger service train revenue.....			\$194,208 24
Switching revenue.....			\$5,606 75
Special service train revenue.....			403 00
Total revenue from transportation			\$481,619 79
<b>REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.</b>			
Station and train privileges.....			\$572 17
Parcel-room receipts.....			50 70
Storage—baggage.....			131 55
Car service.....			1,286 75
Rents of buildings and other property.....			28 00
Miscellaneous.....			44 42
Total revenue from operations other than transportation.....			\$2,113 59
Total operating revenues.....			\$483,733 38

Does respondent own or control any railway securities, either stock or funded debt, through any intermediary which does not make an annual report to the commission?  
No.

OPERATING EXPENSES—ENTIRE LINE.

ACCOUNT.	Amount.	Ratio A. (Per cent.)	Ratio B. (Per cent.)
<b>MAINTENANCE OF WAY AND STRUCTURES.</b>			
Superintendence.....	\$3,228 50	02 61	00 89
Ballast.....	3,805 27	03 07	01 04
Ties.....	18,968 02	15 31	05 18
Rails.....	15 12	00 01	.....
Other track material.....	3,145 41	02 54	00 86
Roadway and track.....	45,042 26	36 36	12 24
Removal of snow, sand and ice.....	4,703 02	03 79	01 27
Bridges, trestles and culverts.....	12,739 48	10 25	03 47
Over and under grade crossings.....	3,497 18	02 82	00 95
Grade crossings, fences, cattle guards and signs.....	2,563 39	02 07	00 70
Signals and interlocking plants.....	57 81	00 05	00 01
Telegraph and telephone lines.....	15 05	00 01	.....
Buildings, fixtures and grounds.....	24,545 21	19 82	06 68
Docks and wharves.....	66 87	00 05	00 02
Roadway tools and supplies.....	1,199 53	00 97	00 32
Injuries to persons.....	234 45	00 19	00 06
Stationery and printing.....	55 54	00 05	00 01
Other expenses.....	4 06	.....	.....
Total.....	\$123,886 17	100 00	33 70

## OPERATING EXPENSES—ENTIRE LINE—CONCLUDED.

ACCOUNT.	Amount.	Ratio A (Per cent.)	Ratio B (Per cent.)
MAINTENANCE OF EQUIPMENT.			
Superintendence.....	\$2,524 04	04 31	00 69
Steam locomotives—repairs.....	23,218 96	39 58	06 32
Steam locomotives—renewals.....	2,120 44	03 62	00 58
Steam locomotives—depreciation.....	3,540 94	06 04	00 96
Passenger-train cars—repairs.....	6,401 99	10 91	01 74
Passenger-train cars—depreciation.....	1,588 56	02 71	00 43
Freight-train cars—repairs.....	12,734 51	21 71	03 46
Freight-train cars—depreciation.....	5,011 24	08 54	01 36
Work equipment—repairs.....	257 49	00 44	00 07
Work equipment—depreciation.....	656 19	01 12	00 18
Shop machinery and tools.....	504 13	00 86	00 14
Stationery and printing.....	96 70	00 16	00 03
Total.....	\$58,655 16	100 00	15 96
TRAFFIC EXPENSES.			
Superintendence.....	\$2,249 48	57 64	00 61
Outside agencies.....	21 64	00 56	00 01
Advertising.....	1,180 45	30 25	00 32
Stationery and printing.....	450 90	11 55	00 12
Total.....	\$3,902 47	100 00	01 06
TRANSPORTATION EXPENSES.			
Superintendence.....	\$4,469 85	02 65	01 22
Dispatching trains.....	2,166 20	01 29	00 58
Station employees.....	25,444 61	15 09	06 92
Station supplies and expenses.....	3,860 51	02 35	01 08
Yard conductors and brakemen.....	2,012 58	01 19	00 55
Yard switch and signal tenders.....	89 88	00 05	00 02
Yard supplies and expenses.....	74 13	00 05	00 02
Yard enginemen.....	2,765 30	01 64	00 75
Enginehouse expenses—yard.....	753 53	00 45	00 20
Fuel for yard locomotives.....	3,510 31	02 08	00 95
Water for yard locomotives.....	55 08	00 04	00 01
Lubricants for yard locomotives.....	49 95	00 03	00 01
Other supplies for yard locomotives.....	30 14	00 02	00 01
Road enginemen.....	21,898 02	12 98	05 96
Enginehouse expenses—road.....	8,855 31	05 25	02 41
Fuel for road locomotives.....	49,089 93	29 11	13 35
Water for road locomotives.....	1,385 35	00 82	00 37
Lubricants for road locomotives.....	610 28	00 37	00 16
Other supplies for road locomotives.....	606 82	00 36	00 16
Road trainmen.....	22,223 66	13 17	06 05
Train supplies and expenses.....	6,801 64	04 03	01 85
Interlockers and block and other signals—operation.....	3 65	.....	.....
Crossing flagmen and gatemen.....	351 69	00 21	00 10
Clearing wrecks.....	632 48	00 37	00 17
Telegraph and telephone—operation.....	60	.....	.....
Stationery and printing.....	2,380 83	01 41	00 69
Other expenses.....	25 00	00 01	.....
Loss and damage—freight.....	1,346 06	00 79	00 37
Loss and damage—baggage.....	114 35	00 07	00 03
Damage to property.....	6,357 00	03 77	01 73
Damage to stock on right of way.....	218 97	00 13	00 06
Injuries to persons.....	374 67	00 22	00 11
Total.....	\$168,658 38	100 00	45 89
GENERAL EXPENSES.			
Salaries and expenses of general officers.....	\$93 71	00 75	00 02
Salaries and expenses of clerks and attendants.....	4,934 50	39 51	01 34
Law expenses.....	3,056 18	24 47	00 83
Insurance.....	3,700 00	29 62	01 01
Stationery and printing.....	327 85	02 62	00 09
Other expenses.....	378 28	03 03	00 10
Total.....	\$12,490 52	100 00	03 39
Total operating expenses.....	\$367,592 70	.....	100 00



SUMMARY.

ACCOUNT.	Item.	Amount.
<b>MAINTENANCE OF WAY AND STRUCTURES.</b>		
Total	\$123,886 17	
Maintaining joint tracks, yards and other facilities—Dr.	26 05	
Total—maintenance of way and structures		\$123,912 22
Ratio to total operating expenses (per cent.)		33.80
<b>MAINTENANCE OF EQUIPMENT.</b>		
Total		\$58,655 16
Ratio to total operating expenses (per cent.)		16.00
<b>TRAFFIC EXPENSES.</b>		
Total		\$3,902 47
Ratio to total operating expenses (per cent.)		1.06
<b>TRANSPORTATION EXPENSES.</b>		
Total	\$168,658 38	
Operating joint yards and terminals—Dr.	19 93	
Operating joint yards and terminals—Cr.	206 80	
Operating joint tracks and facilities—Dr.	124 91	
Operating joint tracks and facilities—Cr.	971 45	
Total—transportation expenses		\$167,624 97
Ratio to total operating expenses (per cent.)		45.73
<b>GENERAL EXPENSES.</b>		
Total		\$12,490 52
Ratio to total operating expenses (per cent.)		3.41
Total operating expenses		\$366,585 34
Ratio of operating expenses to operating revenues (per cent.)		75.78

MISCELLANEOUS INCOME.

SOURCE OF INCOME.	Gross income.	Expenses.	Net miscellaneous income
Rent of real estate	\$219 56		\$219 56

RENTS PAYABLE.

MISCELLANEOUS RENTS.

DESCRIPTION OF PROPERTY.	LOCATION.	NAME OF LESSOR.	Amount.
Land for tracks	St. Stephen	Heirs of Stephen & Joshua Hill	\$100 00

## HIRE OF EQUIPMENT.

## EQUIPMENT INTERCHANGED.

KIND OF EQUIPMENT.	BASIS OF PAYMENT.				COMPENSATION.	
	Number locomotive-days.	Number locomotive-miles.	Number car-days.	Number car-miles.	Rate.	Amount.
ACCRUED ON EQUIPMENT BORROWED.						
Passenger locomotives . . . . .	36					\$180 00
Freight locomotives . . . . .	264					1,320 00
Work locomotives . . . . .	187					935 00
Passenger-train cars . . . . .				133,851		2,617 78
Freight-train cars . . . . .			21,412	987,209		11,921 35
Work cars . . . . .			77			77 00
Total . . . . .	487		21,489	1,121,060		\$17,051 13
ACCRUED ON EQUIPMENT LOANED.						
Passenger locomotives . . . . .	224					\$562 50
Passenger-train cars . . . . .				124,695		2,094 05
Freight-train cars . . . . .			13,725	614,491		7,322 19
Total . . . . .	224		13,725	739,186		\$9,978 74

## HIRE OF EQUIPMENT.

## PRIVATE CARS.

CARS USED.		Number car-miles.	COMPENSATION.	
NAME OF OWNER.	DESCRIPTION.		Rate.	Amount.
The Pullman Co. . . . .	Parlor & sleeping . . . . .	68,976	2c	\$1,379 52
American Ref. Transit Co. . . . .	Freight . . . . .	408	3c	3 06
Armour Car Lines . . . . .	Freight . . . . .	612	3c	4 59
Cutting Car Co. . . . .	Freight . . . . .	4,680	6-10c	28 08
Kentucky Ref. Co. . . . .	Freight . . . . .	204	3c	1 53
Merchants' Desp. Trans. Co. . . . .	Freight . . . . .	611	3c	4 58
National Despatch Line . . . . .	Freight . . . . .	127	6-10c	7 64
Pacific Fruit Express . . . . .	Freight . . . . .	408	3c	3 06
Swift Ref. Line . . . . .	Freight . . . . .	204	3c	1 53
Stark's Heater Car Co. . . . .	Freight . . . . .	1,619	6-10c	9 71
Union Tank Line . . . . .	Freight . . . . .	12,660	3c	94 95
Total . . . . .		90,509		\$1,538 25

## RECAPITULATION OF HIRE OF EQUIPMENT.

ACCOUNT.	Amount receivable.	Amount payable.
Equipment interchanged . . . . .	\$9,978 74	\$17,051 13
Private cars . . . . .		1,538 25
Total . . . . .	\$9,978 74	\$18,589 38
Balance . . . . .		\$8,610 64

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$4,782,444 73	Cost of road.....		\$4,782,444 73		
	196,050 99	Cost of equipment.....		196,050 99		
	94,639 14	Cash and current assets.....		101,438 75	\$6,799 61	
		OTHER ASSETS.				
	41,173 80	Materials and supplies.....		46,892 19	5,718 39	
	1,586 69	Sundries.....		2,909 33	1,322 64	
		Profit and loss.....		16,047 85	16,047 85	
	\$5,115,895 35	Grand total.....		\$5,145,783 84	\$29,888 49	
JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$2,500,000 00	Capital stock.....		\$2,500,000 00		
	2,500,000 00	Funded debt.....		2,500,000 00		
	101,623 96	Current liabilities.....		125,923 50	\$24,299 54	
	682 57	Tax suspense.....		540 99		\$141 58
	8,115 78	Equipment replacement.....		19,319 35	11,203 57	
	5,473 04	Profit and loss.....				5,473 04
	\$5,115,895 35	Grand total.....		\$5,145,783 84	\$29,888 49	

WASHINGTON COUNTY RAILWAY.

## EMPLOYEES AND SALARIES—ENTIRE LINE.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers . . . . .	11	365	\$2,300 01	\$6 30
Other officers . . . . .	3	1,042	3,240 00	3 11
General office clerks . . . . .	4	1,405	2,541 95	1 81
Station agents . . . . .	19	6,935	13,910 75	2 00
Other station men . . . . .	22	7,212	10,431 85	1 45
Enginemen . . . . .	14	4,475	15,973 95	3 57
Firemen . . . . .	14	4,469	10,385 60	2 32
Conductors . . . . .	11	3,350	10,437 40	3 12
Other trainmen . . . . .	23	7,203	14,640 85	2 03
Machinists . . . . .	1	363	944 75	2 60
Carpenters . . . . .	20	5,999	12,161 00	2 03
Other shopmen . . . . .	11	3,737	7,346 95	1 97
Section foremen . . . . .	22	7,101	15,308 25	2 16
Other trackmen . . . . .	68	23,188	39,613 80	1 71
Switch tenders, crossing tenders, and watchmen . . . . .	2	724	821 65	1 13
Telegraph operators and dispatchers . . . . .	2	747	2,144 50	2 87
All other employees and laborers . . . . .	52	17,928	30,653 85	1 71
Total (including "general officers") . . . . .	299	96,243	\$192,857 11	\$2 00
Less "general officers" . . . . .	11	365	2,300 01	6 30
Total (excluding "general officers") . . . . .	288	95,878	\$190,557 10	\$1 99
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures . . . . .	125	40,686	\$77,213 25	\$1 90
Maintenance of equipment . . . . .	26	8,396	16,589 50	1 98
Traffic expenses . . . . .	3	365	900 00	2 48
Transportation expenses . . . . .	140	46,796	98,154 36	2 10
General expenses . . . . .	5			

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM.	Column for number passengers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
PASSENGER TRAFFIC.				
Number of passengers carried earning revenue . . . . .	272,338 . . . . .			
Number of passengers carried one mile . . . . .	7,010,238 . . . . .			
Number of passengers carried one mile per mile of road . . . . .	50,513 . . . . .			
Average distance carried, miles . . . . .	25.74 . . . . .			
Total passenger revenue . . . . .		162,254	17	
Average amount received from each passenger . . . . .			59	578
Average receipts per passenger per mile . . . . .			02	315
Total passenger service train revenue . . . . .		194,208	24	
Passenger service train revenue per mile of road . . . . .		1,399	39	
Passenger service train revenue per train-mile . . . . .			97	496
FREIGHT TRAFFIC.				
Number of tons carried of freight earning revenue . . . . .	308,062 . . . . .			
Number of tons carried one mile . . . . .	20,409,650 . . . . .			
Number of tons carried one mile per mile of road . . . . .	147,065 . . . . .			
Average distance haul of one ton, miles . . . . .	66.25 . . . . .			
Total freight revenue . . . . .		281,401	80	
Average amount received for each ton of freight . . . . .			91	346
Average receipts per ton per mile . . . . .			01	379
Freight revenue per mile of road . . . . .		2,027	68	
Freight revenue per train-mile . . . . .			177	709
TOTAL TRAFFIC.				
Operating revenues . . . . .		483,733	38	
Operating revenues per mile of road . . . . .		3,485	61	
Operating revenues per train-mile . . . . .			147	828
Operating expenses . . . . .		366,585	34	
Operating expenses per mile of road . . . . .		2,641	48	
Operating expenses per train-mile . . . . .			112	028
Net operating revenue . . . . .		117,148	04	
Net operating revenue per mile of road . . . . .			844	13
Average number of passengers per car-mile . . . . .	13 . . . . .			
Average number of passengers per train-mile . . . . .	35 . . . . .			
Average number of passenger cars per train-mile . . . . .	3.72 . . . . .			
Average number of tons of freight per loaded car-mile . . . . .	14.78 . . . . .			
Average number of tons of freight per train-mile . . . . .	128.89 . . . . .			
Average number of freight cars per train-mile . . . . .	11.01 . . . . .			
Average number of loaded cars per train-mile . . . . .	8.72 . . . . .			
Average number of empty cars per train-mile . . . . .	1.47 . . . . .			
Average mileage operated during year . . . . .	138.78 . . . . .			

## TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE—CONCLUDED.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service:		
Freight locomotive-miles . . . . .	141,027	
Passenger locomotive-miles . . . . .	169,916	
Mixed locomotive-miles . . . . .	32,322	
Special locomotive-miles . . . . .	863	
Switching locomotive-miles . . . . .	34,247	
Total revenue locomotive mileage . . . . .		378,375
Nonrevenue service locomotive-miles . . . . .		11,077
CAR MILEAGE.		
Revenue Service:		
Freight Car-Miles—		
Loaded . . . . .	1,380,525	
Empty . . . . .	232,888	
Caboose . . . . .	129,365	
Total freight car-miles . . . . .		1,742,778
Passenger Car-Miles—		
Passenger . . . . .	472,279	
Sleeping, parlor and observation . . . . .	69,186	
Other passenger-train cars . . . . .	199,215	
Total passenger car-miles . . . . .		740,680
Special Car-Miles—		
Freight—loaded . . . . .	3,012	
Caboose . . . . .	268	
Passenger . . . . .	488	
Total special car-miles . . . . .		3,768
Total revenue car mileage . . . . .		2,487,226
Nonrevenue service car-miles . . . . .		138,197
TRAIN MILEAGE.		
Revenue Service:		
Freight train-miles . . . . .	127,518	
Passenger train-miles . . . . .	168,364	
Mixed train-miles . . . . .	30,832	
Special train-miles . . . . .	512	
Total revenue train mileage . . . . .		327,226
Nonrevenue service train-miles . . . . .		12,982

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.  
(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road.	Freight received from connect- ing roads and other carriers.	TOTAL FREIGHT TONNAGE.		
	Whole tons	Whole tons	Whole tons	Per cent.	
Products of Agriculture.	Grain.....	992	9,739	10,731	03.48
	Flour.....	495	3,349	3,844	01.21
	Other mill products.....	223	2,324	2,547	00.82
	Hay.....	229	560	789	00.25
	Tobacco.....	9	107	116	00.03
	Cotton.....		270	270	00.09
	Fruit and vegetables.....	5,206	670	5,876	01.97
	Other products of agriculture.....	3	176	179	00.05
Total.....	7,157	17,195	24,352	07.90	
Products of Animals.	Live stock.....	253	131	384	00.12
	Dressed meats.....	20	184	204	00.07
	Other packing-house products.....	846	1,250	2,096	00.68
	Poultry, game and fish.....	12,376	227	12,603	04.09
	Wool.....	71	5	76	00.02
	Hides and leather.....	157	90	247	00.08
Other products of animals.....	52	33	85	00.03	
Total.....	13,775	1,920	15,695	05.09	
Products of Mines.	Anthracite coal.....		1,699	1,699	00.55
	Bituminous coal.....		35,236	35,236	11.44
	Coke.....	9	36	45	00.01
	Ores.....	9		9	
	Stone, sand and other like articles.....	1,581	2,733	4,314	01.40
Other products of mines.....	35	4,605	4,640	01.51	
Total.....	1,634	44,303	45,937	14.91	
Products of Forests.	Lumber.....	36,401	1,844	38,245	12.41
	Other products of forests.....	80,059	1,381	81,440	26.44
Total.....	116,460	3,225	119,685	38.85	
Manufac- tures.	Petroleum and other oils.....	91	2,656	2,747	00.89
	Sugar.....	36	440	476	00.15
	Naval stores.....	1	5	6	
	Iron, pig and bloom.....	565	1,303	1,868	00.61
	Iron and steel rails.....	23	10	33	00.01
	Other castings and machinery.....	862	944	1,806	00.59
	Bar and sheet metal.....	1,373	1,064	2,437	00.80
	Cement, brick and lime.....	377	4,492	4,869	01.58
	Agricultural implements.....	20	104	124	00.04
	Wagons, carriages, tools, etc.....	36	59	95	00.03
	Wines, liquors and beers.....	3	163	166	00.05
	Household goods and furniture.....	257	300	557	00.18
Other manufactures.....	52,820	15,682	68,502	22.24	
Total.....	56,464	27,222	83,686	27.17	
Merchandise.....	3,142	9,243	12,385	04.02	
Miscellaneous: Other commodities not mentioned above.....	2,118	4,204	6,322	02.06	
Total tonnage—entire line.....	200,750	107,312	308,062	100.00	

## DESCRIPTION OF EQUIPMENT—ENTIRE LINE.

ITEM.	Number on June 30, 1908.	Number added during year.	Number retired during year.	Number on June 30, 1909.	NUMBER FITTED WITH		
					Train brake.	Automatic coupler.	
<b>LOCOMOTIVES—OWNED OR LEASED.</b>							
Passenger.....	5			5	5	5	
Freight.....	7	1	1	7	7	7	
Switching.....	1			1	1	1	
Total locomotives owned and in service	13	1	1	13	13	13	
<b>CARS—OWNED OR LEASED.</b>							
<b>In Passenger Service:</b>							
First-class cars.....	15			15	15	15	
Combination cars.....	3			3	3	3	
Baggage, express and postal cars.....	4			4	4	4	
Total.....	22			22	22	22	
<b>In Freight Service:</b>							
Box cars.....	133			133	133	133	
Flat cars.....	134			134	134	134	
Coal cars.....	25			25	25	25	
Other cars in freight service.....	183			183			
Total.....	475			475	292	292	
<b>In Company's Service:</b>							
Derrick cars.....	1			1	1	1	
Caboose cars.....	4	1		5	5	5	
Other road cars.....	21			21	14	15	
Total.....	26	1		27	20	21	
Total cars owned and in service.....	523	1		524	334	335	

183 cars, opposite "other cars in freight service" are four wheel lumber trucks used in switching service only.



## MILEAGE—ENTIRE LINE.

## MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	LINE OWNED.		Line of proprietary companies.	Line operated under lease.	Line oper- ated under contract, etc.	Line oper- ated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track . . . . .	102.49	36.29					138.78			138.78
Miles of yard track and sidings . . . . .	11.86	3.78					15.64		.35	15.29
Total mileage operated (all tracks) . . . . .	114.35	40.07					154.42		.35	154.07

## MILEAGE OF LINE OPERATED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Line of proprietary companies.	Line operated under lease.	Line oper- ated under contract, etc.	Line oper- ated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Maine . . . . .	102.49	31.19					133.68			133.68
New Brunswick . . . . .		5.10					5.10			5.10
Total mileage operated (single track) . . . . .	102.49	36.29					138.78			138.78

## MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
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

## MILEAGE—STATE OF MAINE.

## MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	LINE OWNED.		Line of proprietary companies	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track.....	102.49	31.19					133.68			133.68
Miles of yard track and sidings.....	11.86	3.64					15.50		.33	15.17
Total mileage operated (all tracks).....	114.35	34.83					149.18		.33	148.85

RENEWALS OF RAILS AND TIES—STATE OF MAINE.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard Pounds.	Average price per ton at distributing point. Dollars.	KIND.	Number.	Average price at distributing point. Cents.
.....	.....	.....	.....	Cedar.....	39,194	45.8
.....	.....	.....	.....	Hard pine switch.....	889	101.4
.....	.....	.....	.....	Hemlock switch.....	422	85.0
.....	.....	.....	.....	Hard pine bridge.....	100	158.4
.....	.....	.....	.....	Total.....	40,605	47.7

CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Fuel, oil—gallons.	Total fuel consumed — tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.				
REVENUE SERVICE.								
Freight.....	.....	8,239	.....	.....	.....	8,239	141,027	116.84
Passenger.....	.....	5,647	.....	.....	.....	5,647	185,054	61.02
Mixed.....	.....	1,325	.....	.....	.....	1,325	32,322	82.00
Special.....	.....	43	.....	.....	.....	43	863	99.81
Switching.....	.....	1,106	.....	.....	.....	1,106	34,247	64.61
Nonrevenue service.....	.....	699	.....	.....	.....	699	11,077	125.66
Total.....	.....	17,059	.....	.....	.....	17,059	404,590	84.89
Average cost at distributing point.....	.....	\$3.325	.....	.....	.....	\$3.325	.....	.....

Locomotive milage includes 15,138 miles made by Washington County Railway locomotives between Washington Jct. and Bangor, Maine Central Railroad service.

ACCIDENTS TO PERSONS—STATE OF MAINE.

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.															
	Total.		Other employees.		Telegraph employees.		Trackmen.		Shopmen.		Station men.		Switch tenders, crossing tenders, and watchmen.		Trainmen.	
	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.
Falling from trains, locomotives or cars.....	1														1	
Struck by trains, locomotives or cars.....		1					1									
Other causes.....														2		
Total.....	1	1					1							3		3



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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.										Passengers.	Postal clerks, express messen- gers, pullman employees, etc.	Other persons.	
	Station men.	Shopmen.		Trackmen.		Other employees.		Total.						
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.					
Handling tools, machinery, etc. ....							2		2					
Other causes. ....											1			
Total. ....							2		2		1			

CHARACTERISTICS OF ROAD—ENTIRE LINE.

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.	ITEM.	No.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Feet.	Feet.			Feet.	In.
Iron..... BRIDGES.	15	1,993	27	468	Bridges OVERHEAD HIGHWAY CROSSINGS.	1	16	6
Wood..... TRESTLES.	36	5,193	26	900	Bridges OVERHEAD RAILWAY CROSSINGS.	1	16	6

Gage 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 Tel. Co.....	Western Union Tel. Co.

**Report of the Wiscasset, Waterville and Farmington Railway Company  
for the Year Ending June 30, 1909.**

HISTORY.

Exact name of common carrier making this report. Wiscasset, Waterville & Farmington Railway Company.

Date of organization. January 3, 1907.

Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Maine.

If a reorganized company, give name of original corporation and refer to laws under which it was organized. Wiscasset, Waterville & Farmington Railroad Company, chartered by the legislature of the State of Maine, by an act approved February 5, 1901. Property and franchises purchased at receiver's sale made December 14, 1906, pursuant to decree of court, by Carson C. Peck and by him transferred to this corporation.

DIRECTORS.

NAME.	Post-Office Address.	Date of Expiration of Term.
Carson C. Peck.....	New York.....	.....
C. S. Peck.....	New York.....	.....
Samuel J. Sewall.....	Wiscasset, Me.....	.....
Norman L. Bassett.....	Augusta, Me.....	.....
William D. Patterson.....	Wiscasset, Me.....	.....



PRINCIPAL OFFICERS.

TITLE.	Name.	Official Address.
President.....	Carson C. Peck.....	New York.
Clerk.....	Norman L. Bassett.....	Augusta, Me.
Treasurer.....	William D. Patterson.....	Wiscasset, Me.
General Manager.....	Samuel J. Sewall.....	Wiscasset, Me.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors. Third Wednesday of October, 1908.

Total number of stockholders at date of last election. 5.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1909? No.

Did any individual, association or corporation, as trustee, control the respondent on June 30, 1909? No.

ROAD OPERATED.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Wiscasset, Waterville & Farmington Ry. Co.....	Wiscasset.....	Winslow.....	42.20	.....
	Weeks Mills.....	Albion.....	15.26	.....
Total.....			57.46	.....

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	DIVIDENDS DECLARED DURING YEAR.	
					In treasury.	In sinking or other funds.		Rate. %	Amount.
CAPITAL STOCK.									
Common.....	1,000	\$100	\$100,000	\$100,000					
Preferred.....	2,000	100	200,000	200,000					
Total.....	3,000		\$300,000	\$300,000					
PURPOSE OF THE ISSUE.				Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares outstanding.	Total cash realized.		
ISSUED FOR CASH.									
Preferred.....				125	\$12,500	1,000	\$100,000		
Issued for property and franchises of Wiscasset, Waterville & Farmington Railroad Company. } Common.....						1,000			
Issued for property and franchises of Wiscasset, Waterville & Farmington Railroad Company. } Preferred.....						1,000			
Total.....				125	\$12,500	3,000	\$100,000		

RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	ASSIGNMENT.		AMOUNT PER MILE OF LINE.	
		To railways.	To other properties.	Miles.	Amount.
Capital stock.....	\$300,000	\$300,000	.....	57.46	\$5,221 02

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1909.	
Cash.....	\$5,871 41	Audited vouchers and accounts.....	\$651 29
Due from agents.....	950 97	Wages and salaries.....	2,702 05
Due from solvent companies and individuals.....	476 88	Total—current liabilities.....	\$3,353 34
Traffic balances due from other companies.....	12 97	Balance—cash assets.....	3,958 89
Total—cash and current assets.....	\$7,312 23	Total.....	\$7,312 23

Materials and supplies on hand, \$499.40.

## EXPENDITURES FOR ROAD.

ACCOUNT.	EXPENDITURES FOR NEW LINES OR EXTENSIONS DURING YEAR.		EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING YEAR.		Total cost to June 30, 1908.	Total cost to June 30, 1909.
	Charged to capital.	Charged to special funds or income.	Charged to capital.	Charged to special funds or income.		
ROAD.						
Bridges, trestles and culverts.....			\$1,497 24			
Ballast and extra work on track.....			15,693 39			
Dock and wharf property.....			3,676 47			
Total.....			\$20,867 10		\$289,830 95	\$300,698 05

INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenues .....	\$58,241 30		
Operating expenses .....	56,060 19		
Net operating revenue .....		\$2,181 11	
Taxes accrued .....		405 66	
Operating income .....			\$1,775 45
OTHER INCOME.			
Other Rents—Credits:			
Miscellaneous rents .....		\$793 77	
Miscellaneous income .....		98 45	
Total other income .....			\$892 22
Gross corporate income .....			\$2,667 67
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Other Rents—Debits:			
Miscellaneous rents .....			\$304 08
Net corporate income .....			\$2,363 59
Balance for year carried forward to credit of profit and loss .....			\$2,363 59

PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance credit, June 30, 1909, carried to balance sheet .....		Balance June 30, 1908. . . . .	\$2,792 75
	\$5,156 34	Balance for year brought forward from income account .....	2,363 59
	\$5,156 34		\$5,156 34

OPERATING REVENUES.

ACCOUNT.	Total receipts.	Total deductions.	Total revenues.
REVENUE FROM TRANSPORTATION.			
Freight revenue .....	\$40,535 83	\$68 24	\$40,467 59
Passenger revenue .....	\$11,109 72	\$24 36	\$11,095 36
Mail revenue .....			3,637 43
Express revenue .....			2,935 92
Other passenger-train revenue .....			105 00
Total passenger service train revenue .....			\$17,773 71
Total revenue from transportation .....			\$58,241 30
Total operating revenues .....			\$58,241 30

## OPERATING EXPENSES.

ACCOUNT.	Amount.	Ratio A. (Per cent.)	Ratio B. (Per cent.)
MAINTENANCE OF WAY AND STRUCTURES.			
Maintenance of roadway and tracks .....	\$17,775 01	96.00	00.32
Maintenance of track structures .....	577 11	03.60	00.01
Maintenance of buildings, docks and wharves .....	164 29	00.90	.....
Total .....	\$18,516 41		00.33
MAINTENANCE OF EQUIPMENT.			
Locomotives—repairs .....	\$5,359 06	64.00	00.09
Cars—repairs .....	2,788 06	33.00	00.05
Other maintenance of equipment expenses .....	213 01	03.00	.....
Total .....	\$8,360 13		00.14
TRANSPORTATION EXPENSES.			
Station service .....	\$6,477 45	25.00	00.11
Road enginemen and motormen .....	4,722 25	18.00	00.11
Fuel for road locomotives .....	6,750 56	25.00	00.12
Other road locomotive supplies and expenses .....	517 96	2.00	00.01
Road trainmen .....	4,593 81	18.00	00.08
Train supplies and expenses .....	56 87	.....	.....
Loss and damage .....	217 30	1.00	.....
All other transportation expenses .....	2,674 12	10.00	00.05
Total .....	\$26,010 32		00.47
GENERAL EXPENSES.			
Administration .....	\$2,321 07	73.00	00.05
Insurance .....	343 25	11.00	00.01
Other general expenses .....	509 01	16.00	00.01
Total .....	\$3,173 33		00.07
Total operating expenses .....	\$56,060 19		

## SUMMARY.

ACCOUNT.	Item.	Amount.
OPERATING EXPENSES.		
Maintenance of way and structures .....		\$18,516 41
Maintenance of equipment .....		8,360 13
Transportation expenses .....		26,010 32
General expenses .....		3,173 33
Total operating expenses .....		\$56,060 19
Ratio of operating expenses to operating revenues (per cent.) .....		95.00

RENTS RECEIVABLE.

MISCELLANEOUS RENTS.

DESCRIPTION OF PROPERTY.	LOCATION OF PROPERTY.	NAME OF LESSOR.	Total.
Whaleship Wharf...	Wiscasset.....	Various.....	\$693 77
Land.....	Wiscasset.....	Wiscasset Lumber Co.....	100 00
Total.....			\$793 77

MISCELLANEOUS INCOME.

SOURCE OF INCOME.	Gross income.	Expenses.	Net miscellaneous income.
Sundry material etc., sold.....	\$90 31	.....	.....
Wood sold.....	8 14	.....	.....
Total.....	\$98 45		\$98 45

RENTS PAYABLE.

MISCELLANEOUS RENTS.

DESCRIPTION OF PROPERTY.	LOCATION.	NAME OF LESSOR.	Amount.
Whaleship Wharf...	Wiscasset.....	Carson C. Peck.....	\$304 08

## COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$289,830 95	Cost of road.....		\$300,698 05	\$10,867 10	
	4,145 77	Cash and current assets.....		7,312 23	3,166 47	
		OTHER ASSETS.				
	2,131 87	Materials and supplies.....		499 40		\$1,632 47
	\$296,108 59	Grand total.....		\$308,509 68	\$12,401 09	
JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$287,500 00	Capital stock.....		\$300,000 00	\$12,500 00	
	5,815 84	Current liabilities.....		3,353 34		\$2,462 50
	2,792 75	Profit and loss.....		5,156 34	2,363 59	
	\$296,108 59	Grand total.....		\$308,509 68	\$12,401 09	



WISCASSET, WATERVILLE AND FARMINGTON RAILROAD. 319

EMPLOYEES AND SALARIES.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers . . . . .	2	626	\$1,609 25	\$2 53
General office clerks . . . . .	1	479	890 01	1 86
Station agents . . . . .	12	4,672	4,359 26	94
Enginemen . . . . .	4	1,440	2,867 60	1 99
Firemen . . . . .	3	1,223	1,854 65	1 51
Conductors . . . . .	3	1,178	2,177 48	1 84
Other trainmen . . . . .	4	1,466	2,408 49	1 63
Machinists . . . . .	3	2,028	4,068 58	2 00
Carpenters . . . . .	3	557	1,042 01	1 87
Section foremen . . . . .	9	3,991	6,378 01	1 59
Other trackmen . . . . .	19	10,861	14,987 50	1 38
Switch tenders, crossing tenders and watchmen . . . . .	2	1,053	1,722 69	1 63
All other employes and laborers . . . . .		371	598 85	1 61
Total (including "general officers")	65	29,945	\$44,964 38	\$1 50
Less "general officers" . . . . .	2	626	1,609 25	2 53
Total (excluding "general officers")	63	29,319	\$43,355 13	\$1 47
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures . . . . .	28	15,223	\$21,964 36	\$1 44
Maintenance of equipment . . . . .	6	2,585	5,110 59	1 97
Transportation expenses . . . . .	28	11,032	15,390 17	1 39
General expenses . . . . .	3	1,105	2,499 26	2 26

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Column for number passengers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
PASSENGER TRAFFIC.				
Number of passengers carried earning revenue . . . . .	25,360			
Number of passengers carried one mile . . . . .	384,134			
Number of passengers carried one mile per mile of road . . . . .	6,685			
Average distance carried, miles . . . . .	15.14			
Total passenger revenue . . . . .		11,095	36	
Average amount received from each passenger . . . . .			43	751
Average receipts per passenger per mile . . . . .			02	888
Total passenger service train revenue . . . . .		17,773	71	
Passenger service train revenue per mile of road . . . . .		309	32	
Passenger service train revenue per train-mile . . . . .			24	320
FREIGHT TRAFFIC.				
Number of tons carried of freight earning revenue . . . . .	36,438			
Number of tons carried one mile . . . . .	1,045,667			
Number of tons carried one mile per mile of road . . . . .	18,198			
Average distance haul of one ton, miles . . . . .	28.69			
Total freight revenue . . . . .		40,467	59	
Average amount received for each ton of freight . . . . .			1	11 058
Average receipts per ton per mile . . . . .			03	870
Freight revenue per mile of road . . . . .		704	27	
Freight revenue per train-mile . . . . .			51	002
TOTAL TRAFFIC.				
Operating revenues . . . . .		5,824	30	
Operating revenues per mile of road . . . . .		1,013	59	
Operating revenues per train-mile . . . . .			71	033
Operating expenses . . . . .		56,060	19	
Operating expenses per mile of road . . . . .		975	64	
Operating expenses per train-mile . . . . .			68	371
Net operating revenue . . . . .		2,181	11	
Net operating revenue per mile of road . . . . .			37	96

## TRAFFIC AND MILEAGE STATISTICS—CONCLUDED.

CLASSIFICATION.	Item.	Total.
TRAIN MILEAGE.		
Revenue Service:		
Freight train-miles.....	8,912	
Passenger train-miles.....	2,648	
Mixed train-miles.....	70,432	
Total revenue train mileage.....		81,992
Nonrevenue service train-miles.....		4,712

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1908.	Number added during year.	Number retired during year.	Number on June 30, 1909.	NUMBER FITTED WITH—	
					Train brake.	Automatic coupler.
LOCOMOTIVES—OWNED OR LEASED.						
Passenger.....	4			4	1	1
Freight.....	2			2	1	1
Switching.....	1			1		
Total locomotives owned and in service.....	7			7	2	2
CARS—OWNED OR LEASED.						
In Passenger Service:						
First class cars.....	3			3		
Combination cars.....	2			2		
Baggage, express and postal cars.....	1			1		
Other cars in passenger service.....	1			1		
Total.....	7			7		
In Freight Service:						
Box cars.....	36		1	35		
Flat cars.....	47		2	45		
Total.....	83		3	80		
In Company's Service:						
Caboose cars.....	1			1		
Other road cars.....	25		21	4		
Total.....	26			5		
Total cars owned and in service.....	114			92		

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	LINE OWNED.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main Line.	Branches and spurs.							Iron.	Steel.
Miles of single track . . . . .	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			

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard. Pounds.	Average price per ton at distributing point. Dollars.	KIND.	Number.	Average price at distributing point. Cents.
				Hemlock . . . . .	9,336	} 14½
				Cedar . . . . .	2,715	
				Total . . . . .	12,051	

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

Bituminous coal, total consumed, 1,745 tons; miles run, 86,704; average pounds consumed per mile, 49. Average cost at distributing point, Bituminous, \$3.86.

## CHARACTERISTICS OF ROAD.

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.	ITEM.	No.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL	
		Feet.	Feet.	Feet.			Feet.	In.
BRIDGES.					OVERHEAD HIGHWAY CROSSINGS			
Iron .....	1	112-8			Bridges .....	1	20	
Wooden .....	15	2,648..	6	2,133				
Total .....	16	2,760-8						
Trestles .....	3	480	140	180				

Gage of track, 2 feet. 57.46 miles.

**Report of the York Harbor and Beach Railroad Company for the  
Year Ending June 30, 1909.**

**HISTORY.**

Exact name of common carrier making this report. York Harbor and Beach Railroad Company.

Date of organization, February 5, 1883.

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.

**DIRECTORS.**

NAME.	Post-Office Address.	Date of Expiration of Term.
Lucius Tuttle . . . . .	Brookline, Mass. . . . .	Expiration of term, October 27, 1909.
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. . . . .	

**PRINCIPAL OFFICERS.**

TITLE.	NAME.	OFFICIAL ADDRESS.
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 . . . . .	J. P. Snow . . . . .	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.

**FACTS PERTAINING TO CONTROL OF RESPONDENT.**

Date of last meeting of stockholders for election of directors. October 28, 1908.

Date of last closing of stock books before end of year for which this report is made. Do not close.

Total number of stockholders at that date. June 30, 1909, 81.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1909? Yes.

The form of control, whether sole or joint. Sole.

The name of the controlling corporation or corporations. Boston & Maine R. R.

The manner in which control was established. Ownership of a majority of its capital stock.

The extent of control. 85% of its capital stock.

Whether control was direct or indirect. Direct.

**ROAD OPERATED.**

York Harbor & Beach Railroad, main line, from Kittery to York Beach, 11.17 miles.  
Spur track from Kittery Navy Yard Station to United States Navy Yard, .34 miles.  
Total mileage operated, 11.51 miles.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT CORPORATION.		Total par value not held by respondent corporation.	DIVIDENDS DECLARED DURING YEAR.	
					In treasury.	In sinking or other funds.		Rate. %	Amount.
CAPITAL STOCK.									
Common .....	*6,000	\$50	\$300,000	\$300,000			\$300,000	4	\$12,000
PURPOSE OF THE ISSUE.				Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares outstanding.	Total cash realized.		
Common .....				ISSUED FOR CASH.			6,000	\$300,000	

\* Total common stock authorized by charter, 10,000 shares, \$500,000.00

## RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	ASSIGNMENT.		AMOUNT PER MILE OF LINE	
		To railways	To other properties.	Miles.	Amount.
Capital stock.....	\$300,000	\$300,000	.....	11.51	\$26,064

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1909.	
Cash.....	\$14,906 96		
Bills receivable.....	20,000 00		
Due from solvent companies and individuals.....	955 23		
Total—cash and current assets.....	\$35,862 19	Balance—cash assets.....	\$35,862 19

## EXPENDITURES FOR ADDITIONS AND BETTERMENTS.

Expenditures during year, charged to income: Sidings and spur tracks, \$198.37; Fencing right of way, \$59.63; Total, \$258.00.

EXPENDITURES FOR ROAD.

ACCOUNT.	EXPENDITURES FOR NEW LINES OR EXTENSIONS DURING YEAR.		EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING YEAR.		Total cost to June 30, 1908.	Total cost to June 30, 1909.
	Charged to capital.	Charged to special funds or income.	Charged to capital.	Charged to special funds or income.		
ROAD.						
Engineering .....					\$12,529 95	\$12,529 95
Right of way and station grounds .....					19,360 42	19,360 42
Real estate .....						
Grading .....				\$198 37	129,076 34	129,076 34
Bridges, trestles and culverts .....					43,670 98	43,670 98
Ties .....						
Rails .....					72,290 21	72,290 21
Frogs and switches .....						
Track fastenings and other material .....						
Fencing right of way .....				59 63		
Station buildings and fixtures .....					21,896 26	21,896 26
Shops, enginehouses and turntables .....						
Shop machinery and tools .....					1,175 84	1,175 84
Total .....				\$258 00	\$300,000 00	\$300,000 00



EXPENDITURES FOR EQUIPMENT, GENERAL EXPENDITURES AND RECAPITULATION.

ACCOUNT.	EXPENDITURES FOR NEW LINES OR EXTENSIONS DURING YEAR.		EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING YEAR.		Total cost to June 30, 1908.	Total cost to June 30, 1909.
	Charged to capital.	Charged to special funds or income.	Charged to capital.	Charged to special funds or income.		
RECAPITULATION.						
Road .....				\$258 00	\$300,000 00	\$300,000 00
Cost of road per mile of line .....					\$26,064 29	\$26,064 29

## INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenues.....	\$38,786 25		
Operating expenses.....	31,658 71		
Net operating revenue.....		\$7,127 54	
Total net revenue.....		\$7,127 54	
Taxes accrued.....		1,031 81	
Operating income.....			\$6,095 73
OTHER INCOME.			
Other Rents—Credits:			
Miscellaneous rents.....		\$303 00	
Interest on other securities, loans and accounts.....		1,313 37	
Total other income.....			1,616 37
Gross corporate income.....			\$7,712 10
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Other Rents—Debits:			
Hire of equipment—Balance.....		\$5,185 50	
Total deductions from gross cor- porate income.....			5,185 50
Net corporate income.....			\$2,526 60
Additions and betterments charged to income.....			258 00
Balance for year carried forward to credit of profit and loss.....			\$2,268 60

## PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
DIVIDENDS DECLARED OUT OF SURPLUS.			
On Common Stock:			
4 per cent. payable Jan. 1, 1909.....	\$12,000 00	Balance June 30, 1908....	\$45,593 59
Balance credit, June 30, 1909, carried to bal- ance sheet.....	35,862 19	Balance for year brought forward from income ac- count.....	2,268 60
	\$47,862 19		\$47,862 19

## OPERATING REVENUES.

ACCOUNT.	Total receipts.	Total deductions.	Total revenues.
REVENUE FROM TRANSPORTATION.			
Freight revenue . . . . .			\$13,968 11
Passenger revenue . . . . .			\$23,614 35
Excess baggage revenue . . . . .			160 19
Express revenue . . . . .			850 43
Total passenger service train revenue . . . . .			\$24,624 97
Miscellaneous transportation . . . . .			\$4 00
Total revenue from transportation . . . . .			\$38,597 08
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.			
Storage—baggage . . . . .			\$10 45
Car service . . . . .			23 35
Telegraph and Telephone service . . . . .			155 37
Total revenue from operations other than transportation . . . . .			\$189 17
Total operating revenues . . . . .			\$38,786 25

## RAILWAY FUNDED DEBT OWNED.

Does respondent own or control any railway securities, either stock or funded debt, through any intermediary which does not make an annual report to the Commission?  
No.

## OPERATING EXPENSES.

ACCOUNT.	Amount.	Ratio A, (Per cent.)	Ratio B (Per cent.)
<b>MAINTENANCE OF WAY AND STRUCTURES.</b>			
Superintendence.....	\$107 07	00.73	00.34
Ties.....	3,346 60	22.80	10.57
Rails.....	26 93	00.18	00.09
Other track material.....	399 89	02.72	01.26
Roadway and track.....	4,082 63	27.81	12.90
Removal of snow, sand and ice.....	104 12	00.71	00.33
Bridges, trestles and culverts.....	5,309 10	36.16	16.77
Over and under grade crossings.....	1 00	00.01	.....
Grade crossings, fences, cattle guards and signs.....	761 01	05.18	02.40
Telegraph and telephone lines.....	14 60	00.10	00.05
Buildings, fixtures and grounds.....	528 74	03.66	01.67
Total.....	\$14,631 69	100.00	46.38
<b>TRAFFIC EXPENSES.</b>			
Superintendence.....	\$3 25	01.49	00.01
Advertising.....	114 67	52.62	00.36
Stationery and printing.....	100 00	45.89	00.32
Total.....	\$217 92	100.00	00.69
<b>TRANSPORTATION EXPENSES.</b>			
Superintendence.....	\$0 16	.....	.....
Dispatching trains.....	1 64	00.01	00.01
Station employees.....	3,614 53	21.88	11.42
Station supplies and expenses.....	343 42	02.08	01.09
Road engineers.....	2,469 81	14.95	07.80
Enginehouse expenses—road.....	463 17	02.80	01.46
Fuel for road locomotives.....	4,772 15	28.88	15.08
Water for road locomotives.....	266 79	01.62	00.84
Lubricants for road locomotives.....	49 70	00.30	00.16
Other supplies for road locomotives.....	11 01	00.07	00.03
Road trainmen.....	2,896 95	17.53	09.15
Train supplies and expenses.....	387 37	02.35	01.22
Crossing flagmen and gatemen.....	572 04	03.46	01.81
Drawbridge operation.....	187 05	01.13	00.59
Clearing wrecks.....	9 59	00.06	00.03
Stationery and printing.....	228 12	01.38	00.72
Other expenses.....	56 71	00.34	00.18
Loss and damage—freight.....	100 43	00.61	00.32
Loss and damage—baggage.....	3 81	00.02	00.01
Damage to property.....	88 26	00.53	00.28
Total.....	\$16,522 71	100.00	52.20
<b>GENERAL EXPENSES.</b>			
Salaries and expenses of clerks and attendants.....	\$4 55	01.92	00.01
General office supplies and expenses.....	2 50	01.06	.....
Insurance.....	140 22	59.32	00.44
Stationery and printing.....	29 12	12.32	00.09
Other expenses.....	60 00	25.38	00.19
Total.....	\$236 39	100.00	00.73
Total operating expenses.....	\$31,658 71		100.00

SUMMARY.

ACCOUNT.	ITEM.	AMOUNT.
MAINTENANCE OF WAY AND STRUCTURES.		
Total .....		\$14,681 69
Ratio to total operating expenses (per cent.) .....		46.37
TRAFFIC EXPENSES.		
Total .....		\$217.92
Ratio to total operating expenses (per cent.) .....		00.69
TRANSPORTATION EXPENSES.		
Total .....		\$16,522 71
Ratio to total operating expenses (per cent.) .....		52.19
GENERAL EXPENSES.		
Total .....		\$236 39
Ratio to total operating expenses (per cent.) .....		00.75
Total operating expenses .....		\$31,658 71
Ratio of operating expenses to operating revenues (per cent.) .....		81.62

RENTS RECEIVABLE.

MISCELLANEOUS RENTS.

DESCRIPTION OF PROPERTY.	LOCATION.	NAME OF LESSEE.	Amount.
Land .....	York Beach .....	N. Woolf .....	\$96 00
Land .....	York Beach .....	H. D. Philbrick .....	40 00
Land .....	York Beach .....	F. H. Ellis .....	50 00
Land .....	York Beach .....	A. C. Farrell .....	50 00
Land .....	York Beach .....	W. Watson .....	25 00
Land .....	York Beach .....	F. H. Ellis .....	12 00
Land .....	York Beach .....	H. Z. Ellis .....	25 00
Land .....	Kittery .....	Town of Kittery .....	5 00
Total .....			\$303 00

HIRE OF EQUIPMENT.  
EQUIPMENT INTERCHANGED.

KIND OF EQUIPMENT.	BASIS OF PAYMENT.				COMPENSATION.	
	Number locomotive-days.	Number locomotive-miles.	Number car-days.	Number car-miles.	Rate.	Amount.
ACCRUED ON EQUIPMENT BORROWED.						
Passenger locomotives . . . . .		31,491				
Freight locomotives . . . . .						
Passenger-train cars . . . . .				66,187		
Freight-train cars . . . . .				37,852		
Total . . . . .		31,491		104,039		\$5,103 54

HIRE OF EQUIPMENT—CONCLUDED.

PRIVATE CARS.

CARS USED.		Number car-miles.	COMPENSATION.	
NAME OF OWNER.	DESCRIPTION.		Rate.	Amount.
Pullman Co. . . . .	Parlor Cars . . . . .	4,098	2c	\$81 96

RECAPITULATION OF HIRE OF EQUIPMENT.

ACCOUNT.	Amount receivable.	Amount payable.
Equipment interchanged . . . . .		\$5,103 54
Private cars . . . . .		81 96
Total . . . . .		\$5,185 50
Balance . . . . .		\$5,185 50

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
.....	\$300,000 00	Cost of road.....	.....	\$300,000 00	.....	.....
.....	45,593 59	Cash and current assets.....	.....	35,862 19	.....	\$9,731 40
	\$345,593 59	Grand total.....		\$335,862 19		\$9,731 40
JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
.....	\$300,000 00	Capital stock.....	.....	\$300,000 00	.....	.....
.....	45,593 59	Profit and loss.....	.....	35,862 19	.....	\$9,731 40
	\$345,593 59	Grand total.....		\$335,862 19		\$9,731 40

YORK HARBOR AND BEACH RAILROAD.

## EMPLOYEES AND SALARIES

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers .....	9			
Station agents .....	7	1,360	\$2,504 00	\$1 84
Other station men .....	4	732	1,120 59	1 53
Enginemen .....	2	406	1,522 15	3 75
Firemen .....	2	420	945 86	2 25
Conductors .....	1	266	972 42	3 66
Other trainmen .....	2	586	1,323 41	2 26
Carpenters .....	1	570	1,420 02	2 49
Other shopmen .....	1	64	132 29	2 07
Section foremen .....	3	556	1,290 03	2 32
Other trackmen .....	18	2,720	4,718 13	1 73
Switch tenders, crossing tenders and watchmen .....	2	742	1,016 51	1 37
All other employees and laborers .....	1	94	47 00	50
Total (including 'general officers')	53	8,516	\$17,012 41	\$2 00
Less 'general officers' .....	9			
Total (excluding 'general officers')	44	8,516	\$17,012 41	\$2 00
DISTRIBUTION OF ABOVE				
Maintenance of way and structures .....	25	3,959	\$7,688 51	\$1 94
Transportation expenses .....	19	4,557	9,323 90	2 05
General expenses .....	9			



TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Column for number passengers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.	
		Dollars.	(cents) MILLS.
PASSENGER TRAFFIC.			
Number of passengers carried earning revenue....	213,678		
Number of passengers carried one mile.....	912,613		
Number of passengers carried one mile per mile of road.....	79,289		
Average distance carried, miles.....	4.27		
Total passenger revenue.....		23,614	15
Average amount received from each passenger.....			11 051
Average receipts per passenger per mile.....			32 588
Total passenger service train revenue.....		24,624	37
Passenger service train revenue per mile of road.....		2,139	44
Passenger service train revenue per train-mile.....			0 706
FREIGHT TRAFFIC.			
Number of tons carried of freight earning revenue.....	21,570		
Number of tons carried one mile.....	146,536		
Number of tons carried one mile per mile of road.....	12,731		
Average distance haul of one ton, miles.....	6.79		
Total freight revenue.....		13,968	11
Average amount received for each ton of freight.....			34 757
Average receipts per ton per mile.....			09 532
Freight revenue per mile of road.....		1,213	6
Freight revenue per train-mile.....			2 37 714
TOTAL TRAFFIC.			
Operating revenues.....		38,786	25
Operating revenues per mile of road.....		3,369	8
Operating revenues per train-mile.....		1	1 800
Operating expenses.....		31,658	11
Operating expenses per mile of road.....		2,750	3
Operating expenses per train-mile.....		1	0 580
Net operating revenue.....		7,127	4
Net operating revenue per mile of road.....		619	5
Average number of passengers per car-mile.....	17		
Average number of passengers per train-mile.....	34		
Average number of passenger cars per train-mile.....	2.59		
Average number of tons of freight per loaded car-mile.....	5.80		
Average number of tons of freight per train-mile.....	27.04		
Average number of freight cars per train-mile.....	6.98		
Average number of loaded cars per train-mile.....	4.66		
Average number of empty cars per train-mile.....	1.92		
Average mileage operated during year.....	11.51		

## TRAFFIC AND MILEAGE STATISTICS—CONCLUDED.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service:		
Freight locomotive-miles . . . . .	2,381	
Passenger locomotive-miles . . . . .	25,953	
Mixed locomotive-miles . . . . .	3,157	
Total revenue locomotive mileage . . . . .		31,491
Nonrevenue service locomotive-miles . . . . .		2,112
CAR MILEAGE.		
Revenue Service:		
Freight Car-Miles—		
Loaded . . . . .	25,260	
Empty . . . . .	10,384	
Caboose . . . . .	2,208	
Total freight car-miles . . . . .		37,852
Passenger Car-Miles—		
Passenger . . . . .	51,082	
Sleeping, parlor and observation . . . . .	4,098	
Other passenger-train cars . . . . .	15,105	
Total passenger car-miles . . . . .		70,285
Total revenue car mileage . . . . .		108,137
Nonrevenue service car-miles . . . . .		803
TRAIN MILEAGE.		
Revenue Service:		
Freight train-miles . . . . .	2,272	
Passenger train-miles . . . . .	24,008	
Mixed train-miles . . . . .	3,148	
Total revenue train mileage . . . . .		29,428
Nonrevenue service train-miles . . . . .		199

FREIGHT TRAFFIC MOVEMENT.  
(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road.	Freight received from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.		
	Whole tons	Whole tons	Whole tons	Per cent.	
Products of Agriculture.	Grain . . . . .	19	684	703	03.26
	Flour . . . . .	11	146	157	00.73
	Other mill products . . . . .		14	14	00.07
	Hay . . . . .	108	7	115	00.53
	Tobacco . . . . .		2	2	00.01
	Fruit and vegetables . . . . .	42	107	149	00.69
Total . . . . .	180	960	1,140	05.29	
Products of Animals.	Live stock . . . . .	99	82	181	00.84
	Dressed meats . . . . .	9	57	66	00.31
	Other packing-house products . . . . .	25	10	35	00.16
	Poultry, game and fish . . . . .	46		46	00.21
Total . . . . .	179	149	328	01.52	
Products of Mines.	Anthracite coal . . . . .		1,051	1,051	04.87
	Bituminous coal . . . . .		1,001	1,001	04.64
	Coke . . . . .		309	309	01.43
	Stone, sand and other like articles . . . . .	2	894	896	04.16
Total . . . . .	2	3,255	3,257	15.10	
Products of Forests.	Lumber . . . . .	5,249	869	6,118	28.36
	Other products of forests . . . . .	80	26	106	00.49
	Total . . . . .	5,329	895	6,224	28.85
Manufactures.	Petroleum and other oils . . . . .		638	638	02.96
	Sugar . . . . .		19	19	00.09
	Naval stores . . . . .	542	2,894	3,436	15.93
	Iron, pig and bloom . . . . .	273	605	878	04.07
	Iron and steel rails . . . . .	194	645	839	03.89
	Other castings and machinery . . . . .	633	1,078	1,711	07.93
	Bar and sheet metal . . . . .	30	245	275	01.27
	Cement, brick and lime . . . . .	97	825	902	04.18
	Agricultural implements . . . . .	47	485	532	02.47
	Wagons, carriages, tools, etc. . . . .	103	86	189	00.88
	Household goods and furniture . . . . .	263	285	548	02.54
Total . . . . .	2,162	7,805	9,967	46.21	
Merchandise . . . . .	490	4	494	02.29	
Miscellaneous: Other commodities not mentioned above . . . . .	160		160	00.74	
Total tonnage . . . . .	8,502	13,068	21,570	100.00	

DESCRIPTION OF EQUIPMENT.

Equipment is furnished by the Boston & Maine Railroad.

MILEAGE.  
MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	LINE OWNED.		Line of proprietary companies.	Line operated under lease.	Line oper- ated under contract, etc.	Line oper- ated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track.....	11.17	.34					11.51			11.51
Miles of yard track and sidings.....	1.12						1.12		.67	.45
Total mileage operated (all tracks).....	12.29	.34					12.63		.67	11.96

MILEAGE OF LINE OPERATED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Line of proprietary companies.	Line operated under lease.	Line oper- ated under contract, etc.	Line oper- ated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Maine.....	11.17	.34					11.51			11.51

MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
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 Pounds.	Average price per ton at distributing point. Dollars.	KIND.	Number.	Average price at distributing point. Cents.
New relay.....	722	65 to 75	20.	Chestnut.....	2,663	62.1
				Cedar.....	3,354	48.5
				Switch, 60 ft.....	42	120.0
				Total.....	6,059	55

YORK HARBOR AND BEACH RAILROAD.

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		COKE.	WOOD—SOFT.	FUEL—OIL, gallons.	Total fuel consumed— tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Tons.	Cords.				
REVENUE SERVICE.								
Freight.....		139				139	2,381	116.76
Passenger.....		899	257			1,156	25,953	89.08
Mixed.....		178				178	3,157	112.77
Nonrevenue service.....		91				91	2,112	86.17
Total.....		1,307	257			1,564	33,603	93.09
Average cost at distributing point.....		\$2.83	\$3.19			\$2.89		

CHARACTERISTICS OF ROAD.  
BRIDGES, TRETTLES, TUNNELS, ETC.

ITEM.	No.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.	ITEM.	No.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Feet.	Feet.			Feet.	In.
BRIDGES.					OVERHEAD HIGHWAY CROSSINGS.			
Wooden.....	2	63	11	52	Bridges.....	1	20	.....
Trestles.....	8	1,720	23	722	Trestles.....	1	19	6
					Total.....	2		

Gage 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.





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STREET RAILWAY REPORTS

For the Year Ending June 30, 1909.

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**Report of Atlantic Shore Line Railway for the Year Ending  
June 30, 1909.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1909.

Gross earnings from operation.....	\$354,250 46	
Operating expenses.....	247,796 68	
Net earnings from operation.....		\$106,453 78
Gross income less operating expenses.....		\$106,453 78
DEDUCTIONS FROM INCOME.		
Taxes.. { On real and personal property		
{ On capital stock.....	\$4,674 37	
{ On earnings.....		
{ Miscellaneous.....		
Interest { On funded debt.....	\$113,125 00	
{ On floating debt.....	16,659 83	
	129,784 83	
		134,459 20
Net deficit.....		\$28,005 42
Deficit for year.....		\$28,005 42
Surplus at beginning of year.....	51,758 85	
Debits, adjusting entries.....	58,131 52	
		\$6,372 67
Deficit at close of year.....		\$34,378 09

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....	\$284,714 93	
Chartered cars.....	1,785 53	
Freight.....	34,015 92	
Mail.....	4,951 36	
Express.....	10,493 34	
Other car earnings: Miscellaneous, \$931.41; news- papers, \$1350.69.....	2,282 10	
		\$338,243 18
MISCELLANEOUS EARNINGS.		
Advertising.....	\$939 98	
Rent of land and buildings.....	1,514 43	
Sale of power.....	13,119 41	
Other miscellaneous earnings: Eliot Bridge receipts.....	433 46	
		\$16,007 28
Total.....		\$354,250 46

## OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway .....	\$23,884 72	
Maintenance of electric line.....	7,384 18	
Maintenance of buildings and fixtures.....	2,508 65	
Total.....		\$33,777 55
Equipment:		
Maintenance of steam plant... }	\$4,259 21	
Maintenance of electric plant.. }		
Maintenance of cars.....	11,657 26	
Maintenance of electric equipment of cars.....	9,152 96	
Maintenance of miscellaneous equipment.....	1,598 43	
Miscellaneous shop expenses.....	1,261 22	
Total.....		27,929 08
TRANSPORTATION.		
Operation of Power Plant:		
Power plant wages.....	\$12,905 06	
Fuel for power.....	15,073 29	
Water for power.....	666 02	
Lubricants and waste for power plant.....	409 33	
Miscellaneous supplies and expenses of power plant.....	585 76	
Hired power.....	27,379 94	
Total.....		57,019 40
Freight and express service.....		18,993 30
Operation of Cars:		
Superintendence of transportation.....	\$7,381 59	
Wages of conductors.....	39,206 84	
Wages of motormen }		
Wages of miscellaneous car service employees.....	437 63	
Wages of car house employees and expenses.....	6,222 47	
Car service supplies and expenses.....	7,786 58	
Operation of signal and interlocking systems.....	239 92	
Mail car employees.....	712 85	
Cleaning and sanding track.....	2,364 29	
Removal of snow and ice.....	1,521 12	
Total.....		65,873 29
Operation of ferry.....		13,343 24
GENERAL.		
Salaries of general officers and expenses.....	\$10,165 79	
Salaries of clerks and expenses.....	3,772 21	
Printing and stationery.....	494 53	
Miscellaneous office expenses.....	975 82	
Stores expenses.....	684 70	
Advertising and attractions.....	3,984 55	
Miscellaneous general expenses.....	2,591 21	
Damages.....	1,030 33	
Miscellaneous legal expenses.....	1,267 42	
Insurance.....	5,894 26	
Total.....		30,860 82
Grand total.....		\$247,796 68

COMPARATIVE GENERAL BALANCE SHEET.  
(Showing Condition at Close of Business, June 30, 1909.)

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$5,919,147 02	Construction and equipment .....		\$6,053,382 19	\$134,235 17	
		CURRENT ASSETS, AS FOLLOWS:				
	3,054 71	Cash .....		8,158 69	5,103 98	
	198,628 37	Accounts receivable .....		24,032 86		\$174,595 51
	9,607 14	Materials and supplies .....		9,572 02		35 12
	1,435 59	Prepaid accounts .....		1,445 61	10 02	
		Miscellaneous:				
	100,000 00	Bonds pledged as collateral .....		238,000 00	138,000 00	
	37,000 00	Securities borrowed .....				37,000 00
		Notes pledged as collateral .....		5,800 00	5,800 00	
		Sinking and Other Special Funds:				
	13,900 00	Sinking fund, M. R. R. ....		13,350 00		550 00
		Sinking fund, A. L. & P. Co. ....		3,000 00	3,000 00	
		Deficit .....		34,378 09	34,378 09	
	\$6,282,772 83	Total .....		\$6,391,119 46	\$108,346 63	

## COMPARATIVE GENERAL BALANCE SHEET—CONCLUDED.

JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$1,000,000 00	Capital stock, preferred		\$1,000,000 00		
	2,000,000 00	Capital stock, common		2,000,000 00		
	200,000 00	Capital stock, A. L. & P. Co.				\$200,000 00
	2,496,500 00	Funded debt		2,935,000 00	\$438,500 00	
		CURRENT LIABILITIES AS FOLLOWS:				
	191,508 99	Loans and notes payable		374,862 54	183,353 55	
	182,680 37	Accounts payable		39,779 25		142,901 12
	1,270 00	Matured interest on funded debt unpaid				1,270 00
		Miscellaneous:				
	137,000 00	Securities loaned				137,000 00
		ACCRUED LIABILITIES AS FOLLOWS.				
	942 74	Taxes accrued and not yet due		3 86		938 88
	20,688 75	Interest on funded debt accrued and not yet due		20,308 75		380 00
	357 25	Miscellaneous interest accrued and not yet due		4,015 63	3,658 38	
	65 88	Rentals accrued and not yet due		31 89		33 99
		Miscellaneous		47 60	47 60	
		Reserve for replacement		13,519 69	13,519 69	
		Reserve for pending litigation		3,550 25	3,550 25	
	51,758 85	Surplus				51,758 85
	\$6,282,772 83	Total		\$6,391,119 46	\$108,346 63	

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1908.	Additions during year.	Deductions during year.	Total cost to June 30, 1909.
Track and roadway construction and bridges.....		\$8,403 34		
Electric line construction.....		4,819 59		
Buildings and fixtures used in operation of road.....		3,499 52		
Power plant equipment.....		496 96		
Shop tools and machinery.....		1,610 05		
Cars.....		6,180 55		
Electric equipment of cars.....		407 70		
Miscellaneous equipment.....		5,950 32	4,189 30	
Estes Plant.....		107,056 44		
Total.....	\$5,919,147 02	\$138,424 47	\$4,189 30	\$6,053,382 19

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	7,000	\$100	\$700,000		
Preferred } 2d.....	300,000	3,000	100	300,000		
Common.....	2,000,000	20,000	100	2,000,000		
Total.....	\$3,000,000			\$3,000,000		

Total number of stockholders, 337.

Total number of stockholders in this state, 47.

Amount of stock held in this state, \$1,627,750.

## 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 Refunding . . . . .	April 2, 1906.	.....	April 2, 1926.	\$3,000,000	\$1,191,500	4	Oct. & April.	\$38,710 00
Atlantic Shore Line, 1st consol. mtg.	April 1, 1904.	.....	April 1, 1934	1,000,000	361,500	5	Oct. & April.	18,075 00
Sanford & Cape Porpoise, 1st mtg.	Jan. 1, 1898.	.....	Jan. 1, 1928.	250,000	246,000	5	Jan. & July.	12,300 00
Mousam Railroad, 1st mtg. . . . .	Dec. 15, 1892.	.....	Dec. 15, 1912.	.....	59,000	6	June & Dec.	2,940 00
Atlantic Shore Line, 1st mtg. . . . .	Jan. 1, 1904.	.....	Jan. 1, 1924.	125,000	120,000	5	Jan. & July.	6,000 00
Portsmouth, Kittery & York, 1st mtg.	March 1, 1897.	.....	March 1, 1917.	200,000	200,000	6	Sept. & Mar.	12,000 00
Portsmouth, Dover & York, 1st mtg.	June 1, 1903.	.....	June 1, 1923.	650,000	450,000	4	June & Dec.	20,250 00
Portsmouth, Kittery & York, 2d mtg.	March 16, 1905.	.....	April 1, 1925.	100,000	57,000	5	June & Dec.	2,850 00
Alfred Light & Power Co., 1st mtg.	.....	.....	.....	250,000	250,000	5	Jan. & July.	.....
Total . . . . .					\$2,935,000			\$113,125 00

Per mile of single track owned 95.164 miles	{	Capital stock outstanding,	\$31,524 53
		Funded debt outstanding,	30,841 49
		Total . . . . .	\$62,366 02



## DESCRIPTION OF ROAD AND EQUIPMENT.

## TRACK.

	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first main track).....	87.627	2.783	.....	90.410
Length of sidings and turnouts.....	4.644	.110	.....	4.754
Total computed as single track.....	92.271	2.893		95.164
Railway located outside of Maine.....		2.893	.....	2.893

## CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	14	5	19
Open passenger cars.....	25	3	28
Total passenger cars.....	39	8	47
Freight cars.....		2	2
Mail cars.....	1	.....	1
Express cars.....	2	.....	2
Combination cars.....	4	2	6
Work cars.....	3	1	4
Snow plows.....		7	7
Gondola coal cars.....		6	6
Single truck, side dump.....		12	12
Flat cars.....		1	1
Portable substation.....		1	1
Electric locomotives.....	3	.....	3
Total.....	52	40	92

## MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage .....	1,269,688
Freight, mail and express car mileage .....	127,710
Total car mileage .....	1,397,398
Passenger car hours .....	112,019
Freight, mail and express car hours .....	17,184
Total car hours .....	129,203
Fare passengers carried .....	3,678,421
Transfer passengers carried .....	999,268
Total passengers carried .....	4,677,689
Average fare revenue passengers .....	\$0.0778
Average fare, all passengers (including transfer passengers) .....	.0612
Car earnings per car mile .....	.2420
Miscellaneous earnings per car mile .....	.0110
Gross earnings per car mile .....	\$0.2530
Car earnings per car hour .....	\$2.6100
Miscellaneous earnings per car hour .....	.1230
Gross earnings per car hour .....	\$2.7330
Operating expenses per car mile .....	.1770
Operating expenses and taxes per car mile .....	.1800
Operating expenses per car hour .....	\$1.9100
Operating expenses and taxes per car hour .....	1.9500
Operating expenses per cent. of gross earnings .....	69.90
Operating expenses and taxes per cent. of gross earnings .....	71.00
Average number of employees, including officials, during year .....	280
Aggregate amount of salaries and wages paid .....	\$163,257.58

## SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Passengers .....	1	14	15
Employees .....		1	1
Total .....	1	15	16

## GENERAL INFORMATION.

## CORPORATE NAME AND ADDRESS OF COMPANY.

Atlantic Shore Line Railway, Sanford, Maine.

## OFFICERS OF THE COMPANY.

NAME.	TITLE.	OFFICIAL ADDRESS.
Geo. B. Goodall.....	President.....	Sanford, Maine.
Arthur S. Bosworth.....	Vice-President.....	Portland, Maine.
Fred J. Allen.....	Secretary.....	Sanford, Maine.
Louis B. Goodall.....	Treasurer.....	Sanford, Maine.
J. W. Leavitt.....	Auditor.....	Sanford, Maine.
Edw. B. Kirk.....	General Manager.....	Sanford, Maine.
Sterling T. Dow.....	Assistant Treasurer.....	Sanford, Maine.

## DIRECTORS OF THE COMPANY.

NAME.	RESIDENCE.
E. M. Goodall.....	Sanford, Maine.
G. B. Goodall.....	Sanford, Maine.
L. B. Goodall.....	Sanford, Maine.
F. J. Allen.....	Sanford, Maine.
A. S. Bosworth.....	Portland, Maine.
C. S. Cook.....	Portland, Maine.
G. S. Hobbs.....	Portland, Maine.
F. O. Conant.....	Portland, Maine.
E. B. Kirk.....	Sanford, Maine.

Date of close of fiscal year. June 30.

Date of stockholders' annual meeting. 2d Tuesday in August.

**Report of the Auburn and Turner Railroad Company for the  
Year Ending June 30, 1909.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1909.

Gross earnings from operation.....	\$18,303 98	.....
Operating expenses.....	13,744 74	.....
Net earnings from operation.....		\$4,559 24
MISCELLANEOUS INCOME.		
Interest on deposits.....		36 18
Gross income less operating expenses.....		\$4,595 42
DEDUCTIONS FROM INCOME.		
Taxes { On real and personal property.....	\$122 04	.....
{ On earnings.....	63 60	.....
	185 64	.....
Other Deductions from Income:		
Receiver's expenses.....	135 96	.....
Fees of master in chancery.....	130 00	.....
		451 60
Net income.....		\$4,143 82
Surplus for year.....		\$4,143 82
Surplus at beginning of year.....		4,451 11
Surplus at close of year.....		\$8,594 93

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....	\$10,775 30	.....
Freight.....	6,321 08	.....
Mail.....	523 63	.....
		\$17,620 01
MISCELLANEOUS EARNINGS.		
Advertising.....	\$127 00	.....
Rent of equipment.....	237 41	.....
Sale of power.....	118 76	.....
Other Miscellaneous Earnings:		
L. A. & W. St. Ry., allowance for freight motorman's time.....	200 80	.....
		683 97
Total.....		\$18,303 98

## OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway .....	\$123 98	
Maintenance of electric line .....	93 23	
Maintenance of buildings and fixtures .....	35 93	
Total .....		\$253 14
Equipment:		
Maintenance of electric plant .....	\$76 29	
Maintenance of cars .....	508 50	
Maintenance of electric equipment of cars .....	109 74	
Total .....		\$694 53
TRANSPORTATION.		
Operation of Power Plant:		
Power plant wages .....	\$960 00	
Hired power .....	4,624 61	
Total .....		\$5,584 61
Operation of Cars:		
Wages of conductors .....	\$1,525 45	
Wages of motormen .....	1,501 29	
Removal of snow and ice .....	145 18	
Total .....		\$3,171 92
GENERAL.		
Salaries of general officers .....	\$840 00	
Salaries of clerks .....	360 00	
Miscellaneous office expenses .....	33 58	
Advertising and attractions .....	138 85	
Miscellaneous general expenses .....	899 41	
Rent of land and buildings .....	217 50	
Rent of tracks and terminals .....	1,004 50	
Insurance .....	546 70	
Total .....		\$4,040 54
Grand total .....		\$13,744 74

## COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business, June 30, 1909.)

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$229,189 53	Construction and equipment.....		\$231,352 29	\$2,162 76	
		CURRENT ASSETS, AS FOLLOWS:				
	2,817 64	Cash.....		2,029 51		\$788 13
	891 06	Accounts receivable.....		720 49		170 57
	545 60	Materials and supplies.....		695 60	150 00	
	\$233,443 83	Total.....		\$234,797 89	\$1,354 06	
JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$35,000 00	Capital stock, preferred.....		\$35,000 00		
	65,000 00	Capital stock, common.....		65,000 00		
	125,000 00	Funded debt.....		125,000 00		
		CURRENT LIABILITIES AS FOLLOWS:				
	3,881 47	Accounts payable.....		1,079 36		\$2,802 11
	60 00	Dividends unpaid.....		60 00		
		ACCRUED LIABILITIES AS FOLLOWS:				
	51 25	Taxes accrued and not yet due.....		63 60	\$12 35	
	4,451 11	Surplus.....		8,594 93	4,143 82	
	\$233,443 83	Total.....		\$234,797 89	\$1,354 06	

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1908.	Additions during year.	Deductions during year.	Total cost to June 30, 1909.
Engineering and superintendence.....		\$450 00		
Track and roadway construction.....		982 16		
Electric Line construction.....		312 40		
Real estate used in operation of road.....		42 00		
Buildings and fixtures used in operation of road.....		176 10		
Shop tools and machinery.....		59 00		
Cars.....		141 10		
Total.....	\$229,189 53	\$2,162 76		\$231,352 29
Cost of construction and equipment per mile of road owned.....				25,705 81

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	350	\$100	\$35,000	5	
Common.....	65,000	650	100	65,000		
Total.....	\$100,000	1,000		\$100,000		

Total number of stockholders. 88.

Total number of stockholders in this state. 83.

Amount of stock held in this state. \$15,900.

## FUNDED DEBT.

DESCRIPTION.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.	INTEREST.		
						Rate %	When payable.	Accrued during year.
20 year gold bonds . . . . .	June 2, 1905.	20	June 1, 1925.	\$125,000	\$125,000	5	Jan. & July.	\$6,250 00

Per mile of single track owned, 9 miles . . . . .	{	Capital stock outstanding, \$11,111
		Funded debt outstanding, 13,889
		Total . . . . . \$25,000



## DESCRIPTION OF ROAD AND EQUIPMENT.

## TRACK.

	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first main track) .....	8.5		3.5	12.0
Length of sidings and turnouts .....	.5			.5
Total computed as single track.....	9		3.5	12.5

## 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	3	5
{ Motor, flat .....	1		
{ Trailer, flat .....			
Work cars .....		1	1
Snow plows .....	1		1
Total .....	7	4	11

## MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage .....	78,917
Freight, mail and express car mileage .....	25,131
Total car mileage .....	104,048
Passenger car hours .....	4,617
Freight, mail and express car hours .....	2,003
Total car hours .....	6,620
Fare passengers carried .....	75,184
Average fare, revenue passengers .....	\$0.1433
Average fare, all passengers (including transfer passengers) .....	.1433
Car earnings per car mile .....	.1683
Miscellaneous earnings per car mile .....	.0065
Gross earnings per car mile .....	\$0.1758
Car earnings per car hour .....	\$2.513
Miscellaneous earnings per car hour .....	.103
Gross earnings per car hour .....	\$2.616
Operating expenses per car mile .....	.132
Operating expenses and taxes per car mile .....	.1338
Operating expenses per car hour .....	\$2.073
Operating expenses and taxes per car hour .....	2.119
Operating expenses per cent. of gross earnings .....	75.00
Operating expenses and taxes per cent. of gross earnings .....	76.10
Average number of employees, including officials, during year .....	9
Aggregate amount of salaries and wages paid .....	\$5,622.76

## GENERAL INFORMATION.

## CORPORATE NAME AND ADDRESS OF COMPANY.

Auburn &amp; Turner R. R. Co., Turner, Maine.

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 receiver's hands May 15, 1907.

## OFFICERS OF THE COMPANY.

NAME.	TITLE.	OFFICIAL ADDRESS.
Frank W. Dana .....	President .....	Boston, Mass.
Harry Manser .....	Vice-President .....	Auburn, Maine.
A. L. Kavanagh .....	Secretary .....	Lewiston, Maine.
Edgar S. Hill .....	Treasurer .....	Boston, Mass.
Jesse D. Dana .....	Auditor .....	St. Louis, Mo.
H. B. Potter .....	General Manager and Supt.	Turner, Maine.

## DIRECTORS OF THE COMPANY.

NAME.	RESIDENCE.
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, 1909.

Date of stockholders' annual meeting. December 1, 1909.

**Report of the Bangor Railway and Electric Company for the Year  
Ending June 30, 1909.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1909.

Gross earnings from operation.....	\$274,219 30	
Operating expenses.....	165,400 61	
Net earnings from operation.....		\$108,818 69
MISCELLANEOUS INCOME.		
Interest on deposits.....	\$1,598 20	
Income from securities owned.....	47,711 48	
Other Miscellaneous Income:		
Net receipts from light and power, Water department and miscellaneous.....	102,633 92	
		151,943 60
Gross income less operating expenses.....		\$260,762 29
DEDUCTIONS FROM INCOME.		
Taxes on real and personal property.....	\$10,491 78	
Interest { On funded debt..... \$113,575 29		
{ On floating debt..... 825 61		
	114,400 90	
Other Deductions from Income:		
Rent of water power and discount on bonds.....	8,885 00	
		133,777 68
Net income.....		\$126,984 61
DEDUCTIONS FROM NET INCOME.		
Reserves and Special Charges:		
Reserve for renewals and depreciation.....	\$22,010 31	
Dividends 5% on common stock.....	74,948 40	
		96,958 71
Surplus for year.....		\$30,025 90
Surplus at beginning of year.....	\$61,123 62	
PROFIT OR LOSS ADJUSTMENTS DURING YEAR.		
Credits:		
Received on old accounts payable..... 54 00		
Debits:		
Depreciation and miscellaneous..... 30,375 48		
	30,321 48	30,802 14
Surplus at close of year.....		\$60,828 04

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....	\$247,043 55	
Chartered cars.....	805 50	
Freight.....	22,386 79	
Mail.....	1,449 84	
Other car earnings.....	500 00	
		\$272,186 68
MISCELLANEOUS EARNINGS.		
Advertising.....	\$702 00	
Rent of land and buildings.....	574 14	
Sale of power.....	468 34	
Other Miscellaneous Earnings:		
Carrying papers, use of gravel car.....	288 14	
		\$2,032 62
Total.....		\$274,219 30

## OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway.....	\$15,464 61	
Maintenance of electric line.....	3,130 65	
Maintenance of buildings and fixtures.....	620 04	
Total.....		\$19,215 30
Equipment:		
Maintenance of steam plant.....	\$409 62	
Maintenance of electric plant.....	6,046 45	
Maintenance of water plant.....	3,157 39	
Maintenance of cars.....	8,327 74	
Maintenance of electric equipment of cars.....	7,597 75	
Maintenance of miscellaneous equipment.....	561 06	
Miscellaneous shop expenses.....	1,077 77	
Total.....		27,177 78
TRANSPORTATION.		
Operation of Power Plant:		
Power plant wages.....	\$3,922 99	
Fuel for power.....	2,194 34	
Lubricants and waste for power plant.....	164 02	
Miscellaneous supplies and expenses of power plant.....	242 61	
Hired power.....	8,115 26	
Total.....		14,639 22
Operation of Cars:		
Superintendence of transportation.....	\$2,927 83	
Wages of conductors.....	21,399 03	
Wages of motormen.....	23,035 96	
Wages of miscellaneous car service employees.....	4,693 81	
Wages of car house employees.....	1,315 66	
Car service supplies.....	1,313 36	
Miscellaneous car service expenses.....	3,343 99	
Per diem.....	740 72	
Cleaning and sanding track.....	1,430 63	
Removal of snow and ice.....	4,007 27	
Total.....		\$64,208 26
GENERAL.		
Salaries of general officers.....	\$8,123 56	
Salaries of clerks.....	5,040 07	
Detectives.....	286 75	
Miscellaneous office expenses.....	2,156 48	
Stores expenses.....	865 16	
Stable expenses.....	423 71	
Advertising and attractions.....	5,203 59	
Miscellaneous general expenses.....	3,803 74	
Damages.....	6,209 27	
Miscellaneous legal expenses.....	2,384 02	
Rent of land and buildings.....	2,056 62	
Insurance.....	3,607 08	
Total.....		\$40,160 05
Grand total.....		\$165,400 61

COMPARATIVE GENERAL BALANCE SHEET.  
(Showing Condition at Close of Business, June 30, 1909.)

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$2,809,955 42	Construction and equipment.....		\$2,821,371 95	\$11,416 53	
		OTHER PERMANENT INVESTMENTS AS FOLLOWS:				
	935,539 40	Stocks and bonds of other companies.....		994,869 96	59,330 56	
		CURRENT ASSETS AS FOLLOWS:				
\$30,777 24		Cash.....	\$91,383 18		60,605 94	
706 24		Bills receivable.....	18,838 65		18,132 41	
29,560 70		Accounts receivable.....	64,008 76		34,448 06	
35,006 09		Material and supplies.....	30,344 62			\$4,661 47
32,036 02		Prepaid accounts.....	12,735 81			19,300 21
	128,086 29	Miscellaneous:				
		Discount on bonds.....	64,760 00	282,071 02	64,760 00	
		Total.....		\$4,098,312 93	\$234,731 82	
	\$3,873,581 11					

## COMPARATIVE GENERAL BALANCE SHEET—CONCLUDED.

JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$1,499,968 00		Capital stock, common	\$1,499,968 00			
1,814,000 00		Funded debt	2,451,000 00			
	\$3,313,968 00			\$3,950,968 00	\$637,000 00	
		CURRENT LIABILITIES AS FOLLOWS:				
238,226 00		Loans and notes payable				\$238,226 00
37,349 42		Accounts payable	40,279 86		2,930 44	
18,737 10		Dividends unpaid	18,737 10			
		Miscellaneous:				
		Tickets outstanding	440 66		440 66	
180,206 11		Northern Construction Co.				180,206 11
	474,518 63			59,457 62		
		ACCRUED LIABILITIES AS FOLLOWS:				
3,954 04		Taxes accrued and not yet due	635 17			3,318 87
7,110 58		Interest on funded debt accrued and not yet due	7,573 59		463 01	
	11,064 62			8,208 76		
		Reserves		18,850 51	5,944 27	
	12,906 24	Surplus		60,828 04		295 58
	61,123 62					
	\$3,873,581 11	Total		\$4,098,312 93	\$224,731 82	

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1908.	Additions during year.	Deductions during year.	Total cost to June 30, 1909.
Track and roadway construction . . . . .		\$16,532 58	\$6,340 62	
Electric line construction . . . . .		1,675 99		
Buildings and fixtures used in operation of road . . . . .		1,381 71		
Power plant equipment . . . . .		3,049 72	1,930 16	
Cars . . . . .		1,372 42		
Electric equipment of cars . . . . .		1,642 73		
Miscellaneous equipment . . . . .		1,554 44		
Miscellaneous . . . . .		15,395 35	22,917 63	
Total . . . . .	\$2,809,955 42	\$42,604 94	\$31,188 41	\$2,821,371 95
Cost of construction and equipment per mile of road owned . . . . .	*50,142 85			

\* These figures include cost of entire plant, light, water and railway department.

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	14,999 <sup>08</sup>	\$100	\$1,500,000	5	\$74,948 40

Total number of stockholders. 103.

Total number of stockholders in this state. 26.

Amount of stock held in this state. \$294,800.

## 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 bonds..	April 1, 1905.	30	July 1, 1935.	\$2,000,000	\$1,851,000	5	Jan. & July	\$83,575 29
Public Works Co., first mortgage..	April 1, 1899.	30	April 1, 1929.	600,000	600,000	5	April & Oct.	30,000 00
Total .....				\$2,600,000	\$2,451,000			\$113,575 29

Per mile of single track owned, 62.82 miles	{	Capital stock outstanding,	\$23,877 75
		Funded debt outstanding,	39,016 24
		Total .....	\$62,893 99



## DESCRIPTION OF ROAD AND EQUIPMENT.

## TRACK.

	Owued.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first main track).....	56.339			56.339
Length of second main track.....	2.671			2.671
Total length of main track.....	59.010			59.010
Length of sidings and turnouts.....	3.810			3.810
Total computed as single track.....	62.820			62.820

## CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	25	3	28
Open passenger cars.....	23	7	30
Total passenger cars.....	48	10	58
Freight cars.....	3	20	23
Work cars.....	2		2
Snow plows.....	6		6
Total.....	59	30	89

## MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	1,103,189
Freight, mail and express car mileage.....	31,472
Total car mileage.....	1,134,661
Passenger car hours.....	114,270
Freight, mail and express car hours.....	8,500
Total car hours.....	123,070
Fare passengers carried.....	4,956,103
Transfer passengers carried.....	446,258
Total passengers carried.....	5,402,361
Average fare, revenue passengers.....	\$0.05
Average fare, all passengers (including transfer passengers).....	.0459
Car earnings per car mile.....	.2399
Miscellaneous earnings per car mile.....	.0018
Gross earnings per car mile.....	\$0.2417
Car earnings per car hour.....	\$2.212
Miscellaneous earnings per car hour.....	.0165
Gross earnings per car hour.....	\$2.2285
Operating expenses per car mile.....	\$0.1459
Operating expenses and taxes per car mile.....	.1550
Operating expenses per car hour.....	1.345
Operating expenses and taxes per car hour.....	1.429
Operating expenses per cent. of gross earnings.....	60.30
Operating expenses and taxes per cent. of gross earnings.....	64.10
Average number of employees, including officials, during year.....	263
Aggregate amount of salaries and wages paid.....	\$143,936.95

## SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total
Passengers .....		4	4
Others .....	4	3	7
Total .....	4	7	11

## GENERAL INFORMATION.

## CORPORATE NAME AND ADDRESS OF COMPANY.

Bangor Railway &amp; 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 Company, Bangor, Orono & Oldtown Railway Company, Bangor, Hampden & Winterport Railway and Public Works Company, and on February 1, 1906 the property of the Bangor & Northern Railroad Company was purchased.

## OFFICERS OF THE COMPANY.

NAME.	TITLE.	OFFICIAL ADDRESS.
John R. Graham .....	President .....	Bangor, Maine.
	General Manager .....	
Frank Silliman, Jr. ....	Vice-President .....	Philadelphia, Pa.
George T. Sewall .....	Secretary .....	Old Town, Maine.
Howard Corning .....	Treasurer .....	Bangor, Maine.
C. A. Pearson, Jr. ....	Auditor .....	Philadelphia, Pa.
C. H. Johnson .....	Superintendent .....	Bangor, Maine.

## DIRECTORS OF THE COMPANY.

NAME.	RESIDENCE.
John R. Graham .....	Bangor, Maine.
F. A. Wilson .....	Bangor, Maine.
E. C. Ryder .....	Bangor, Maine.
H. C. Chapman .....	Bangor, Maine.
C. L. Stanford .....	Bangor, Maine.
H. L. Clark .....	Philadelphia, Pa.
Frank Silliman, Jr. ....	Philadelphia, Pa.

Date of close of fiscal year. June 30.

Date of stockholders' annual meeting. 2d Tuesday in August.

**Report of the Benton and Fairfield Railway Company for the  
Year Ending June 30, 1909.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1909.

Gross earnings from operation.....	\$10,753 24	.....
Operating expenses .....	9,730 19	.....
Net earnings from operation .....		\$1,023 05
Gross income less operating expenses.....		\$1,023 05
DEDUCTIONS FROM INCOME.		
Taxes.. { On real and personal property } .....	102 06	.....
{ On capital stock..... } .....		
{ On earnings..... } .....		
{ Miscellaneous..... } .....		
Interest on funded debt.....	1,650 00	.....
		1,752 06
Deficit for year.....		\$729 01
Surplus at beginning of year.....		3 78
Deficit at close of year.....		\$725 23

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....	\$2,435 65	.....
Freight.....	8,290 59	.....
		\$10,726 24
MISCELLANEOUS EARNINGS.		
Sale of power.....		27 00
Total.....		\$10,753 24

## OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway.....	\$715 21	
Maintenance of electric line.....	107 16	
Maintenance of buildings and fixtures.....	2 97	
Total.....		\$825 34
Equipment:		
Maintenance of electric plant.....	429 11	
Maintenance of cars.....	637 59	
Maintenance of electric equipment of cars.....	1,176 32	
Maintenance of miscellaneous equipment.....	331 68	
Total.....		\$2,574 70
TRANSPORTATION.		
Operation of Power Plant:		
Water for power.....	\$600 00	
Lubricants and waste for power plant.....	38 99	
Hired power.....	185 00	
Total.....		823 99
Operation of Cars:		
Superintendence of transportation.....	\$414 18	
Wages of conductors }.....	3,853 39	
Wages of motormen }		
Miscellaneous car service expenses.....	268 95	
Removal of snow and ice.....	411 05	
Total.....		4,947 57
GENERAL.		
Salaries of clerks.....	\$40 50	
Printing and stationery.....	5 75	
Miscellaneous office expenses.....	27 39	
Damages.....	114 18	
Rent of land and buildings }.....	165 90	
Rent of tracks and terminals }		
Insurance.....	204 87	
Total.....		558 59
Grand total.....		\$9,730 19

**COMPARATIVE GENERAL BALANCE SHEET.**  
(Showing Condition at Close of Business, June 30, 1909.)

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$53,686 95	Construction and equipment.....		\$53,686 95		
		CURRENT ASSETS AS FOLLOWS:				
	428 01	Cash.....		290 89		\$137 12
	362 52	Accounts receivable.....		34 82		327 70
	2,567 09	Material and supplies.....		2,907 28	\$340 19	
	63 64	Prepaid accounts.....		88 53	24 89	
		Deficit.....		725 23	725 23	
	\$57,108 21	Total.....		\$57,733 70	\$625 49	
JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$20,000 00	Capital stock, common.....		\$20,000 00		
	33,000 00	Funded debt.....		33,000 00		
		CURRENT LIABILITIES AS FOLLOWS.				
	4,104 43	Accounts payable.....		4,733 70	\$629 27	
	3 78	Surplus.....				\$3 78
	\$57,108 21	Total.....		\$57,733 70	\$625 49	

BENTON AND FAIRFIELD RAILWAY.

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1908.	Additions during year.	Deductions during year.	Total cost to June 30, 1909.
Organization.....				
Engineering and superintendence } .....				
Right of way.....				
Track and roadway construction.. } .....	\$34,294 92			\$34,294 92
Electric line construction.....				
Real estate used in operation of road, land.....	1,247 00			1,247 00
Power plant equipment.....	4,260 92			4,260 92
Cars.....	13,884 11			13,884 11
Electric equipment of cars.. }				
Total.....	\$53,686 95			\$53,686 95
Cost of construction and equipment per mile of road owned.....	11,196 44			11,196 44

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

DESCRIPTION.	Total par value authorized.	Number of shares issued.	Par value per share.	Total par value issued.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common.....	\$20,000 00	800	\$25	\$20,000 00		

Total number of stockholders. 6.  
 Total number of stockholders in this state. 3.  
 Amount of stock held in this state. \$75.

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	Semi-annually.	\$137 50

Per mile of single track owned, 4,795 miles	}	Capital stock outstanding, \$4,171
		Funded debt outstanding, 6,882
		Total..... \$11,053

## 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.....	.675	.....	.....	.675
Total computed as single track....	4.795	.....	.....	4.795

## CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	1	.....	1
Freight cars.....	.....	5	5
Work cars.....	2	.....	2
Snow plows.....	1	.....	1
Total.....	4	5	9

## MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	49,902
Freight, mail and express car mileage.....	50,108
Total car mileage.....	100,010
Passenger car hours.....	5,567
Freight, mail and express car hours.....	7,820
Total car hours.....	13,387
Fare passengers carried.....	48,713
Passengers carried, passes.....	3,081
Total passengers carried.....	51,794
Average fare, revenue passengers.....	\$0.05
Average fare, all passengers (including transfer passengers).....	.047
Car earnings per car mile, passenger.....	.049
Car earnings per car mile, freight.....	.165
Gross earnings per car mile.....	\$0.214
Car earnings per car hour.....	\$0.801
Miscellaneous earnings per car hour.....	.002
Gross earnings per car hour.....	\$0.803
Operating expenses per car mile.....	\$0.097
Operating expenses and taxes per car mile.....	.098
Operating expenses per car hour.....	.727
Operating expenses and taxes per car hour.....	.734
Operating expenses per cent. of gross earnings.....	90.00
Operating expenses and taxes per cent. of gross earnings.....	91.00
Average number of employes, including officials, during year.....	20
Aggregate amount of salaries and wages paid.....	\$6,674.24



## GENERAL INFORMATION.

## CORPORATE NAME AND ADDRESS OF COMPANY.

Benton &amp; Fairfield Railway Company, Fairfield, Maine.

## OFFICERS OF THE COMPANY.

NAME.	TITLE.	OFFICIAL ADDRESS.
Sidney Mitchell .....	President.....	200 Fifth Ave., New York, N. Y.
Hyatt Cox.....	Treasurer.....	200 Fifth Ave., New York, N. Y.
Thomas W. Harper.....	{ General Manager..... Superintendent..... }	Fairfield, Maine. ' .

## DIRECTORS OF THE COMPANY.

NAME.	RESIDENCE.
Sidney Mitchell.....	200 Fifth Ave., New York, N.Y.
Hyatt Cox.....	200 Fifth Ave., New York, N.Y.
Thomas W. Harper.....	Benton Falls, Maine.
Edward F. Parker.....	Benton Station, Maine.
E. C. Herring.....	Fairfield, Maine.

Date of close of fiscal year. June 30, 1909.

Date of stockholders' annual meeting. Third Thursday of June.

**Report of the Biddeford and Saco Railroad Company for the Year  
Ending June 30, 1909.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1909.

Gross earnings from operation.....	\$66,824 23	
Operating expenses.....	50,898 21	
Net earnings from operation.....		\$15,926 02
MISCELLANEOUS INCOME.		
Interest on deposits.....		117 54
Gross income less operating expenses.....		\$16,043 56
DEDUCTIONS FROM INCOME.		
Taxes on real and personal property.....	1,031 52	
Interest on funded debt.....	6,000 00	
		7,031 52
Net income.....		\$9,012 04
DEDUCTIONS FROM NET INCOME.		
Dividends 5% on \$100,000.00, common stock.....		5,000 00
Surplus for year.....		\$4,012 04
Surplus at beginning of year.....		9,734 89
Surplus at close of year.....		\$13,746 93

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....		\$59,370 30
MISCELLANEOUS EARNINGS.		
Advertising.....	\$300 00	
Sale of power.....	7,153 93	
		\$7,453 93
Total.....		\$66,824 23

OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway .....	\$5,467 53	
Maintenance of electric line .....	481 94	
Maintenance of buildings and fixtures .....	21 84	
Total .....		\$5,971 31
Equipment:		
Maintenance of steam plant .....	\$541 75	
Maintenance of electric plant .....	1,118 67	
Maintenance of cars .....	725 36	
Maintenance of electric equipment of cars .....	3,920 61	
Maintenance of miscellaneous equipment .....	24 69	
Total .....		\$6,331 08
TRANSPORTATION.		
Operation of Power Plant:		
Power plant wages .....	\$3,798 29	
Fuel for power .....	13,053 12	
Water for power .....	764 64	
Lubricants and waste for power plant .....	497 05	
Miscellaneous supplies and expenses of power plant .....	104 73	
Total .....		\$18,217 83
Operation of Cars:		
Wages of conductors .....	\$6,239 02	
Wages of motormen .....	6,256 17	
Wages of car house employees .....	1,407 37	
Car service supplies .....	166 41	
Cleaning and sanding track .....	244 99	
Removal of snow and ice .....	427 30	
Total .....		14,741 26
GENERAL.		
Salaries of general officers .....	\$2,500 00	
Printing and stationery .....	132 39	
Stable expenses .....	151 18	
Advertising and attractions .....	78 00	
Miscellaneous general expenses .....	898 54	
Damages .....	80 10	
Rent of land and buildings .....	186 00	
Insurance .....	1,610 52	
Total .....		5,636 73
Grand total .....		\$50,898 21

COMPARATIVE GENERAL BALANCE SHEET.  
(Showing Condition at Close of Business, June 30, 1909.)

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$257,731 39	Construction and equipment.....		\$257,731 39		
	2,003 50	Cash.....		6,015 54	\$4,012 04	
	\$259,734 89	Total.....		\$263,746 93	\$4,012 04	
		CURRENT ASSETS AS FOLLOWS:				
JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$100,000 00	Capital stock, common.....		\$100,000 00		
	150,000 00	Funded debt.....		150,000 00		
	9,734 89	Surplus.....		13,746 93	4,012 04	
	\$259,734 89	Total.....		\$263,746 93	\$4,012 04	

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1908.	Additions during year.	Deductions during year.	Total cost to June 30, 1909.
Track and roadway construction .....	\$110,206 95			\$110,206 95
Electric line construction .....	12,071 33			12,071 33
Real estate used in operation of road.....	17,209 44			17,209 44
Buildings and fixtures used in operation of road }				
Power plant equipment.....	36,414 15			36,414 15
Cars.....	78,324 12			78,324 12
Electric equipment of cars }				
Miscellaneous equipment.....	3,505 40			3,505 40
Total.....	\$257,731 39			\$257,731 39
Cost of construction and equipment per mile of road owned.....	\$33,863 00			\$33,863 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.....	\$100,000	2,000	\$50	\$100,000	5%	\$5,000 00

Total number of stockholders. 38.

Total number of stockholders in this state. 31.

Amount of stock held in this state. \$80,750.00.

## 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 gold bonds. ....	1900	40	June 1, 1940.	\$300,000	\$150,000	4	June & Dec.	\$6,000 00

Per mile of single track owned, 8.146 miles	{	Capital stock outstanding,	\$12,275 76
		Funded debt outstanding,	18,413 94
		Total .....	\$30,689 70

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	.....	9
Open passenger cars.....	12	10	22
Total passenger cars.....	21	10	31
Snow plows.....	2	1	3
Total.....	23	11	34

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	314,426
Passenger car hours.....	33,141
Fare passengers carried.....	912,287
Transfer passengers carried.....	63,117
Total passengers carried.....	975,404
Average fare revenue passengers.....	\$0.0650
Average fare, all passengers (including transfer passengers).....	.0608
Car earnings per car mile.....	.1888
Miscellaneous earnings per car mile.....	.0237
Gross earnings per car mile.....	\$0.2125
Car earnings per car hour.....	\$1.800
Miscellaneous earnings per car hour.....	.225
Gross earnings per car hour.....	\$0.2125
Operating expenses per car mile.....	.1618
Operating expenses and taxes per car mile.....	.1657
Operating expenses per car hour.....	\$1.53
Operating expenses and taxes per car hour.....	1.56
Operating expenses per cent. of gross earnings.....	76.
Operating expenses and taxes per cent. of gross earnings.....	77.
Average number of employes, including officials, during year.....	38
Aggregate amount of salaries and wages paid.....	\$24,036 90

## GENERAL INFORMATION.

## CORPORATE NAME AND ADDRESS OF COMPANY.

Biddeford & 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 horse railroad in 1888. Equipped with electricity in 1892. Extension built in Biddeford in 1900.

## OFFICERS OF THE COMPANY.

NAME.	TITLE.	OFFICIAL ADDRESS.
Charles H. Prescott.....	President.....	Biddeford, Maine.
Eugene F. Lord.....	Secretary and Treasurer...	Biddeford, Maine.
Wm. A. Worthing.....	Superintendent.....	Biddeford, Maine.

## DIRECTORS OF THE COMPANY.

NAME.	RESIDENCE.
Charles H. Prescott.....	Saco, Maine.
Carlos Heard.....	Biddeford, Maine.
Harry P. Garland.....	Saco, Maine.
Walter G. Davis.....	Portland, Maine.
Wm. A. Wheeler.....	Portland, Maine.
Charles F. Libby.....	Portland, Maine.
Ammi Whitney.....	Portland, Maine.
Fred E. Richards.....	Portland, Maine.
Fred N. Dow.....	Portland, Maine.

Date of close of fiscal year. June 30.

Date of stockholders' annual meeting. 4th Wednesday in July.



**Report of the Calais Street Railway Company for the Year  
Ending June 30, 1909.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1909.

Gross earnings from operation.....	\$29,649 30	.....
Operating expenses.....	26,480 11	.....
Net earnings from operation.....		\$3,169 19
Gross income less operating expenses.....		\$3,169 19
DEDUCTIONS FROM INCOME.		
Taxes.. { On real and personal property.....	\$392 57	.....
{ On earnings.....	131 45	.....
	\$524 02	.....
Interest on funded debt.....	5,000 00	5,524 02
Deficit for year.....		\$2,354 83
Deficit at beginning of year.....		19,672 99
Deficit at close of year.....		\$22,027 82

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....		\$29,493 30
MISCELLANEOUS EARNINGS.		
Advertising.....	\$150 00	.....
Sale of power.....	6 00	.....
		156 00
Total.....		\$29,649 30

## OPERATING EXPENSES,

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway .....	\$2,816 96	
Maintenance of electric line .....	380 02	
Maintenance of buildings and fixtures .....	152 81	
Total .....		\$3,349 79
Equipment:		
Maintenance of steam plant .....	\$285 29	
Maintenance of electric plant .....	228 95	
Maintenance of cars .....	768 24	
Maintenance of electric equipment of cars .....	1,911 47	
Miscellaneous shop expenses .....	112 10	
Total .....		\$3,306 05
TRANSPORTATION.		
Operation of Power Plant:		
Power plant wages .....	\$942 05	
Fuel for power .....	5,669 58	
Water for power .....	150 00	
Lubricants and waste for power plant .....	184 60	
Total .....		6,946 23
Operation of cars:		
Superintendence of transportation .....	\$355 00	
Wages of conductors .....	2,743 80	
Wages of motormen .....	2,715 80	
Wages of car house employees .....	2,113 40	
Car service supplies .....	15 10	
Removal of snow and ice .....	572 15	
Total .....		8,515 25
GENERAL.		
Salaries of general officers .....	\$1,845 00	
Salaries of clerks .....	165 00	
Printing and stationery .....	6 25	
Miscellaneous office expenses .....	98 73	
Miscellaneous general expenses .....	160 02	
Damages .....	27 75	
Legal expenses in connection with damages .....	500 00	
Miscellaneous legal expenses .....	551 50	
Insurance .....	1,008 54	
Total .....		4,362 79
Grand total .....		\$26,480 11

COMPARATIVE GENERAL BALANCE SHEET.  
(Showing Condition at Close of Business, June 30, 1909.)

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$200,000 00	Construction and equipment .....		\$200,000 00		
		CURRENT ASSETS, AS FOLLOWS:				
	2,347 01	Cash .....		1,632 18		\$714 83
	19,672 99	Deficit .....		22,027 82	2,354 83	
	\$222,020 00	Total .....		\$223,660 00	\$1,640 00	
JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$100,000 00	Capital stock, common .....		\$100,000 00		
	100,000 00	Funded debt .....		100,000 00		
		CURRENT LIABILITIES AS FOLLOWS:				
	14,520 00	Accounts payable .....		13,660 00		\$860 00
	7,500 00	Matured interest on funded debt unpaid .....		10,000 00	\$2,500 00	
	\$222,020 00	Total .....		\$223,660 00	\$1,640 00	

CALAIS STREET RAILWAY.

## CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1908.	Additions during year.	Deductions during year.	Total cost to June 30, 1909.
Engineering and superintendence .....				\$30,000 00
Track and roadway construction .....				82,000 00
Electric line construction .....				35,000 00
Real estate used in operation of road .....				6,200 00
Buildings and fixtures used in operation of road .....				25,000 00
Cars .....				11,800 00
Electric equipment of cars .....				8,000 00
Interest and discount .....				2,000 00
Total .....				\$200,000 00
Cost of construction and equipment per mile of road owned .....				\$28,888 88

## CAPITAL STOCK AND FUNDED DEBT.

## CAPITAL STOCK.

DESCRIPTION.	Total par value authorized.	Number of shares issued.	Par value per share.	Total par value issued.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common .....	\$100,000	1,000	\$100	\$100,000		

Total number of stockholders. 7.

Total number of stockholders in this state. 7.

Amount of stock held in this state. \$100,000.00.

FUNDED DEBT.

DESCRIPTION.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.	INTEREST.		
						Rate %	When payable.	Accrued during year.
Mortgage bonds.....	1898	20	July 1, 1918.	\$100,000	\$100,000	5	Jan. & 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

\* While the three miles in Canada are leased, the cost of construction and equipment covers the whole seven miles.

## DESCRIPTION OF ROAD AND EQUIPMENT.

## TRACK.

	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first main track).....	4	3	.....	7
Railway located outside of Maine.....		3	.....	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	.....	1
Snow plows.....	1	.....	1
Total.....	9	.....	9

## MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	183,960
Passenger car hours.....	6,411
Fare passengers carried.....	590,717
Transfer passengers carried.....	23,389
Total passengers carried.....	614,106
Average fare, revenue passengers.....	\$0.0499
Average fare, all passengers (including transfer passengers).....	.0482
Car earnings per car mile.....	.1620
Miscellaneous earnings per car mile.....	.00086
Gross earnings per car mile.....	\$0.16286
Car earnings per car hour.....	\$4.59
Miscellaneous earnings per car hour.....	.024
Gross earnings per car hour.....	\$4.614
Operating expenses per car mile.....	\$0.144
Operating expenses and taxes per car mile.....	.146
Operating expenses per car hour.....	\$4.14
Operating expenses and taxes per car hour.....	4.21
Operating expenses per cent. of gross earnings.....	\$9.50
Operating expenses and taxes per cent. of gross earnings.....	91.00
Average number of employees, including officials, during year.....	27
Aggregate amount of salaries and wages paid.....	\$12,944 35

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Calais Street Railway Co., Calais, Maine.

OFFICERS OF THE COMPANY.

NAME.	TITLE.	OFFICIAL ADDRESS.
George A. Curran.....	President.....	Calais, Maine.
Charles F. Pray.....	Secretary & Supt.....	Calais, Maine.
Charles W. Young.....	Treas. & Gen. Manager...	Calais, Maine.

DIRECTORS OF THE COMPANY.

NAME.	RESIDENCE.
George A. Curran.....	Calais, Maine.
Charles F. Pray.....	Calais, Maine.
Charles W. Young.....	Calais, Maine.

Date of close of fiscal year. June 30th.

Date of stockholders' annual meeting. Third Tuesday in July.

**Report of the Fairfield and Shawmut Railway for the Year  
Ending June 30, 1909.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1909.

Gross earnings from operation .....	\$8,040 25	
Operating expenses .....	4,070 25	
Net earnings from operation .....		\$3,970 00
Gross income less operating expenses .....		\$3,970 00
DEDUCTIONS FROM INCOME.		
Taxes on real and personal property .....	\$35 50	
Interest { On funded debt .....	\$1,375 00	
{ On floating debt .....	140 00	
	1,515 00	
		1,550 50
Net income .....		\$2,419 50
Surplus for year .....		\$2,419 50
Surplus at beginning of year .....		2,678 50
Surplus at close of year .....		\$5,098 00

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers .....	\$7,542 00	
Freight .....	200 00	
		\$7,742 00
MISCELLANEOUS EARNINGS.		
Rent of tracks .....		298 25
Total .....		\$8,040 25



OPERATING EXPENSES.

MAINTENANCE.		
Equipment:		
Maintenance of cars .....	\$190 00	
Maintenance of electric equipment of cars .....	100 00	
Total .....		\$290 00
TRANSPORTATION.		
Operation of Power Plant:		
Hired power .....		865 00
Operation of Cars:		
Wages of conductors } .....	\$1,675 00	
Wages of motormen } .....		
Wages of car house employees .....	900 00	
Car service supplies .....	50 00	
Miscellaneous car service expenses .....	150 00	
Removal of snow and ice .....	40 00	
Total .....		2,815 00
GENERAL.		
Insurance .....		100 25
Grand total .....		\$4,070 25

COMPARATIVE GENERAL BALANCE SHEET.  
(Showing Condition at Close of Business, June 30, 1909.)

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$68,178 50	Construction and equipment.....		\$69,178 50	\$1,000 00	
	200 00	CURRENT ASSETS AS FOLLOWS:				
		Material and supplies.....		444 50	244 50	
	1,000 00	Miscellaneous:				
		Buildings, car barn.....				\$1,000 00
	\$69,378 50	Total.....		\$69,623 00	\$244 50	
JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$30,000 00	Capital stock, common.....		\$30,000 00		
	30,000 00	Funded debt.....		30,000 00		
		CURRENT LIABILITIES AS FOLLOWS:				
	3,500 00	Loans and notes payable.....		2,250 00		\$1,250 00
	3,200 00	Accounts payable.....		2,275 00		925 00
	2,678 50	Surplus.....		5,098 00	\$2,419 50	
	\$69,378 50	Total.....		\$69,623 00	\$244 50	

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1908.	Additions during year.	Deductions during year.	Total cost to June 30, 1909.
Organization .....				\$200 00
Engineering and superintendence .....				200 00
Track and roadway construction .....				57,978 50
Electric line construction .....				4,000 00
Buildings and fixtures used in operation of road .....				2,500 00
Shop tools and machinery .....				300 00
Cars .....				2,500 00
Electric equipment of cars .....				1,500 00
Total .....				\$69,178 50

## 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.....	\$30,000	300	\$100	\$30,000		

Total number of stockholders. 5.

Total number of stockholders in this state. 5.

Amount of stock held in this state. \$30,000.00.

## FUNDED DEBT.

DESCRIPTION.	Date of issue	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.	INTEREST.		
						Rate %	When payable.	Accrued during year.
20 year first mortgage bonds.....	July 1, 1907.	20	July 1, 1927.	\$30,000	\$30,000	5	July & Jan	\$1,375 00

Per mile of single track owned, 3.30 miles	Capital stock outstanding,	\$9,090 90
	Funded debt outstanding,	9,090 90
	Total.....	\$18,181 80

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owued.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first main track).....	3.10	.....	.....	3.10
Length of sidings and turnouts.....	.20	.....	.....	.20
Total computed as single track.....	3.30	.....	.....	3.30

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	1	.....	1
Open passenger cars.....	1	.....	1
Total passenger cars.....	2	.....	2
Freight cars.....	1	.....	1
Work cars.....	1	.....	1
Snow plows.....	1	.....	1
Total.....	5	.....	5

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Average fare, revenue passengers.....	\$0.05
Operating expenses per car hour.....	\$0.67
Average number of employes, including officials, during year.....	4
Aggregate amount of salaries and wages paid.....	\$2,575 00

## GENERAL INFORMATION.

## CORPORATE NAME AND ADDRESS OF COMPANY.

Fairfield &amp; Shawmut Railway Company, Fairfield, Maine.

## OFFICERS OF THE COMPANY.

NAME.	TITLE.	OFFICIAL ADDRESS.
A. F. Gerald.....	President.....	Fairfield, Maine.
H. D. Eaton.....	Secretary.....	Waterville, Maine.
W. T. Haines.....	Treasurer.....	Waterville, Maine.
A. F. Gerald.....	General Manager.....	Fairfield, Maine.
Edward Proux.....	Superintendent.....	Fairfield, Maine.

## DIRECTORS OF THE COMPANY.

NAME.	RESIDENCE.
A. F. Gerald.....	Fairfield, Maine.
H. D. Eaton.....	Waterville, Maine.
W. T. Haines.....	Waterville, Maine.
G. F. Terry.....	Waterville, Maine.
P. S. Heald.....	Waterville, Maine.

Date of close of fiscal year. June 30, 1909.

**Report of the Fryeburg Horse Railroad Company for the Year  
Ending June 30, 1909.**

INCOME ACCOUNT FOR THE YEAR ENDING JUNE 30, 1909.

Surplus at close of year.....	\$517 72
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\* Operated by Frank L. Meserve under oral agreement by which all expenditures for repairs, damages and operation were assumed by said Meserve.

COMPARATIVE GENERAL BALANCE SHEET.  
(Showing Condition at Close of Business, June 30, 1909.)

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$5,175 00	Construction and equipment .....		\$5,175 00		

JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$5,175 00	Capital stock, common .....		\$5,175 00		

CAPITAL STOCK.

DESCRIPTION.	Total par value authorized.	Number of shares issued.	Par value per share.	Total par value issued.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common .....	\$250,000	207	\$25	\$5,175		

Total number of stockholders. 6.  
 Total number of stockholders in this state. 4.  
 Amount of stock held in this state. \$3,525.00.



DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first main track).....	3	.....	.....	3

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	.....	3	.....
Open passenger cars.....	.....	3	.....
Total passenger cars.....	.....	6	.....

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Fryeburg Horse Railroad Company, Fryeburg, Maine.

OFFICERS OF THE COMPANY.

NAME.	TITLE.	OFFICIAL ADDRESS.
E. C. Farrington .....	President.....	Augusta, Maine.
E. E. Hastings .....	Secretary.....	Fryeburg, Maine.
E. E. Hastings .....	Treasurer.....	Fryeburg, Maine.

DIRECTORS OF THE COMPANY.

NAME.	RESIDENCE.
E. C. Farrington.....	Augusta, Maine.
E. E. Hastings .....	Fryeburg, Maine.
A. Crosby Kennet.....	Conway, N. H.
Geo. E. Macomber.....	Augusta, Maine.
Fred J. Allen.....	Sanford, Maine.

Date of close of fiscal year, June 30.

Date of Stock holders annual meeting. 1st Tuesday in June.

**Report of the Lewiston, Augusta and Waterville Street Railway  
for the Year Ending June 30, 1909.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1909.

Gross earnings from operation.....	\$454,242 27	
Operating expenses.....	285,009 95	
Net earnings from operation.....		\$169,232 32
MISCELLANEOUS INCOME.		
Interest on deposits.....	\$584 66	
Income from securities owned.....	11,450 01	
		12,034 67
Gross income less operating expenses.....		\$181,266 99
DEDUCTIONS FROM INCOME.		
Taxes.. { On real and personal property	\$4,308 32	
{ On capital stock.....		
Interest { On earnings.....	136,513 72	160,889 79
{ Miscellaneous.....		
{ On funded debt.....		
{ On floating debt.....	20,067 75	
Net income.....		\$20,377 20
DEDUCTIONS FROM NET INCOME.		
Reserves and Special Charges:		
Depreciation.....		9,031 00
Surplus at beginning of year.....	\$57,827 76	\$11,346 20
PROFIT OR LOSS ADJUSTMENTS DURING YEAR.		
Credits:		
Supplies adjustment.....	\$1,189 74	
Debits:		
Supplies adjustment.....	1,293 19	
Power adjustment.....	1,446 11	
Uncollectable accounts.....	385 62	
	1,935 18	55,892 58
Surplus at close of year.....		\$67,238 78

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....	\$435,987 97	
Freight and express.....	10,650 37	
Mail.....	1,084 94	
		\$447,723 28
MISCELLANEOUS EARNINGS.		
Advertising.....	\$1,213 28	
Rent of land and buildings.....	1,144 70	
Sale of power.....	3,827 10	
Miscellaneous.....	333 91	
		6,518 99
Total.....		\$454,242 27

LEWISTON, AUGUSTA AND WATERVILLE STREET RAILWAY. 401

OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway .....	\$17,777 17	
Maintenance of electric line .....	3,627 45	
Maintenance of buildings and fixtures .....	402 82	
Total .....		\$21,807 44
Equipment:		
Maintenance of steam plant .....	\$1,249 49	
Maintenance of electric plant .....	1,145 50	
Maintenance of cars .....	10,861 83	
Maintenance of electric equipment of cars .....	10,900 32	
Maintenance of miscellaneous equipment .....	2,490 07	
Miscellaneous shop expenses .....	2,350 82	
Total .....		28,998 03
TRANSPORTATION.		
Operation of Power Plant:		
Power plant wages .....	\$12,088 08	
Fuel for power .....	4,497 46	
Lubricants and waste for power plant .....	610 81	
Miscellaneous supplies and expenses of power plant .....	342 69	
Hired power .....	62,796 29	
Total .....		80,335 33
Operation of Cars:		
Superintendence of transportation .....	\$3,074 98	
Wages of conductors } .....	71,847 37	
Wages of motormen }		
Wages of miscellaneous car service employees .....	3,771 89	
Wages of car house employees .....	3,610 93	
Car service supplies .....	3,676 54	
Miscellaneous car service expenses .....	9,323 23	
Cleaning and sanding track .....	3,272 22	
Removal of snow and ice .....	6,503 19	
Total .....		105,080 35
GENERAL.		
Salaries of general officers .....	\$7,812 79	
Salaries of clerks .....	3,390 98	
Printing and stationery .....	1,958 01	
Miscellaneous office expenses }		
Stores expenses .....	1,289 32	
Stable expenses .....	272 82	
Advertising and attractions .....	8,070 74	
Miscellaneous general expenses .....	4,276 64	
Damages .....	13,079 78	
Legal expenses in connection with damages }		
Miscellaneous legal expenses .....	1,200 00	
Rent of land and buildings .....	1,093 50	
Insurance .....	6,344 22	
Total .....		48,788 80
Grand total .....		\$285,009 95

## COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business, June 30, 1909.)

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$5,981,398 00	Construction and equipment .....		\$6,340,564 81	\$359,166 81	
	209,237 83	OTHER PERMANENT INVESTMENTS AS FOLLOWS:				
		Stocks and bonds of other companies .....		209,237 83		
		CURRENT ASSETS AS FOLLOWS:				
	\$34,825 32	Cash .....		28,337 52		\$6,487 80
	9,708 67	Bills receivable .....		5,775 71		3,930 96
	27,116 35	Accounts receivable .....		27,739 59	623 24	
	2,702 53	Material and supplies .....		12,432 45	9,729 92	
		Miscellaneous:				
		Bonds in treasury .....		325,000 00	325,000 00	
		Discount on bonds .....		21,000 00	21,000 00	
	\$6,264,986 70	Total .....		\$6,970,087 91	\$705,101 21	

## COMPARATIVE GENERAL BALANCE SHEET—CONCLUDED.

JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$3,000,000 00	Capital stock, common		\$3,000,000 00		
	3,000,000 00	Funded debt		3,500,000 00	\$500,000 00	
		CURRENT LIABILITIES AS FOLLOWS:				
	139,291 13	Loans and notes payable		286,000 00	146,708 87	
	12,997 79	Accounts payable		48,382 78	35,384 99	
	15,647 50	Matured interest on funded debt unpaid		16,140 00	492 50	
		Miscellaneous:				
	1,440 90	Tickets outstanding		1,234 64		\$206 26
		ACCRUED LIABILITIES AS FOLLOWS:				
	33,187 50	Interest on funded debt accrued and not yet due		35,375 00	2,187 50	
	688 85	Miscellaneous interest accrued and not yet due		3,817 34	3,128 49	
		Miscellaneous:				
	1,116 29	Legal		79 39		1,036 90
	2,788 98	Reserves		11,819 98	9,031 00	
	57,827 76	Surplus		67,238 78	9,411 02	
	\$6,264,986 70	Total		\$6,970,087 91	\$705,101 21	

## CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1908.	Additions during year.	Deductions during year.	Total cost to June 30, 1909.
Organization and cost of extensions.....	\$5,893,673 64	\$343,753 83		\$6,237,427 47
Track and roadway construction.....	50,265 31			50,265 31
Electric line construction.....				
Real estate used in operation of road.....	50 00	675 68		725 68
Power plant equipment.....	30,457 55	8,643 66		39,101 21
Shop tools and machinery.....	300 00			300 00
Cars.....	6,651 50			6,651 50
Electric equipment of cars.....		5,238 39		5,238 39
Miscellaneous equipment and cars.....		855 25		855 25
Miscellaneous.....				
Total.....	\$5,981,398 00	\$359,166 81		\$6,340,564 81
Cost of construction and equipment per mile of road owned.....				\$47,000 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.....	\$3,000,000	30,000	\$100	\$3,000,000		

Total number of stockholders. 121.

Total number of stockholders in this state. 13.

Amount of stock held in this state. \$196,600.

## FUNDED DEBT.

DESCRIPTION.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.	INTEREST.		
						Rate %	When payable.	Accrued during year.
A. W. & G. general .....	March 1, 1905.	30	Jan. 1, 1935	\$125,000	\$100,000	5	Jan. & July	\$5,000 00
* A. W. & G. first .....	July 1, 1902.	50	July 1, 1952	150,000	73,000	4	Jan. & July	2,920 00
A. W. & G. preferred stock .....					77,000	4	Jan. & July	3,080 00
* A. H. & G. general .....	July 1, 1901.	50	July 1, 1951	250,000	61,500	4	Jan. & July	2,460 00
A. H. & G. first .....	July 1, 1890.	20	July 1, 1910	100,000	10,500	6	Jan. & July	630 00
A. H. & G. preferred stock .....					178,000	4	Jan. & July	7,120 00
Bath St. Ry. first .....	July 1, 1893	20	July 1, 1913	70,000	70,000	5	Jan. & July	3,500 00
L. & A. H. R. R. first .....	June 1, 1891	20	Jan. 1, 1911	85,000	85,000	5	June & Dec	4,250 00
L. B. & B. first .....	March 1, 1898.	20	March 1, 1918	1,000,000	845,000	5	March & Sept.	42,250 00
L. A. & W. first .....	April 1, 1907.	30	April 1, 1937	5,000,000	2,000,000	5	April & Oct.	100,000 00
Total .....					\$3,500,000			\$171,210 00

\* NOTE.—Augusta, Winthrop & Gardiner Railway, first mortgage, 4% convertible gold bonds and Augusta, Hallowell & Gardiner Railroad Company, general mortgage, 4% convertible gold bonds are exchangeable for 4% preferred stock of the same company which has the same security as the bonds and mature at the same time.

Per mile of single track owned, 134.278 miles	}	Capital stock outstanding, \$22,000
		Funded debt outstanding, 26,000
		Total..... \$48,000

## DESCRIPTION OF ROAD AND EQUIPMENT.

## TRACK.

	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first main track).....	130.264			130.264
Length of second main track.....	1.424			1.424
Total length of main track.....	131.688			131.688
Length of sidings and turnouts.....	2.590			2.590
Total computed as single track.....	134.278			134.278

## CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	44		44
Open passenger cars.....	41		41
Combination closed and open passenger cars.....		1	1
Total passenger cars.....	85	1	86
Freight cars.....	1		1
Express cars.....	3		3
Work cars.....	4	4	8
Snow plows.....	2	10	12
Miscellaneous:			
Sprinkler.....	1		1
Parlor car.....	1		1
Total.....	97	15	112



MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage .....	2,180,106.71
Freight, mail and express car mileage .....	57,864.43
Total car mileage .....	2,237,971.14
Passenger car hours .....	191,140
Freight, mail and express car hours .....	9,079
Total car hours .....	200,219
Fare passengers carried .....	8,919,160
Transfer passengers carried .....	584,574
Total passengers carried .....	9,503,734
Average fare, revenue passengers .....	\$0.0488
Average fare, all passengers (including transfer passengers) .....	.0451
Car earnings per car mile .....	.2053
Miscellaneous earnings per car mile .....	.0030
Gross earnings per car mile .....	\$0.2083
Car earnings per car hour .....	\$2.34
Miscellaneous earnings per car hour .....	.03
Gross earnings per car hour .....	\$2.37
Operating expenses per car mile .....	\$0.1307
Operating expenses and taxes per car mile .....	.1326
Operating expenses per car hour .....	\$1.47
Operating expenses and taxes per car hour .....	1.49
Operating expenses per cent. of gross earnings .....	63.12
Operating expenses and taxes per cent. of gross earnings .....	64.02
Average number of employes, including officials, during year .....	397
Aggregate amount of salaries and wages paid .....	\$172,110.56

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Passengers .....		20	20
Employees .....		9	9
Others .....	3	16	19
Total .....	3	45	48

## GENERAL INFORMATION.

## CORPORATE NAME AND ADDRESS OF COMPANY.

Lewiston, Augusta & Waterville Street Railway, Lewiston, Maine.

## HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES NOW OPERATED.

During October, 1902, the Auburn, Mechanic Falls & Norway Street Railway was organized and on April 3, 1907, it changed its name by authority of the 73d legislature to Lewiston, Augusta & Waterville Street Railway and on April 24, 1907, it acquired by purchase all the property and franchises and assets of the Lewiston, Brunswick & Bath Street Railway and the Augusta, Winthrop & Gardiner Railway.

## OFFICERS OF THE COMPANY.

NAME.	TITLE.	OFFICIAL ADDRESS.
J. R. Graham.....	President.....	Bangor, Maine.
H. L. Clark.....	Vice-President.....	Philadelphia, Pa.
H. M. Heath.....	Clerk.....	Augusta, Maine.
D. S. Hahn.....	Treasurer.....	Lewiston, Maine.
H. B. Ivers.....	General Manager.....	Lewiston, Maine.

## DIRECTORS OF THE COMPANY.

NAME.	RESIDENCE.
J. R. Graham.....	Bangor, Maine.
J. F. Hill.....	Augusta, Maine.
T. J. Lynch.....	Augusta, Maine.
W. H. Newell.....	Lewiston, Maine.
H. B. Ivers.....	Lewiston, Maine.
H. L. Clark.....	Philadelphia, Pa.
Frank Silliman, Jr.....	Philadelphia, Pa.

Date of close of fiscal year. June 30.

Date of stockholders' annual meeting. Third Tuesday in August.

**Report of the Norway and Paris Street Railway for the Year  
Ending June 30, 1909.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1909.

Gross earnings from operation.....	\$9,775 23	
Operating expenses.....	7,104 69	
Net earnings from operation.....		\$2,670 54
MISCELLANEOUS INCOME.		
Other Miscellaneous Income:		
Net earnings from lighting department.....		6,131 12
Gross income less operating expenses.....		\$8,801 66
DEDUCTIONS FROM INCOME.		
Taxes on real and personal property.....	\$1,128 64	
Interest on funded debt.....	4,920 00	
		6,048 64
Net income.....		\$2,753 02
Surplus for year.....		\$2,753 02
Surplus at beginning of year.....		10,339 93
Surplus at close of year.....		\$13,092 95

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....	\$8,975 50	
Mail.....	199 97	
Express.....	461 28	
		\$9,636 75
MISCELLANEOUS EARNINGS.		
Advertising.....	\$120 06	
Other Miscellaneous Earnings:		
Interest on deposits.....	18 42	
		138 48
Total.....		\$9,775 23

## OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway .....	\$401 03	
Maintenance of electric line .....	107 06	
Maintenance of buildings and fixtures .....	16 87	
Total .....		\$524 96
Equipment:		
Maintenance of cars .....	\$1,321 92	
Maintenance of electric equipment of cars .....	969 90	
Total .....		2,291 82
TRANSPORTATION.		
Operation of Power Plant:		
Cost of power, less amount used by lighting plant .....		543 24
Operation of Cars:		
Wages of conductors .....	\$1,002 19	
Wages of motormen .....	952 01	
Miscellaneous car service expenses .....	149 11	
Removal of snow and ice .....	516 91	
Total .....		2,620 22
GENERAL.		
Salaries of general officers .....	\$600 00	
Salaries of clerks .....		
Miscellaneous office expenses .....	45 63	
Miscellaneous general expenses .....	246 82	
Insurance .....	232 00	
Total .....		1,124 45
Grand total .....		\$7,104 69

COMPARATIVE GENERAL BALANCE SHEET.  
(Showing Condition at Close of Business, June 30, 1909.)

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$43,551 71		Construction and equipment.....	\$43,551 71			
		OTHER PERMANENT INVESTMENTS AS FOLLOWS:				
500 00		Stocks and bonds of other companies.....	500 00			
128,780 19		Electric light plant.....	129,867 63			
	\$172,831 90			\$173,919 34	\$1,087 44	
		CURRENT ASSETS AS FOLLOWS:				
2,406 69		Cash.....	2,096 46			
1,930 99		Accounts receivable.....	2,158 35			
4,329 74		Material and supplies.....	5,326 79			
267 00		Prepaid accounts.....	241 88			
	8,934 42			9,823 48	889 06	
	\$181,766 32	Total.....		\$183,742 82	\$1,976 50	
JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$50,000 00		Capital stock, common.....	\$50,000 00			
118,000 00		Funded debt.....	118,000 00			
	\$168,000 00			\$168,000 00		
		CURRENT LIABILITIES AS FOLLOWS:				
1,100 00		Loans and notes payable.....				
399 72		Accounts payable.....	723 20			
	1,499 72			723 20		\$776 52
		ACCRUED LIABILITIES AS FOLLOWS:				
	1,926 67	Interest on funded debt accrued and not yet due.....		1,926 67		
	10,339 93	Surplus.....		13,092 95	\$2,753 02	
	\$181,766 32	Total.....		\$183,742 82	\$1,976 50	

## CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1908.	Additions during year.	Deductions during year.	Total cost to June 30, 1909.
Railway construction and equipment.....	\$43,551 71			\$43,551 71
Electric light plant and stock in other companies.....	129,280 19	\$1,087 44		130,367 63
Total.....	\$172,831 90	\$1,087 44		\$173,919 34
Cost of construction and equipment per mile of road owned; does not include lighting plant.....				\$20,446 81

## 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 00	500	\$100	\$50,000 00		

Total number of stockholders. 10.

Total number of stockholders in this state. 10.

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 & Paris St. Ry., 1st mort.	1896	20	1916	\$18,000	\$18,000	4	Jan. & July	\$720 00
Norway & Paris St. Ry., 2d mort.	1905	20	1925	20,000	20,000	5	Jan. & July	1,000 00
Oxford Light Co., 1st mort.....	1897	20	1917	80,000	80,000	4	March & Sept.	3,200 00
Total.....				\$118,000	\$118,000			\$4,920 00

Per mile of single track owned, 2.14 miles { Capital stock outstanding, \$23,364 48  
 { Funded debt outstanding, 55,140 18 Includes Oxford Lighting Company bonds.  
 { Total..... \$78,504 66

## DESCRIPTION OF ROAD AND EQUIPMENT.

## TRACK.

	Owued.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first main track).....	2.13			2.13
Length of sidings and turnouts.....	.01			.01
Total computed as single track.....	2.14			2.14

## CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	3		3
Open passenger cars.....	2		2
Total passenger cars.....	5		5
Work cars.....	1		1
Total.....	6		6

## MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	43,116
Passenger car hours.....	5,696
Fare passengers carried.....	179,510
Average fare, revenue passengers.....	\$0.0500
Car earnings per car mile.....	0.2235
Miscellaneous earnings per car mile.....	0.0032
Gross earnings per car mile.....	\$0.2267
Car earnings per car hour.....	\$1.691
Miscellaneous earnings per car hour.....	0.024
Gross earnings per car hour.....	\$1.715
Operating expenses per car mile.....	\$0.164
Operating expenses and taxes per car mile.....	0.190
Operating expenses per car hour.....	1.247
Operating expenses and taxes per car hour.....	1.445
Operating expenses per cent. of gross earnings.....	72.68
Operating expenses and taxes per cent. of gross earnings.....	84.22
Average number of employes, including officials, during year.....	8
Aggregate amount of salaries and wages paid.....	\$3,955.58



GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Norway & Paris Street Railway.

OFFICERS OF THE COMPANY.

NAME.	TITLE.	OFFICIAL ADDRESS.
Freeland Howe.....	President.....	Norway, Maine.
Percy V. Hill.....	Secretary.....	Augusta, Maine.
E. H. Morrill.....	Treasurer.....	Augusta, Maine.
H. B. Young.....	General Manager and Supt.	Norway, Maine.

DIRECTORS OF THE COMPANY.

NAME.	RESIDENCE.
Guy P. Gannett.....	Augusta, Maine.
Percy V. Hill.....	Augusta, Maine.
Geo. E. Macomber.....	Augusta, Maine.
Freeland Howe.....	Norway, Maine.
E. B. Beal.....	Norway, Maine.
H. B. Young.....	Norway, Maine.
E. H. Morrill.....	Augusta, Maine.

Date of close of fiscal year. June 30.

Date of stockholders' annual meeting. Third Wednesday in August.

**Report of the Portland and Brunswick Street Railway for the Year  
Ending June 30, 1909.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1909.

Gross earnings from operation.....	\$41,639 71	.....
Operating expenses.....	37,320 48	.....
Net earnings from operation.....		\$4,319 23
Gross income less operating expenses.....		\$4,319 23
DEDUCTIONS FROM INCOME.		
Taxes on real and personal property.....	\$1,275 76	.....
Interest { On funded debt.....\$11,250 00		.....
{ On floating debt.....2,488 13		.....
	13,738 13	.....
		15,013 89
Deficit.....		\$10,694 66
Deficit for year.....		\$10,694 66
Deficit at beginning of year.....		5,557 31
Deficit at close of year.....		\$16,251 97

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....	\$39,245 56	.....
Express.....	424 05	.....
		\$39,669 61
MISCELLANEOUS EARNINGS.		
Advertising.....	\$400 00	.....
Sale of power.....	1,570 10	.....
		1,970 10
Total.....		\$41,639 71

OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway .....	\$3,188 23	
Maintenance of electric line .....	269 52	
Maintenance of buildings and fixtures .....	32 17	
Total .....		\$3,489 92
Equipment:		
Maintenance of steam plant .....	\$252 31	
Maintenance of electric plant .....	234 14	
Maintenance of cars .....	1,615 96	
Maintenance of electric equipment of cars .....	2,279 40	
Total .....		4,381 81
TRANSPORTATION.		
Operation of Power Plant:		
Power plant wages .....	\$2,446 50	
Fuel for power .....	3,554 10	
Lubricants and waste for power plant .....	120 14	
Miscellaneous supplies and expenses of power plant .....	263 52	
Hired power .....	7,922 20	
Total .....		14,306 46
Operation of Cars:		
Wages of conductors and motormen .....	\$5,782 70	
Wages of miscellaneous car service employees .....	207 83	
Wages of car house employees .....		
Car service supplies .....	918 22	
Miscellaneous car service expenses .....		
Removal of snow and ice .....	171 09	
Total .....		7,079 84
GENERAL.		
Salaries of general officers and clerks .....	\$3,327 00	
Miscellaneous office expenses .....	379 67	
Advertising and attractions .....	945 16	
Miscellaneous general expenses .....	540 91	
Damages .....	660 00	
Legal expenses in connection with damages .....	294 99	
Rent of land and buildings .....	277 21	
Insurance .....	1,637 51	
Total .....		8,062 45
Grand total .....		\$37,320 48

COMPARATIVE GENERAL BALANCE SHEET.  
(Showing Condition at Close of Business, June 30, 1909.)

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$569,803 19	Construction and equipment.....		\$572,133 57	\$2,330 38	
		CURRENT ASSETS AS FOLLOWS.				
	236 99	Cash.....		442 36	205 37	
	6,200 83	Accounts receivable.....		6,328 72	127 89	
		Material and supplies.....		200 00	200 00	
	5,557 31	Deficit.....		16,251 97	10,694 66	
	\$581,798 32	Total.....		\$595,356 62	\$13,558 30	
JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$300,000 00	Capital stock, common.....		\$300,000 00		
	225,000 00	Funded debt.....		225,000 00		
		CURRENT LIABILITIES AS FOLLOWS:				
	33,833 86	Loans and notes payable.....		41,103 56	\$7,269 70	
	11,851 96	Accounts payable.....		4,675 41		\$7,176 55
	7,362 50	Matured interest on funded debt unpaid.....		18,612 50	11,250 00	
		Miscellaneous matured interest, unpaid.....		2,215 15	2,215 15	
		ACCRUED LIABILITIES AS FOLLOWS:				
	3,750 00	Interest on funded debt accrued and not yet due.....		3,750 00		
	\$581,798 32	Total.....		\$595,356 62	\$13,558 30	

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1908.	Additions during year.	Deductions during year.	Total cost to June 30, 1909.
Organization.....				
Engineering and superintendence } .....	\$299,334 26	\$2,212 80		\$301,547 06
Right of way.....				
Track and roadway construction }				
Electric line construction.....	55,916 56			55,916 56
Real estate used in operation of road.....	91,607 53			91,607 53
Buildings and fixtures used in operation of road }				
Investment real estate.....	73,577 34	117 58		73,694 92
Cars.....	21,882 50			21,882 50
Electric equipment of cars.....	26,175 00			26,175 00
Miscellaneous equipment.....	1,310 00			1,310 00
Total.....	\$569,803 19	\$2,330 38		\$572,133 57

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

DESCRIPTION.	Total par value authorized.	Number of shares issued.	Par value per share.	Total par value issued.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common .....	\$300,000	3,000	\$100	\$300,000	.....	.....

Total number of stockholders. 10.  
 Total number of stockholders in this state. 8.  
 Amount of stock held in this state. \$299,800.

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, 1902...	20	March 1922....	\$225,000	\$225,000	5	March & 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.

	Owued.	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.....	1		1
Total.....	12	1	13

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	241,400
Freight, mail and express car mileage.....	1,280
Total car mileage.....	242,680
Passenger car hours.....	15,088
Freight, mail and express car hours.....	80
Total car hours.....	15,168
Fare passengers carried.....	784,911
Average fare, revenue passengers.....	\$0.50
Car earnings per car mile.....	.162
Miscellaneous earnings per car mile.....	.008
Gross earnings per car mile.....	\$0.170
Car earnings per car hour.....	\$2.587
Miscellaneous earnings per car hour.....	.129
Gross earnings per car hour.....	\$2.716
Operating expenses per car mile.....	\$0.153
Operating expenses and taxes per car mile.....	.159
Operating expenses per car hour.....	2.460
Operating expenses and taxes per car hour.....	2.544
Operating expenses per cent. of gross earnings.....	89.62
Operating expenses and taxes per cent. of gross earnings.....	92.69
Average number of employes, including officials, during year.....	24
Aggregate amount of salaries and wages paid.....	\$16,230 91

## GENERAL INFORMATION.

## CORPORATE NAME AND ADDRESS OF COMPANY.

Portland &amp; Brunswick Street Railway, Waterville, Maine.

HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION  
OF LINES NOW OPERATED.

Incorporated in 1901.

## OFFICERS OF THE COMPANY.

NAME.	TITLE.	OFFICIAL ADDRESS.
Edward J. Lawrence.....	President.....	Waterville, Maine.
Charles F. Johnson.....	Treasurer.....	Waterville, Maine.

## DIRECTORS OF THE COMPANY.

NAME.	RESIDENCE.
Edward J. Lawrence.....	Fairfield, Maine.
Charles F. Johnson.....	Waterville, Maine.
Cyrus W. Davis.....	Waterville, Maine.
Edward F. Danforth.....	Skowhegan, Maine.
Edward E. Blodgett.....	Boston, Mass.

Date of close of fiscal year. June 30.

Date of stockholders' annual meeting. Second Tuesday of July.



**Report of the Portland Railroad Company for the Year  
Ending June 30, 1909.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1909.

Gross earnings from operation.....	\$785,448 54	
Operating expenses.....	572,283 44	
Net earnings from operation.....		\$213,165 10
MISCELLANEOUS INCOME.		
Income from securities owned.....		30 00
Gross income less operating expenses.....		\$213,195 10
DEDUCTIONS FROM INCOME.		
Taxes: { On real and personal property.... \$7,845 59		
{ On earnings..... 11,798 29		
{ Miscellaneous—sprinkling..... 3,369 75		
	\$23,013 63	
Interest { On funded debt..... \$89,750 00		
{ On floating debt..... 6,787 50		
	96,537 50	
		119,551 13
Net income.....		\$93,643 97
DEDUCTIONS FROM NET INCOME.		
Dividends 4% on \$1,998,600, common stock.....		79,944 00
Surplus for year.....		\$13,699 97
Surplus at beginning of year.....	\$154,818 17	
PROFIT OR LOSS ADJUSTMENTS DURING YEAR.		
Debits:		
Depreciation.....	20,281 44	
		134,536 73
Surplus at close of year.....		\$148,236 70

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....	\$772,756 96	
Mail.....	306 43	
Express.....	2,248 98	
Other car earnings—sprinkling car.....	2,762 87	
		\$778,075 24
MISCELLANEOUS EARNINGS.		
Advertising.....	\$5,000 00	
Rent of land and buildings.....	2,316 24	
Miscellaneous earnings.....	57 06	
		7,373 30
Total.....		\$785,448 54

## OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway .....	\$43,460 40	
Maintenance of electric line.....	10,346 30	
Maintenance of buildings and fixtures .....	3,126 24	
Total .....		\$56,932 94
Equipment:		
Maintenance of steam plant.....	\$3,390 28	
Maintenance of electric plant.....	730 65	
Maintenance of cars.....	31,273 72	
Maintenance of electric equipment of cars.....	23,794 45	
Maintenance of miscellaneous equipment.....	312 94	
Miscellaneous shop expenses.....	622 00	
Total .....		60,124 04
TRANSPORTATION.		
Operation of Power Plant:		
Power plant wages.....	\$22,885 08	
Fuel for power.....	67,239 31	
Water for power.....	5,298 00	
Lubricants and waste for power plant.....	1,973 11	
Miscellaneous supplies and expenses of power plant.....	1,074 72	
Hired power.....	15,312 50	
Total .....		113,783 62
Operation of Cars:		
Superintendence of transportation.....	\$7,176 42	
Wages of conductors.....	97,572 74	
Wages of motormen.....	100,444 28	
Wages of car house employees.....	20,077 57	
Car service supplies.....	1,899 05	
Miscellaneous car service expenses.....	5,364 43	
Cleaning and sanding track.....	8,535 98	
Removal of snow and ice.....	7,722 72	
Total .....		248,793 19
GENERAL.		
Salaries of general officers.....	\$16,930 87	
Salaries of clerks.....		
Printing and stationery.....	285 31	
Miscellaneous office expenses.....	966 08	
Stable expenses.....	7,483 37	
Advertising and attractions.....	11,840 05	
Miscellaneous general expenses.....	6,440 56	
Damages.....	29,149 79	
Miscellaneous legal expenses.....	3,023 47	
Rent of land and buildings.....	7,130 97	
B. & D. transfer account.....	208 10	
Insurance.....	9,191 08	
Total .....		92,649 65
Grand total.....		\$572,283 44

COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business, June 30, 1909.)

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$2,768,556 92	Construction and equipment .....		\$2,876,541 35	\$107,984 43	
	1,735,273 39	Construction and equipment leased lines.....		1,715,273 39		\$20,000 00
	1,000 00	OTHER PERMANENT INVESTMENTS AS FOLLOWS:				
		Stocks and bonds of other companies.....		1,000 00		
	7,026 17	CURRENT ASSETS AS FOLLOWS:				
		Cash.....		2,460 27		4,565 90
	\$4,511,856 48	Total.....		\$4,595,275 01	\$83,418 53	
JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$1,999,538 31	Capital stock, common.....		\$1,999,538 31		
	2,250,000 00	Funded debt.....		2,250,000 00		
	107,500 00	CURRENT LIABILITIES AS FOLLOWS:				
		Loans and notes payable.....		197,500 00	\$90,000 00	
	154,818 17	Surplus.....		148,236 70		6,581 47
	\$4,511,856 48	Total.....		\$4,595,275 01	\$83,418 53	

PORTLAND RAILROAD.

## CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1908.	Additions during year.	Deductions during year.	Total cost to June 30, 1909.
Organization.....				
Engineering and superintendence } .....	\$1,437,530 03	\$58,684 28		\$1,496,214 31
Right of way.....				
Track and roadway construction } .....				
Electric line construction.....	158,022 63	5,300 95		163,323 58
Real estate used in operation of road.....	490,519 66	23,629 59		514,149 25
Buildings and fixtures used in operation of road } .....				
Power plant equipment.....	265,639 66	775 00		266,414 66
Shop tools and machinery.....	10,054 87			10,054 87
Cars.....	400,828 57	19,534 61		420,363 18
Electric equipment of cars } .....				
Miscellaneous equipment.....	5,961 50	60 00		6,021 50
Total.....	\$2,768,556 92	\$107,984 43		\$2,876,541 35

## CONSTRUCTION AND EQUIPMENT, LEASED LINES.

ACCOUNT.	Balance June 30, 1908.	Additions during year.	Deductions during year.	Total cost to June 30, 1909.	Less amounts Paid by Lessor Co., during year.	Balance June 30, 1909.
Organization.....						
Engineering and superintendence.....						
Right of way.....						
Track and roadway construction.....						
Electric line construction.....						
Real estate used in operation of road.....						
Buildings and fixtures used in operation of road } .....						
Investment real estate.....	\$1,735,273 39		\$20,000 00	\$1,715,273 39		\$1,715,273 39
Power plant equipment.....						
Shop tools and machinery.....						
Cars.....						
Electric equipment of cars.....						
Miscellaneous equipment.....						
Interest and discount.....						
Miscellaneous.....						

CAPITAL STOCK AND FUNDED DEBT.  
CAPITAL STOCK.

DESCRIPTION.	Total par value authorized.	Number of shares issued.	Par value per share.	Total par value issued.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common.....	\$2,000,000	19,988	\$100	\$1,998,800 00	4%	\$79,944 00
Scrip.....				738 31		
Total.....	\$2,000,000	19,988		\$1,999,538 31		\$79,944 00

Total number of stockholders. 218.

Total number of stockholders in this state. 176.

Amount of stock held in this state. \$1,731,200.

FUNDED DEBT.

DESCRIPTION.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.	INTEREST.		
						Rate %	When payable.	Accrued during year.
Portland R. R. Co., 1st mortgage..	May 1, 1893.	20	May 1, 1913.	\$500,000	\$500,000	4½	May & Nov..	\$22,500 00
Portland R.R. Co., 1st cons'd. mort.	July 1, 1901.	30-50	July 1, 1951.	3,000,000	1,350,000	3½	Jan. & July..	47,250 00
Portland & Cape Elizabeth Ry. Co., 1st mortgage.....	Nov. 1, 1895.	20	Nov. 1, 1915.	400,000	400,000	5	May & Nov..	20,000 00
Total.....				\$3,900,000	\$2,250,000			\$89,750 00

## DESCRIPTION OF ROAD AND EQUIPMENT.

## TRACK.

	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road.....	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.....	97		97
Open passenger cars.....	99		99
Total passenger cars.....	196		196
Express cars.....	4		4
Work cars.....	7	11	18
Snow plows.....	18	2	20
Total.....	29	13	42

## MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	3,452,435
Freight, mail and express car mileage.....	17,394
Total car mileage.....	3,469,829
Passenger car hours.....	378,283
Freight, mail and express car hours.....	2,792
Total car hours.....	381,075
Fare passengers carried.....	15,117,381
Transfer passengers carried.....	2,475,229
Total passengers carried.....	17,592,610
Average fare, revenue passengers.....	\$0.051
Average fare, all passengers (including transfer passengers).....	.043
Car earnings per car mile.....	.224
Miscellaneous earnings per car mile.....	.002
Gross earnings per car mile.....	\$0.226
Car earnings per car hour.....	\$2.041
Miscellaneous earnings per car hour.....	.019
Gross earnings per car hour.....	\$2.06
Operating expenses per car mile.....	\$0.160
Operating expenses and taxes per car mile.....	.171
Operating expenses per car hour.....	1.51
Operating expenses and taxes per car hour.....	1.56
Operating expenses per cent. of gross earnings.....	73.00
Operating expenses and taxes per cent. of gross earnings.....	75.70
Average number of employees, including officials, during year.....	516
Aggregate amount of salaries and wages paid.....	\$366,499.18

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total
Passengers .....		22	22
Others .....	1	11	12
Total .....	1	33	34

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Portland Railroad Company, 451 Congress St., Portland, Maine.

OFFICERS OF THE COMPANY.

NAME.	TITLE.	OFFICIAL ADDRESS.
Charles F. Libby .....	President .....	Portland, Maine.
Charles F. Berry .....	Treas. and Gen. Manager.	Portland, Maine.

DIRECTORS OF THE COMPANY.

NAME.	RESIDENCE.
Charles F. Libby .....	Portland, Maine.
Ammi Whitney .....	Portland, Maine.
Walter G. Davis .....	Portland, Maine.
Charles H. Prescott .....	Saco, Maine.
Fred N. Dow .....	Portland, Maine.
Fred E. Richards .....	Portland, Maine.
Harry Butler .....	Portland, Maine.

Date of close of fiscal year. June 30, 1909.

Date of stockholders' annual meeting. August 18, 1909.

**Report of the Rockland, South Thomaston and St. George Railway  
for period ending June 30, 1909.**

\* INCOME ACCOUNT FOR PERIOD ENDING JUNE 30, 1909.

Gross earnings from operation.....	\$2,429 92	
Operating expenses.....	2,954 27	
Deficit from operation.....		\$524 35
DEDUCTIONS FROM INCOME.		
Taxes.. { On capital stock.....	\$14 31	
{ Miscellaneous Railroad commissioners.....	3 30	
		17 61
Net deficit.....		\$541 96
Deficit at close of period.....		\$541 96

\* The Rockland, South Thomaston & Owl's Head Railway passed from receivership hands December 13, 1908. The old company was reorganized under name, Rockland, South Thomaston & St. George Railway, which took over all property. This report covers period from December 13, 1908, to June 30, 1909.

Figures of operation during receivership are not available.

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....		\$2,429 92
Total.....		\$2,429 92

OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway.....	\$757 03	
Maintenance of electric line.....	252 34	
Total.....		\$1,009 37
TRANSPORTATION.		
Operation of Power Plant:		
Hired power.....		705 47
Operation of Cars:		
Superintendence of transportation.....	\$184 00	
Wages of conductors.....	252 63	
Wages of motormen.....	252 63	
Hired equipment.....	391 78	
Removal of snow and ice.....	109 84	
Total.....		1,190 88
GENERAL.		
Salaries of general officers (June 1 to June 30, 1909) ..	\$30 00	
Printing and stationery.....	13 55	
Rent of land and buildings.....	5 00	
Total.....		\$48 55
Grand total.....		\$2,954 27



**COMPARATIVE GENERAL BALANCE SHEET.**  
 (Showing Condition at Close of Business, June 30, 1909.)

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
		Construction and equipment .....		\$28,298 02	\$3,298 02	
		Deficit .....		541 96		
JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
		Capital stock, common .....		\$122,400 00		
		Real estate mortgages .....		3,500 00		
		CURRENT LIABILITIES AS FOLLOWS:				
		Accounts payable .....		541 96		

## \* CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1908.	Additions during period.	Deductions during period.	Total cost to June 30, 1909.
Track and roadway construction . . . . . }				
Electric line construction . . . . . }		\$548 02		
Cars . . . . .		2,750 00		
Total . . . . .	\$25,000 00	\$3,298 02		\$28,298 02

\* Purchased from receivers November 28, 1908, for \$25,000; purchase price paid in bonds of Rockland, South Thomaston & Owl's Head Railway Company.

## 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.....	\$122,400	1,224	\$100	\$122,400	.....	.....

Total number of stockholders. 27.

Total number of stockholders in this state. 23.

Amount of stock held in this state. \$120,537.50.

## MORTGAGE DEBT.

DESCRIPTION.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.	INTEREST.		
						Rate %	When payable.	Accrued during year.
Mortgage.....	Nov. 28, 1908.	1	Nov. 28, 1909.	\$3,500	\$3,500	6	May & Nov.	\$123 70

## DESCRIPTION OF ROAD AND EQUIPMENT.

## TRACK.

	Owued.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first main track).....	3.917			3.917
Length of sidings and turnouts.....	.400			.400
Total computed as single track.....	4.317			4.317

## CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Open passenger cars.....		2	2

## MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	146,376
Passenger car hours.....	1,927
Fare passengers carried.....	69,422
Average fare, revenue passengers.....	\$0.035
Average fare, all passengers (including transfer passengers).....	.035
Car earnings per car mile.....	.0166
Car earnings per car hour.....	\$1.261
Operating expenses per car mile.....	\$0.0201
Operating expenses and taxes per car mile.....	.0202
Operating expenses per car hour.....	1.26
Operating expenses and taxes per car hour.....	1.261
Operating expenses per cent. of gross earnings.....	121.57
Operating expenses and taxes per cent. of gross earnings.....	122.30
Average number of employes, including officials, during period covered.....	7
Aggregate amount of salaries and wages paid.....	\$1,827

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Rockland, South Thomaston & St. George Railway.

HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES NOW OPERATED.

Rockland, South Thomaston & Owl's Head Railway, organized March 25, 1902. March 27, 1906 receivers appointed, sold by receivers, November 15, 1908 and purchased by bondholders for \$25,000, with bonds. New corporation organized which took over road. Power is hired from Rockland, Thomaston & Camden Street Railway Company and road is operated as connecting line with this corporation.

OFFICERS OF THE COMPANY.

NAME.	TITLE.	OFFICIAL ADDRESS.
John L. Donahue.....	President.....	Rockland, Maine.
M. A. Johnson.....	Vice-President.....	Rockland, Maine.
H. M. Wise.....	Secretary and Treasurer.....	Rockland, Maine.
John T. Berry.....	Superintendent.....	Rockland, Maine.

DIRECTORS OF THE COMPANY.

NAME.	RESIDENCE.
Chas. H. Berry.....	Rockland, Maine.
Nelson B. Cobb.....	Rockland, Maine.
D. M. Murphy.....	Rockland, Maine.
F. M. Smith.....	Rockland, Maine.
C. E. Meservey.....	Rockland, Maine.
A. S. Littlefield.....	Rockland, Maine.
John L. Donahue.....	Rockland, Maine.
C. E. Bicknell.....	Rockland, Maine.
M. A. Johnson.....	Rockland, Maine.

Date of close of fiscal year. June 30.

Date of stockholders' annual meeting. Second Wednesday in July.

**Report of the Rockland, Thomaston and Camden Street Railway for  
the Year Ending June 30, 1909.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1909.

Gross earnings from operation.....		\$107,840 33	
Operating expenses.....		69,640 33	
Net earnings from operation.....			\$38,200 00
MISCELLANEOUS INCOME.			
Interest on deposits.....		\$600 00	
Other Miscellaneous Income:			
Net gas and electric earnings.....		32,932 91	33,532 91
Gross income less operating expenses.....			\$71,732 91
DEDUCTIONS FROM INCOME.			
*Taxes {			
On real and personal property.....			
On capital stock.....	1,763 56		
On earnings.....			
Miscellaneous.....			
Interest {			
On funded debt.....	32,000 00		
On floating debt.....	55 00		
		\$33,818 56	
Other Deductions from Income:			
Gas and electric dept.....		1,455 34	
Railway.....		712 41	
			35,986 31
Net income.....			\$35,746 60
DEDUCTIONS FROM NET INCOME:			
Dividends 5% on \$400,000.00, common stock.....			20,000 00
Surplus for year.....			\$15,746 60
Surplus at beginning of year.....		\$42,507 98	
PROFIT OR LOSS ADJUSTMENTS DURING YEAR.			
Debits:			
One lighting machine installed.....	\$7,730 89		
Uncollectible accounts.....	181 90		
		7,912 79	
			34,595 19
Surplus at close of year.....			\$50,341 79

\* Railway department only.

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.			
Passengers.....		\$83,006 32	
Chartered cars.....		793 35	
Freight.....		15,571 78	
Mail.....		2,325 06	
Express and baggage.....		3,306 55	
			\$105,003 06
MISCELLANEOUS EARNINGS.			
Advertising.....		\$360 00	
Sale of power.....		1,519 84	
Other Miscellaneous Earnings:			
Penny machines, etc.....		957 43	
			2,837 27
Total.....			\$107,840 33

OPERATING EXPENSES.

<b>MAINTENANCE.</b>		
Way and Structures:		
Maintenance of track and roadway .....	\$9,123 08	
Maintenance of electric line .....	3,477 91	
Maintenance of buildings and fixtures .....	194 29	
Total .....		\$12,795 28
Equipment:		
Maintenance of steam plant .....	\$1,893 84	
Maintenance of electric plant .....	189 28	
Maintenance of cars .....	2,290 36	
Maintenance of electric equipment of cars .....	1,458 67	
Miscellaneous shop expenses .....	247 03	
Total .....		6,079 18
<b>TRANSPORTATION.</b>		
Operation of Power Plant:		
Power plant wages .....	\$4,441 15	
Fuel for power .....	7,795 68	
Water for power .....	400 43	
Lubricants and waste for power plant .....	473 75	
Miscellaneous supplies and expenses of power plant .....	655 46	
Total .....		13,766 47
Operation of Cars:		
Superintendence of transportation .....	\$1,200 00	
Wages of conductors .....	8,194 06	
Wages of motormen .....	8,466 81	
Wages of miscellaneous car service employees .....	203 05	
Wages of car house employees .....	3,257 86	
Car service supplies .....	530 21	
Miscellaneous car service expenses } .....		
Operation freight Dept. ....	4,875 91	
Removal of snow and ice .....	1,072 13	
Total .....		27,800 03
<b>GENERAL.</b>		
Salaries of general officers .....	\$1,383 36	
Salaries of clerks .....	1,128 01	
Printing and stationery .....	355 42	
Miscellaneous office expenses } .....		
Advertising and attractions .....	110 00	
Miscellaneous general expenses .....	3,820 71	
Damages .....	1,225 75	
Legal expenses in connection with damages } .....		
Miscellaneous legal expenses .....	182 14	
Insurance .....	993 98	
Total .....		9,199 37
Grand total .....		\$69,640 33

COMPARATIVE GENERAL BALANCE SHEET.  
(Showing Condition at Close of Business, June 30, 1909.)

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RAILROAD COMMISSIONERS' REPORT.

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$631,438 38	Construction and equipment.....		\$631,600 19	\$161 81	
		OTHER PERMANENT INVESTMENTS AS FOLLOWS:				
		Waldo Street Railway.....	\$1,618 66			
\$1,638 66		Gas and electric plants.....	586,470 22			
586,470 22	588,108 88			588,108 88		
		CURRENT ASSETS AS FOLLOWS:				
		Cash.....	3,105 35			
1,239 98		Bills receivable.....	15,000 00			
15,000 00		Accounts receivable.....	13,620 28			
14,997 12		Material and supplies.....	19,187 42			
13,199 84		Prepaid accounts.....	488 18			
507 20	44,944 14			51,401 23	6,457 09	
	\$1,264,491 40	Total.....		\$1,271,110 30	\$6,618 90	
JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$400,000 00	Capital stock, common.....		\$400,000 00		
	800,000 00	Funded debt.....		800,000 00		
		CURRENT LIABILITIES AS FOLLOWS:				
	5,000 00	Loans and notes payable.....				\$5,000 00
	16,892 59	Accounts payable.....		20,768 51	\$3,875 92	
		ACCRUED LIABILITIES AS FOLLOWS:				
	90 83	Miscellaneous interest accrued and not yet due.....				90 83
	42,507 98	Surplus.....		50,341 79	7,833 81	
	\$1,264,491 40	Total.....		\$1,271,110 30	\$6,618 90	



CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1908.	Additions during year.	Deductions during year.	Total cost to June 30, 1909.
Engineering and superintendence.....	\$763 86			\$763 86
Right of way.....	2,557 55			2,557 55
Track and roadway construction.....	302,461 49			302,461 49
Electric line construction.....	75,138 82			75,138 82
Buildings and fixtures used in operation of road.....	31,997 71			31,997 71
Investment real estate.....	12,900 85			12,900 85
Powerplant equipment.....	82,151 79	\$181 81		82,333 60
Shop tools and machinery.....	2,000 00			2,000 00
Cars.....	51,283 76			51,283 76
Electric equipment of cars.....	55,096 94			55,096 94
Miscellaneous equipment.....	15,085 61		\$20 00	15,065 61
Total.....	\$631,438 38	\$181 81	\$20 00	\$631,600 19
Cost of construction and equipment per mile of road owned.....	26,514 00			\$26,521 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	4,000	\$100	\$400,000	5%	\$20,000

Total number of stockholders. 25.  
 Total number of stockholders in this state. 23.  
 Amount of stock held in this state. \$394,400.00.

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 .....	Jan. 1, 1901.	20	Jan. 1, 1921.	\$800,000	\$800,000	4	July 1 & Jan. 1	.....

Per mile of single track owned, 23.815 miles	}	Capital stock outstanding,	\$16,796 61
		Funded debt outstanding,	33,592 27
		Total .....	\$50,388 88

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, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	7	2	9
Open passenger cars.....	10		10
Total passenger cars.....	17	2	19
Freight cars.....	1	5	6
Mail cars.....			
Express cars.....	1		1
Baggage cars.....			
Work cars.....	2		2
Snow plows.....	1	2	3
Miscellaneous:			
Rock, dump and hand cars.....		60	60
Total.....	22	69	91

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	424,994
Freight, mail and express car mileage.....	39,384
Total car mileage.....	464,378
Passenger car hours.....	43,295
Freight, mail and express car hours.....	9,903
Total car hours.....	53,198
Fare passengers carried.....	1,660,126
Average fare, revenue passengers.....	\$0.0500
Car earnings per car mile.....	.2260
Miscellaneous earnings per car mile.....	.0060
Gross earnings per car mile.....	\$0.232
Car earnings per car hour.....	\$1.974
Miscellaneous earnings per car hour.....	.053
Gross earnings per car hour.....	\$2.027
Operating expenses per car mile.....	\$0.150
Operating expenses and taxes per car mile.....	.154
Operating expenses per car hour.....	1.309
Operating expenses and taxes per car hour.....	1.342
Operating expenses per cent. of gross earnings.....	64.60
Operating expenses and taxes per cent. of gross earnings.....	66.20
Average number of employees, including officials, during year.....	70
Aggregate amount of salaries and wages paid.....	\$41,485.05

## SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Employees.....		1	1
Others.....	1		1
Total.....	1	1	2

## GENERAL INFORMATION.

## CORPORATE NAME AND ADDRESS OF COMPANY.

Rockland, Thomaston & Camden Street Railway, Rockland, Maine.

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 R. R. Co., consolidated Feb. 13, 1892; Knox Gas and Electric Co., Feb. 8, 1901.

## OFFICERS OF THE COMPANY.

NAME.	TITLE.	OFFICIAL ADDRESS.
George E. Macomber.....	President.....	Augusta, Maine.
Herbert M. Heath.....	Secretary.....	Augusta, Maine.
Augustus D. Bird.....	Treasurer.....	Rockland, Maine.
Thomas Hawken.....	General Manager.....	Rockland, Maine.
Valentine Chisholm.....	Superintendent.....	Rockland, Maine.

## DIRECTORS OF THE COMPANY.

NAME.	RESIDENCE.
George E. Macomber.....	Augusta, Maine.
John F. Hill.....	Augusta, Maine.
William T. Cobb.....	Rockland, Maine.
William S. White.....	Rockland, Maine.
Maynard S. Bird.....	Rockland, Maine.

Date of close of fiscal year. June 30.

Date of stockholders' annual meeting. Last Wednesday in August.

**Report of the Somerset Traction Company for the Year Ending  
June 30, 1909.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1909.

Gross earnings from operation.....	\$22,347 71	
Operating expenses.....	16,621 72	
Net earnings from operation.....		\$5,725 99
Gross income less operating expenses.....		\$5,725 99
DEDUCTIONS FROM INCOME.		
Taxes. { On real and personal property.....	\$32 80	
{ On earnings, State tax.....	61 76	
{ Miscellaneous, R. R. Com. tax.....	14 24	
	\$108 80	
Interest on floating debt.....	2,322 60	
Other Deductions From Income:		
Steamer expense.....	121 99	
Lakewood Park.....	1,911 55	
Theatre expense.....	1,592 77	
		6,057 71
Deficit for year.....		\$331 72
Surplus at beginning of year.....		11,683 82
Surplus at close of year.....		\$11,352 10

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....	\$20,955 79	
Freight.....	1,282 92	
		\$22,238 71
MISCELLANEOUS EARNINGS.		
Advertising.....		109 00
Total.....		\$22,347 71

## OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway .....	\$4,116 80	.....
Maintenance of electric line .....	371 14	.....
Maintenance of buildings and fixtures .....	41 66	.....
Total .....		\$4,529 60
Equipment:		
Maintenance of cars .....	\$932 82	.....
Maintenance of electric equipment of cars .....	759 96	.....
Maintenance of miscellaneous equipment .....	60 00	.....
Miscellaneous shop expenses .....	24 22	.....
Total .....		1,777 00
TRANSPORTATION.		
Operation of Power Plant:		
Hired power .....		2,234 57
Operation of Cars:		
Wages of conductors .....	\$1,636 06	.....
Wages of motormen .....	1,636 06	.....
Wages of car house employees .....	900 00	.....
Car service supplies .....	70 19	.....
Miscellaneous car service expenses .....	257 22	.....
Cleaning and sanding track .....	50 00	.....
Removal of snow and ice .....	468 41	.....
Total .....		5,017 94
GENERAL.		
Salaries of general officers .....	\$1,000 00	.....
Salaries of clerks .....	206 88	.....
Printing and stationery .....	24 25	.....
Miscellaneous office expenses .....	99 38	.....
Advertising and attractions .....	778 51	.....
Miscellaneous general expenses .....	202 86	.....
Damages .....	232 94	.....
Rent of land and buildings .....	199 92	.....
Insurance .....	317 87	.....
Total .....		3,062 61
Grand total .....		\$16,621 72

COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business, June 30, 1909.)

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$134,606 17	Construction and equipment.....		\$134,906 17	\$300 00	
	22,349 95	OTHER PERMANENT INVESTMENTS AS FOLLOWS: Expenditures at Lakewood Park.....		22,849 95	500 00	
		CURRENT ASSETS AS FOLLOWS:				
\$109 62		Cash.....	\$59 62			
250 00		Bills receivable.....	150 00			
1,000 00		Material and supplies.....	1,000 00			
275 00		Prepaid accounts, insurance.....	275 00			\$150 00
	1,634 62			1,484 62		
	\$158,590 74	Total.....		\$159,240 74	\$650 00	
JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$30,000 00	Capital stock, common.....		\$30,000 00		
	75,000 00	Funded debt.....		75,000 00		
		CURRENT LIABILITIES AS FOLLOWS:				
	40,918 74	Loans and notes payable.....		41,118 74	\$200 00	
	988 18	Accounts payable.....		1,769 90	781 72	
	11,683 82	Surplus.....		11,352 10		\$331 72
	\$158,590 74	Total.....		\$159,240 74	\$650 00	

SOMERSET TRACTION COMPANY.

## CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1908.	Additions during year.	Deductions during year.	Total cost to June 30, 1909.
Organization.....				
Engineering and superintendence.....				
Right of way.....				
Track and roadway construction.....	\$97,921 04	\$300 00		\$98,221 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.....	26,422 16			26,422 16
Electric equipment of cars.....				
Miscellaneous equipment.....				
Miscellaneous:				
Telephone construction.....	605 85			605 85
Office furnishings.....	214 64			214 64
Total.....	\$134,606 17	\$300 00		\$134,906 17
Cost of construction and equipment per mile of road owned.....	\$11,033 28			\$11,037 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 .....	\$200,000	300	\$100	\$30,000	.....	.....

Total number of stockholders. 7.  
 Total number of stockholders in this state. 7.  
 Amount of stock held in this state. \$30,000.

**FUNDED DEBT.**

DESCRIPTION.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.	INTEREST.	
						Rate %	When payable.
Bonds.....	April 28, 1896	30	1926	\$200,000	\$75,000	5	May 1 & Nov. 1 .....

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	2	14

## MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	96,965
Freight, mail and express car mileage.....	4,000
Total car mileage.....	100,965
Passenger car hours.....	7,948
Freight, mail and express car hours.....	328
Total car hours.....	8,276
Fare passengers carried.....	151,288
Average fare, revenue passengers.....	\$0.138
Average fare, all passengers (including transfer passengers).....	.138
Car earnings per car mile.....	.220
Miscellaneous earnings per car mile.....	.001
Gross earnings per car mile.....	\$0.221
Car earnings per car hour.....	\$2.680
Miscellaneous earnings per car hour.....	.013
Gross earnings per car hour.....	\$2.693
Operating expenses per car mile.....	\$0.164
Operating expenses and taxes per car mile.....	.165
Operating expenses per car hour.....	2.00
Operating expenses and taxes per car hour.....	2.02
Operating expenses per cent. of gross earnings.....	74.30
Operating expenses and taxes per cent. of gross earnings.....	78.10
Average number of employees, including officials, during year.....	14
Aggregate amount of salaries and wages paid.....	\$7,000

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total
Others.....		1	1

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Somerset Traction Company, Skowhegan, Maine.

OFFICERS OF THE COMPANY.

NAME.	TITLE.	OFFICIAL ADDRESS.
F. W. Briggs.....	President.....	Pittsfield, Maine.
H. L. Swett.....	Secretary and Gen. Man..	Skowhegan, Maine.
Edith S. Shepherd.....	Treasurer.....	Skowhegan, Maine.
L. D. Murphy.....	Superintendent.....	Skowhegan, Maine.

DIRECTORS OF THE COMPANY.

NAME.	RESIDENCE.
Francis W. Briggs.....	Pittsfield, Maine.
Albert G. Blunt.....	Skowhegan, Maine.
Lewis Anderson.....	Skowhegan, Maine.
Joseph P. Oak.....	Skowhegan, Maine.
Samuel W. Gould.....	Skowhegan, Maine.
Thomas H. Anderson.....	Portland, Maine.
Herbert L. Swett.....	Skowhegan, Maine.

Date of close of fiscal year. June 30.

Date of stockholders' annual meeting. 2d Tuesday in June.

**Report of the Waterville and Fairfield Railway and Light Company  
for the Year Ending June 30, 1909.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1909.

Gross earnings from operation.....		\$45,489 91	
Operating expenses.....		42,205 95	
Net earnings from operation.....			\$3,283 96
MISCELLANEOUS INCOME.			
Other Miscellaneous Income:			
Net income, light and power department.....			6,589 96
Gross income less operating expenses.....			\$9,873 92
DEDUCTIONS FROM INCOME.			
Taxes.. { On real and personal property.....	\$1,016 12		
{ On earnings.....	306 28		
		\$1,322 40	
Interest { On funded debt.....	\$6,122 50		
{ On real estate mortgages.....	141 96		
{ On floating debt.....	758 20		
		7,022 66	
			8,345 06
Net income.....			\$1,528 86
Surplus for year.....			\$1,528 86
Deficit at beginning of year.....	\$14,827 79		
PROFIT OR LOSS ADJUSTMENT DURING YEAR.			
Credits:			
House wiring account.....	5 45		
		\$14,822 34	
Debits:			
Doubtful accounts charged off.....	\$100 83		
Doubtful accounts charged suspense acct.	500 00		
Lamp account.....	272 94		
		873 77	
Deficit at close of year.....			\$15,696 11
			\$14,167 25

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....		\$43,942 70
MISCELLANEOUS EARNINGS.		
Advertising.....	\$204 17	
Rent of land and buildings.....	893 04	
Rent of tracks.....	400 00	
Rent of equipment.....	50 00	
		1,547 21
Total.....		\$45,489 91

## OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway .....	\$6,923 33	
Maintenance of buildings and fixtures .....	126 97	
Total .....		\$7,050 30
Equipment:		
Maintenance of cars .....	2,416 58	
Miscellaneous shop expenses .....	1,132 87	
Total .....		3,549 45
TRANSPORTATION.		
Operation of Power Plant:		
Power plant wages .....	\$3,158 30	
Fuel for power .....	879 91	
Lubricants and waste for power plant .....	236 32	
Miscellaneous supplies and expenses of power plant .....	1,413 77	
Hired power .....	1,733 31	
Hired machinery .....	2,524 56	
Total .....		9,946 17
Operation of Cars:		
Wages of conductors .....	\$3,892 13	
Wages of motormen .....	3,892 13	
Wages of car house employees .....	3,255 84	
Hired equipment .....	3,018 96	
Removal of snow and ice .....	455 86	
Total .....		14,514 92
GENERAL.		
Salaries of general officers .....	\$1,874 96	
Salaries of clerks .....	1,665 00	
Miscellaneous office expenses .....	385 42	
Miscellaneous general expenses .....	715 04	
Damages .....	591 82	
Miscellaneous legal expenses .....	730 51	
Insurance .....	1,182 36	
Total .....		7,145 11
Grand total .....		\$42,205 95

COMPARATIVE GENERAL BALANCE SHEET.  
(Showing Condition at Close of Business, June 30, 1909.)

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$300,152 80	Construction and equipment.....		\$302,395 69	\$2,242 89	
		OTHER PERMANENT INVESTMENTS AS FOLLOWS:				
	200,000 00	Franchise.....		200,000 00		
		CURRENT ASSETS AS FOLLOWS:				
	4,887 25	Cash.....		4,978 14	90 89	
	670 00	Bills receivable.....		511 50		\$158 50
	16,146 42	Accounts receivable.....		12,959 31		3,187 11
	5,936 78	Material and supplies.....		6,834 19	897 41	
		Miscellaneous:				
	3,000 00	Class B. bonds on hand.....		3,000 00		
	6,036 85	Sundry accounts to be charged off in monthly install- ments.....		5,924 60		112 25
	1,351 30	Doubtful accounts transferred from lighting ledger.....		1,538 62	187 31	
	14,827 79	Deficit.....		14,167 25		660 54
	\$553,009 20	Total.....		\$552,309 30		\$699 90

COMPARATIVE GENERAL BALANCE SHEET—CONCLUDED.

JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$200,000 06	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:				
	27,977 27	Loans and notes payable.....		6,570 00		\$21,407 27
	1,939 49	Accounts payable.....		1,642 50		296 99
		Rentals due and unpaid.....		13,515 00	\$13,515 00	
		Miscellaneous:				
	170 00	Notes indorsed.....		170 00		
	6,182 83	Vouchers payable.....		5,204 67		978 16
		ACCRUED LIABILITIES AS FOLLOWS:				
	3,254 38	Taxes accrued.....		3,171 90		82 48
	503 33	Interest on funded debt accrued and not yet due.....		1,178 33	675 00	
	68,250 00	Interest, Class B bonds in default.....		76,125 00	7,875 00	
	\$553,009 20	Total.....		\$552,309 30		\$699 90

WATERVILLE AND FAIRFIELD RAILWAY.

## CONSTRUCTION AND EQUIPMENT.

Additions During Year: Real estate used in operation of road, \$1,681.73; Miscellaneous equipment, lighting department, \$561.16; Total additions, \$2,242.89.

## CAPITAL STOCK AND FUNDED DEBT.

## CAPITAL STOCK.

DESCRIPTION.	Total par value authorized.	Number of shares issued.	Par value per share.	Total par value issued.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common .....	\$200,000	2,000	\$100	\$200,000	.....	.....

Total number of stockholders. 73.

Total number of stockholders in this state. 49.

Amount of stock held in this state. \$79,800.



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 & Fairfield R. R. ....	Matured .....				\$17,000	6		\$1,020 00
*Waterville Electric Light & Power Co					22,500	6		1,350 00
Waterville & Fairfield Ry. & Light Company, class A. ....	1897	20	1917	\$40,000	40,000	5	May & Nov.	2,000 00
In default, class B. ....	1897	20	1917	160,000	157,500	5	May & Nov.	7,875 00
Class B., in treasury .....					3,000			
Total .....					\$240,000			\$12,245 00

Per mile of single track owned, 5 miles..	{ Capital stock outstanding, \$40,000 00
	{ Funded debt outstanding, 48,000 00
	{ Total .....

\$88,000 00

\* Above have been taken up by one of the directors and others and the company is paying interest on the same.

## DESCRIPTION OF ROAD AND EQUIPMENT.

## TRACK.

	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first main track).....	4.90	.....	.....	4.90
Length of sidings and turnouts.....	.10	.....	.....	.10
Total computed as single track.....	5.00	.....	.....	5.00

## CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	6	.....	6
Open passenger cars.....	6	.....	6
Total passenger cars.....	12	.....	12
Work cars.....	1	1	2
Snow plows.....	1	.....	1
Total.....	14	1	15

## MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	214,757
Passenger car hours.....	22,606
Fare passengers carried.....	878,854
Average fare revenue passengers.....	\$0.05
Average fare, all passengers (including transfer passengers).....	.05
Car earnings per car mile.....	.2046
Miscellaneous earnings per car mile.....	.0072
Gross earnings per car mile.....	\$0.2118
Car earnings per car hour.....	\$1.944
Miscellaneous earnings per car hour.....	.068
Gross earnings per car hour.....	\$2.012
Operating expenses per car mile.....	\$0.1965
Operating expenses and taxes per car mile.....	.2026
Operating expenses per car hour.....	1.867
Operating expenses and taxes per car hour.....	1.925
Operating expenses per cent. of gross earnings.....	92.80
Operating expenses and taxes per cent of gross earnings.....	95.70
Average number of employees, including officials, during year.....	56
Aggregate amount of salaries and wages paid.....	\$21,948 83

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Waterville & Fairfield Railway and Light Company, Waterville, Maine.

OFFICERS OF THE COMPANY.

NAME.	TITLE.	OFFICIAL ADDRESS.
George K. Boutelle.....	President and Auditor....	Waterville, Maine.
H. D. Bates.....	Secretary and Treasurer..	Waterville, Maine.
Ralph J. Patterson.....	General Manager.....	Waterville, Maine.
E. W. Crawford.....	Superintendent.....	Waterville, Maine.

DIRECTORS OF THE COMPANY.

NAME.	RESIDENCE.
William S. Spaulding.....	Boston, Mass.
Clarence A. Leighton.....	Thomaston, Maine.
Geo. K. Boutelle.....	Waterville, Maine.
Fred'k. C. Thayer.....	Waterville, Maine.
Charles F. Johnson.....	Waterville, Maine.

Date of close of fiscal year. June 30.

Date of stockholders' annual meeting. First Tuesday of October.

**Report of the Waterville and Oakland Street Railway for the  
Year Ending June 30, 1909.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1909.

Gross earnings from operation.....	\$28,504 52	.....
Operating expenses.....	20,173 57	.....
Net earnings from operation.....		\$8,330 95
Gross income less operating expenses.....		\$8,330 95
DEDUCTIONS FROM INCOME.		
Taxes on real and personal property.....	\$719 65	.....
Interest { On funded debt..... \$6,250 00		.....
{ On floating debt..... 126 91		.....
	6,376 91	.....
		7,096 56
Net income.....		\$1,234 39
Surplus for year.....		\$1,234 39
Surplus at beginning of year.....		1,298 35
Surplus at close of year.....		\$2,532 74

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....	\$28,340 02	.....
Freight.....	24 50	.....
		\$28,364 52
MISCELLANEOUS EARNINGS.		
Advertising.....		140 00
Total.....		\$28,504 52

OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway .....	\$1,310 08	
Maintenance of electric line .....	170 98	
Maintenance of buildings and fixtures .....	60 94	
Total .....		\$1,542 00
Equipment:		
Maintenance of electric plant .....	456 09	
Maintenance of cars .....	1,107 27	
Maintenance of electric equipment of cars .....	1,012 16	
Total .....		2,575 52
TRANSPORTATION.		
Operation of Power Plant:		
Power plant wages .....	\$775 05	
Fuel for power .....	508 73	
Water for power .....	2,375 00	
Lubricants and waste for power plant .....	76 51	
Miscellaneous supplies and expenses of power plant ..	239 56	
Hired power .....	599 16	
Total .....		4,574 01
Operation of Cars:		
Wages of conductors and motormen .....	\$4,317 52	
Wages of miscellaneous car service employees } .....		
Wages of car house employees } .....	707 92	
Car service supplies. } .....		
Miscellaneous car service expenses. } .....		
Hired equipment .....	50 00	
Removal of snow and ice .....	370 55	
Total .....		5,445 99
GENERAL.		
Salaries of general officers and clerks .....	\$2,680 65	
Miscellaneous office expenses .....	214 75	
Advertising and attractions .....	33 74	
Miscellaneous general expenses .....	777 84	
Damages .....	513 75	
Rent of land and buildings .....	82 28	
Rent of tracks and terminals .....	400 00	
Insurance .....	1,333 04	
Total .....		6,036 05
Grand total .....		\$20,173 57

## COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business, June 30, 1909.)

JUNE 30, 1908.		ASSETS.	JUNE 30, 1909.		YEAR ENDING JUNE 30, 1909.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$230,525 43	Construction and equipment.....		\$230,841 94	\$316 51	
	668 18	Cash.....		2,805 86	2,137 68	
	11,913 37	Accounts receivable.....		12,275 33	361 96	
	\$243,106 98	Total.....		\$245,923 13	\$2,816 15	
CURRENT ASSETS AS FOLLOWS:						
	\$100,000 00	Capital stock, common.....		\$100,000 00		
	125,000 00	Funded debt.....		125,000 00		
CURRENT LIABILITIES AS FOLLOWS:						
	8,938 09	Loans and notes payable.....		4,628 82		\$4,309 27
	1,633 04	Accounts payable.....		3,144 07	\$1,511 03	
	4,675 00	Matured interest on funded debt unpaid.....		8,875 00	4,200 00	
		Miscellaneous matured interest unpaid.....		180 00	180 00	
ACCRUED LIABILITIES AS FOLLOWS:						
	1,562 50	Interest on funded debt accrued and not yet due.....		1,562 50		
	1,298 35	Surplus.....		2,532 74	1,234 39	
	\$243,106 98	Total.....		\$245,923 13	\$2,816 15	

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1908.	Additions during year.	Deductions during year.	Total cost to June 30, 1909.
Organization.....				
Engineering and superintendence.....	\$99,174 53			\$99,174 53
Right of way.....				
Track and roadway construction.....				
Electric line construction.....	13,109 20			13,109 20
Real estate used in operation of road.....	30,953 48	\$316 51		31,269 99
Buildings and fixtures used in operation of road.....				
Investment real estate.....	50,688 47			50,688 47
Cars.....	19,137 50			19,137 50
Electric equipment of cars.....	17,462 25			17,462 25
<b>Total.....</b>	<b>\$230,525 43</b>	<b>\$316 51</b>		<b>\$230,841 94</b>

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	.....	.....

Total number of stockholders. 11.  
 Total number of stockholders in this state. 9.  
 Amount of stock held in this state. \$98,900.

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 .....	April, 1903....	20	April 1, 1923..	\$125,000	\$125,000	5	April & 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 trackage rights.	Total operated.
Length of road (first main track).....	5.40			5.40
Length of sidings and turnouts.....	.35			.35
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.....	128,480
Passenger car hours.....	11,680
Fare passengers carried.....	566,800
Average fare, revenue passengers.....	\$0.050
Car earnings per car mile.....	.221
Miscellaneous earnings per car mile.....	.001
Gross earnings per car mile.....	.222
Car earnings per car hour.....	\$2.429
Miscellaneous earnings per car hour.....	.012
Gross earnings per car hour.....	\$2.441
Operating expenses per car mile.....	\$0.157
Operating expenses and taxes per car mile.....	.162
Operating expenses per car hour.....	1.727
Operating expenses and taxes per car hour.....	1.789
Operating expenses per cent. of gross earnings.....	70.77
Operating expenses and taxes per cent. of gross earnings.....	73.30
Average number of employees, including officials, during year.....	16
Aggregate amount of salaries and wages paid.....	\$11,141.87

## GENERAL INFORMATION.

## CORPORATE NAME AND ADDRESS OF COMPANY.

Waterville &amp; Oakland Street Railway, Waterville, Maine.

HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION  
OF LINES NOW OPERATED.

Organized, April, 1903.

## OFFICERS OF THE COMPANY.

NAME.	TITLE.	OFFICIAL ADDRESS.
Edward J. Lawrence.....	President.....	Waterville, Maine.
Charles F. Johnson.....	Treasurer.....	Waterville, Maine.

## DIRECTORS OF THE COMPANY.

NAME.	RESIDENCE.
Edward J. Lawrence.....	Fairfield, Maine.
Charles F. Johnson.....	Waterville, Maine.
Cyrus W. Davis.....	Waterville, Maine.
William M. Ayer.....	Oakland, Maine.
Edward F. Danforth.....	Skowhegan, Maine.
Edward E. Blodgett.....	70 State Street, Boston, Mass.

Date of close of fiscal year. June 30.

Date of stockholders' annual meeting. Second Wednesday of July.





## EXPENSE ACCOUNT TO DECEMBER 31, 1909.

Appropriation .....	1909		\$5,000 00
Binding report (ordered paid by Governor and Council) .....		\$519 00	
Clerical assistance .....		476 32	
Expert engineering .....		184 55	
Express .....		178 11	
Incidental expenses of commissioners and clerks .....		1,473 23	
Map plate, railroad magazines and law books .....		178 28	
Office expenditures .....		304 33	
Postage .....		280 00	
Printing blank, etc .....		159 59	
Stationery .....		179 20	
Stenography .....		360 00	
Telegraph and telephone rent and tolls .....		421 68	
		\$4,714 29	
Balance .....		285 71	
		\$5,000 00	

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