

MAINE STATE LEGISLATURE

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PUBLIC DOCUMENTS OF MAINE

1911

BEING THE

ANNUAL REPORTS

OF THE VARIOUS

DEPARTMENTS AND INSTITUTIONS

For the Year 1910.

VOLUME III.

AUGUSTA
KENNEBEC JOURNAL PRINT
1911

FIFTY-SECOND ANNUAL REPORT

OF THE

RAILROAD COMMISSIONERS

OF THE

State of Maine

WITH STATISTICAL TABLES COMPILED FROM THE ANNUAL
RETURNS OF THE RAILROAD COMPANIES OPERATING
RAILROADS IN THE STATE, FOR THE YEAR
ENDING JUNE 30, 1910, INCLUDING,

PETITIONS, DECISIONS AND RULES OF THE BOARD

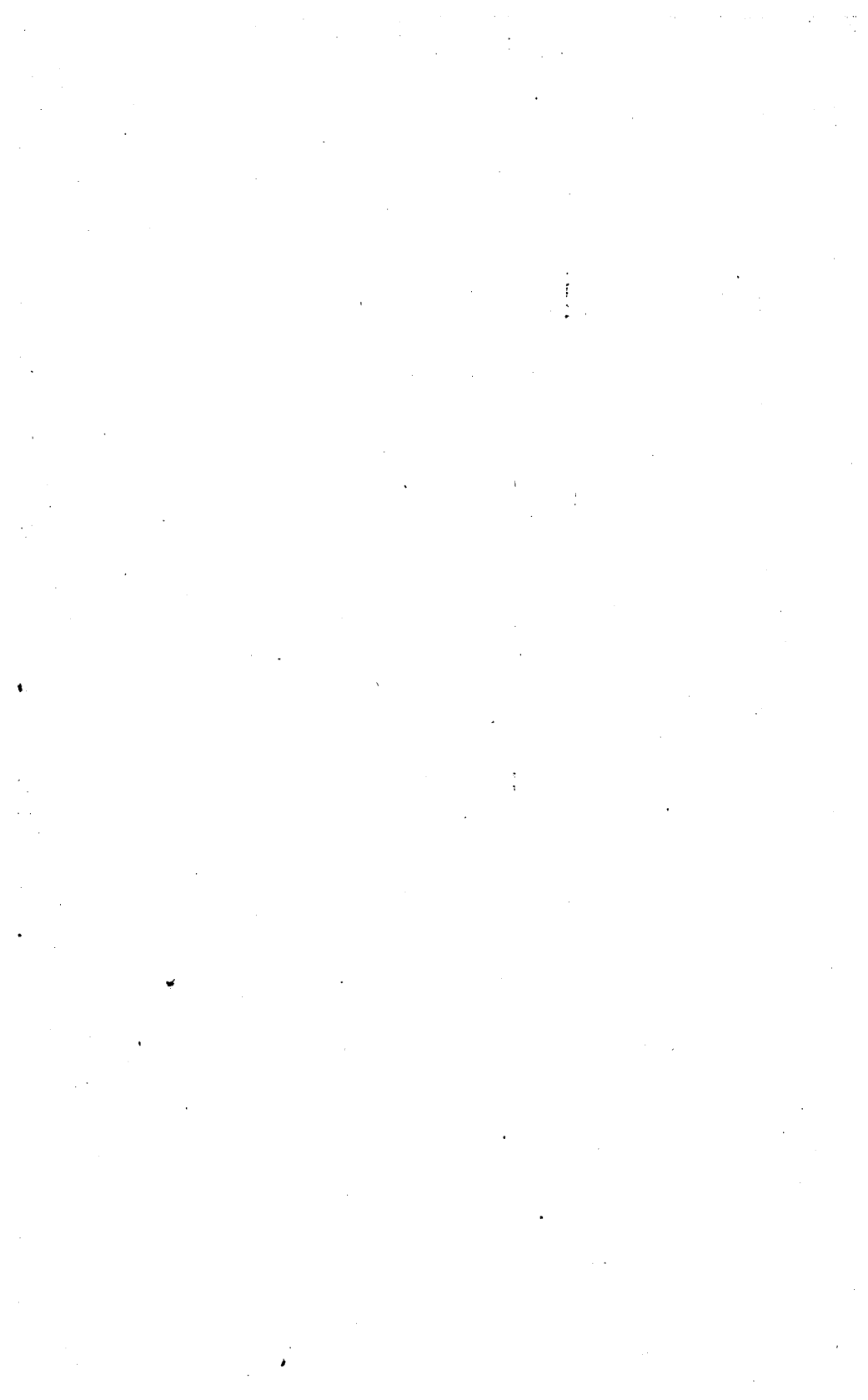
MADE DURING THE YEAR ENDING NOVEMBER 30,

1910

AUGUSTA

KENNEBEC JOURNAL PRINT

1910



BOARD OF RAILROAD COMMISSIONERS.

ELMER P. SPOFFORD, *Chairman*, DEER ISLE, MAINE.

FRANK KEIZER, ROCKLAND, MAINE.

JOHN A. JONES, LEWISTON, MAINE.

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

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

MEMORANDUM.

Elmer P. Spofford was appointed Chairman of the Board in place of Col. Joseph B. Peaks whose term expired on May 31, 1910.

RULES OF THE BOARD OF RAILROAD COMMISSIONERS.

1. Regular sessions of the Board will be held at their office on the first Wednesday of each month, at ten o'clock in the forenoon, and when practicable, all hearings on applications to the Board will be held at such regular sessions.

2. All applications to the Board must be in writing and signed by the person making such application, or if a corporation, by its agent or attorney, or otherwise, as the statutes require.

3. Applications for approval of articles of association, in organizing railroad corporations under the laws of the State, shall be by petition to the Board, setting forth briefly the formation of such association, its name and gauge and route of the proposed railroad, and such applications shall be signed by one or more of the directors named in the articles of association.

4. When railroads are hereafter constructed across highways or other public ways, application shall be made to the Board, and the manner and conditions of such crossings determined, before corporations shall enter upon the construction of such railroads.

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

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

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

STATE OF MAINE.

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

The fifty-second annual report of the Board of Railroad Commissioners is herewith submitted, comprising reports of the operation of sixteen (16) steam railroads and seventeen (17) electric street railroads, and one (1) street railroad operated by animal power.

The report for 1909 embraced the returns of sixteen (16) steam railroad corporations, and sixteen (16) electric railroad corporations, and one (1) street railroad operated by animal power.

Of the steam railroads in the State, five (5) are narrow or two (2) feet gauge, with a mileage of 195.27.

The total mileage of the steam railroads on June 30, 1910, was 2,259.60 miles, an increase of 84.65 miles since the report of 1909.

This increase is made up by the extension of the Bangor & Aroostook Railroad, 84.67 miles; and a decrease of .02 of a mile on the Maine Central Railroad.

The total mileage of street railroads in operation on June 30, 1910, was 473.19. On June 30, 1909, it was 454.36 miles. The increase of 18.83 miles is accounted for as follows: The Aroostook Valley Railroad, a new railroad, operated from Presque Isle to Washburn, and from Washburn Junction to Presque Isle Junction, a distance of 14.16 miles; the extension of the Bangor Railway & Electric Company's track, .88 of a mile; the extension of the Lewiston, Augusta & Waterville Street Railway, .58 of a mile; the extension of the Portland Railroad, 3.11 miles; the extension of the Waterville & Fairfield Railway & Light Company's tracks, .10 of a mile.

GROSS OPERATING REVENUES OF STEAM RAILROADS IN MAINE.

The following statements are intended to show, as nearly as may be, the operations of steam railroads in Maine. But 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, 1910, were \$16,576,194.80, against \$15,421,870.51 in 1909, an increase of \$1,154,324.29.

PASSENGERS CARRIED.

The number of passengers carried for the year ending June 30, 1910, was 8,859,049, against 8,153,123 in 1909, an increase in the number of passengers carried of 705,926.

TONS OF FREIGHT CARRIED.

The number of tons of freight carried for the year ending June 30, 1910, was 11,171,105, against 10,331,037 in 1909, an increase in the number of tons of freight carried of 840,068.

PASSENGERS CARRIED ONE MILE.

The number of passengers carried one mile for the year ending June 30, 1910, was 249,869,752, against 231,505,092 in 1909, an increase in the number of passengers carried one mile of 18,364,660.

TONS OF FREIGHT CARRIED ONE MILE.

The number of tons of freight carried one mile for the year ending June 30, 1910, was 1,058,784,256, against 973,391,135 in 1909, an increase in the number of tons of freight carried one mile of 85,393,121.

PASSENGER TRAIN MILEAGE.

The total passenger train mileage for the year ending June 30, 1910, was 4,244,643, against 4,033,851 in 1909, an increase in passenger train mileage of 210,792.

FREIGHT TRAIN MILEAGE.

The total freight train mileage for the year ending June 30, 1910, was 3,805,347, against 3,602,295 in 1909, an increase in freight train mileage of 203,052.

MIXED AND SPECIAL TRAIN MILEAGE.

The total mixed and special train mileage for the year ending June 30, 1910, was 541,005, against 616,235 in 1909, a decrease in mixed and special train mileage of 75,230.

TOTAL REVENUE TRAIN MILEAGE.

The total revenue train mileage for the year ending June 30, 1910, was 8,590,995, against 8,252,383 in 1909, an increase in the total revenue train mileage of 338,612.

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	599.34	599.34	31.03	171.74
Old Town to Greenville.....	76.00				
Fort Fairfield Jct., to Fort Fairfield.....	13.30				
Ashland Junction to Ashland.....	43.89				
Caribou to Van Buren.....	38.11				
Milo Jct., to Katahdin Iron Works.....	18.95				
Patten Jct., to Patten.....	5.67				
Caribou to Limestone.....	15.72				
Ashland to Fort Kent.....	51.00				
Searsport to South Lagrange.....	54.13				
Schoodic Stream Jct., to Medway.....	9.50				
South Lagrange to Factards.....	27.95				
Cape Jellison to Cape Jellison Wharf.....	2.11				
Northern Maine Jct., to Station.....	.77				
Squa Pan to Stockholm.....	48.00				
Presque Isle to Mapleton.....	6.98				
Fort Kent Jct., to St. Francis.....	16.56				
Van Buren to Grand Isle.....	15.20				
Industrial Tracks.....	5.55				
Boston and Maine Railroad, W. Div.:					
N. H. Line to Portland.....	44.00	157.99	2,290.33	553.97	1,321.06
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				
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	-	1.50	-
Canadian Pacific Ry., (I. N. Ry., Me.)					
Boundary to Mattawamkeag.....	144.50	177.98	10,270.60	553.40	2,215.20
Boundary to Houlton.....	3.00				
Boundary to Presque Isle.....	29.20				
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 Lime Kilns.....	.50				
Grand Trunk Railway (At. & St. L.):					
N. H. Line to Portland.....	82.60	89.51	172.13	-	88.53
Lewiston Jct. to Lewiston.....	5.41				
South Paris to Norway.....	1.50				
*Kennebec Central Railroad:					
Randolph to Togus.....	5.00	5.00	5.00	-	-
Lime Rock Railroad.					
Branches to Quarries.....	5.09	11.30	12.57	-	-
Branches to Quarries.....	6.21				
Trackage rights, M. C. R. R.....	1.27				

* Narrow (2 feet) gage. * 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 line
Maine Central Railroad (in Maine) :						
Portland to Bangor.....	136.58	981.94	59.63	338.99	7.84	
Brunswick to Bath.....	8.90					
Cumberland Jct. to Skowhegan.....	91.20					
Brunswick to Farmington.....	62.60					
Crowley's Jct. to Lewiston.....	4.80					
Brewer Jct. 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 Jct. to Belfast.....	33.13					
Newport Jct. to Dexter.....	14.23					
Dexter to Foxcroft.....	16.54					
Bangor to Vanceboro.....	114.30					
Orono to Stillwater.....	3.01					
Enfield to Montague.....	3.03					
Montague to Howland.....	.78					
Industrial tracks.....	5.00					
Bangor Jct. to Bucksport.....	18.80					
Industrial tracks.....	.27					
Rumford Jct. to Rumford Falls.....	52.86					
Rumford Jct. to R. F. & R. L. R. R.	.72					
Canton to Livermore.....	10.27					
Industrial tracks.....	1.29					
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 :		8.16	-	-	2.00	
Monson Jct. to Monson.....	6.16					
Monson to Slate Quarry.....	2.00					
* Sandy River and Rangeley Lakes :		103.40	-	5.60	4.00	
Farmington to Rangeley.....	47.00					
Strong to Bigelow.....	31.00					
Madrid to No. 6.....	6.40					
Mt. Abram Jct. to Mt. Abram.....	1.70					
Kingfield to Alder Stream.....	2.30					
Eustis Jct. to Berlin Mills Camps.....	15.00					
Sebasticook and Moosehead Railroad :		15.00	-	1.87	-	
Pittsfield to Mainstream.....	15.00					
Somerset Railway :		93.99	-	17.89	3.32	
Oakland to Kineo Station.....	90.67					
Bangs to Dodlin Quarry.....	1.02					
Austin Jct. to Bingham.....	1.42					
Somerset Jct. to Gravel Pit.....	.88					
Washington County Railway :		133.63	-	14.78	36.29	
Calais to Washington Jct.....	102.49					
Ayer's Jct. to Eastport.....	16.48					
St. Croix Jct. to Princeton.....	12.75					
Woodland Jct. to Woodland.....	1.21					
Industrial tracks.....	.75					
Wiscasset, Waterville and Farming- ton Railroad :		57.46	-	1.50	2.25	
Wiscasset to Winslow.....	42.20					
Weeks Mills to Albion.....	15.26					
York Harbor and Beach Railroad :		11.51	-	1.12	.34	
Kittery to York Beach.....	11.17					
Kittery Navy Yd. to U. S. Navy Yd.	.34					
Total Mileage.....	2,259.60	14,789.96	1,198.03	4,179.78	3,723.04	

* Narrow (2 feet) gage. ° Included in line operated.

MILEAGE OF STEAM RAILROADS AND INCREASE
FROM 1836 TO JUNE 30, 1910.

As nearly as can be ascertained the mileage of the steam railroads in Maine, from the first road built in 1836 to 1910, 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.....	290.61	48.02	1889.....	1,322.45	158.38
1852.....	319.74	39.13	1890.....	1,360.26	37.81
1853.....	390.74	11.00	1891.....	1,382.92	22.66
1854.....	393.74	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	98.66
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.....	1,993.35	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.....	2,322.63	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.....	1,086.15	12.83	1909.....	2,174.95	1.04
			1910.....	2,259.60	84.65

* Loss.

ASSETS AND LIABILITIES.

STEAM RAILROAD CORPORATIONS.

The gross assets of the companies, June 30, 1910, were \$183,-469,998.04. The several classes of assets, and the increase or decrease of each class as compared with 1909 appear in the following table.

ASSETS.	1909.	1910.	INCREASE.
Property Investment.....	\$131,877,271 52	\$138,288,667 78	\$6,411,396 26
Securities.....	9,848,893 75	9,872,738 75	23,845 00
Other Investments.....	2,558,102 20	2,727,851 44	169,749 24
Working Assets.....	19,037,868 92	28,124,640 41	9,086,771 49
Accrued Income not due.....	676 12	14,236 79	13,560 67
Deferred Debit Items.....	3,433,017 70	4,441,862 87	1,008,845 17
Gross Assets.....	\$166,755,830 21	\$183,469,998 04	\$16,714,167 83

The gross liabilities at the same date, including capital stock, but excluding appropriated surplus, were \$170,144,702.55. The several kinds of liabilities, and the amount of each as compared with 1909, are shown in the following table.

LIABILITIES.	1909.	1910.	INCREASE.
Capital stock.....	\$52,013,539 46	\$53,077,639 46	\$1,064,100 00
Mortgage, Bonded & Secured Debt.....	89,991,692 00	97,471,692 00	7,480,000 00
Working Liabilities.....	8,772,683 98	14,936,814 62	6,164,130 64
Accrued Liabilities not Due.....	1,754,624 20	1,883,272 98	128,648 78
Deferred Credit Items.....	2,666,628 60	2,775,283 49	108,654 89
Gross Liabilities*.....	\$155,199,168 24	\$170,144,702 55	\$14,945,534 31
Appropriated Surplus † ‡.....	7,682,265 92	8,614,919 10	932,683 18
Surplus on June 30.....	\$11,556,661 97	\$13,325,295 49	\$ 1,768,633 52

* Does not include "Appropriated Surplus," or "Premiums on Capital Stock."

† Included in Surplus. ‡ Includes "Premiums on Capital Stock" amounting to \$5,446,331.72 in 1910, and \$5,199,136.90 in 1909.

§ Includes net additions, \$331,267.37.

A comparison of the foregoing tables shows that there was an increase over the previous year of \$16,714,167.83 in gross assets and an increase of \$14,945,534.31 in gross liabilities,—a balance of \$1,768,833.52 in favor of assets, enlarging by that amount the aggregate surplus of the companies.

YEARS.	GROSS ASSETS.	* GROSS LIABILITIES.	† SURPLUS ON JUNE 30.
1909.	\$166,755,830 21	\$155,199,168 24	\$11,556,661 97
1910.	183,469,998 04	170,144,702 55	13,325,295 94

* Does not include "Appropriated Surplus" or "Premiums on Capital Stock".

† Includes "Appropriated Surplus", and "Premiums on Capital Stock". See Table showing Liabilities on page 11.

CAPITAL STOCK AND DIVIDENDS.

STEAM RAILROAD CORPORATIONS.

The total amount of dividends declared during the last year was \$2,760,328.00, an increase of \$159,121.37 over the previous year. Nine of the sixteen railroad corporations declared dividends varying in rate from two to eight per cent, and seven paid no dividends.

One company paid eight per cent; three, six per cent; one, four and a half per cent; three, four per cent; one, two per cent.

The amount of capital stock of the nine dividend paying companies was \$46,917,990.70, on which the average rate of dividend was 5.88 per cent.

The following table gives the total capital stock outstanding at the end of the year; the net corporate income; the amount of dividends declared; and the average percentage of dividends to total capital stock for the years 1909 and 1910.

YEARS.	CAPITAL STOCK.	NET CORPORATE INCOME.	DIVIDENDS DECLARED.	PERCENT TO CAPITAL STOCK.
1909.	\$52,018,589 46	\$3,098,605 46	\$2,601,206 63	5.00 †
1910.	53,077,639 46	3,307,206 73	2,760,328 00	5.20 †

The following table gives the cost of "Total Maintenance of Way and Structures", "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 the year 1910.

RAILROADS.	Total Maintenance of way and structures.	Total main- tenance of equipment.	Total traffic expenses.	Total transportation expenses.	Total general expenses.	Total operating expenses.	RATIO.	
							1909.	1910.
Bangor & Aroostook R. R. Co.....	\$447,229 21	\$935,726 43	\$33,804 09	\$339,877 78	\$123,652 31	\$1,785,289 82	63.00	59.69
Boston & Maine Railroad	5,253,611 20	5,446,784 78	544,016 13	19,075,788 64	1,016,173 32	31,336,324 07	71.50	72.27
Bridgton & Saco River R. R.....	7,672 93	5,238 16	.....	22,274 01	2,044 94	87,260 04	71.02	72.23
Canadian Pacific Railway.....	255,118 23	176,963 43	55,524 67	452,453 97	38,440 50	978,520 85	95.53	90.54
Georges Valley Railroad	3,245 03	97 81	.....	4,988 37	834 36	9,165 67	76.05	66.74
* Grand Trunk (A. St. L. R. R.).....	183,341.50	87,795 79	23,469 38	284,479 61	20,982 34	600,068 71	67.26	75.73
Kennebec Central R. R. Co.....	2,990 36	1,863 09	60 75	5,231 43	884 78	12,039 42	70.36	68.72
Lime Rock Railroad Co.....	12,904 82	9,241 61	.....	17,278 97	5,006 69	44,434 09	53.00	54.75
Maine Central Railroad Co.....	1,305,884 28	1,282,914 31	94,333 18	3,146,370 66	273,284 39	6,102,236 82	69.31	68.39
Monson Railroad Co.....	4,579 49	674 12	.....	8,051 29	882 16	11,187 06	78.77	90.72
Sandy River & Rangeley Lakes R. R.....	32,711 27	16,226 68	3,065 97	50,948 08	6,481 82	109,433 83	69.00	67.23
Sebasticock & Moosehead Railroad.....	9,230 19	1,267 19	331 91	8,034 41	1,600 48	20,434 13	75.00	54.34
Somerset Railway	75,377 43	54,046 23	1,869 05	113,599 83	8,110 59	253,003 13	87.81	76.65
Washington County Ry.....	110,173 27	52,390 94	4,520 52	166,024 56	13,116 89	346,226 18	75.78	71.68
Wiscasset, Waterville & Farmington Ry.....	21,701 00	7,482 94	.....	18,344 54	3,193 42	50,721 80	95.00	89.00
York Harbor & Beach R. R. Co.....	13,325 85	.....	340 86	15,783 14	283 37	29,733 22	81.62	68.31
Total.....	\$7,738,605 15	\$7,478,713 56	\$761,336 51	\$24,227,529 35	\$1,519,974 31	\$41,723,158 88		

* State of Maine.

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.	Switching revenue, etc.	Revenue other than transportation.	Total operating revenue.
Bangor & Aroostook R. R. Co.....	\$2,204,330 33	\$638,143 50	\$101,241 05	\$739,384 55	\$8,298 29	\$38,516 39	\$2,990,529 56
Boston & Maine Railroad	25,451,236 98	14,655,065 17	2,131,806 30	16,786,871 47	442,598 89	* 676,467 92	43,357,176 26
Bridgton & Saco River R. R.....	26,858 33	18,580 09	6,109 44	24,689 53	.....	.....	51,547 86
Canadian Pacific Railway.....	695,370 04	298,865 53	81,061 14	379,926 67	1,903 31	3,535 63	1,080,735 65
Georges Valley Railroad.....	10,539 80	2,143 20	1,047 94	3,191 14	.....	1 00	13,731 44
† Grand Trunk (A. St. L. R. R.).....	493,155 59	207,265 78	49,337 28	256,603 06	10,662 02	.....	760,420 67
Kennebec Central R. R. Co.....	9,762 08	6,944 20	754 98	7,699 18	.....	204 34	17,665 60
Lime Rock Railroad Co.....	72,731 33	.....	.....	.....	8,432 50	.....	81,163 83
Maine Central Railroad Co.....	5,451,480 49	2,922,757 95	436,586 19	3,359,344 14	41,849 44	69,638 15	8,922,312 22
Monson Railroad Co.....	8,800 14	2,600 62	925 35	3,525 97	.....	.....	12,326 11
Sandy River & Rangeley Lakes R. R.....	98,868 82	50,699 34	13,085 77	63,785 11	.....	.....	162,653 93
Sebasticook & Moosehead Railroad.....	24,275 29	8,300 53	3,361 92	11,662 45	920 60	822 06	37,680 40
Somerset Railway.....	213,411 65	102,104 26	11,824 89	113,929 15	436 00	2,286 99	390,063 79
Washington County Ry.....	275,238 12	170,596 74	30,088 07	200,674 81	5,786 36	1,319 48	483,018 77
Wiscasset, Waterville & Farmington Ry.....	45,106 37	6,643 98	4,929 21	11,573 19	.....	.....	56,679 56
York Harbor & Beach R. R. Co.....	15,864 06	26,351 95	994 34	27,346 29	100 00	213 68	43,524 03
Total.....	\$35,097,028 92	\$19,117,052 84	\$2,873,153 87	\$21,990,206 71	\$520,987 41	\$793,005 64	\$58,401,228 68

* Includes credits.

† State of Maine.

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

RAILROADS.	Total operating revenues.	Net revenue from outside operations.	Other income.	Gross Income.
Bangor & Aroostook Railroad Co	\$2,990,529 56	* \$5,007 82	\$172,741 99	\$3,158,263 73
Boston & Maine Railroad	43,357,175 26	47,259 86	741,752 47	44,146,187 59
Bridgton & Saco River Railroad Co.....	51,547 86		359 33	51,907 19
Canadian Pacific Railway	1,080,735 65		6,421 08	1,087,156 73
Georges Valley Railroad Co.....	13,731 44			13,731 44
† Grand Trunk Railway (A. & St. L. R. R.).....	1,457,488 73		1,330 39	1,458,819 12
Kennebec Central Railroad Co.....	17,665 60			17,665 60
Lime Rock Railroad Co.....	81,163 83		2,704 10	83,867 93
Maine Central Railroad Co.....	8,922,312 22	36,226 48	133,382 77	9,091,921 47
Monson Railroad Co.....	12,331 11			12,331 11
Sandy River & Rangeley Lakes Railroad.....	162,653 98		81 25	162,735 18
Sebasticook & Moosehead Railroad Co.....	37,680 40			37,680 40
Somerset Railway.....	330,063 79		670 92	330,734 71
Washington County Railway.....	483,018 77		1,551 62	484,570 39
Wiscasset, Waterville & Farmington Railway.....	56,679 56	* 11 37	17 86	56,686 05
York Harbor & Beach Railroad Co.....	43,524 03		1,624 07	45,148 10
Total.....	\$59,098,301 74	\$78,467 15	\$1,062,637 85	\$60,239,406 74

* 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 and Aroostook R. R. Co.....	\$1,785,289 82	\$20,911 90	\$1,000,883 22		\$266,160 63	\$3,073,245 57	\$85,018 16
Boston and Maine Railroad.....	31,336,324 07	2,076,880 06	1,783,910 05	\$6,093,451 71	2,067,361 84	43,362,927 73	783,259 86
Bridgton & Saco River R. R.....	37,260 04	692 72	6,606 07		7,358 36	51,907 19	
Canadian Pacific Railway.....	978,520 85	60,716 71	60,440 00	25,480 00		1,125,157 56	*38,000 83
Georges Valley Railroad.....	9,165 67	135 03	3,120 00	963 30		13,384 00	347 44
† Grand Trunk [A. St. L. R. R.].....	1,124,762 52	105,551 87	206,280 00	33,554 05	347,040 00	1,817,188 44	*368,369 32
Kennebec Central R. R. Co.....	12,039 42	359 86	1,085 00		2,400 00	15,884 28	1,781 32
Lime Rock Railroad Co.....	44,434 09	3,183 84	16,000 00		20,250 00	83,867 93	
Maine Central Railroad Co.....	6,102,236 82	444,862 12	754,210 00	1,128,084 97	615,640 10	9,045,074 01	46,847 46
Monson Railroad Co.....	11,137 06	95 01	4,200 00			15,432 07	*3,150 96
Sandy River and Rangeley Lakes R. R.....	109,433 82	1,727 43	32,568 84	550 00	9,664 00	153,974 09	8,761 09
Sebastcook & Mooshead Railroad.....	20,464 18	317 52	1,560 00	2,125 32		24,467 02	13,213 38
Somerset Railway.....	253,903 13	1,233 48	130,423 91			384,710 52	*53,975 81
Washington County Railway.....	346,326 18	3,289 10	87,500 00	6,586 58	30,319 68	473,921 54	10,648 85
Wiscasset, Waterville & Farmington Ry.....	50,721 80	476 92				51,198 72	5,487 33
York Harbor & Beach R. R. Co.....	29,733 22	880 94		5,389 79	6,329 15	42,333 10	2,315 00
Total.	\$42,250,852 69	\$2,721,344 51	\$4,088,817 09	\$7,301,185 72	\$3,372,523 76	\$59,734,723 77	\$504,682 97

* Deficit.

† Entire Line.

The following, Table 3, gives the "Balance June 30, 1909," "Additions", "Deductions", and "Balance June 30, 1910."

RAILROADS.	Balance June 30, 1909.	Additions.	Deductions.	Balance June 30, 1910.
Bangor & Aroostook Railroad Company.....	\$249,046 05		\$9,829 85	\$324,234 36
Boston & Maine Railroad.....	2,659,929 10	\$343,644 13	176,409 28	3,610,423 81
Bridgton & Saco River Railroad Company.....	8,864 99			8,864 99
Canadian Pacific Railway.....		38,000 83		
Georges Valley Railroad Company.....	*74,326 61			*73,979 17
Grand Trunk Railway [A. & St. L. R. R.].....		358,369 32		
Kennebec Central Railroad Company.....	19,413 81			21,195 13
Lime Rock Railroad Company.....	121,985 22			121,985 22
Maine Central Railroad Company.....	1,069,090 80		223,666 19	882,272 07
Monson Railroad Company.....	*158,649 77			*161,800 73
Sandy River and Rangeley Lakes Railroad.....	25,115 37		100 00	33,776 46
Sebasticook & Moosehead Railroad Company.....	13,871 96	295 00	8 40	27,371 94
Somerset Railway.....	*74,915 55	1,646 23	412 01	*127,657 08
Washington County Railway.....	*16,047 85		262 47	*5,661 47
Wiscasset, Waterville & Farmington Railway.....	5,156 34			10,643 67
York Harbor & Beach Railroad Company.....	35,862 19			38,677 19
Total.....	\$3,874,396 05	\$741,955 57	\$410,688 20	\$4,710,346 39

* Deficit.

PASSENGER AND FREIGHT RATES.

PASSENGER RATES.

Average passenger rate per mile on all standard gauge railroads doing business in Maine for the years 1895 to 1910 is shown in the following table:

Year.	Rate—Cents.
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
1910	1.768

The average passenger rate upon the five narrow gauge railroads for the year 1910 was 3.635 cents.

FREIGHT RATES.

The following table shows the average rates per ton mile for the transportation of merchandise on all standard gauge railroads doing business in Maine for the years 1895 to 1910.

Year.	Rate—Cents.
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
1910	1.045

The average freight rate per ton mile upon the five narrow gauge railroads for the year 1910 was 6.589 cents.

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, 1910.

RAILROADS.	Crossing under street railways.	Crossing over street railways.	Crossing street railways at grade.	Crossing under steam roads.	Crossing over steam roads.	Crossing under steam roads at grade.	Crossing under highways.	Crossing over highways.	Crossing highways at grade.
Bangor & Aroostook Railroad Co.	269	18	3	1	3	1			
Boston & Maine Railroad.....	156	19	44	9					
Bridgton & Saco River Railroad Co....	17	1							
Canadian Pacific Railway.....	40	1		3	2				
Georges Valley Railroad Company.....	4								
Grand Trunk Railway [A. & St. L. R. R.]	79	2	5	3		3			2
Kennebec Central Railroad Company..	5								
Lime Rock Railroad Company.....	13			1					
Maine Central Railroad Company.....	669	29	41	10	3	2	29	6	5
Monson Railroad Company.....	3								
Sandy River and Rangeley Lakes R. R.	30	5		2					
Sebastcook & Moosehead Railroad Co.	9								
Somerset Railway.....	35	1				1			
Washington County Railway.....	79	1	2						1
Wiscasset, Waterville & Farmington R'y	47		2	1					
York Harbor & Beach Railroad Co.....	17		2						3
Total.....	1,472	77	99	30	8	7	48	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, 1910.

RAILROADS.	Protected by Gates.	Protected by Flagmen.	Protected by electric Signals.	Unprotected.	Total.
Bangor & Aroostook Railroad Co	6	8	.....	255	269
Boston & Maine Railroad.....	28	24	5	99	156
Bridgton & Saco River Railroad Co.....	.....	.....	.....	17	17
Canadian Pacific Railway.....	1	† 2	1	36	40
Georges Valley Railroad Co .....	.....	.....	.....	4	4
Grand Trunk Ry. (A. & St. L. R. R.)..	2	.....	2	75	79
Kennebec Central Railroad Co.....	.....	.....	.....	5	5
Lime Rock Railroad Co.....	.....	1	.....	12	13
Maine Central Railroad Co.....	108	* 47	8	‡ 506	669
Monson Railroad Co.....	.....	.....	.....	3	3
Sandy River & Rangeley Lakes R. R..	.....	.....	.....	30	30
Sebasticook & Moosehead Railroad Co .....	.....	.....	.....	9	9
Somerset Railway.....	1	1	.....	33	35
Washington County Railway.....	.....	1	.....	78	79
Wiscasset, Waterville & Farmington Ry .....	.....	.....	.....	47	47
York Harbor & Beach Railroad Co.....	.....	3	.....	14	17
Total.....	146	87	16	1,223	1,472

* 45 Winter.

† 1 Subway.

‡ 508 Winter.

ACCIDENTS UPON STEAM RAILROADS IN MAINE.

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

Accidents resulting from the movement of trains, locomotives or cars as compiled from the reports of the railroad companies for the year ending June 30, 1910, were two hundred seventy-four (274),—forty-three (43) killed, and two hundred thirty-one (231) injured, classified as follows:

Railway employees, thirteen (13) killed and one hundred forty-one (141) injured; passengers, thirty-eight (38) injured; postal clerks, express messengers, Pullman employees, etc., two (2) injured; other persons, thirty (30) killed and fifty (50) injured.

In 1909 there were thirty-one (31) killed and two hundred one (201) injured, an increase of twelve (12) killed and thirty (30) injured.

The ratio of passengers killed and injured for the year 1910 was, none (0) killed to 8,859,049 carried, and one (1) injured to 233,132 carried.

In 1909, one (1) passenger was killed and thirty-nine (39) were injured.

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.

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

Accidents arising from causes other than those resulting from the movement of trains, locomotives or cars were two hundred (200),—three (3) killed and one hundred ninety-seven (197) injured, classified as follows:

Railway employees, one (1) killed, and one hundred sixty-six (166) injured; passengers, eighteen (18) injured; other persons, two (2) killed and thirteen (13) injured.

In 1909 there were one (1) killed and one hundred fifty (150) injured, an increase of two (2) killed and forty-seven (47) injured.

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.		Twelfth tenders, crossing tenders and watchmen.		Station men.		Shopmen.		Trackmen.		Other employees.		Total.	
	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.
Coupling or uncoupling.....			2											19
Collisions.....		17												17
Derailments.....	1	2												3
Farting of trains.....		4												4
Falling from trains, locomotives or cars.....	3	24								1				28
Jumping on or off trains, locomotives or cars.....	1	13	1							1				18
Struck by trains, locomotives or cars.....	4	3	1		2		1		1		1			16
Overhead obstructions.....		4												4
Other causes.....	1	41	2		1				4		1			55
Total.....	10	108	6		3		1		1		7		2	141

ACCIDENTS TO PERSONS—STATE OF MAINE—CONTINUED.

KIND OF ACCIDENT.	Passengers.		Postal clerks, express messengers, pullman employees, etc.		OTHER PERSONS.						SUMMARY. (Tables A. and B.)		TOTAL.	
					Trespassing		Not trespassing.		Total.				Killed.	Injured.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			Killed.	Injured.
Collisions		1				2						2		
Falling from trains, locomotives or cars.....		7												
Jumping on or off trains, locomotives or cars.....		13				8						8		
Struck by trains, locomotives cars:														
At highway crossings.....					1	6		2	4			8		
At stations.....					1	10	1	2	1	6		17		
At other points along track.....		1			15	5			1	4		17		
Other causes.....		16		2	4	6			2	4		9		
Total.....		38		2	27	37	3	13	30	50		50		
											TABLE A.			
											2	Railway employees.....	13	141
											8	Passengers.....		38
											8	Postal clerks, etc.....		2
											8	Other persons.....	30	50
											17	Total.....	43	231
											9	TABLE B.		
											50	Railway employees.....	1	166
												Passengers.....		18
												Other persons.....	2	13
												Total.....	3	197
												Grand total.....	46	428

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.		Other Persons.	
	Station men.		Shopmen.		Trackmen.		Other employees.		Total.		Killed.	Injured.	Killed.	Injured.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				
Handling traffic.....		6				1		6		13				1
Handling tools, machinery, etc.....				3		16		7		60				1
Handling supplies, etc.....		1		12		15		11		39				1
Getting on or off locomotives or cars at rest.....				1				2		3				10
Other causes.....		2		12		9	1	28	1	51		10	1	1
Total.....		9		62		41	1	54	1	166		18	2	13

The following table shows the railroads upon which accidents occurred resulting from the movement of trains, locomotives or cars in Maine for the year 1910.

TABLE A.

RAILROADS.	Passengers.		Trainmen.		Other employees.		Postal clerks, express messengers, Pullman employees, etc.		Other persons.		Total.	
	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.
Bangor & Aroostook R. R.....	1		16	6	3				3	4	23	10
Boston & Maine R. R.....										10		10
Canadian Pacific Railway.....			4						1		5	
Grand Trunk Railway.....			9	1	8	1			1		25	4
Maine Central Railroad.....	2		73	2	18	2			44	13	166	17
Sandy River and Rangeley Lakes R. R.....										1		1
Somerset Railway.....			4	1	4				1		9	1
Washington County Railway.....	1		2								3	
Total.....	38		108	10	33	3	2		50	30	231	43

The following table shows 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 1910.

TABLE B.

RAILROADS.	Station men.		Shopmen.		Trackmen.		Other employees.		Passengers.		Other Persons.		Total.	
	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.
Bangor & Aroostook Railroad.....	2		9		12		2				2		27	
Grand Trunk Railway.....			6		2		13	1			1	1	28	1
Maine Central Railway.....	7		45		12		38		16		10		134	
Somerset Railway.....			2		2		1						6	
Washington County Railway.....									2				2	
Total.....	9		62		41		54	1	18		13	2	197	3

Comparative summary of railway accidents resulting from the movement of trains, locomotives or cars, in Maine, for the years ending June 30, 1895-1910.

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		25	13	53	33	148
1898	9	122	5	100	18	32	32	254
1899	10	138		19	26	35	36	192
1900	14	144	4	24	21	30	39	198
1901	12	102		20	16	22	28	144
1902	8	136	2	23	15	33	25	192
1903	19	135		28	31	44	50	207
1904	20	94	1	15	16	16	37	125
1905	19	91		31	9	29	28	151
1906	17	136	2	53	19	35	38	224
1907	26	165	4	88	22	51	52	304
1908	20	113		43	26	45	46	201
1909	11	105	1	39	19	57	31	201
1910	13	141		32	30	52	43	231

The following table gives the summary of accidents for the years 1907, 1908, 1909 and 1910, as stated by the reports made by the Interstate Commerce Commission for those years.

Casualties to passengers and employees, years ending June 30.

	1910.		1909.		1908.		1907.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers:								
In train accidents	217	7,516	181	5,865	165	7,430	410	9,070
Other causes.....	204	6,240	204	6,251	241	5,215	287	4,527
Total.....	421	13,756	385	12,116	406	12,645	647	13,597
Employees:								
In train accidents	715	6,791	520	4,877	642	6,818	1,011	8,924
In coupling ac'ds	206	2,985	161	2,353	239	3,121	302	3,948
Overhead ob- structions, etc..	96	1,377	76	1,229	110	1,353	184	1,591
Falling from cars, etc.....	586	13,196	481	10,259	668	11,735	790	12,565
Other causes.....	1,780	44,269	1,218	33,086	1,699	33,317	2,116	35,661
Total.....	3,883	68,618	2,456	51,804	3,358	56,344	4,358	62,689
Total passengers and employees..	3,804	82,374	2,791	63,920	3,764	68,989	5,000	76,286

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 1910, one (1) passenger was killed and eighty (80) injured; eight (8) employees injured; five (5) other persons killed and twenty-eight (28) injured, making a total of six (6) persons killed and one hundred sixteen (116) injured.

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.

There was a decrease of four (4) persons killed, and an increase of fourteen (14) persons injured, during the year ending June 30, 1910.

RAILWAYS.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Atlantic Shore Line Ry.....		80		5		1		36
Bangor Railway & Electric Co				1	2	3	2	4
Benton & Fairfield Ry.....		1						1
Lewiston, Augusta & Waterville Street Railway.....	1	8		2	2	9	3	19
Portland Railroad.....		38			1	14	1	52
Rockland, Thomaston & Camden Street Railway.....						1		1
Rockland, South Thomaston & St. George Railway.....		3						3
Total.....	1	80		8	5	28	6	116

EMPLOYES AND WAGES.

STEAM RAILROADS.

The total number of employees in Maine employed by railroads operated by steam for the year ending June 30, 1910, including general officers, was 10,819, being 1,352 more than in 1909. The total number excluding general officers was 10,742, an increase in the number of employees of 1,314.

The total number of days worked, excluding general officers, was 2,955,853, against 2,776,498 in 1909, an increase in the number of days worked of 179,355.

The total amount paid for wages, excluding general officers, was \$6,148,664.78, and including general officers, \$6,365,712.71.

The average daily wages paid, excluding general officers, was \$2.08, the same as in 1909.

STREET RAILWAYS.

The number of officers and men employed upon the street railways for the year ending June 30, 1910, was 1,899, against 1,749 in 1909, an increase of 150.

The total amount of wages paid was \$1,055,130.52, against \$1,001,240.76, an increase in wages paid of \$53,889.76.

The total amount of wages, including general officers, paid upon the steam and street railroads, was \$7,420,843.23, against \$6,944,622.33 in 1909, an increase in wages paid of \$476,220.90.

MILEAGE OF STREET RAILWAYS.

Mileage of Street Railways and where Operated.

	MILES.
Aroostook Valley Railroad. Presque Isle to Washburn and Presque Isle Junction to Washington Junction	14.16
Atlantic Shore Line Railway. Biddeford to Kennebunk, Springvale, Sanford, thence to Kennebunkport and Cape Porpoise, Kittery to York Beach, Kittery to Elliot, Berwick, York Corner, Salmon Falls and Dover, N. H.	90.41
Auburn & Turner Railroad. Auburn to Turner.....	8.50
Bangor Railway & Electric Company. In Bangor and to Oldtown, Winterport and to Charleston.....	57.22
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 & Shawmut Railway. Fairfield to Shawmut.....	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 Gardner, Gardiner to Lewiston; Augusta to Togus; Augusta to Winthrop via Lake Cobbosseecontee and Augusta to Waterville.....	130.84
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	81.61
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 and to Fairfield.....	5.00
Waterville & Oakland Street Railway. From city of Waterville to Oakland....	5.40
Total.....	473.19

ASSETS AND LIABILITIES

STREET RAILWAY CORPORATIONS.

The gross assets of the several companies on June 30, 1910, were \$26,734,098.71. The several classes of assets and the increase in each class as compared with the same companies in 1909 are shown in the following table.

ASSETS.	1909.	1910.	INCREASE.
Construction and Equipment.	\$22,539,687 09	\$23,437,723 32	\$898,036 25
Other permanent property.....	2,146,434 25	2,131,344 16	*15,090 09
Cash and current assets.....	1,127,193 04	1,097,015 12	*30,177 92
Miscellaneous assets.....	16,350 00	68,016 11	51,666 11
Gross assets.....	\$25,829,664 38	\$26,734,098 71	\$904,434 33

The gross liabilities at the same date, including capital stock, were \$26,576,522.59. The several kinds of liabilities, and the amount of each as compared with the same companies in 1909, are shown in the following table.

LIABILITIES.	1909.	1910.	INCREASE.
Capital stock.....	\$10,934,681 31	\$11,121,881 31	\$187,200 00
Funded debt.....	13,157,000 00	13,380,500 00	223,500 00
Real estate mortgages.....	4,731 90	47,806 90	43,075 00
Current Liabilities.....	1,232,331 92	1,046,494 65	*185,837 27
Accrued Liabilities.....	176,736 16	199,061 94	22,325 78
Other Liabilities.....	30,670 49	280,777 79	250,107 30
Gross Liabilities.....	\$25,536,151 78	\$26,576,522 59	1,040,370 81
Surplus June 30.....	293,512 60	157,576 12	*135,936 48

* Decrease.

It will be seen by comparing the last two tables that there was an increase in the gross assets of \$904,434.33 and there was an increase in gross liabilities of \$1,040,370.81, thus decreasing the aggregate surplus of the companies by the amount of \$135,936.48. The gross assets, the gross liabilities, the surplus, with the percentage of surplus to capital stock for the years 1909 and 1910, are shown in the following table.

GROSS ASSETS, LIABILITIES AND SURPLUS FOR YEARS 1909-1910.

YEARS.	GROSS ASSETS.	GROSS LIABILITIES.	SURPLUS ON JUNE 30.	PERCENT. OF SURPLUS TO CAPITAL STOCK.
1909	\$25,829,664 38	\$25,536,151 78	\$293,512 60	2.68+
1910	26,734,098 71	26,576,522 59	157,576 12	1.41+

CAPITAL STOCK AND DIVIDENDS.

The aggregate capital stock of the street railway companies on June 30, 1910, was \$11,121,881.31,—a net increase of \$187,200.00 over the preceding year.

DIVIDENDS.

The total amount of dividends declared the last year was \$197,394.08,—an increase of \$17,501.68 over the preceding year. Four out of the eighteen companies paid dividends varying from four to seven and one-half per cent, and fourteen companies paid no dividends.

One company paid four per cent; one, five per cent; one, six per cent; one, seven and one-half per cent.

The amount of capital stock of the four dividend-paying companies was \$3,999,506.31, on which the average rate of dividend was 4.93 per cent. The following table gives the total capital stock, net income, dividends declared, and the average per cent of dividends to total capital stock, for the years 1909 and 1910.

CAPITAL STOCK, NET INCOME AND DIVIDENDS, 1909-1910.

YEARS.	CAPITAL STOCK.	NET INCOME.	DIVIDENDS DECLARED.	PERCENT TO TOTAL CAPITAL STOCK.
1909	\$10,934,681 31	\$255,186 41	\$179,892 40	1.64+
1910	11,121,881 31	268,502 43	197,394 08	1.77+

VOLUME OF TRAFFIC.

The following Table shows the Mileage, Passengers Carried, and per cent of Increase for the Years 1909-10.

ROAD.	Miles 1909.	Passengers carried.	Miles 1910.	Passengers carried.	Per cent of increase in mileage.	Per cent of increase in passengers.
Aroostook Valley R. R.			14.16	* 17,293	100.	100.
Atlantic Shore Line Ry.	90.41	4,677,689	90.41	4,272,270		* 8.66
Auburn & Turner R. R.	8.50	75,184	8.50	74,093		* 1.45
Bangor Ry. & Electric Co.	56.34	5,402,361	57.22	5,709,128	1.56	5.67
Benton & Fairfield Ry.	4.12	51,794	4.12	59,313		14.51
Biddeford & Saco R. R.	7.61	975,404	7.61	1,096,899		6.30
Calais Street Ry.	7.00	614,106	7.00	613,838		* .04
Fairfield & Shawmut Ry.	3.10	150,840	3.10	151,000		.11
Fryeburg Horse R. R.	3.00		3.00			
Lewiston, Augusta & Waterville Street Ry.	180.26	9,508,794	130.84	10,745,991	.44	13.07
Norway & Paris Street Ry.	2.13	179,510	2.13	198,958		10.88
Portland & Brunswick Street Ry.	15.80	784,911	15.80	847,132		7.90
Portland R. R. Co.	78.50	17,592,610	81.61	19,332,339	3.96	9.72
Rockland, So. Thomaston & St. George Ry.	3.92	69,422	3.92	182,915		16.84
Rockland, Thomaston & Camden Street Ry.	21.17	1,660,126	21.17	1,789,150		7.77
Somerset Traction Co.	12.20	151,288	12.20	160,890		6.34
Waterville & Fairfield Ry. & Light Co.	4.90	878,854	5.00	988,476	2.04	12.47
Waterville & Oakland Street Ry.	5.40	566,800	5.40	560,300		* 1.16
Total	454.36	43,334,633	473.19	46,739,965	3.97	7.85
Increase	38.60	4,041,697	18.83	3,405,352		

* 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, 1909 and 1910, of the Street Railways doing business in Maine. Earnings, Expenses, Income, Per Cent of Operating Expenses to Income from Operation.

STREET RAILWAYS.	1909.					1910.				
	Miles operated.	Earnings from operation per mile.	Expenses of operation per mile.	Net earnings from operation per mile.	Per cent of operating expenses to earnings from operation.	Miles operated.	Earnings from operations per mile.	Expenses of operation per mile.	Net earnings from operation per mile.	Per cent of operating expenses to earnings from operation.
Aroostook Valley R. R.						14.16	\$59 79	\$33 71	\$26 08	56.00
Atlantic Shore Line Ry.	90.41	\$9,918 27	\$2,740 81	\$1,177 46	69.90	\$,908 49	2,991 76	976 73	75.01	
Auburn & Turner R. R. Co.	8.50	2,153 41	1,617 03	536 38	75.00	5.50	2,306 93	1,685 11	641 81	72.20
Bangor Railway & Electric Co.	56.34	4,867 30	2,935 81	1,931 49	60.30	57.22	5,041 66	2,977 23	2,064 43	59.00
Benton & Fairfield Ry. Co.	4.12	2,610 00	2,361 69	248 31	90.00	4.12	3,270 03	3,094 50	175 53	94.60
Biddeford & Saco Railroad Co.	7.61	8,781 12	6,688 33	2,092 79	76.00	7.61	3,935 92	6,546 42	2,389 50	73.00
Calais Street Ry. Co.	7.00	4,295 61	3,782 87	452 74	89.50	7.00	4,237 24	3,713 10	524 14	87.50
Fairfield & Shawmut Ry.	3.10	2,390 63	1,312 98	1,280 65	50.62	3.10	2,599 03	1,375 09	1,223 94	52.90
Lewiston, Augusta & Waterville Street Ry.	130.26	3,487 18	2,188 00	1,299 18	63.12	180.84	3,955 15	2,358 13	1,597 02	59.98
Norway & Paris Street Ry.	2.13	4,589 30	335 53	4,253 77	72.68	2.13	5,018 82	3,149 77	1,869 05	62.75
Portland & Brunswick Street Ry.	15.80	2,635 42	2,362 05	273 37	89.62	15.80	3,015 65	2,458 82	556 83	81.53
Portland Railroad Co.	78.50	10,005 71	7,290 23	2,715 48	73.00	81.61	10,659 54	7,923 87	2,735 67	74.00
Rockland, South Thomaston & St. George Ry.	3.92	619 87	753 64	* 133 77	121.57	3.92	2,348 93	1,975 54	373 39	84.17
Rockland, Thomaston & Camden Street Ry.	21.17	5,004 01	3,289 57	1,804 44	64.60	21.17	5,431 75	3,892 23	1,539 52	71.60
Somerset Traction Co.	12.20	1,381 77	1,362 43	469 34	74.30	12.20	2,020 40	1,408 89	611 51	69.00
Waterville & Fairfield Ry. & Lt. Co.	4.90	9,233 65	8,613 45	670 20	92.80	5.00	10,245 89	7,548 39	2,697 50	73.60
Waterville & Oakland Street Ry.	5.40	5,278 61	3,735 84	1,542 77	70.77	5.40	5,222 36	4,169 66	1,052 70	79.84

* Deficit.

EARNINGS, CHARGES, INCOME, DIVIDENDS.

The following Table shows the Transportation Earnings, Other Earnings, Charges, Net Income, Dividends Paid, Per Cent, Surplus or Deficit from Operations for the Year ending June 30, 1910.

STREET 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.
Aroostook Valley R. R.	\$846 65			\$846 65	\$477 34	\$411 00	\$888 34	* \$41 69				* \$41 69
Atlantic Shore Line Ry.	339,147 88	\$14,218 95		353,366 83	265,060 68	152,922 27	417,982 95	* 64,616 12				*64,616 12
Auburn & Turner R. R. Co.	19,246 00	362 88	155 57	19,764 45	14,153 45	4,405 41	18,558 86	1,205 59				1,205 59
Bangor Ry. & Electric Co.	287,001 88	1,481 63	178,144 87	466,628 38	170,357 45	150,150 16	320,507 61	146,420 77	\$23,356 82	\$89,938 08	6	33,125 87
Benton & Fairfield Ry. Co.	13,442 55	30 00		13,472 55	12,749 34	1,808 30	14,552 94	* 1,080 39				* 1,080 39
Biddeford & Saco R. R. Co.	61,644 83	6,357 50	416 71	68,419 04	49,818 28	7,313 31	57,131 59	11,287 45		7,500 00	7½	3,787 45
Calais Street Ry. Co.	29,300 70	360 00		29,660 70	25,991 69	5,570 81	31,562 50	* 1,901 80				* 1,901 80
Fairfield & Shawmut Ry.	7,812 00	245 00		8,057 00	4,262 78	1,525 50	5,788 28	2,268 72				2,268 72
Lewiston, Augusta & Waterville Street Ry.	509,090 93	8,401 15	8,714 20	526,206 28	308,537 99	177,926 62	486,464 01	39,742 27	19,608 22			20,134 05
Norway & Paris Street Ry.	10,570 08	120 00	6,098 09	16,788 17	6,709 00	5,886 78	12,595 78	4,192 39				4,192 39
Portland & Brunswick St. Railway.	45,415 31	2,231 89		47,647 20	38,849 33	14,615 70	53,465 03	* 5,817 83				* 5,817 83
Portland Railroad Co.	361,787 60	8,137 80	30 00	369,955 40	646,667 30	130,830 66	777,297 96	92,657 44		79,956 00	4	12,701 44
Rockland, South Thomaston & St. George Ry.	9,191 60	16 22		9,207 82	7,744 13	317 61	8,061 74	1,146 08				1,146 08
Rockland, Thomaston & Camden Street Ry.	113,310 59	1,679 47	30,497 49	145,487 55	82,398 24	33,690 54	116,088 78	29,398 77		20,000 00	5	9,398 77
Somerset Traction Co.	24,498 92	150 00	126 98	24,775 90	17,188 53	5,787 58	22,976 11	1,799 79				1,799 79
Waterville & Fairfield Ry. & Lt. Co.	49,423 80	1,805 65	11,314 77	62,544 22	37,741 94	11,597 19	49,339 13	13,205 09				13,205 09
Waterville & Oakland St. Railway.	28,049 06	151 66		28,200 72	22,516 15	7,048 67	29,564 82	* 1,364 10				* 1,364 10
Total.....	\$2,409,780 38	\$45,749 80	\$235,798 68	\$2,691,328 86	\$1,711,223 62	\$711,602 81	\$2,422,826 43	\$268,502 43	\$42,965 04	\$197,394 08		\$28,143 31

* Deficit.

STREET RAILWAYS.

TABLE NO. 1.

The following tables 1, 2, and 3, give the mileages, hours, passengers carried, fares, earnings and expenses per car mile and hour, percentages, etc., on the street railways operated in Maine for the year ending June 30, 1910.

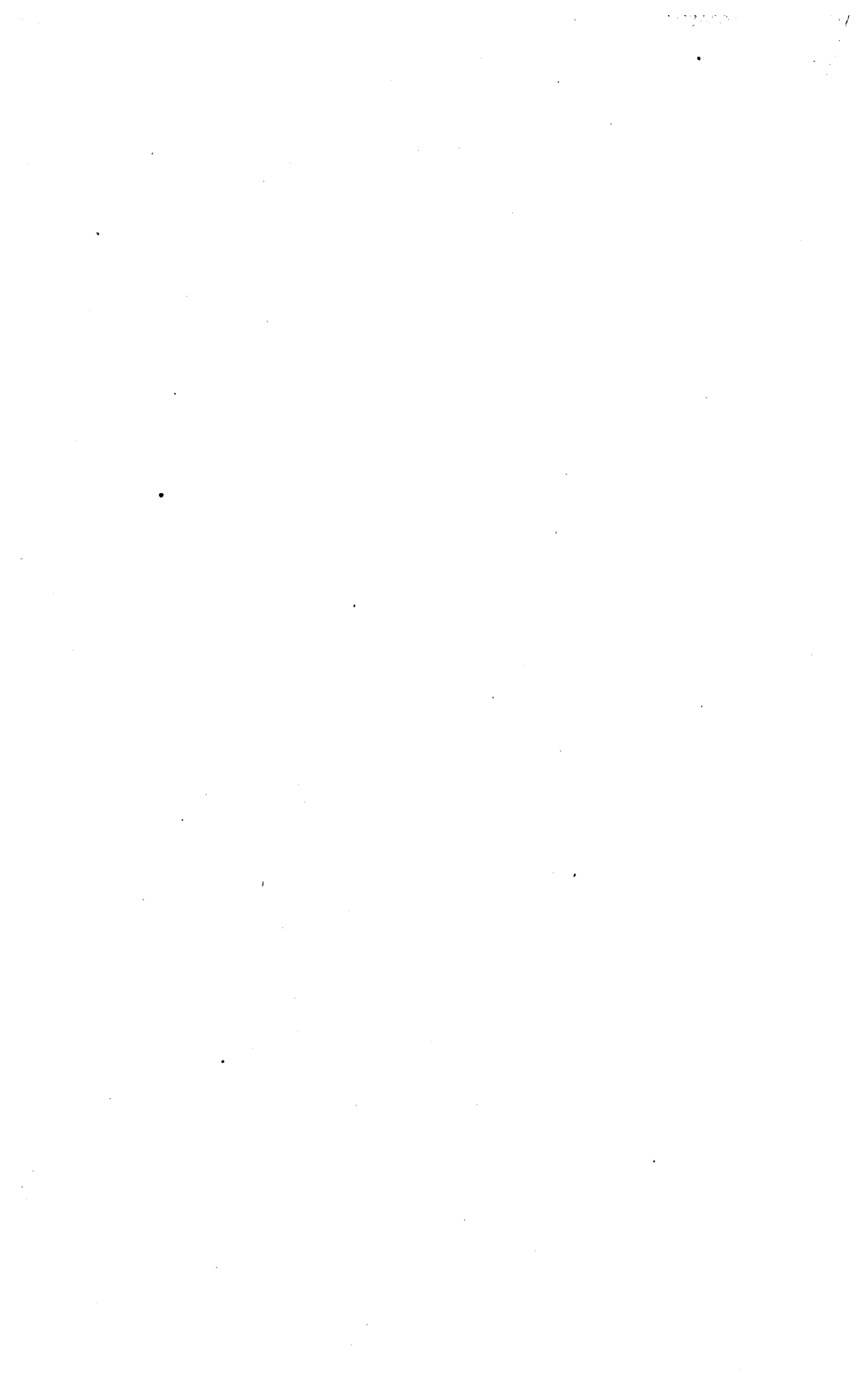
STREET RAILWAYS.	Passenger car mileage.	Freight, mail and express car mileage.	Total car mileage.	Passenger car hours.	Freight, mail and express car hours.	Total car hours.	Fare passengers carried.	Transfer passengers carried.	Total passengers carried.
Aroostook Valley R. R.	1,504		1,504	132		132	17,298		17,298
Atlantic Shore Line Railway.....	1,208,265	130,370	1,338,635	107,418	23,925	131,343	3,398,603	873,667	4,272,270
Auburn & Turner Railroad Co.....	75,823	26,025	101,848	4,593	2,109	6,702	74,098		74,098
Bangor Railway & Electric Co.....	1,119,093	34,686	1,153,779	114,037	6,895	120,932	5,242,648	466,480	5,709,128
Benton & Fairfield Ry Co.....	40,560	40,150	80,710	6,296	7,912	14,208	55,812	3,501	59,313
Biddeford & Saco Railroad Co.....	319,090	2,207	321,297	33,004	275	33,279	990,717	106,182	1,096,899
Calais Street Railway Co.....	183,960		183,960	6,411		6,411	587,538	26,300	613,838
Fairfield & Shawmut Railway.....	73,000	2,000	75,000	6,205	400	6,605	151,000		151,000
Lewiston, Augusta & Waterville Street Ry.	2,360,564	76,506	2,437,070	204,171	12,706	216,877	10,116,476	629,515	10,745,991
Norway & Paris Street Ry.....	44,102		44,102	6,014		6,014	198,958		198,958
Portland & Brunswick Street Ry.....	252,000	17,450	269,450	15,750	1,090	16,840	847,132		847,132
Portland Railroad Co.....	3,598,419	64,357	3,662,776	416,970	7,476	424,446	16,758,941	2,573,398	19,332,339
Rockland, So. Thomaston & St. George Ry.	40,503		40,503	2,970		2,970	182,915		182,915
Rockland, Thomaston & Camden St. Ry..	429,780	41,235	471,015	45,609	9,979	55,588	1,789,150		1,789,150
Somerset Traction Company.....	98,106	4,500	102,606	8,041	360	8,401	160,890		160,890
Waterville & Fairfield Ry. & Lt. Co.....	223,430		223,430	22,343		22,343	988,476		988,476
Waterville & Oakland Street Ry.....	127,850		127,850	11,620		11,620	560,300		560,300
Total	10,196,049	439,486	10,635,535	1,011,584	78,127	1,084,711	42,080,942	4,679,043	46,739,985

TABLE NO. 2.

STREET 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.
Aroostook Valley R. R.....	\$0.048	\$0.048	\$0.5620		\$0.5620	\$6.410		\$6.410
Atlantic Shore Line Railway.....	.088	.066	.2580	\$0.0100	.2680	2.582	\$0.108	2.690
Auburn & Turner Railroad Co.....	.156	.156	.1890	.0085	.1925	2.871	.054	2.925
Bangor Railway & Electric Co.....	.045	.040	.2489	.0013	.2502	2.374	.012	2.386
Benton & Fairfield Railway Co.....	.050	.047	.3340		.3340	.946	.002	.948
Biddeford & Saco Railroad Co.....	.065	.059	.1918	.0197	.2116	1.855	.191	2.046
Calais Street Railway Co.....	.049	.048	.1630	.0012	.1642	4.640	.056	4.696
Fairfield & Shawmut Railway.....		.050	.1084		.1084	1.200		1.200
Lewiston, Augusta & Waterville Street Ry.....	.048	.045	.2084	.0145	.2229	2.410	.160	2.570
Norway & Paris Street Railway.....	.050		.2397	.0027	.2424	1.760	.020	1.780
Portland & Brunswick Street Ry.....	.050		.1690	.0080	.1770	2.697	.133	2.830
Portland Railroad Co.....	.050	.044	.2390	.0020	.2410	2.060	.020	2.080
Rockland, South Thomaston & St. George Ry.....	.050		.2218	.0002	.2220	3.085	.025	3.110
Rockland, Thomaston & Camden St. Railway Company.....	.050		.2405	.0085	.2440	2.030	.080	2.060
Somerset Traction Company.....	.140	.140	.2390	.0010	.2400	2.910	.017	2.927
Waterville & Fairfield Ry. & Lt. Co.....	.050	.050	.2210	.0080	.2290	2.210	.080	2.290
Waterville & Oakland Street Ry.....	.050		.2190	.0010	.2200	2.414	.018	2.427

TABLE NO. 3.

STREET 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.
Aroostook Valley R. R.....	\$0.317	\$0.317	\$3.616	\$3.646	56.00	56.00	\$0.2450	\$2.800
Atlantic Shore Line Railway.....	.198	0.210	2.010	2.050	75.01	76.42	.0650	.690
Auburn & Turner Railroad Co.....	.139	.140	2.110	2.120	72.20	72.70	.0585	.615
Bangor Railway & Electric Co.....	.147	.159	1.409	1.518	59.00	63.70	.1025	.977
Benton & Fairfield Ry. Co.....	.158	.160	.898	.908	94.60	95.80	.1790	.050
Biddeford & Saco Railroad Co.....	.155	.159	1.497	1.536	73.00	75.00	.0566	.549
Calais Street Railway Co.....	.141	.145	4.050	4.190	87.50	89.50	.0232	.640
Fairfield & Shawmut Railway.....			.580		52.90			
Lewiston, Augusta & Waterville Street Ry.....	.180	.183	1.510	1.540	59.98	61.20	.0922	1.060
Norway & Paris Street Railway.....	.152	.174	1.115	1.276	62.75	71.80	.0624	.665
Portland & Brunswick St. Ry.....	.144	.148	2.907	2.376	81.53	83.97	.0830	.823
Portland Railroad Co.....	.179	.186	1.550	1.610	74.00	77.00	.0620	.530
Rockland, South Thomaston & St. George Ry.....	.191	.191	2.908	2.614	84.17	84.18	.0810	.556
Rockland, Thomaston & Camden St. Railway Company.....	.174	.178	1.480	1.510	71.60	73.00	.0700	.667
Somerset Traction Company.....	.167	.168	2.040	2.060	69.00	70.00	.0730	.887
Waterville & Fairfield Ry. & Lt. Co.....	.168	.175	1.689	1.754	73.60	76.50	.0601	.601
Waterville & Oakland Street Ry.....	.176	.182	1.938	1.993	79.84	82.33	.0440	.489



TABULATED AND COMPARATIVE STATEMENTS

COMPILED FROM THE

Reports of Street Railway Companies

FOR THE

Year Ending June 30, 1910.

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.

STREET RAILWAYS.	ASSETS JUNE 30, 1910.					Gross assets.
	Construction and equipment.	Other permanent investments.	Total permanent investments.	Current assets.	Other assets.	
Aroostook Valley R. R.	\$420,327 11		\$420,327 11	\$51,802 47		\$472,129 58
Atlantic Shore Line Railway.....	6,053,382 19		6,053,382 19	268,774 34	\$17,067 83	6,339,224 36
Auburn & Turner Railroad Co.....	233,390 36		233,390 36	2,549 52		235,939 88
Bangor Railway & Electric Co.....	2,853,257 63	\$1,180,644 49	4,033,902 12	126,363 69	50,000 00	4,210,265 81
Benton & Fairfield Railway Co.....	53,686 95		53,686 95	3,912 05		57,599 00
Biddeford and Saco Railroad Co.....	257,873 01		257,873 01	9,661 37		267,534 38
Calais Street Railway Co.....	200,000 00		200,000 00	2,097 88		202,097 88
Fairfield and Shawmut Railway.....	69,878 50		69,878 50	494 50		70,373 00
Fryeburg Horse Railroad Co.....	5,175 00		5,175 00			5,175 00
Lewiston, Augusta and Waterville Street Railway.....	6 413,410 82	7,317 12	6,420,727 94	497,158 24		6,917,886 18
Norway and Paris Street Railway.....	43,607 47	130,871 72	174,479 19	12,505 84		186,985 03
Portland and Brunswick Street Railway.....	499,005 80		499,005 80	13,316 92		512,322 72
Portland Railroad Co.....	4,824,481 55	1,000 00	4,825,481 55	17,494 90		4,842,976 45
Rockland, South Thomaston and St. George Railway.....	†133,819 78		†133,819 78	258 35		†134,078 13
Rockland, Thomaston and Camden Street Railway.....	632,050 57	588,153 88	1,220,204 45	43,515 32		1,263,719 77
Somerset Traction Company.....	185,951 23	23,356 95	159,808 18	1,945 84		161,254 02
Waterville and Fairfield Railway and Light Company.....	425,346 78	*200,000 00	625,346 78	38,703 90	948 28	664,998 96
Waterville & Oakland St. Railway.....	183,078 57		183,078 57	6,469 99		189,538 56
Total.....	\$23,437,723 32	\$2,131,344 16	\$25,569,067 48	\$1,097,015 12	\$68,016 11	\$26,734,098 71

* Franchise.

† Includes Reorganization Loss \$98,059.99.

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.—Continued.

RAILROAD COMMISSIONERS' REPORT.

STREET RAILWAYS.	LIABILITIES JUNE 30, 1910.						
	Capital Stock.	Funded Debt.	Real estate mortgages.	Current liabilities.	Accrued liabilities.	Reserves.	Gross liabilities.
Aroostook Valley R. R.	\$64,800 00	\$351,500 00	.....	\$55,871 27	.....	.....	\$472,171 27
Atlantic Shore Line Railway.....	3,000,000 00	3,265,000 00	.....	112,532 94	\$61,175 48	.....	6,438,708 42
Auburn & Turner Railroad Co.....	100,000 00	125,000 00	.....	1,139 36	.....	.....	226,139 36
Bangor Railway & Electric Co.....	1,499,968 00	2,526,000 00	.....	63,939 48	8,182 78	\$51,813 11	4,149,908 37
Benton & Fairfield Railway Co.....	20,000 00	.....	\$33,000 00	6,404 62	.....	.....	59,404 62
Biddeford and Saco Railroad Co.....	100,000 00	150,000 00	.....	.....	.....	.....	250,000 00
Calais Street Railway Co.....	100,000 00	100,000 00	.....	26,027 50	.....	.....	226,027 50
Fairfield and Shawmut Railway.....	30,000 00	30,000 00	.....	3,006 28	.....	.....	63,006 28
Fryeburg Horse Railroad Co.....	5,175 00	.....	.....	.....	.....	.....	5,175 00
Lewiston, Augusta and Waterville Street Railway.....	3,000,000 00	3,500,000 00	.....	72,101 18	35,829 32	228,964 68	6,836,886 18
Norway and Paris Street Railway.....	50,000 00	118,000 00	.....	633 02	1,066 67	.....	169,699 69
Portland and Brunswick St. Railway.....	300,000 00	225,000 00	.....	68,337 44	3,750 00	.....	597,087 44
Portland Railroad Co.....	1,998,538 31	2,250,000 00	.....	432,500 00	.....	.....	4,682,038 31
Rockland, So. Thomaston and St. George Railway.....	122,400 00	.....	10,075 00	726 91	191 43	.....	133,393 34
Rockland, Thomaston and Camden Street Railway.....	400,000 00	800,000 00	.....	12,650 92	.....	.....	1,212,650 92
Somerset Traction Company.....	30,000 00	75,000 00	.....	43,102 13	.....	.....	148,102 13
Waterville and Fairfield Railway and Light Company.....	200,000 00	240,000 00	4,731 90	133,774 50	87,275 26	.....	665,781 66
Waterville & Oakland St. Railway.....	100,000 00	125,000 00	.....	13,747 10	1,600 00	.....	240,347 10
Total.....	\$11,121,881 31	\$13,880,500 00	\$47,806 90	\$1,046,494 65	\$199,061 94	\$280,777 79	\$26,576,522 59

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTION DURING THE YEAR.		
	Total additions.	Deductions.	Net additions.
Aroostook Valley Railroad Co.....			
Atlantic Shore Line Railway.....			
Auburn & Turner Railroad Co.....	\$2,088 07		\$2,088 07
Bangor Railway & Electric Co.....	38,370 44	\$6,484 76	31,885 68
Benton & Fairfield Railway Co.....			
Biddeford & Saco Railroad Co.....	291 62	150 00	141 62
Calais Street Railway Co.....			
Fairfield & Shawmut Railway.....	700 00		700 00
Fryeburg Horse Railroad Co.....			
Lewiston, Augusta & Waterville Street Railway.....	81,526 52	8,680 51	72,846 01
Norway and Paris Street Railway.....	559 85		559 85
Portland & Brunswick Street Railway.....	567 15		567 15
Portland Railroad Co.....	232,666 81		232,666 81
Rockland, So. Thomaston & St. George Railway.....	7,461 77		7,461 77
Rockland, Thomaston & Camden Street Railway.....	450 38		450 38
Somerset Traction Co.....	1,045 06		1,045 06
Waterville & Fairfield Railway & Light Co.....	123,903 09	952 00	122,951 09
Waterville & Oakland Street Railway.....	213 10	47,976 47	* 47,763 37
Total.....	\$537,344 13	\$16,267 27	\$521,076 86

* Net Loss.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	INCOME FOR THE YEAR ENDING JUNE 30, 1910.					
	From passengers.	From mails, merchandise, freight, etc.	From rents, advertising, etc.	Total earnings from operations.	Miscellaneous income.	Gross income.
Aroostook Valley Railroad	\$846 65			\$846 65		\$846 65
Atlantic Shore Line Railway	283,932 31	\$55,215 57	\$14,218 95	353,366 83		353,366 83
Auburn & Turner Railroad Co	11,559 10	7,686 90	362 88	19,608 88	\$155 57	19,764 45
Bangor Railway & Electric Co	258,326 33	28,675 55	1,481 63	288,483 51	178,444 87	466,928 38
Benton & Fairfield Railway Co	2,790 60	10,651 95	30 00	13,472 55		13,472 55
Biddeford & Saco Railroad Co	61,207 45	437 38	6,357 50	68,002 33	416 71	68,419 04
Calais Street Railway Co	29,300 70		360 00	29,660 70		29,660 70
Fairfield & Shawmut Railway	7,350 00	462 00	245 00	8,057 00		8,057 00
Fryeburg Horse Railroad Co						
Lewiston, Augusta & Waterville Street Railway ..	491,902 96	17,187 97	8,401 15	517,492 08	8,714 20	526,206 28
Norway & Paris Street Railway	9,947 90	622 18	120 00	10,690 08	6,098 09	16,788 17
Portland & Brunswick Street Railway	42,356 60	3,058 71	2,231 89	47,647 20		47,647 20
Portland Railroad Co	848,835 48	12,952 12	8,137 80	869,925 40	30 00	869,955 40
Rockland, So. Thomaston & St. George Railway ..	9,145 75	45 85	16 22	9,207 82		9,207 82
Rockland, Thomaston & Camden Street Railway ..	89,457 51	23,853 08	1,679 47	114,990 06	30,497 49	145,487 55
Somerset Traction Company	22,562 85	1,986 07	150 00	24,648 92	126 98	24,775 90
Waterville & Fairfield Railway & Light Co	49,423 80		1,805 65	51,229 45	11,314 77	62,544 22
Waterville & Oakland Street Railway	28,015 06	34 00	151 66	28,200 72		28,200 72
Total.....	\$2,246,961 05	\$162,819 33	\$45,749 80	\$2,455,530 18	\$235,798 68	\$2,691,328 86

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1910.						
	Maintenance of track and roadway.	Maintenance of electric line.	Maintenance of buildings and fixtures.	Total maintenance of way and structures.	Maintenance of steam plant.	Maintenance of electric plant.	Maintenance of cars.
Aroostook Valley Railroad.....	\$115 50			\$115 50			
Atlantic Shore Line Railway.....	34,866 41	\$4,670 94	\$6,944 42	46,381 77	† \$3,318 19		\$17,394 82
Auburn & Turner Railroad Co.....	221 81	128 00	17 80	367 61		\$17 20	455 64
Bangor Railway & Electric Co.....	15,105 64	2,623 81	372 65	18,102 10	400 12	* 9,229 01	7,530 28
Benton & Fairfield Railway Co.....	2,058 02	290 44	1,062 26	3,410 72		199 59	1,539 60
Biddeford & Saco Railroad Co.....	3,311 98	1,906 91	55 33	4,672 22	1,466 21	48 08	1,462 34
Calais Street Railway Co.....	3,415 88	164 50	951 63	4,532 01	189 88	270 19	859 73
Fairfield & Shawmut Railway.....	150 00	10 00		160 00			60 00
Fryeburg Horse Railroad Co.....							
Lewiston, Augusta & Waterville Street Railway.....	11,619 92	5,489 71	518 47	17,628 10	111 39	968 18	16,670 56
Norway & Paris Street Railway.....	847 92	121 04	67 26	836 22			1,016 91
Portland & Brunswick Street Railway.....	3,066 33	955 74	31 20	3,453 27	† 653 42		2,246 52
Portland Railroad Co.....	48,949 40	13,903 56	9,232 05	72,085 01	1,339 42	1,520 61	41,331 03
Rockland, So. Thomaston & St. George Railway.....	1,118 73	403 95	19 50	1,542 18			408 21
Rockland, Thomaston & Camden Street Railway.....	9,383 18	4,849 06	728 35	14,960 59	2,334 46	3,294 24	2,861 31
Somerset Traction Co.....	2,979 28	1,532 67	67 43	4,579 38			1,102 08
Waterville & Fairfield Railway & Light Company.....	7,772 81		3,012 92	10,785 73			2,324 63
Waterville & Oakland St. Railway.....	1,883 11	48 18	99 39	2,030 68		514 89	885 89
Total.....	\$146,665 92	\$35,798 51	\$23,178 66	\$205,643 09	\$10,313 09	\$16,061 99	\$98,144 55

† Includes "Maintenance of electric plant".

* Includes "Maintenance of Water Power Plant, \$3,279.70".

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1910—Continued.						
	Maintenance of electric equipment of cars.	Maintenance of miscellaneous equipment.	Miscellaneous shop expenses.	Total maintenance of equipment.	Power plant wages.	Fuel for power.	Water for power.
Aroostook Valley R. R.							
Atlantic Shore Line Railway	\$13,398 41	\$1,561 88	\$553 38	\$36,726 68	\$11,933 57	\$12,638 38	\$722 63
Auburn & Turner Railroad Co.	137 94			610 78	960 00		
Bangor Railway & Electric Co.	6,173 35	330 50	1,860 54	25,523 80	3,235 92	936 70	
Benton & Fairfield Railway Co.	463 28	194 40		2,396 87	182 00		500 00
Biddeford and Saco Railroad Co.	1,791 60	73 23		4,841 46	3,863 40	14,804 77	764 05
Calais Street Railway Co.	975 90	61 32	224 60	2,581 62	952 50	4,591 80	442 95
Fairfield and Shawmut Railway	300 00			360 00			
Fryeburg Horse Railroad Co.							
Lewiston, Augusta & Waterville St. Ry.	13,607 97	1,947 10	1,931 09	35,236 29	13,263 11	2,748 44	
Norway and Paris Street Railway	580 84			1,597 75			
Portland and Brunswick St. Railway ..	3,192 51			6,092 45	2,384 25	4,005 85	
Portland Railroad Co.	29,099 98	366 48	1,335 90	74,993 42	22,661 92	87,730 39	6,125 46
Rockland, So. Thomaston & St. George Railway	723 91			1,127 12			
Rockland, Thomaston & Camden St. Ry.	1,737 80		512 26	10,740 07	5,148 73	6,635 35	406 41
Somerset Traction Company	853 52	106 95	40 00	2,102 55			
Waterville & Fairfield Ry. & Light Co.			1,675 13	3,999 76	2,928 00		738 45
Waterville & Oakland Street Railway ...	1,163 80			2,564 58	1,074 79		1,591 15
Total.	\$74,200 81	\$4,641 86	\$8,132 90	\$211,495 20	\$68,558 19	\$134,191 68	\$11,291 10

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1910—Continued.						Wages of motormen.
	Lubricants and waste for power plant.	Miscellaneous supplies and expenses of power plant.	Hired power.	Total operation of power plant.	Superintendence of transportation.	Wages of conductors.	
Aroostook Valley R. R.....			\$151 87	\$151 87		\$26 46	\$26 40
Atlantic Shore Line Railway.....	\$266 54	\$1,416 01	19,280 25	46,277 38	\$23,717 09	*42,181 02	
Auburn & Turner Railroad Co.....			4,917 30	5,877 30		1,501 55	1,489 45
Bangor Railway & Electric Co.....	95 47	137 23	16,737 60	21,192 92	2,849 21	23,151 38	24,021 98
Benton & Fairfield Railway Co.....	43 78		710 00	1,435 78	451 52	*4,306 42	
Biddeford and Saco Railroad Co.....	497 66	124 07		20,063 95		6,250 82	6,181 10
Calais Street Railway Co.....	217 84			6,205 09	355 00	2,763 90	2,759 70
Fairfield and Shawmut Railway.....			915 23	915 23		*1,705 50	
Fryeburg Horse Railroad Co.....							
Lewiston, Augusta & Waterville St. Ry.....	115 98	744 24	66,297 71	83,169 48	3,805 55	*79,252 88	
Norway and Paris Street Railway.....			545 56	545 56		966 88	965 37
Portland and Brunswick St. Railway.....	165 30	391 02	8,402 90	15,949 32		*6,483 74	
Portland Railroad Co.....	2,050 48	956 02	24,367 50	143,891 77	10,696 82	98,957 00	105,132 07
Rockland, So. Thomaston & St. George Railway.....	419 57	749 57	1,011 79	1,011 79	275 00	369 54	369 55
Rockland, Thomaston & Camden St. Ry.....				13,359 63	1,200 00	8,969 20	8,946 71
Somerset Traction Company.....			2,472 61	2,472 61		1,576 01	1,576 00
Waterville & Fairfield Ry. & Light Co.....	136 64	966 22	1,150 00	5,919 31		3,884 82	3,884 88
Waterville & Oakland St. Railway.....	44 20	156 33	1,959 46	4,825 93		*4,503 35	
Total.....	\$4,053 46	\$5,640 71	\$148,919 78	\$372,654 92	\$43,340 18	\$286,850 36	\$155,353 16

* Includes "Wages of Motormen."

† Includes "Maintenance of Freight and Express Service, \$17,910.09."

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1910—Continued.						
	Wages of miscellaneous car service employees.	Wages of car house employees.	Car service supplies.	Miscellaneous car service expenses.	Hired equipment.	Cleaning and sanding track.	Removal of snow and ice.
Aroostook Valley R. R.....	\$8 00	\$36 66					
Atlantic Shore Line Railway.....	134 79	6,993 32					\$2,912 52
Auburn & Turner Railroad Co.....				\$88,489 47	††\$636 10	\$2,336 10	151 56
Bangor Railway & Electric Co.....	4,129 28	2,184 78	\$1,362 66	2,186 63	1,568 04	1,531 33	1,529 80
Benton & Fairfield Railway Co.....				11 50			60 75
Biddeford and Saco Railroad Co.....		1,888 39	212 25			273 56	490 70
Calais Street Railway Co.....		1,941 95	18 12				356 31
Fairfield and Shawmut Railway.....	900 00			91 40			30 65
Fryeburg Horse Railroad Co.....							
Lewiston, Augusta & Waterville St. Ry.	2,785 68	4,251 87	5,138 32	9,395 06		3,502 76	3,416 92
Norway and Paris Street Railway.....				167 22			319 58
Portland and Brunswick St. Railway....	224 97		*1,301 72				158 99
Portland Railroad Co.....		19,547 79	2,391 58	7,121 75		9,137 58	15,845 14
Rockland, So. Thomaston & St. George Railway.....		60 00	35 56		138 90	51 25	
Rockland, Thomaston & Camden St. Ry.		3,162 71	221 91			6,376 34	1,016 19
Somerset Traction Company.....		1,036 00	122 47	275 56		137 50	350 87
Waterville & Fairfield Ry. & Light Co....		3,605 98					4 59
Waterville & Oakland St. Railway.....	†888 76				50 00		221 95
Total.....	\$9,071 48	\$44,209 45	\$10,804 59	\$27,738 59	\$2,393 04	\$23,346 42	\$26,866 52

*Includes "Wages of car house employees," also "Miscellaneous car service expenses." § Includes "Maintenance of signal and interlocking systems." † Includes "Wages of car house employees," "Car service supplies," and "Miscellaneous car service expenses." †† "Mail car employees."

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1910—Continued.						
	Total operation of cars.	Salaries of general officers.	Salaries of clerks.	Printing and stationery.	Miscellaneous office expenses.	Store expenses.	Stable expenses.
Aroostook Valley Railroad.....	\$97 46		\$67 76	\$7 50	\$2 00		
Atlantic Shore Line Railway.....	87,400 40	\$9,966 36	2,711 15	182 27	1,273 73	\$457 78	‡ \$13,570 07
Auburn & Turner Railroad Co.....	3,142 56	840 00	960 00		186 81		
Bangor Railway & Electric Co.....	64,515 09	9,393 07	5,159 15	† 449 75	2,082 84	821 03	526 42
Benton & Fairfield Railway Co.....	4,830 19		156 50	2 00	25 11		
Biddeford & Saco Railroad Co.....	14,796 82	2,600 00		107 66			81 62
Calais Street Railway Co.....	8,194 98	1,845 00	193 00		204 45		
Fairfield & Shawmut Railway.....	2,727 55						
Fryeburg Horse Railroad Co.....							
Lewiston, Augusta & Waterville Street Railway.....	111,549 04	11,837 28	3,095 92	‡ 1,704 78		1,241 12	459 57
Norway & Paris Street Railway.....	2,419 00	599 96			92 03		
Portland & Brunswick Street Railway...	8,169 42	* 2,608 69		† 335 56			
Portland Railroad Co.....	268,819 73	* 4,106 29		1,014 07	1,325 73	211 10	6,979 80
Rockland, So. Thomaston & St. George Railway.....	1,299 80	90 00		81 57	40 48		
Rockland, Thomaston & Camden Street Railway.....	29,893 06	1,383 36	1,573 30	1,820 86			
Somerset Traction Co.....	5,074 41	1,000 00	319 97	80 75	230 41		
Waterville & Fairfield Railway & Light Company.....	11,380 22	2,324 96	1,056 25		378 49		
Waterville & Oakland St. Railway.....	5,664 06	* 2,429 60			162 71		
Total.....	\$629,973 79	\$60,954 57	\$14,693 00	\$5,786 77	\$6,004 29	\$2,731 03	\$21,617 48

* Includes "Salaries of Clerks".

† "Detectives".

‡ Includes "Miscellaneous office expenses".

| "Maintenance of ferry."

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1910—Continued.							
	Advertising and attractions.	Miscellaneous general expenses.	Damages.	Legal expenses in connection with damages.	Miscellaneous legal expenses.	Rent of land and buildings.	Rent of tracks and terminals.	Insurance.
Aroostook Valley Railroad	\$4 00	\$15 75				\$4 50		\$11 00
Atlantic Shore Line Railway	2,089 02	2,597 68	\$8,809 62	\$484 66				6,232 11
Auburn & Turner Railroad Co.	217 16	787 73				65 00	\$1,138 00	561 00
Bangor Railway & Electric Co.	5,345 25	3,921 41	5,473 39		\$2,232 00	2,175 59		3,443 64
Benton & Fairfield Railway Co.			106 43	2 00	5 50	* 208 44		169 80
Hiddeford & Saco Railroad Co.	157 42	776 89	47 75			186 00		1,496 49
Calais Street Railway Co.		173 95	73 00	500 00	500 00			988 59
Fairfield & Shawmut Railway								100 00
Fryeburg Horse Railroad Co.								
Lewiston, Augusta & Waterville St. Railway..	10,273 34	5,603 29		† 18,233 32		1,627 15		6,849 31
Norway & Paris Street Railway		274 07						344 41
Portland & Brunswick St. Railway	72 68	469 40	855 00		5 00	267 54		1,171 00
Portland Railroad Co.	14,206 86	9,400 93	16,145 08	6,611 93	400 00	4,180 73	2,750 00	9,544 85
Rockland, So. Thomaston & St. George Ry.	30 00	223 98	107 41				2,094 18	95 62
Rockland, Thomaston & Camden Street Ry.	62 96	5,750 53	1,677 68					1,176 29
Somerset Traction Co.	511 75	197 79	94 70			199 92		324 29
Waterville & Fairfield Railway & Light Co.		862 23	240 00		119 94		400 00	675 00
Waterville & Oakland Street Railway	2,345 16	322 92	384 15	50 00		250 92		1,085 44
Total	\$95,315 60	\$81,378 60	\$34,017 21	\$25,881 91	\$3,262 44	\$9,165 79	\$6,382 18	\$34,268 75

* "Includes rent of tracks and terminals".

† Includes "damages".

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1910—Continued.							
	Total general expenses.	Total operating expenses.	Per cent. to earnings from operation.	Taxes, interest and other charges.	Reserve and special charges.	Dividends paid.	Rate %	Gross expenditures
Aroostook Valley Railroad.....	\$112 51	\$477 34	56.00	\$411 00	.....	.....	.....	\$888 34
Atlantic Shore Line Railway.....	48,274 45	\$265,060 88	75.01	\$152,922 27	.....	.....	.....	\$417,962 85
Auburn & Turner Railroad Co.....	4,155 20	14,153 45	72.20	4,405 41	.....	.....	.....	18,558 86
Bangor Railway & Electric Co.....	41,023 54	170,357 45	59.00	150,150 16	\$23,356 62	\$89,938 08	6	493,802 51
Benton & Fairfield Railway Co.....	675 78	12,749 34	94.60	1,898 60	.....	.....	.....	14,552 34
Biddeford & Saco Railroad Co.....	5,453 83	49,818 28	73.00	7,313 31	.....	7,500 00	7½	64,631 59
Calais Street Railway Co.....	4,477 99	25,991 69	87.50	5,570 81	.....	.....	.....	31,562 50
Fairfield & Shawmut Railway.....	100 00	4,262 78	52.90	1,525 50	.....	.....	.....	5,788 28
Fryeburg Horse Railroad Co.....	.....	.....	.....	.....	.....	.....	.....	.....
Lewiston, Augusta and Waterville Street Ry.	60,955 08	308,537 99	59.98	177,926 02	19,608 22	.....	.....	506,072 23
Norway and Paris Street Railway.....	1,310 47	6,749 00	62.75	5,886 78	.....	.....	.....	12,595 78
Portland & Brunswick Street Railway.....	5,784 87	38,849 33	81.53	14,615 70	.....	.....	.....	58,465 03
Portland Railroad Co.....	86,877 37	646,667 30	74.00	180,630 66	.....	79,956 00	4	857,258 96
Rockland, So. Thomaston & St. George Ry....	2,763 24	7,744 13	84.17	817 61	.....	.....	.....	8,061 74
Rockland Thomaston & Camden Street Ry....	13,444 89	82,398 24	71.60	33,690 54	.....	20,000 00	5	136,088 78
Somerset Traction Co.....	2,959 58	17,188 53	69.00	5,787 58	.....	.....	.....	22,976 11
Waterville & Fairfield Railway & Light Co....	5,656 92	37,741 94	73.60	11,597 19	.....	.....	.....	49,539 13
Waterville & Oakland Street Railway.....	7,430 90	22,516 15	79.84	7,048 67	.....	.....	.....	29,564 82
Total.....	\$291,456 62	\$1,711,223 62	.....	\$711,602 81	\$42,965 04	\$197,394 08	.....	\$2,663,185 55

Tabulated Statements From Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	CONDENSED EXHIBIT FOR THE YEAR.						
	Net earnings from operations.	All other income.	Gross income less operating expenses.	Taxes, interest and other charges.	Net income.	Reserves and special charges.	Dividends declared.
Aroostook Valley R. R.	\$369 31		\$369 31	\$411 00	*\$41 69		
Atlantic Shore-Line Railway	88,306 15		88,306 15	\$152,922 27	*\$64,616 12		
Auburn & Turner Railroad Co.	5,456 43	\$155 57	5,611 00	4,405 41	1,205 59		
Bangor Railway & Electric Co.	118,126 06	178,444 87	296,570 93	150,150 16	146,420 77	\$23,356 82	\$89,988 08
Benton & Fairfield Railway Co.	723 21		723 21	1,308 60	*1,080 89		
Biddeford and Saco Railroad Co.	18,184 05	416 71	18,600 76	7,313 31	11,287 45		7,500 00
Calais Street Railway Co.	3,669 01		3,669 01	5,570 81	*1,901 80		
Fairfield and Shawmut Railway.	3,794 22		3,794 22	1,525 50	2,268 72		
Fryeburg Horse Railroad Co.							
Lewiston, Augusta and Waterville St. Ry.	208,954 09	8,714 20	217,668 29	177,926 02	39,742 27	19,608 22	
Norway and Paris Street Railway	3,981 08	6,098 09	10,079 17	5,886 78	4,192 39		
Portland and Brunswick St. Railway	8,797 87		8,797 87	14,615 70	*5,817 83		
Portland Railroad Co.	223,258 10	30 00	223,288 10	180,630 66	92,657 44		79,956 00
Rockland, So. Thomaston & St. George Ry.	1,463 69		1,463 69	317 61	1,146 08		
Rockland, Thomaston and Camden St. Ry.	32,591 82	30,497 49	63,089 31	33,690 54	29,398 77		20,000 00
Somerset Traction Company.	7,460 39	126 98	7,587 37	5,787 58	1,799 79		
Waterville & Fairfield Railway & Light Co.	13,487 51	11,314 77	24,802 28	11,597 19	13,205 09		
Waterville & Oakland St. Railway.	5,684 57		5,684 57	7,048 67	*1,364 10		
Total	\$744,306 56	\$235,798 08	\$980,105 24	\$711,602 81	\$268 502 43	\$42,965 04	\$197,394 08

* Deficit

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements From Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	CONDENSED EXHIBIT FOR THE YEAR—CONTINUED.				
	Surplus for the year.	Surplus June 30, 1909	Credits during year.	Debts during year.	Surplus June 30, 1910.
Aroostook Valley R. R.....	*\$41 69				*\$41 69
Atlantic Shore Line Railway.....	*\$64,616 12	*\$34,378 09		\$489 85	*99,484 06
Auburn & Turner Railroad Co.....	1,205 59	8,594 93			9,800 52
Bangor Railway & Electric Co.....	33,125 87	60,828 04	\$300 60	33,892 07	60,362 44
Benton & Fairfield Railway Co.....	*1,080 39	*725 23			*1,805 62
Biddeford and Saco Railroad Co.....	3,787 45	13,746 93			17,534 38
Calais Street Railway Co.....	*1,901 80	*22,027 82			*23,929 62
Fairfield and Shawmut Railway.....	2,268 72	5,098 00			7,366 72
Fryeburg Horse Railroad Co.....					
Lewiston, Augusta and Waterville Street Railway.....	20,134 05	67,238 78	151 95	6,524 78	81,000 00
Norway and Paris Street Railway.....	4,192 39	13,092 95			17,285 34
Portland and Brunswick St. Railway.....	*5,817 83	*16,251 97		62,694 92	*84,764 72
Portland Railroad Co.....	12,701 44	143,236 70			160,938 14
Rockland, So. Thomaston and St. George Railway.....	1,146 08	*541 96	80 67		684 79
Rockland, Thomaston and Camden Street Railway.....	9,398 77	50,341 79		8,671 71	51,068 85
Somerset Traction Company.....	1,799 74	11,852 10			13,151 89
Waterville and Fairfield Railway and Light Company.....	13,205 09	*14,167 25	1,798 51	1,619 05	*782 70
Waterville & Oakland St. Railway.....	*1,364 10	2,532 74		51,977 18	*50,808 54
Total.....	\$28,143 10	\$292,970 64	\$2,331 73	\$165,869 56	\$157,576 12

* Deficit.

COMPARATIVE STATEMENTS OF THE CONDITION
AND OPERATION

OF THE

Steam Railroad Corporations

•COMPILED FROM THE REPORTS

For the Year Ending June 30, 1910.

TABULATED STATEMENTS FROM RETURNS OF RAILROAD CORPORATIONS.

OPERATING RAILROADS.	Bangor and Aroostook Railroad.	Boston and Maine Railroad.	Bridgton and Saco River Railroad.	Canadian Pacific Railway.
ASSETS.				
Property Investment:				
Road and equipment, —	\$25,708,948 53	\$68,453,217 07	\$281,875 22	\$5,787,000 00
Less depreciation.....	61,983 26	929,814 49	721 80	
Net total.....	\$25,641,965 27	\$67,523,402 58	\$281,153 42	\$5,787,000 00
Securities of Proprietary, Affiliated and Controlled Co's:				
Stocks.....	420,000 00	8,285,509 75		
Other investments.....	43,460 95	2,245,965 49		
Working Assets:				
Cash.....	467,280 41	6,393,274 70	6,656 09	
Loans and bills receivable.....		1,165,505 73		
Traffic and car service balances, due from other companies.....	100,606 42	95,017 38		
Materials and supplies.....	554,229 77	3,928,345 71	773 50	
Marketable Securities:				
Stocks and bonds.....		3,333,945 06		
Other working assets.....	127,498 56	2,724,768 09	192 26	
Accrued income not due.....		14,230 79		
Deferred Debit Items:				
Advances.....	26,395 86	1,495,757 26		
Rents, insurance and taxes paid in advance.....	17,413 46	114,405 17		
Cash and securities in sinking and redemption funds.....		965,226 41		
Other deferred items.....	91,910 15	1,069,115 59		
Total assets.....	\$27,490,760 85	\$99,354,484 71	\$288,775 27	\$5,787,000 00
LIABILITIES.				
Stock:				
Capital stock, common.....	\$3,004,200 00	\$28,841,690 70	\$102,250 00	\$2,273,000 00
Preferred.....		3,149,800 00		
Total.....	\$3,004,200 00	\$31,991,490 70	\$102,250 00	\$2,273,000 00
Mortgaged, Bonded, and secured debt:				
Funded debt.—				
Mortgage bonds.....	20,557,000 00	1,000,000 00	163,000 00	3,514,000 00
Other funded debt.....	1,983,000 00	41,073,000 00		
Total.....	\$22,495,000 00	\$42,073,000 00	\$163,000 00	\$3,514,000 00

Working Liabilities:				
Loans and bills payable.....	774,409 44	4,400,000 00	12,000 00	
Traffic and car-service balances due to other companies.....	23,602 70	1,865,679 83		
Audited vouchers and wages unpaid.....	193,978 72	2,983,526 49	1,967 95	
Miscellaneous accounts payable.....		586,715 72	148 99	
Matured interest, dividends and rents unpaid.....	295,275 00	2,020,403 70		
Other working liabilities.....		6,100 21		
Accrued Liabilities Not Due:				
Unmatured interest, dividends, and rents payable.....	218,112 00	808,333 96	543 33	
Taxes accrued.....		517,397 39		
Deferred Credit Items:				
Unextinguished premiums on outstanding funded debt.....		474,510 00		
Other deferred credit items.....		1,912,949 76		
Appropriated Surplus:				
Additions to property since June 30, 1907, through income....		191,341 21		
Additions to property paid for by premiums realized on common stock sold since May 1st, 1906.....		5,446,331 02		
Reserves from income or surplus invested in sinking and redemption funds.....		955,226 41		
Not specifically invested.....	161,948 63			
Profit and Loss:				
Balance—surplus.....	324,234 36	3,610,423 81	8,864 99	
Grand total.....	\$27,490,760 85	\$99,354,484 71	\$288,775 27	\$5,787,000 00
INCOME.				
Revenue from passengers.....	638,143 50	14,655,065 17	18,580 09	298,865 53
Revenue from mails.....	50,850 76	445,849 35	1,860 36	30,005 87
Revenue from express.....	41,058 74	1,228,423 49	3,934 72	48,783 10
Revenue from extra baggage.....	8,535 17	106,532 72	314 36	2,262 89
Revenue from other passenger service.....	796 38	348,000 74		9 23
Total passenger revenue.....	739,384 55	16,786,871 47	24,689 53	379,926 67
Revenue from freight.....	2,204,330 33	25,451,236 98	26,358 33	695,370 04
Other transportation revenue.....	8,298 29	442,598 89		1,903 31
Total revenue from transportation.....	2,952,013 17	42,680,707 34	51,547 86	1,077,200 02
Revenue from operation other than transportation.....	38,516 39	674,458 51		3,335 63
		* 2,009 41		
Total operating revenue.....	2,990,529 56	43,357,175 38	51,547 86	1,080,735 65
Outside operations, net.....	† 5,007 82	47,259 88		
Other income.....	172,741 99	741,752 47	359 33	6,421 08
Gross income.....	3,158,263 73	44,146,187 59	51,907 19	1,087,156 73

† Deficit.

* Joint facilities revenue.—Cr.

Tabulated Statements from Returns of Railroad Corporations—Continued.

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OPERATING RAILROADS.	Bangor and Aroostook Railroad.	Boston and Maine Railroad.	Bridgton and Saco River Railroad.	Canadian Pacific Railway.
EXPENDITURES.				
Operating expenses	\$1,785,289 82	\$31,836,824 07	\$87,260 04	\$978,520 85
Taxes	20,911 90	2,076,880 06	682 72	60,716 71
Deductions from corporate income:				
Rents		6,069,866 71		25,480 00
Interest on funded and other debts	1,000,883 22	1,783,910 05	6,606 07	60,400 00
Sinking funds chargeable to income		28,785 00		
Disposition of net corporate income:				
Dividends	104,212 00	1,868,520 00	4,090 00	
Additions and betterments		198,841 84		
Appropriations for new lines or extensions	161,948 63			
Appropriation for other reserves			3,268 86	
Gross expenditures	3,073,245 59	48,362,927 73	51,907 19	1,125,157 56
SURPLUS.				
Balance June 30, 1909	249,046 05	2,659,929 10	8,864 99	
Balance for the year	85,018 16	783,259 86		* 38,000 83
Additions during the year		343,644 13		38,000 83
Deductions during the year	9,829 85	176,409 28		
Balance June 30, 1910	324,234 36	3,610,423 81	8,864 99	
VOLUME OF TRAFFIC, ETC.				
Passengers carried	743,707	47,365,852	32,641	205,564
Passengers average length of journey	36.14	18.26	12.83	92.71
Total passenger mileage	26,876,322	864,870,875	418,928	19,058,565
Average fare per mile on local tickets	2.13¢		4.10¢	
Average fare for commutation tickets	† 1¢		3.36¢	
Average fare for mileage tickets	2.25¢			
Average fare for joint tickets	2.38¢			
Tons of freight hauled	1,612,667	22,815,528	27,701	916,145
Tons of freight average length of haul	118.58	102.84	16.50	161.86
Total freight mileage	191,230,064	2,346,444,728	457,104	148,285,867
Miles run by revenue passenger trains	632,878	12,199,401		224,789
Miles run by revenue freight trains	624,379	9,305,204		496,893
Miles run by revenue mixed and special trains	116,547	293,747	42,180	121,342
Total mileage of trains earning revenue	1,373,804	21,798,352	42,180	843,024
Total non-revenue train mileage	24,441	376,595	3,740	18,238

† Employees only.

*Deficit.

RAILROAD COMMISSIONERS' REPORT.

EQUIPMENT.

Number of locomotives.....	93	1,119	5	10
Number of passengers and combination cars.....	53	1,272	3	
Number of dining, parlor and sleeping cars.....	2	22		
Number of baggage, express and mail cars.....	23	357	2	
Number of other passenger service cars.....		141	1	
Number of freight cars (basis 8 wheels).....	5,356	24,701	57	1,000
Number of officers' and pay cars.....	2	7		
Number of gravel and other cars.....	140	1,442		6

MISCELLANEOUS.

Whole number of stockholders.....	39	7,318	84	50
Whole number in Maine.....	22	599	67	17
Amount of stock held in Maine.....	\$2,819,100 00	\$1,443,600 00	\$78,300 00	\$7,500 00
Total miles of road operated.....	599.34	2,290.33	21.25	10,270 60
Total miles of roads operated in Maine.....	599.34	157.99	21.25	177 98
Highway grade crossings in Maine.....	369	156	17	40
Number of highway crossings over railroad.....	3	44		
Number of highway crossings under railroad.....	18	19	1	1
Number of railroad crossings, other steam railroads at grade.....	1	9		3
Number of crossings over other steam railroads.....	3			2
Number of crossings under other steam railroads.....	1			
Number of crossings street railways at grade.....	1	9		
Number of railroad crossings over street railways.....	1	11		
Number of railroad crossings under street railways.....	1	4		
Average number of employees, Maine.....	1,644	1,095	45	546
Total number of freight cars equipped with grab irons.....	5,356	all	26	1,000
Total number of freight cars equipped with automatic couplers.....	5,356	24,702	57	1,000
Total number of engines equipped with "driving wheel" brake.....	93	1,133		10
Total number of engines equipped with "air brake".....	93	1,133	5	10

Tabulated Statements 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
ASSETS.				
Property Investment:				
Road and equipment.....	\$85,154 36	\$9,230,750 00	\$82,767 65	\$526,178 84
Securities of Proprietary, Affiliated and Controlled Co's:				
Funded debt.....				25,000 00
Other investments.....				* 438,425 50
Working Assets:				
Cash.....	4,946 68		2,610 91	
Loans and bills receivable.....				9,703 08
Materials and supplies.....	68 89		363 17	8,140 45
Other working assets.....	2,762 54		580 90	
Deferred Debit Items:				
Rents, insurance and taxes paid in advance.....				1,887 85
Profit and loss: Balance, deficit.....	73,979 17			
Total assets.....	\$166,311 64	\$9,230,750 00	\$86,322 63	\$1,009,485 22
LIABILITIES.				
Stock:				
Capital stock, common.....	100,000 00	5,792,750 00	40,000 00	450,000 00
Mortgaged, Bonded and Secured Debt:				
Funded Debt,—				
Mortgage bonds.....	50,000 00	3,488,000 00	25,000 00	425,000 00
Working Liabilities:				
Loans and bills payable.....	2,000 00			12,500 00
Traffic and car-service balances due to other companies.....	965 61			
Miscellaneous accounts payable.....	1,846 03			
Other working liabilities.....	12,000 00			
Accrued Liabilities not Due:				
Unmatured interest, dividends and rents payable.....			127 50	
Profit and Loss:				
Balance-surplus.....			21,195 13	121,985 22
Grand total.....	\$166,311 64	\$9,230 750 00	\$86,322 63	\$1,009,485 22

* Franchise owned \$402,000.00

INCOME.				
Revenue from passengers.....	2,143 20	207,265 78	6,944 20	
Revenue from mails.....	328 36	12,448 09	226 43	
Revenue from express.....	718 74	25,315 55	528 55	
Revenue from extra baggage.....	84	1,845 73		
Revenue from other passenger service.....		9,732 91		
Total passenger revenue.....	3,191 14	256,608 06	7,699 18	
Revenue from freight.....	10,539 30	493,155 59	9,762 08	72,731 33
Other transportation revenue.....		10,662 02		8,432 50
Total revenue from transportation.....	13,780 44	760,420 67	17,461 26	81,163 83
Revenue from operation other than transportation.....	1 00		204 34	
Total operating revenue.....	13,781 44	* 760,420 67	17,665 60	81,163 83
Other income.....		† 1,330 39		2,704 10
Gross income.....	13,781 44	† 1,458,819 12	17,665 65	83,867 93
EXPENDITURES.				
Operating expenses.....	9,165 67	* 600,068 71		
Taxes.....	135 03	† 1,124,762 52	12,039 42	44,434 09
Deductions from corporate income:		105,551 87	359 86	3,183 84
Rents.....	963 30	33,554 05		
Interest on funded and other debts.....	3,120 00	206,280 00	1,085 00	16,000 00
Disposition of net corporate income:				
Dividends.....		347,040 00	2,400 00	20,250 00
Gross expenditures.....	13,384 00	† 1,817,188 44	15,884 28	83,867 93
SURPLUS.				
Balance June 30, 1909.....	† 74,326 61		19,413 81	121,985 22
Balance for the year.....	347 44	† 358,369 32	1,781 32	
Additions during the year.....		358,369 32		
Balance June 30, 1910.....	† 73,979 17		21,195 13	121,985 22
	* State of Maine.	† Entire line.	‡ Deficit.	

Tabulated Statements 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.
VOLUME OF TRAFFIC, ETC.				
Passengers carried.....	5,950	317,489	70,845	
Passengers average length of journey.....	8.00	33.90	4.90	
Total passenger mileage.....	47,600	10,765,604	347,065	
Average fare per mile on local tickets.....	5¢		all 2c.	
Average fare for joint tickets.....	5c.			
Tons of freight hauled.....	20,279	1,011,440	7,254	
Tons of freight average length of haul.....	8.00	62.22	5.00	
Total freight mileage.....	1,622,232	62,933,317	36,270	
Miles run by revenue passenger trains.....		211,147	2,230	
Miles run by revenue freight trains.....		233,393	100	
Miles run by revenue mixed and special trains.....	11,000	2,527	19,040	
Total mileage of trains earning revenue.....	11,000	447,067	21,350	
Total non-revenue train mileage.....		5,151		
EQUIPMENT.				
Number of locomotives.....	1		2	4
Number of passenger and combination cars.....	1		2	
Number of other passenger service cars.....			2	
Number of freight cars (basis 3 wheels).....			13	
Number of gravel and other cars.....	2			444
MISCELLANEOUS.				
Whole number of stockholders.....	102		67	8
Whole number in Maine.....	99		60	3
Amount of stock held in Maine.....	\$89,000		\$37,600	\$3 00
Total miles of road operated.....	8.00	172.13	5.00	12.57
Total miles of road operated in Maine.....	8.00	89.51	5.00	12.57
Highway grade crossings in Maine.....	4		5	13
Number of railroad crossings, other steam railroads at grade.....				1
Number of crossings street railways at grade.....				4
Average number employees, Maine.....	11		15	39
Total number of freight cars equipped with grab irons.....				436
Total number of engines equipped with "driving wheel" brake.....				4
Total number of engines equipped with "air brake".....	1			

Tabulated Statements from Returns of Railroad Corporations.

* OPERATING RAILROADS.	Maine Central Railroad.	Monson Railroad.	Sandy River and Rangeley Lakes R. R.	Sebasticook and Moosehead R. R.
ASSETS.				
Property Investment :				
Road and equipment.....	\$19,787,197 97	\$78,726 68	\$1,019,295 28	\$230,325 00
Less depreciation.....	999,471 56		6,553 00	1,207 50
Net total.....	\$18,787,726 41	\$79,726 68	\$1,012,742 28	\$229,117 50
Securities of Proprietary, Affiliated and Controlled Co's.				
Stocks.....	695,229 00			
Funded debt.....			147,000 00	300,000 00
Working Assets :				
Cash.....	609,540 61	2,010 78	2,808 85	13,472 51
Securities issued or assumed, held in treasury, stock and bonds.....	85,636 67		28,000 00	
Loans and bills receivable.....	5,063,191 00		450 00	
Traffic and Car Service balances due from other companies.....	273,462 63		4,913 58	
Materials and supplies.....	1,225,979 75		2,805 00	387 88
Marketable Securities:				
Stocks and bonds.....	632,217 50		3,800 00	
Other working assets.....	883,134 46	4,553 80	10,145 54	341 51
Deferred Debit Items :				
Advances.....	433 00			
Rents, insurance and taxes paid in advance.....	46,211 00			
Cash and securities in sinking and redemption funds.....	510,711 89			
Other deferred items.....	98,328 27			
Profit and loss :				
Balance—Deficit.....		161,800 73		
Total assets.....	\$28,911,802 19	\$248,091 94	\$1,212,665 25	\$543,319 40
LIABILITIES.				
Stock :				
Capital stock, common.....	4,976,300 00	70,000 00	241,600 00	180,000 00
Other.....	19,400 00			
Total.....	\$4,995,700 00	\$70,000 00	\$241,600 00	\$180,000 00
Mortgaged, Bonded, and Secured Debt :				
Funded debt :				
Mortgage bonds.....	10,773,192 00	70,000 00	730,000 00	300,000 00

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Returns of Railroad Corporations—Continued.

OPERATING RAILROADS.	Maine Central Railroad.	Monson Railroad.	Sandy River & Range- ley Lakes Railroad.	Sebasticook and Moosehead R. R.
Other funded debt.....	\$8,119,000 00			
Other.....				\$35,000 00
Total.....	\$18,892,192 00	\$70,000 00	\$730,000 00	\$335,000 00
Working liabilities:				
Loans and bills payable.....			192,000 00	
Traffic and car-service balances due to other companies.....	213,132 66		81 50	243 71
Audited vouchers and wages unpaid.....	1,129,146 03		4,878 24	
Miscellaneous accounts payable.....	89,114 10			3 75
Matured interest, dividends and rents unpaid.....	272,029 79	108,091 94		
Other working liabilities.....	7,104 16		1,079 05	
Accrued liabilities not due:				
Unmatured interest, dividends and rents payable.....	296,807 57		9,250 00	700 00
Taxes accrued.....	24,829 36			
Deferred credit items:				
Operating reserves.....	275,385 25			
Other deferred credit items.....	112,438 48			
Appropriated surplus:				
Additions to property since June 30, 1907, through income.....	767,043 44			
Reserves from income or surplus:				
Invested in sinking and redemption funds.....	510,711 89			
Not specifically invested.....	493,895 39			
Profit and loss:				
Balance-surplus.....	882,272 07		33,776 46	27,371 94
Grand total.....	\$23,911,802 19	\$243,091 94	\$1,212,665 25	\$543,319 40
INCOME.				
Revenue from passengers.....	2,922,757 95	2,600 62	50,699 34	8,300 53
Revenue from mails.....	133,436 41	342 42	3,991 22	760 80
Revenue from express.....	187,889 08	415 34	8,137 96	2,601 12
Revenue from extra baggage.....	49,068 02	167 59	605 29	
Revenue from other passenger service.....	11,190 88		301 80	
Total passenger revenue.....	3,359,344 14	3,525 97	63,785 11	11,662 45
Revenue from freight.....	5,451,480 40	8,800 14	98,868 82	24,275 29
Other transportation revenue.....	41,849 44			930 60
Total revenue from transportation.....	8,852,374 07	12,326 11	162,653 93	36,858 34

Revenue from operation other than transportation.....	69,638 15			822 06
Total operating revenue.....	8,922,312 22	12,326 11	162,653 98	37,680 40
Outside operations, net.....	36,226 48			
Other income.....	133,882 77		81 25	
Gross income.....	9,091,921 47	12,326 11	162,735 18	37,680 40
EXPENDITURES.				
Operating expenses.....	\$6,102,286 82	\$11,187 06	\$109,433 82	\$20,464 18
Taxes.....	444,852 12	95 01	1,727 43	317 52
Deductions from corporate income:				
Rents.....	1,114,644 97		550 06	2,125 32
Interest on funded and other debts.....	754,210 00	4,200 00	32,598 84	1,560 00
Sinking funds chargeable to income.....	13,440 00			
Disposition of net corporate income:				
Dividends.....	398,152 00		9,664 00	
Appropriations for additions and betterments.....	217,488 10			
Gross expenditures.....	9,045,074 01	15,482 07	153,974 09	24,467 02
SURPLUS.				
Balance June 30, 1909.....	\$1,059,090 80	* \$158,649 77	\$25,115 37	\$13,871 96
Balance for the year.....	46,847 46	* 3,150 96	8,761 09	13,213 38
Additions during the year.....				295 00
Deductions during the year.....	223,666 19		100 00	8 40
Balance June 30, 1910.....	882,272 07	* 161,800 73	33,776 46	27,371 94
VOLUME OF TRAFFIC, ETC.				
Passengers carried.....	4,085,870	9,955	62,433	23,017
Passengers carried average length of journey.....	34.81	6.16	22.08	9.49
Total passenger mileage.....	142,223,727	61,323	1,378,756	216,317
Average fare per mile on local tickets.....	all 2.055c.	5.68c.	all 3.677c.	
Tons of freight hauled.....	6,255,400	10,304	70,233	51,201
Tons of freight average length of haul.....	88.90	6.16	23.16	11.51
Total freight mileage.....	566,090,797	63,473	1,626,773	588,912
Miles run by revenue passenger trains.....	2,333,164		88,151	
Miles run by revenue freight trains.....	1,839,273	3,700	63,589	
Miles run by revenue mixed and special trains.....	77,650	14,400		19,662
Total mileage of trains earning revenue.....	4,250,887	18,100	151,740	19,662
Total non-revenue train mileage.....	298,955		25,335	60

* Deficit.

Tabulated Statements from Returns of Railroad Corporations—Continued.

RAILROAD COMMISSIONERS' REPORT.

OPERATING RAILROADS.	Maine Central Railroad.	Monson Railroad.	Sandy River & Rangeley Lakes Railroad.	Sebasticook and Moosehead R. R.
EQUIPMENT.				
Number of locomotives.....	201	2	17	2
Number of passengers and combination cars.....	187	1	11	2
Number of dining, parlor and sleeping cars.....	4		1	
Number of baggage, express and mail cars.....	88		3	
Number of other passenger service cars.....	2		1	
Number of freight cars (basis 8 wheels).....	7,090	22	262	5
Number of officers' and pay cars.....	2			
Number of gravel and other cars.....	580		10	
MISCELLANEOUS.				
Whole number of stockholders.....	716	9	7	
Whole number in Maine.....	374	5	7	
Amount of stock held in Maine.....	\$1,191,500 00	\$62,700 00	\$241,600 00	
Total miles of road operated.....	981.94	8.16	103.40	15
Total miles of road operated in Maine.....	765.53	8.16	103.40	15
Highway grade crossings in Maine.....	669	3	30	9
Number of highway crossings over railroad.....	41			
Number of highway crossings under railroad.....	29	1	5	
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.....			213	25
Total number of freight cars equipped with grab irons.....	6,840			6
Total number of freight cars equipped with automatic couplers.....	6,840			5
Total number of engines equipped with "driving wheel" brake.....	201	2	17	2
Total number of engines equipped with "air brake".....	201		17	2

Tabulated Statements from Returns of Railroad Corporations—Continued.

OPERATING RAILROADS.	Somerset Railway.	Washington County Railway.	Wiscasset, Waterville and Farmington Railway.	York Harbor and Beach Railroad.
ASSETS.				
Property Investment:				
Road and equipment.....	\$3,436,417 57	\$5,058,212 59	\$301,991 84	\$300,748 22
Less depreciation.....	44,395 98	31,986 40		
Net total.....	\$3,392,021 59	\$5,026,226 19	\$301,991 84	\$300,748 22
Working Assets:				
Cash.....	48,430 84	97,627 50	6,887 33	11,024 60
Loans and bills receivable.....				20,000 00
Traffic and Car Service balances due from other companies..	5,571 48	6,099 17		
Materials and supplies.....	42,309 06	30,029 12	2,974 83	
Other working assets.....	45,857 64	25,271 23	1,172 65	7,653 59
Deferred Debit Items:				
Rents, insurance and taxes paid in advance.....	1,716 50	2,400 46		
Profit and Loss:				
Balance—deficit.....	127,657 08			
Total assets.....	\$3,663,564 19	\$5,137,653 67	\$313,026 65	\$339,421 41
LIABILITIES.				
Stock:				
Capital stock, common.....	706,900 00	2,500,000 00	100,000 00	300,000 00
Preferred.....			200,000 00	
Other.....	29,748 76			
Total.....	\$736,648 76	\$2,500,000 00	\$300,000 00	\$300,000 00
Mortgaged, Bonded, and Secured Debt:				
Funded debt:				
Mortgage bonds.....	1,261,500	2,500,000 00		
Other funded debt.....	1,500,000 00			
Total.....	2,761,500 00	2,500,000 00		
Working Liabilities:				
Loans and bills payable.....	100,000 00			
Traffic and car-service balances due to other companies.....	2,167 58	28,288 06		
Audited vouchers and wages unpaid.....	26,232 69	41,233 58	2,382 98	
Miscellaneous accounts payable.....	632 43	1,039 04		
Matured interest, dividends and rents unpaid.....	29,937 50	44,275 00		1 00
Accrued Liabilities Not Due:				
Unmatured interest, dividends, and rents payable.....	6,250 00			

RAILROAD COMMISSIONERS' REPORT.

Tabulated Statements from Returns of Railroad Corporations—Continued.

OPERATING RAILROADS.	Somerset Railway.	Washington County Railway.	Wiscasset, Waterville and Farmington, Railway.	York Harbor and Beach Railroad.
Taxes accrued.....	\$95 30	\$771 57		
Appropriated Surplus:				
Additions to property since June 30, 1907, through income.....		† 72,046 42		\$743 22
Profit and Loss:				
Balance—surplus.....			\$10,643 67	38,677 19
Grand total.....	\$3,663,564 19	\$5,187,653 67	\$313,026 65	\$339,421 41
INCOME.				
Revenue from passengers.....	102,104 26	170,586 74	6,643 98	26,351 95
Revenue from mails.....	5,703 05	16,147 74	2,161 17	
Revenue from express.....	4,926 04	10,041 44	2,768 04	843 97
Revenue from extra baggage.....	1,097 60	3,582 18		150 37
Revenue from other passenger service.....	98 20	316 71		
Total passenger revenue.....	113,929 15	200,674 81	11,573 19	27,346 29
Revenue from freight.....	213,411 65	275,238 12	45,106 37	15,864 06
Other transportation revenue.....	436 00	5,786 86		100 00
Total revenue from transportation.....	327,776 80	481,699 29	56,679 56	49,310 35
Revenue from operation other than transportation.....	2,286 99	1,819 48		213 63
Total operating revenue.....	330,063 79	483,518 77	56,679 56	49,524 03
Outside operations, net.....			* 11 37	
Other income.....	670 92	1,551 62	17 86	1,624 07
Gross income.....	330,734 71	484,570 39	56,696 05	45,148 10
EXPENDITURES.				
Operating expenses.....	253,003 13	346,226 18	50,721 80	29,733 22
Taxes.....	1,283 48	3,289 10	476 92	830 94
Deductions From Corporate Income:				
Rents.....	1,527 97	6,586 58		5,389 79
Interest on funded and other debts.....	128,395 94	87,500 00		
Disposition of net corporate income:				
Dividends.....				6,000 00
Additions and betterments.....		30,319 68		329 15
Gross expenditures.....	884,710 52	473,921 54	51,198 72	42,833 10
* Deficit.		† Additions to property since June 30, 1907 through income	\$77,707 89	
		Less debit balance (profit and loss acct),	5,661 47	
		Net appropriated surplus,	\$72,046 42	

SURPLUS.				
Balance June 30, 1909.....	* 74,915 55	* 16,047 85	5,156 84	35,862 19
Balance for the year.....	* 53,975 81	10,648 85	5,487 83	2,815 00
Additions during the year.....	1,646 29			
Deductions during the year.....	412 01			
Balance June 30, 1910.....	* 127,657 08	* 5,661 47	10,648 67	38,677 19
VOLUME OF TRAFFIC, ETC.				
Passengers carried.....	120,030	284,787	12,274	280,999
Passengers carried average length of journey.....	28.65	28.18	18.90	4.48
Total passenger mileage.....	3,489,829	7,455,127	170,618	1,035,188
Average fare per mile on local tickets.....	all 2.969c.	all 2.288c.	3.75c.	3c.
Average fare for commutation tickets.....			3c.	1 $\frac{1}{2}$ to 3 $\frac{1}{2}$ c.
Average fare for season tickets.....				about 1c.
Average fare for joint tickets.....				3c.
Tons of freight hauled.....	815,816	305,949	27,679	26,591
Tons of freight average length of haul.....	28.68	62.36	25.08	7.28
Total freight mileage.....	9,056,553	19,079,474	694,326	193,712
Miles run by revenue passenger trains.....	106,087	167,254		24,312
Miles run by revenue freight trains.....	66,449	183,334	4,656	3,419
Miles run by revenue mixed and special trains.....	20,048	30,596	55,784	3,136
Total mileage of trains earning revenue.....	192,584	331,184	60,440	30,867
Total non-revenue train mileage.....	18,668	14,780	5,838	218
EQUIPMENT.				
Number of locomotives.....	11	14	7	
Number of passenger and combination cars.....	9	81	5	
Number of baggage, express and mail cars.....	4	4	1	
Number of freight cars (basis 8 wheels).....	241	435	81	
Number of gravel and other cars.....	37	27	5	

* Deficit.

Tabulated Statements from Returns of Railroad Corporations—Concluded.

OPERATING RAILROADS.	Somerset Railway.	Washington County Railway.	Wiscasset, Waterville and Farmington, Railway.	York Harbor and Beach Railroad.
MISCELLANEOUS.				
Whole number of stockholders.....	18	7	5	80
Whole number in Maine.....	9	3	4	31
Amount of stock held in Maine.....	\$706,500 00	\$2,499,600 00	\$400 00	\$23,650 00
Total miles of road operated.....	93.99	138.78	57.46	11.51
Total miles of roads operated in Maine.....	93.99	133.68	57.46	11.51
Highway grade crossings in Maine.....	35	79	47	17
Number of highway crossings over railroad.....	2	2	2	2
Number of highway crossings under railroad.....	1	1	.....	.....
Number of railroad crossings, other steam railroads at grade.....	.....	.....	1	.....
Number of crossings under other steam railroads.....	1	.....	.....	.....
Number of crossings street railways at grade.....	.....	1	1	.....
Number of railroad crossings under street railways.....	.....	1	.....	.....
Average number of employees, Maine.....	194	259	101	50
Total number of freight cars equipped with grab irons.....	241	302	41	.....
Total number of freight cars equipped with automatic couplers.....	241	302	.....	.....
Total number of engines equipped with "driving wheel" brake.....	11	14	2	.....
Total number of engines equipped with "air brake".....	11	14	.....	.....

INSPECTION, PHYSICAL CONDITIONS.

BANGOR & AROOSTOOK RAILROAD COMPANY.

During the past year a large amount of work has been done upon this road which runs through Northern Maine, a region which has developed marvellously during the last two decades.

All the lines of this company have been kept up to a high standard of excellence.

There have been 5,177 tons of rails of 85 lb. section laid in the main line, replacing rails of 70 lb. section. The 85 lb. rail is now continuous from Searsport to Oakfield, a distance of about 144 miles.

75,000 new tie plates have been laid under the 85 lb. rail. There are new tie plates on all the curves of this road, and there are a great many on the tangents where the traffic is heavy.

27,773 cubic yards of earth have been removed from ditches with an American Railroad Ditching Machine.

During the season of 1910 about 32 miles of main line have been ballasted.

Replacement of wooden culverts with iron pipes and re-inforced concrete has been continued,—33 wooden culverts having been replaced with cast iron pipe and 13 with re-inforced concrete. Two new re-inforced concrete culverts have been built.

The following extensions were completed during the fiscal year: The Washburn Extension or "Cut Off" from Squa Pan on the Ashland Branch to Stockholm, 48 miles in length, and branch line 6.98 miles in length connecting Presque Isle with this "Cut Off" at Mapleton. Also two sections of the St. John River Extension, viz., Van Buren to Grand Isle, 15.20 miles, and Ft. Kent Junction to St. Francis, 16.56 miles.

13.49 miles of new sidings were laid as follows:

On old main line and branches.....	2.71 miles
Washburn Extension	5.79 "
St. John River Extension:	
St. Francis Section.....	2.54 "
Grand Isle Section.....	2.45 "

13.49 miles

The new link between Grand Isle and Ft. Kent, 28.5 miles in length is under construction. This link runs through the fertile valley of the St. John River and will take care of the traffic, consisting of lumber and agricultural products, which heretofore has gone into Canada.

The new yard at Ashland Junction involves a change in the Ashland Branch, amounting to 5.1 miles and contains five miles of switching and service tracks which are contingent to engine house, freight transfer and car repairs. It is being built so that future enlargement may be easily arranged. It will contain a six stall engine house, 65 feet turn table, 100,000 gallon water tank on tower, gasoline pump, 2 water cranes, 3 fire hydrants, coal shed, sand house, and freight transfer.

This company has added during the year to its rolling stock ten new and modern passenger train cars. Fifty-nine freight cars have been renewed to replace a like number destroyed, chiefly on other roads. Of this number 15 of them are constructed of steel, 100,000 pounds capacity. All replace cars have steel under-frames.

BOSTON & MAINE RAILROAD.

Only the ordinary repairs and renewals have been made to keep the roadbed and track in excellent condition.

During the year new neat and commodious stations have been built at Eastwood and Bar Mills.

The overhead bridge at Pitts Street, Portland; bridge No. 237 on the York Harbor and Beach Division; the pile structure between Kittery draw-bridge and the station, and bridges No. 78 and 79 between Cummings and North Berwick have been re-built.

During the year block signals have been installed and placed in service between Cummings and Kennebunk, Spinney's Switch

and Rigby, on the Portland Division, for a distance of about 63 miles; also between Kittery Junction and Spinney's Switch, a distance of about 3 miles.

The equipment of this road is in good condition.

The following new equipment was purchased during the year for use on the entire line:

95 non-vestibule coaches; 13 vestibule coaches; 20 combination cars; 12 baggage cars; 1 mail car; 5 snow plows; 20 caboose cars; 200 box automobile cars; 550,—36 ft. box cars; 1,000 steel Gondola cars; 250 box refrigerator cars.

The following locomotives were added:

20 switchers; 10 Mogul freight; 20 consolidation freight, and 12 Pacific Type passenger.

CANADIAN PACIFIC RAILWAY COMPANY.

On the Moosehead and Brownville Division, 38,408 new ties were placed in the track.

\$1,700.00 were spent in widening banks, ditching and ballasting.

6½ miles of 80 lb. steel rails were laid, replacing rails of same weight.

700 yards of rip-rap were put in to protect embankments.

4 wooden bridges were replaced with rail-concrete, and concrete culverts, and 2 with hard pine girders on concrete abutments.

One 30-foot concrete pipe culvert was put in replacing a wooden box culvert.

4 bridge decks were renewed.

The siding at Woodward has been moved one mile east and 2,149 feet of lap siding and 1,200 feet of spur track have been added.

Lap sidings have been added at Hardy Pond, Lakeview, Barnard, Benson, Elliott and Franklin.

At Somerset Junction 550 feet of interchange track have been laid.

Section houses have been built at Elliott and Long Pond.

At Brownville Junction, a 40,000 gallon water tank has been erected.

On the Houlton and Aroostook branches \$30,000.00 were spent in widening banks, ditching and ballasting. 115,000 new ties were laid.

4 wooden culverts were replaced with 30-inch pipe. One with 8 feet concrete arch culvert.

Several bridges have been repaired or re-built.

At Presque Isle a 70-foot steel turn-table has been put in and freight shed and bunk house built.

The roadbed and track of this system in Maine are in excellent condition.

The buildings are well adapted to the traffic of the company.

The rolling-stock is modern and kept in good repair.

GEORGES VALLEY RAILROAD COMPANY.

During the past year this company has put in three thousand new ties. The track needs alignment and ballasting, but with limited amount of traffic and with the slow speed at which the trains are run, is safe.

The engine owned and operated by the company is in good condition, but the passenger equipment needs to be thoroughly overhauled.

GRAND TRUNK RAILWAY.

During the year the following improvements have been made:

At Danville Junction, a new subway was built at a cost of \$2,956.00; a new station was erected at a cost of \$12,000.00.

The bridges on the Lewiston branch were renewed at a cost of \$52,122.00.

In Portland a new cement platform was laid at the station at a cost of \$1,221.00. Upon buildings the sum of \$4,159.00 was expended.

A dryer plant at elevator No. 2 was erected at a cost of \$2,136.00; a coal pit was built in number two boiler room.

The roadbed, track, equipment and buildings are in excellent condition, as will be seen by the above detailed statement showing expenditures.

LIME ROCK RAILROAD COMPANY.

This company has made no improvements except to keep the roadbed and track in proper repair.

The trestles to the kilns are well preserved.

The equipment consisting of engines and dump cars is in good condition to do the work required.

MAINE CENTRAL RAILROAD COMPANY.

This company owns and operates 931.94 miles of railroad of which 765.53 miles are in Maine.

The roadbed, track, buildings and equipment of this road are in better condition than ever before as will be seen by the following detailed statement of improvements made during the year.

8,578 $\frac{1907}{2240}$ tons of new 85 lb. steel rails were laid in the main track,—single track basis,—at the following places:

Between Portland and Woodfords.....	2.36 miles.
Between Gardiner and Augusta.....	12.52 miles.
Between Vassalboro and Waterville.....	7.36 miles.
Between Waterville and Clinton.....	3.05 miles.
Between Detroit and Newport.....	2.71 miles.
Between Etna and Hermon Pond.....	1.97 miles.
At Bangor yard.....	2.00 miles.
Between Bancroft and Danforth.....	7.62 miles.
Between Cumberland Jct. and New Gloucester.....	12.27 miles.
Between Fair Grounds and Greene.....	.21 miles.
Between Elmwood and Poland Springs.....	1.15 miles.
Between Mechanic Falls and West Minot.....	1.17 miles.
Between East Hebron and Buckfield.....	.68 miles.

Total 55.07 miles.

7.83 miles of additional second track between Etna and Hermon Pond were built and laid with 85 lbs. steel rails.

3 $\frac{1831}{2240}$ of 80 lb. steel rails were laid in the main track—single track basis,—at the following places:

On "Y" at Canton..... .43 miles.

14.29 miles of main track,—single track basis,—were re-laid with relay 75 lb. steel rails at the following places:—

In Portland yard.....	.32 miles.
Between Woolwich and Wright's siding.....	2.83 miles.
Between Brooks and Waldo.....	2.16 miles.
Between Newport and Camp Benson.....	.32 miles.

Between Eaton and Forest.....	.42 miles.
Montague Branch.....	1.41 miles.
Between North Leeds and Shuy.....	4.37 miles.
Between Houghton and Summit.....	.96 miles.
Between Portland and Cumberland Mills.....	1.50 miles.
Total	14.29 miles.

1.06 miles of main track,—single track basis,—on Chisholm's Branch west of Stevens' Siding, were re-laid with relay 70 lb. steel rails.

1.04 miles of main track,—single track basis,—between Hop City and Byron were re-laid with relay 60 lb. steel rails.

71,757.5 feet of new side-track were built, and 8,897 feet of sidings were taken up during the year.

134,244 cubic yards of gravel were used in re-ballasting 40.96 miles of track.

391,105 cross ties, 15,896 switch ties, and 2,469 bridge ties were laid in the track during the year.

7,226 feet of board fence, 26,998 feet of barbed wire fence and 183,188 feet of woven wire fence were built during the year.

During the year new buildings were erected by this company at the following places:

Portland, a section house; Brunswick, flag house and section house; Hallowell, section house; Augusta, coal shed; Waterville, addition to locomotive shop, wash room, babbitt and cleaning building; Carmel, section house; Hermon Centre, frost-proof tank, 50,000 gallons capacity; Bangor, freight offices; Gray, frost-proof tank, 50,000 gallons capacity; Danville Junction, Passenger Station; Lewiston, car inspector's building and section house; North Belgrade, passenger station, freight house and frost-proof tank, 50,000 gallons capacity; Shawmut, section house; Rumford Falls, addition to engine house; South Rangeley, passenger and freight stations; Bath, addition to engine house for boiler; Wright's Siding, tank house; Farmington, engine house and coal house; Thorndike, section house; Belfast, coal shed; Holden, freight house; Ellsworth Falls, signal department store house; Mt. Desert Ferry, coal shed, car cleaner's building, and frost-proof tank, 50,000 gallons capacity; Bucksport, fertilizer store house; Richville, passenger and freight station; Hiram, tank house.

Highway overhead bridges were constructed at the following places:

Round's Crossing—Wooden stringers, 33 ft. 6 in. in length.

Brewer—Wooden stringers, 24 ft. 6 in. in length.

Dover—Wooden truss, 142 ft. 9 in. in length.

Bachelor's, Belgrade—Wooden stringers, 32 ft. in length.

The following new bridges were erected:

Benton—Through steel, plate girder, single track, length 42 ft. 11 in.

Pittsfield—Deck steel, plate girder, single track, length 123 ft. 2 in.

Damascus—Through steel, plate girder, double track, length 53 ft.

Five Road—Through steel, plate girder, double track, length 41 ft. 11 in.

Sowadabscook—Deck steel, plate girder, single track, length 51 ft. 9 in.

Hermon Pond—Deck steel, plate girder, single track, length 106 ft. 6 in.

Grand Trunk—Deck steel, plate girder, single track, length 51 ft.

Skowhegan—Deck steel, truss 1 span, single track, length 165 ft. 6 in.

Brunswick—Through steel, truss 2 spans, single track, length 402 ft.

City Point—Deck steel, truss single track, length 100 ft.

Temple Stream—Deck steel, plate girder, 3 span, single track, length 164 ft.

At Ellsworth Falls, highway crossing gates were placed in operation.

Automatic block signals were installed between River Switch and Mt. Desert Ferry, 41.75 miles; between Brunswick and Lewiston, Lower Station, 19.30 miles; between Brunswick and Bath, 8.50 miles; between Woolwich and Rockland, 46.50 miles; between Union station and Thompson's Point, 1 mile, making a total of 117.05 miles.

Automatic crossing bells were placed in operation at Corliss Road, so-called, in Damascus.

Train order signals were erected at the most important telegraph stations.

Between July 1, 1909, and June 30, 1910, 15,537 cubic yards of masonry were used by this company in bridges, culverts and structure foundations.

GENERAL WORK.

Wharf No. 3, Portland, Maine, has been extended westwardly, 667 feet, and a substantial sea wall built for a length of 717 feet.

The dredging for a berth, 30 feet deep at low tide was completed. This wharf will be used for the transfer of China clay and Pyrites.

Under the provisions of the statutes of the State of Maine, Chapter 313, Private and Special Laws of 1909, this company was authorized to change the location of its road in Augusta, Maine, so that the main tracks should pass under Water Street instead of crossing at grade. This work was commenced in April, 1910, and will be completed and ready for operation in December. Upon the completion of the above work, a very dangerous grade crossing will be eliminated, a fact which the traveling public will very much appreciate.

Work, to increase the terminal facilities, was commenced upon the Waterville yard in June. This work includes a change in location of the main tracks, nearly doubling the capacity of the yard tracks, and building a 35-stall engine house, an 80-foot turn table and a boiler house.

A coaling plant, with two working towers, was built at High Head Wharf, Bangor.

The west bound adverse grades were reduced from a maximum of one per cent. to .5 per cent. The east bound adverse grades were greatly improved, and building of second track between Etna, and point $\frac{1}{2}$ mile west of Hermon Pond, a distance of 7.83 miles, was completed.

For the purpose of improving alignment and for lessening cost of reduction of grade on Damascus Hill, so-called, a diversion of the road for 2.64 miles between point west of Damascus and point east of Carmel, was made, and 2.66 miles of the former track were abandoned.

The entire cost of the work to June 30, 1910, was \$323,139.45.

The grade on each side of Rumford Junction station for 4,500 feet west and 3,500 feet east was changed from .9 per cent. to .5 per cent., and the grade crossing at Round's crossing, west of Rumford Junction, was eliminated by putting in an overhead highway bridge.

The company has suffered losses by fire at the following places:

Hallowell, Waterville, Wright's siding, Lisbon Falls, and South Rangeley.

During the past year there has been expended upon maintenance of equipment, for the entire line, the sum of \$1,282,914.31. The equipment in Maine has received its proportional part of the above expenditures.

The following new equipment was purchased during the year for use on the entire line:

One passenger locomotive; nine freight locomotives; four switch locomotives; six vestibule coaches and three baggage and mail coaches all with steel under-frames; 200 steel cars, 80,000 lbs. capacity; 150 steel coal cars, 100,000 lbs. capacity; 675 steel under-frame box cars, 60,000 lbs. capacity; 25 steel under-frame Dairy Product cars, 60,000 lbs. capacity; 500 steel under-frame Eastman Heater cars, 55,000 lbs. capacity; 150 steel under-frame Gondola cars, 80,000 lbs. capacity, and six caboose cars with steel under-frames.

One locomotive was re-built. Seven baggage and postal cars were changed to blind end and steel platforms applied. Three baggage cars were equipped with Pintsch gas. Four smoking and two postal cars were changed from the old gas lamp to the improved single mantle type.

Seventy-six cars of the passenger equipment have received important alterations of hand brakes to provide for their working in harmony with power brakes and have received other alterations to comply with safety appliance laws of the Interstate Commerce Commission.

SEBASTICOOK & MOOSEHEAD RAILROAD COMPANY.

Since our last inspection there has been considerable work done in ballasting and lining track.

There have been put in 2,000 new tie plates, a few new cedar ties, 150 lead timbers and 150 bridge ties.

Two new culverts have been constructed.

The equipment, consisting of two locomotives, two passenger cars and five freight cars, is in good repair.

SOMERSET RAILWAY COMPANY.

The following is a list of improvements made upon this road for the year ending November 30, 1910:

143 tons of re-laying steel rail have been laid in the main line.

3,135 feet of side tracks have been laid and 1,993 feet taken out.

31,524 cubic yards of gravel have been used in re-ballasting 14.5 miles of road.

25,327 cross ties, 655 switch ties have been used during the year.

19,575 feet of woven wire fence and 810 feet of board fence have been built during the year.

A new shelter house has been built at Hoxies.

The grading has been completed for a diversion of the main line west of Madison for about $\frac{1}{2}$ mile.

This road is under, practically, the same management as the Maine Central Railroad Co. and the roadbed, track, buildings and equipment are being brought up to the high standard of efficiency adopted by that company.

WASHINGTON COUNTY RAILWAY.

The following is a list of the improvements made upon this road for the year ending November 30, 1910:

7,344 feet of new side track have been laid and 378 feet removed.

45,572 cubic yards of gravel have been used to re-ballast 25.8 miles of track.

34,909 cross ties, 637 switch ties and 1,594 bridge ties have been placed in the track.

17,731 feet of woven wire fence and 750 feet of board fence have been erected.

The following new buildings have been erected:

At Washington Junction, a coal shed, trestle and car house.

At Jonesboro, a new station.

At Cherryfield and Machias, the stations have been remodelled and enlarged.

An addition has been built to Ayer's Junction station.

The roadbed and track, buildings and rolling-stock of this road are in better condition than ever before.

NARROW GAUGE RAILROADS.

BRIDGTON & SACO RIVER RAILROAD COMPANY.

During the year this company purchased 600 gross tons of new Carnegie steel rails weighing 48 lbs. per yard, and finished laying the road from Bridgton Junction to Bridgton with 48 to 50 lb. rails in place of the old 30 lb. rails.

The company expended during the year, \$20,000.00 in buying new heavy frogs and switches, bolts, splice bars, and in laying track.

All the wooden bridges and trestles were replaced several years ago with stone and steel structures, and the openings filled in.

The equipment, consisting of five locomotives, three passenger cars, two baggage, mail and express cars, one caboose, twenty-six box cars, one tank car, thirty flat cars, is in good condition, being all equipped with Eames vacuum air brakes and automatic couplers.

KENNEBEC CENTRAL RAILROAD COMPANY.

This road, five miles in length, runs between Gardiner and Togus, has received the usual care during the year.

The roadbed, track, equipment and buildings are in good condition.

MONSON RAILROAD COMPANY.

The line between Monson and Monson Junction has been surfaced and aligned.

1,000 new ties have been put in and considerable ditching has been done.

The cattle passes on Pullens and Cushmans have been rebuilt.

The equipment is in good condition to handle the limited traffic of this company.

SANDY RIVER & RANGELEY LAKES RAILROAD CO.

During the past year 3,700 new ties have been added, and 6,750 yards of gravel put under the track.

Extensive repairs have been made to the overhead bridge in Phillips.

The Water Tank Trestle and the Sluce Hill Trestle, about 7 miles north of Kingfield, have been filled. A new top has been placed on the Ledge Hill trestle and a granite abutment has been put in the Dillino Trestle.

Two miles of 25 lb. rails have been replaced by 35 lb. rails with Weber joints. All the rails on the main line are 35 to 56 lbs. per yard.

New sidings have been put in at Kingfield, Sanfords and North Freeman.

A new hard pine turn table has been built at Strong.

Five miles below Bigelow the track has been protected from the river with 700 yards of rip-rap.

At Strong a wooden platform has been replaced with one of concrete.

Seven under-ground cattle passes have been added during the year.

A great many repairs and improvements have been made in all the yards.

At Phillips the old wooden machine and carpenter shops have been replaced with modern brick fire-proof buildings, and fire-proof store houses and three new repair pits have been added.

New machinery has been purchased and the repair shops and power house now are in the very best condition.

An extension has been made into and through the village of Madrid, a distance of four miles, to bring out the lumber from that region.

The whole road is in the best condition since it was built, the track, equipment and buildings being in the highest degree of efficiency.

WISCASSET, WATERVILLE & FARMINGTON RY.

By efficient management this company during the past year has been able to make considerable general repairs.

The Queen truss bridges over Polly Clark Stream and Carleton Brook have been renewed. Melvin Brook bridge in Wins-

low has been thoroughly repaired. Two concrete piers have been put in, thereby reducing the length to ten (10) feet.

The roadbed needs ballast.

During the past year 1,200 cars of gravel have been put in where most needed.

2,000 ties, mostly cedar, have been put in and considerable work has been done in ditching and widening fills.

The equipment is in fair condition.

STREET RAILROADS.

AROOSTOOK VALLEY RAILROAD COMPANY.

The Aroostook Valley Railroad Company was organized under the general law July 1, 1902, and was opened for traffic June 20, 1910.

This road running from Washburn to Presque Isle, with a spur in Presque Isle, a distance of about 14 miles, is excellently constructed with 70 lb. rails, Bonzana joints and standard cedar ties.

The steel bridge across the Aroostook River is built upon concrete abutments and piers and is modern in every respect with a wide margin of safety.

The trestles across Presque Isle Stream and Washburn Pond are of sufficient strength to safely carry the traffic of the company.

The road is equipped with the General Electric, 1,200 volt system.

The arrangement of the overhead construction is modern.

The trolley, consisting of 0000 wire, is held in place by span and bracket construction upon very heavy cedar poles.

At Munson Hill, about half way between Presque Isle and Washburn, there is a sub-station equipped with rotary transformers of 500 K. W. capacity, which transforms the current of 11,000 volts A.C. to 1200 volts D. C.

The cars, which were built by the J. G. Brill Company of Philadelphia, are of ample capacity to take care of the passenger and freight business of the country through which this road runs.

ATLANTIC SHORE LINE RAILWAY.

The roadbed and track of this system are in good condition. A great portion of the track has been surfaced and lined.

Particular attention has been given to elevation of curves.

In Kennebunk village 1600 feet of old 60 lbs. rail have been replaced with new 60 lb. rail.

New ties and tie plates have been used and the track well ballasted with gravel.

In Springvale 700 feet of track, laid from the Boston and Maine Railroad station to Springvale village, have been surfaced and the grades reduced.

The overhead construction has been well taken care of.

Additional lightning arresters have been installed and poor insulation replaced with new.

Considerable work has been done upon the bridges, trestles and wharves.

The Commissioners recommend that the company cut away the bushes from the inside of all curves to enable the motormen to obtain a clear vision of the tracks.

The Commissioners also recommend that the company give particular attention to the maintenance of the several long trestles on this road.

Practically all the rolling-stock is in good condition.

One new passenger car was purchased to replace one that was burned.

The stations and waiting rooms are in good condition. A great many of them have been repainted during the year.

\$21,000.00 have been expended towards a contemplated expenditure of \$30,000.00 in the re-construction of the Town House car barn and shops.

AUBURN & TURNER RAILROAD COMPANY.

This road which runs from Auburn to Turner, a distance of eight and one half miles, is comparatively new, and only routine work has been done to keep it in very good condition.

The equipment is in good repair.

This road was operated by Receivers from May 15, 1907 to August 1, 1910, at which time it was purchased by the Lewiston, Augusta & Waterville Street Railway, which contemplates rehabilitating the track and roadway next spring.

BANGOR RAILWAY & ELECTRIC COMPANY.

During the past year this Company laid two miles of 70 lb. rail in the city of Bangor, thereby bringing the track of the whole system up to the high standard adopted by this company.

New curves have been put in on Summer, Centre and Central Streets.

On Union Street a double track has been laid from Main Street to Hammond Street, which will make a very decided improvement in the car service of this system.

A great deal of general improvement work has been done on the entire system in surfacing, aligning, putting in new ties and ballasting.

The rolling-stock is in good condition.

Two new semi-convertible cars have been added to the equipment for use on the Oldtown line.

One new steel frame freight locomotive has been purchased to handle the heavy traffic on the Charleston division.

BENTON & FAIRFIELD RAILROAD COMPANY.

The roadbed and track have been thoroughly overhauled and additional ballast has been added.

The equipment is in fair condition.

BIDDEFORD & SACO RAILROAD COMPANY.

The roadbed and track are in excellent condition.

The engines in the power house are the ones installed when the road was equipped with electricity, and are kept in excellent condition, and produce ample power to handle the traffic of this company.

The equipment is in good condition.

CALAIS STREET RAILWAY.

Only the routine work has been done to keep the roadbed and track in good surface and alignment.

3000 new ties have been put in.

About \$4,500.00 have been expended in maintenance of ways and structures.

\$2,500.00 have been expended upon equipment to keep it in good repair.

FAIRFIELD & SHAWMUT STREET RAILWAY.

The roadbed and track are in good condition.

\$700 have been expended upon the track, roadway and electric line construction.

The equipment is in good condition.

FRYEBURG HORSE RAILROAD.

This road is three miles in length, extending from the Maine Central R. R. Co.'s station in Fryeburg to the West Oxford Agricultural Fair Grounds and to the Chautauquan Assembly Park, and is operated from June to October.

The roadbed and track are very much in need of new ties and ballast.

LEWISTON, AUGUSTA & WATERTVILLE ST. RY. CO.

An unusual amount of work has been accomplished by this company during the past year, as the following detailed statement will show.

The road has been extended from Winslow to and into Waterville, connecting with the tracks of the Waterville & Fairfield Street Railway, thereby increasing the efficiency of the service of both railroads.

This extension crosses the Kennebec River on a four span reinforced concrete arch bridge. This bridge is the first independent concrete arch bridge built in Maine for the operation of electric railways.

In the city of Augusta 2,550 feet of double track were laid with 9 inch girder rail replacing 4 inch girder rail on chairs.

At the corner of Bridge and Water Streets a "Y" has been built for the purpose of turning single truck cars.

In the city of Hallowell 1,230 feet of 9 inch girder rail were laid on Water Street. In the cities of Lewiston and Auburn 4,836 feet of old style construction "T" rail on wooden stringers in block pavement were replaced with 9 inch girder rail.

The track on Pine Street in the city of Lewiston for a distance of 4,600 feet and on College Street for a distance of 2,300 feet was re-constructed.

On Main Street 2,100 feet of girder rail were laid in place of the old "T" rail on stringers.

In the city of Auburn on Turner Street 1,970 feet of 48 lb.

"T" rail were replaced with new 70 lb. of the same pattern; and on Dennison Street 860 feet of 70 lb. "T" rail were laid in place of 48 lb.

500 feet of 70 lb. "T" rail with Weber joints were laid in Topsham replacing 48 lb. rail of the same pattern.

In the city of Bath on Washington Street 5,400 feet of 70 lb. "T" rail with Weber joints were laid in place of 48 lb. and on Middle Street 550 feet of 60 lb. "T" rail were replaced with 70 lb.

At various locations on the line fourteen spur tracks and sidings have been installed to facilitate the handling of the increased passenger and freight business of this Company.

The north truss of the bridge over New Meadows River has been re-constructed in accordance with the order of the Railroad Commissioners issued June 7, 1910.

For additional ballast on the main line between Waterville and Lewiston \$12,000.00 were expended during the year.

The line was well built and well ballasted and is in excellent condition.

The overhead construction is modern and kept in good repair.

The capacity of the sub-station at Lewiston has been increased by the addition of a 500 K. W. rotary converter.

The feed wire has been extended from Hallowell Power Station to Merrill's Hill, West Gardiner, thereby increasing the efficiency of the power at a point where it is greatly needed.

The trolley wire between Lewiston and Sabattus has been replaced with new. Considerable new trolley wire has been added between Augusta and Gardiner.

During the past year two modern freight cars and three trailer flat cars have been constructed.

An addition has been made to the Lewiston Car Barn in which has been installed considerable new and modern machinery.

A number of Waiting Rooms or small stations have been built along the line and are greatly appreciated by the travelling public.

In the city of Augusta arrangements are being made by this Company for a new and commodious Waiting Room on Water Street in which will be the Waiting Room and operating offices of the Augusta Division.

The Legislature of 1909 enacted a law giving the Maine Central Railroad Company authority to make certain changes for

the purpose of abolishing the very dangerous grade crossing in the city of Augusta known as Rines Hill. This work is being diligently prosecuted and will soon be completed.

The abolition of this grade crossing removes a very great menace to the travelling public, not only on the steam railroad, but on the electric railway and on Water Street, which takes care of a great deal of the traffic from out of the city.

NORWAY & PARIS STREET RAILWAY.

The roadbed, track, overhead construction and equipment are in very good condition.

The company has expended during the year for the maintenance of track and roadbed, electric line and buildings, the sum of \$836.00; for the maintenance of cars, \$1,597.00.

PORTLAND & BRUNSWICK STREET RAILWAY.

During the past year this company has used about 1500 cubic yards of ballast on the roadbed, and about 2500 cedar ties were used to replace those worn out.

About \$1500.00 were spent in reducing grades and curvature.

One 4 motor snow plow was built at a cost of about \$1000.00.

Four new Westinghouse No. 101-B2 car motors were bought at a cost of \$2245.00.

The rail and overhead construction are good.

PORTLAND RAILROAD COMPANY.

About 1700 feet of new track have been laid on Forest Avenue, from Portland Street to Congress Street, and on Temple Street to connect the tracks on Federal Street with those on Congress Street, to enable the suburban cars to enter the city by Forest Avenue, run through the shopping district, make a loop and return to the suburbs via the regular route.

On Brighton Avenue about 1800 feet of single track have been changed to double track. About two miles of track have been entirely rebuilt with new rails, ties, etc. During the year a great many new ties have been put in, track re-surfaced and lined on different parts of the system. The overhead construction has been kept in good condition.

The equipment is in good condition. Seven new cars have been added during the year.

An addition has been built to the power station to accommodate the new equipment consisting of new condensers, pumps and one new 500 H. P. boiler, installed during the year.

The buildings and fixtures have received their share of repairs to keep them up to the high standard of maintenance adopted by this company several years ago.

ROCKLAND, SOUTH THOMASTON & ST. GEORGE ST. RY.

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

The roadbed and track are in good condition.

During the year there have been expended upon the track and electric line construction about \$3,700.

Upon the buildings and fixtures about \$2,200 have been expended; and upon cars, roadbed, machinery and tools about \$1,500.

The equipment is in fair condition.

ROCKLAND, THOMASTON & CAMDEN STREET RAILWAY.

The company has done considerable work on the line during the past year. Twenty-eight new concrete culverts were built, and three thousand new ties were laid. In several places the track has been straightened and grades raised, thereby increasing the efficiency of the service of this company.

The equipment is in good condition.

SOMERSET TRACTION COMPANY.

This company has built during the year a reinforced concrete bridge with steel girders over Cole Brook, and completed filling the approaches, at a cost of about \$1,800.

Nine miles of old trolley wire have been replaced with oo wire.

An extension has been built to the car-barn.

At Lake Wood Park, the summer resort of this company, considerable improvements have been made during the year. This park is one of the few operated by street railway companies, which pays its operating expenses.

Two new motors have been added to the equipment.

The rolling stock is in good condition.

WATERVILLE & FAIRFIELD RAILWAY & LIGHT COMPANY.

The company during the past year has extended its road about 600 feet. The roadbed and track are in good condition. Only routine work has been done to keep the track in good alignment and surface.

The equipment, consisting of thirteen cars, is in good condition.

WATERVILLE & OAKLAND STREET RAILWAY.

The roadbed and track are in good condition.

During the past year the subway bridge has been thoroughly repaired by putting in new concrete piers and iron girders.

This company has expended \$1,500.00 upon the grounds and buildings at Cascade Park Theatre.

The cars are modern and in good condition.

Respectfully submitted,

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

November 30, 1910.

COL. JOSEPH B. PEAKS.

Born in Charleston, Me., A. D. 1839.

Educated at Charleston Academy and East Corinth Academy. Fitted for college at East Corinth Academy but enlisted in the army in April, 1861.

Was in the 6th Mass. Regiment which was mobbed in Baltimore in April, 1861; afterwards in the First Maine Cavalry.

Is a lawyer by profession and was State's Attorney for Piscataquis County from 1879 to 1884.

Was Insurance Commissioner for Maine from 1879 to 1883.

Was a member of the lower branch of the Maine Legislature from 1889 to 1893.

Was a member of the State Senate in 1893 and 1894.

Was chairman of the judiciary committee in both branches.

In 1880 was a member of the commission appointed by the Governor to revise the Maine militia laws.

Was a member of the Governor's Staff from 1876 to 1879.

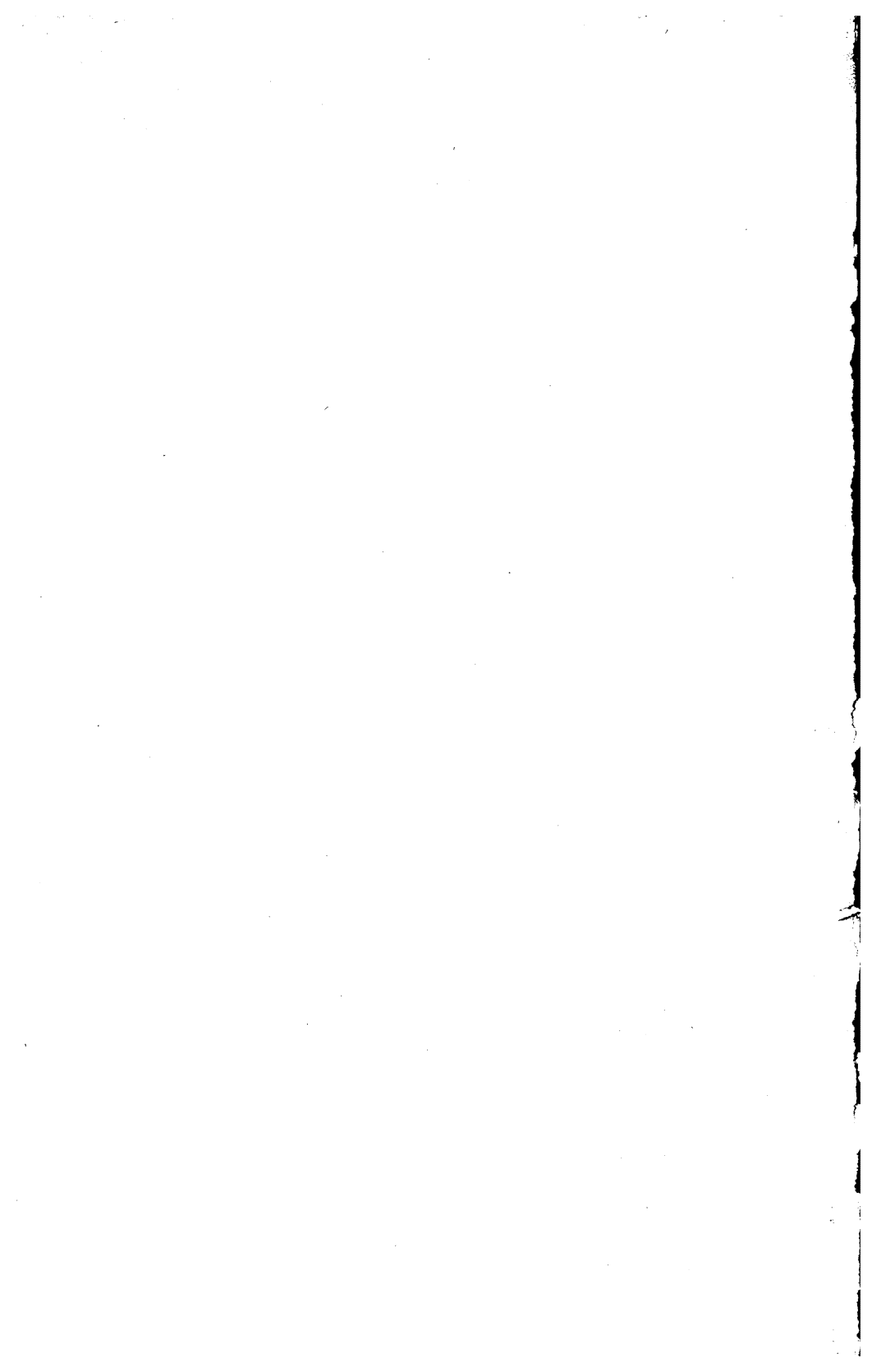
Afterwards Colonel 1st Regiment, Maine Reserve Militia.

Was engaged in the construction of the Dexter & Piscataquis Railroad in 1878 and 1879; was one of the directors of said railroad company and was its attorney.

Was appointed chairman of the Maine Railroad Commission in 1895 and received five appointments of three years each, completing fifteen years of service on May 31, 1910, when he retired from the Board.



JOSEPH B. PEAKS, DOVER, MAINE
Chairman, Railroad Commissioners
1895-1910



PETITIONS AND DECISIONS OF THE BOARD.

Petition and decision of the Board in the matter of the Boston & Maine Railroad asking for the approval of the location of a branch railroad track crossing Commercial Street, and the tracks of the Portland Railroad Company, to the establishment of Smith & Rummery, Portland. Decision December 2, 1909.

To the Honorable Board of Railroad Commissioners:

Respectfully represents the Boston and Maine Railroad that it is a railroad corporation doing business in the State of Maine; that consent has been granted by the City Council of the City of Portland to lay and maintain a branch railroad track across the Northerly portion of Commercial Street in said City from that part of your petitioner's railroad track on said street between Maple Street and Cross Street to land of the Richardson Wharf Company located on the Northerly side of said Commercial Street, on which the manufacturing establishment now operated by Smith & Rummery is situated; that said proposed track crosses the railroad (electric) of the Portland Railroad Company; that a copy of said consent and a plan of such proposed branch railroad track are hereto annexed and made part hereof; that it desires to lay and maintain said track as above set out and to build the same 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 branch track as above set out and as shown on said plan, and to determine, direct, decree and order in what manner said crossing shall be built, laid and maintained across said street and said railroad of said Portland Railroad Company, 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 Fourteenth day of October, 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 2nd day of December A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the Lafayette Hotel in Portland 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 and to Mr. Chas. F. Berry, General Manager, Portland Railroad Company, Portland, Maine, five days at least before the date of said hearing.

PARKER SPOFFORD,

For the Board of Railroad Commissioners of Maine.

Dated this 23rd 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.

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

Charles F. Libby appeared for the Portland Railroad Co.

No one appeared for the City of Portland.

This is a petition of the Boston & Maine Railroad for a branch track from the manufacturing establishment operated by Smith & Rummery of Portland.

Upon an examination of the locus and upon evidence submitted we are satisfied and so decree that public convenience and necessity require the construction of said proposed branch track as prayed for. Where the track will cross the Portland Railroad Company we decree that the said Boston & Maine Railroad shall furnish sufficient and proper crossing frogs at their expense and shall also construct and keep said crossing in proper condition without expense to the Portland Railroad Company.

Dated at Augusta this 2nd day of December, A. D. 1909.

JOSEPH B. PEAKS,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of the Portland, Gray & Lewiston Railroad Company asking for the approval of changes in location in the towns of Gray and New Gloucester, and the city of Auburn. Decision December 3, 1909.

To the Honorable Board of Railroad Commissioners:

Respectfully represents Portland, Gray & Lewiston Railroad Company that it deems certain changes in the location of its road, as hereinafter described, necessary and expedient, and prays that it may make the same under the direction of your Honorable Board.

The petitioner prays that it may abandon its location in the town of Gray between station 787+40 and station 999+63, and that the same may be discontinued; that it may substitute in place of the portion of its location so discontinued the following location: Beginning at station 787+40 in the present location of said railroad in the town of Gray; thence running southerly by a curve to the right of 32,000 feet radius 836 feet to station 795+76; thence S 8° 30' W 9491 feet to station 890+67; thence by a curve to the right of 6000 feet radius 576 feet to station 896+43; thence S 13° 40' W 8160 feet to station 978+3, passing 40 feet easterly from the most easterly corner of the house owned or occupied by one Ernest R. Verrill; thence by a curve to the left of 7000 feet radius 1862 feet to

intersect the present location at station 999+63 in the highway leading from Gray Corner to Portland; the above described line is the center line of the proposed location, and the width of said proposed location is twenty-five feet on each side of said center line; said proposed location is wholly outside of the limits of streets, roads or ways except where the same crosses the road leading to East Gray, the town road leading easterly from said highway near the residence of Clara B. Lord, the town road leading easterly near the residence of said Verrill, and at its intersection with said highway; your petitioner has obtained from the owners of the land over which said proposed location is made, contracts for the purchase of the land covered by said proposed location.

Your petitioner prays that it may abandon its location in the city of Auburn and in the town of New Gloucester between station 257+66 and station 338+48, and that the same may be discontinued; that it may substitute in place of the portion of its location so discontinued, the following location: Beginning at station 257+66 in the present location of said railroad in the city of Auburn, in the Hotel Road, so called; thence running southerly by a curve to the left of 8600 feet radius 400 feet to station 261+66; thence S 21° 20' W 500 feet to station 266+66 in the boundary line between the city of Auburn and the town of New Gloucester; thence S 21° 20' W 500 feet to station 271+66; thence by a curve to the right of 4500 feet radius 270 feet to station 274+36; thence S 25° W parallel to and 25 feet east of the easterly line of the Hotel Road, so called, 3987 feet to station 314+23; thence by a curve to the right of 4000 feet radius 225 feet to station 316+48, said station being 15 feet easterly from the easterly line of the Hotel Road, so called; thence S 28° 45' W 1214 feet to station 328+62, said station being 15 feet easterly from the easterly line of said Hotel Road; thence by a curve to the right of 8000 feet radius 986 feet to intersect the present location at Station 338+48 in said Hotel Road; said proposed location is wholly outside of the limits of streets, roads or ways, except where the same intersects said Hotel Road; the westerly line of said proposed location will be the easterly line of said Hotel Road, and the easterly line of said proposed location may be described as follows: where said location crosses the land of one Harry W. Merriam said

easterly line will intersect the easterly line of said Hotel Road opposite station 257+66, and at the southerly boundary of said Merriam's land, adjoining land of one Mary A. Edwards, will be 50 feet from the easterly line of said Hotel Road measured at right angles; where said location crosses the land of Mary A. Edwards said easterly line will be 50 feet from the easterly line of said Hotel Road; where said location crosses the lands of Estella Edwards, Alphonso Tripp, Walter E. Dawes, James S. Dawes and Sophia H. D. Whitman, John P. Witham and J. M. and C. H. Lane, said easterly line will be 40 feet from the easterly line of said Hotel Road; where said location crosses the land of the heirs of E. N. Gilbert and Warren Frost said easterly line will be 30 feet from the easterly line of said Hotel Road; and where said location crosses the land of Charles A. Proctor said easterly line will be 20 feet from the easterly line of said Hotel Road; your petitioner has obtained from the owners of the land over which said proposed location is made, contracts for the purchase of the land covered by said proposed location.

Your petitioner respectfully represents that public convenience requires the foregoing changes, and that the same are necessary and expedient, and that where said proposed location is outside of the limits of streets, roads or ways, it is impracticable to locate the same within the limits of streets, roads or ways.

Your petitioner files herewith a plan marked "Amended Location of the Portland, Gray & Lewiston Railroad in Auburn, New Gloucester and Gray, Nov. 1909," showing the courses and distances of the foregoing lines so to be substituted for that portion of its approved location hereinbefore requested to be discontinued.

Your petitioner prays that your Honorable Board will appoint a day for a hearing hereon, and will order such notice thereof as your Honorable Board deems reasonable and proper, in order that all persons interested may have an opportunity to appear and be heard, and that after such notice and hearing your Honorable Board will make such decrees hereon as the law may require.

Dated this twenty-third day of November, 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 Portland Daily Press, a newspaper published at Portland, in the County of Cumberland; the first publication in said paper to be at least five days before Friday, the 3rd day of December, A. D. 1909, on which day the Board of Railroad Commissioners will be in session at the Elm House in Gray, 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 Auburn, and Towns of Gray and New Gloucester, five days at least before the date of said hearing.

J. B. PEAKS, *Chairman.*

For the Board of Railroad Commissioners of Maine.

Dated this 25th 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.

Mr. John A. Morrill appeared for the petitioner.

No one appeared to oppose the granting of the petition.

Upon a hearing and after a view of the route and location, it appears that the change in the location is necessary because of a steep ledge hill on the original location which would require either a heavy grade of at least eight per cent of fifty rods or an expensive ledge cut in the highway which would be bad to operate on account of snow.

This location is in the town of Gray. The change is wholly outside of the limits of streets, roads and ways except where it crosses the town roads.

For the reasons above stated, we believe that the public convenience and necessity require the change of said highway as prayed for and wherever it is outside of the limits of streets, roads and ways we find it impracticable, for the reasons above

mentioned, to construct said road within the limits of said streets, roads and ways.

We hereby authorize, then, the original location to be abandoned as prayed for and the new location to be made.

Another portion of the original location in the City of Auburn and town of New Gloucester may be discontinued as prayed for between station 257+66 and station 338+48 and that a new location may be substituted therefor as provided in said petition.

We also allow this change in location because we find that it is impracticable to construct on the old location within the limits of streets, roads and ways. We find that these changes are required by public convenience, and that the same are necessary and expedient.

Dated at Augusta this 3rd day of December, A. D. 1909.

JOSEPH B. PEAKS,
FRANK KEIZER,

Railroad Commissioners of Maine.

Petition, amendment "A," and decision of the Board in the matter of the Maine Central Railroad Company asking for the approval of plans showing a change of location, Augusta, to abolish Rines Hill and Court Street grade crossings. Decision December 10, 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 said State of Maine, located and having its principal place of business at the City of Portland in the County of Cumberland and State aforesaid, respectfully represents:

That it owns a line of railroad running from said Portland to Bangor in the County of Penobscot and State aforesaid, which said railroad runs through the City of Augusta in the County of Kennebec and State aforesaid; that in conformity to the provisions of an act of the Legislature of the said State of Maine entitled, "An Act to abolish Rines Hill grade crossing in Au-

gusta" approved by the Governor March 25th, 1909, it herewith presents to your Honorable Board a plan for a change in the location of its said railroad in the vicinity of Rines Hill crossing of Water Street in the City of Augusta so that its tracks shall pass under Water Street instead of crossing said Street at grade as at present.

The center line of said changed location is described as follows:

Commencing at a point called Station O in the center of the East-bound main track, said point being 127 feet Northeastwardly, measured along said track, from the Northeasterly side line of Capitol Street and being at or near Station 1743 of the center line of location of the Kennebec and Portland Railroad Company as recorded in Book 9, Page 72 of the Records of County Commissioners of said Kennebec County; Running thence North 21° 17' East, a distance of 494.9 feet to Station 4+94.9; thence on a curve to the right of 1910.1 feet radius, a distance of 198.9 feet to Station 6+93.8; thence on a tangent bearing North 27° 15' East, a distance of 430.2 feet to Station 11+24; thence on a curve to the left of 955.4 feet radius, a distance of 675 feet to Station 17+99; thence on a tangent bearing North 13° 15' West, a distance of 72.1 feet to Station 18+71.1; thence on a curve to the right of 955.4 feet radius a distance of 782.2 feet to Station 26+53.3; thence on a tangent bearing North 33° 41' East, a distance of 383 feet to Station 30+36.3, a point in the center of the said East-bound main track in line with the Southwesterly end of the brick passenger station.

This location is to cover widths as follows:

On the right or easterly side of said center line from Station O to Station 2, 30 ft; from Station 2 to the northerly line of land conveyed by Thomas W. Smith to the Kennebec and Portland Railroad Company by deed dated June 30th, 1852 and recorded in Kennebec Registry Book 182, Page 64, all land lying between the said center line and the Kennebec River; from said line of said land conveyed by Thomas W. Smith, to the north line of Water street, the easterly line of this location is to follow the easterly line of location of said Kennebec and Portland Railroad Company; thence following the said north line of Water Street southwesterly to the south corner of land of Swift & Company; thence northwestwardly along southerly line of said

Swift & Company's land to point 25 feet easterly measured at right angles thereto, from said center line; thence northeastwardly on line parallel to and 25 feet distant from said center line to the northerly side of Court Street; thence southeastwardly, along the said northerly line of Court Street, to the easterly line of location of said Kennebec and Portland Railroad Company; thence northwardly, along said easterly line of location, to Winthrop Street.

On the left or westerly side of said center line no change is made by this location in the westerly line of the present location from Station O to Station 15+20; from Station 15+20 running northerly the westerly line of this location is as follows: Beginning on the northerly line of land owned by George F. Giddings at a point 75 feet distant westerly, measured at right angles thereto, from the center line; thence to the northerly line of land owned by Maria F. Winter at a point 65 feet distant westerly, measured at right angles thereto, from the center line; thence westerly, along said northerly line of said Winter's land, to Gage street; thence northerly, along the easterly line of said Gage street to point of intersection of said line of Gage Street and a line parallel to and 50 feet distant westwardly, measured at right angle, from said center line; thence northerly, on line parallel to and 50 feet distant from said center line, to Winthrop Street.

This location is in addition to all prior rights of the Maine Central Railroad Company heretofore acquired by it or its predecessors in title by location or purchase and is made subject thereto and without any way abandoning said rights or any part thereof.

The lands, dwellings and other buildings necessary or convenient to be taken and the names and residences of the owners thereof are described as follows:

Owner or owners unknown:

Beginning at point 30 feet easterly, measured at right angles to said center line, from Station O; running thence northerly, on line parallel to and 30 feet distant from said center line to point on line at right angles thereto at Station 2; thence easterly, on said line, to Kennebec River; thence northerly, along said river, 1700 feet, more or less, to the north line of land conveyed by Thomas W. Smith to the Kennebec and Portland Railroad

Company by deed dated June 30th, 1852 and recorded in Kennebec Registry Book 182, Page 64; thence westerly, along said last named line, to the easterly line of location of said Kennebec and Portland Railroad Company; thence southerly, along said easterly line of location, to point of beginning.

Maria F. Winter, owner, Augusta.

Easterly end of said Winter's land: Beginning on the line between land of George F. Giddings, and land of said Winter at point 75 feet westerly, measured on line at right angles thereto, from said center line; thence northerly, 97 feet, more or less, to point on the northerly line of said Winter's land 65 feet distant westerly, measured on line at right angles thereto, from said center line; thence easterly, along said northerly line of Winter's land to land of Maine Central Railroad Company; thence southerly, along land of Maine Central Railroad Company, to land of said Giddings; thence westerly, along said Giddings' land, to place of beginning, including also a small stable building and a portion of ell of dwelling house.

Elmer E. Newbert, owner, Augusta.

All of said Newbert's land, being bounded on the west by Gage Street; on the south by land of Maria F. Winter; on the east by land of Maine Central Railroad Company; on the north by land of Barzie E. Nowell, including also a dwelling house.

Barzie E. Nowell, owner, Augusta.

All of said Nowell's land, being bounded on the west by Gage Street; on the south by land of Elmer E. Newbert; on the east by land of Maine Central Railroad Company; on the north by land of Lydia R. Webster, including also a dwelling house and shed.

Lydia R. Webster, owner, Augusta.

All of said Webster's two adjoining lots, bounded on the west by Gage Street; on the south by land of Barzie E. Nowell; on the east by land of Maine Central Railroad Company; on the north by land of L. G. Cony and land of estate of G. N. Lawrence, including also two dwelling houses and a shed.

L. G. Cony, owner, Augusta.

All of said Cony's land bounded on the west by Gage Street; on the south by land of Lydia R. Webster; on the east by land of estate of G. N. Lawrence; on the north by land of Byron Boyd, including also a shop building.

Estate of G. N. Lawrence, owner, Augusta.

All of land of said estate, bounded on the west by land of L. G. Cony; on the south by land of Lydia R. Webster; on the east and north by land of Maine Central Railroad Company, including also a shop building.

Byron Boyd, owner, Augusta.

All of said Boyd's land bounded on the west by Gage Street and Water Street; on the south by land of L. G. Cony; on the east and north by land of Maine Central Railroad Company, including also a livery stable building.

A triangular tract of land in Gage Street as shown by plan, owners are probably Lydia R. Webster and L. G. Cony.

Estate of J. W. Bradbury, owner, Augusta.

The easterly corner of land of said estate, bounded on the east by Water Street; on the north by land of Horace North; on the west by line parallel to and 50 feet distant westerly, measured at right angles thereto from said center line.

Horace North, owner, Augusta.

Easterly part of land of said North, bounded on the east by Water Street; on the north by land of Swift and Company; on the west by land parallel to and 50 feet distant, westerly, measured at right angles thereto, from said center line.

Swift and Company, owners, Chicago, Illinois.

A strip of land 75 feet wide, being 25 feet on the easterly and 50 feet on the westerly side of said center line and extending from land of Horace North on the south to land of Maine Central Railroad Company on the north.

Court Street, Augusta.

A strip of land 75 feet wide, being 25 feet on the easterly and 50 feet on the westerly side of said center line and extending across Court Street.

Sarah C. Manchester, owner, Augusta.

A strip of land extending from Court Street to Winthrop Street bounded on the east by land of Maine Central Railroad Company, and on the west by a line parallel to, and 50 feet distant, westerly, measured at right angles thereto, from said center line.

Your petitioner has filed herewith a map or plan on an approximate scale and profile on the relative scales of profile paper

in common use, dated September 15th, 1909, signed by Theo. L. Dunn, Chief Engineer, showing the original location of Kennebec and Portland Railroad Company, the new or changed location, the lands, dwellings and other buildings, necessary or convenient to be taken, such of its present land as is necessary to be retained by it to effect such change in location and a plan for the construction of the crossing under Water Street on the changed location.

Wherefore the said Maine Central Railroad Company requests your Honorable Board, after notice and hearing, to approve said plans.

Dated at Portland, Maine, September 23, 1909.

Maine Central Railroad Company,

By MORRIS McDONALD,

Vice President and General Manager.

WHITE & CARTER, Attorneys for Petitioner.

On the foregoing Petition,

Ordered: That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily Kennebec Journal, a newspaper published at Augusta, in the County of Kennebec, the last publication in said paper to be at least fourteen days before 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 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 Mayor of the City of Augusta, fourteen days at least before the date of said hearing.

JOSEPH B. PEAKS, Chairman,

For the Board of Commissioners of Maine.

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

AMENDMENT A

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

In the matter of the petition of the Maine Central Railroad Company relative to abolishment of Rines Hill grade crossing in Augusta, under date of September 23rd, 1909, to your Honorable Board, we respectfully ask that the said petition be amended in the paragraph commencing near the bottom of first page of said petition by omitting the words: "North line of Water Street, the easterly line of this location is to follow the easterly line of location of said Kennebec and Portland Railroad Company; thence following the said north line of Water Street southwesterly to the south corner of land of Swift & Company" and inserting in lieu thereof the words "South line of Water Street the easterly line of this location is to follow the easterly line of location of said Kennebec and Portland Railroad Company; thence following the said south line of Water Street, southwesterly, to point 25 feet easterly, measured on line at right angles thereto, from said center line; thence northwardly, on line parallel to and 25 feet distant from said center line to the north line of said Water Street; thence eastwardly, along said north line of Water Street, to the south corner of land of Swift & Company," so that said paragraph as amended shall read as follows:

"This location is to cover width as follows:

On the right or easterly side of said center line from Station O to Station 2, 30 ft; from Station 2 to the northerly line of land conveyed by Thomas W. Smith, to the Kennebec and Portland Railroad Company by deed dated June 30th, 1852 and recorded in Kennebec Registry Book 182, Page 64, all land lying between the said center line and the Kennebec River; from said line of said land conveyed by Thomas W. Smith, to the south line of Water street the easterly line of this location is to follow the easterly line of location of said Kennebec and Portland Railroad Company; thence following the said south line of Water Street, southwesterly, to point 25 feet easterly, measured on line at right angles thereto, from said center line; thence northwardly, on line parallel to and 25 feet distant from said center line to the north line of said Water Street; thence eastwardly along said north line of Water Street,

to the south corner of land of Swift & Company; thence northwestwardly, along southerly line of said Swift & Company's land, to point 25 feet eastwardly measured at right angles thereto, from said center line; thence northeastwardly on line parallel to and 25 feet distant from said center line to the northerly side of Court Street; thence southeastwardly, along the said northerly line of Court Street, to the easterly line of location of said Kennebec and Portland Railroad Company; thence northwardly, along said easterly line of location, to Winthrop Street."

Dated at Portland, Maine, November 11th, 1909.

Maine Central Railroad Company,

By SETH M. CARTER, Attorney.

The foregoing amendment A is hereby allowed.

JOSEPH B. PEAKS,
PARKER SPOFFORD,
FRANK KEIZER,

Railroad Commissioners of Maine.

Dated at Augusta this eleventh day of November, A. D. 1909.

STATE OF MAINE.

In Board of Railroad Commissioners.

To the Register of Deeds, Kennebec County,

Augusta, Maine.

Herewith is filed in your office a copy of the plans upon the change of location for the Maine Central Railroad at Rines Hill Crossing, so-called, upon which the Railroad Commissioners have given notice and held hearing upon the same and have approved the plans, a copy of which is herewith certified under Chapter 313, Private and Special Laws of 1909.

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

JOSEPH B. PEAKS,
FRANK KEIZER,
JOHN A. JONES,

Railroad Commissioners of Maine.

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 Augusta & Waterville Railway from station 1093+16 (as per plan filed with the Board of Railroad Commissioners) in Winslow, across the Kennebec River to Bridge Street; thence along Bridge Street to the east line of Main street, Waterville, a distance of about 1100 feet, hereby certify that we have found the same so constructed as to be safe for public travel.

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

JOSEPH B. PEAKS,
FRANK KEIZER,
JOHN A. JONES,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of the Eastern Traction Company asking the Board to extend its charter for a period of two years. Decision December 29, 1909.

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

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

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

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

That said articles of association and said certificate of approval were duly filed and recorded in the office of the Secretary

of State for the State of Maine, on the 23rd day of December A. D. 1903, and recorded in Vol. 1, page 411, and the certificate of the Secretary of State, dated the 23rd day of December, A. D. 1903 was issued as required by law.

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

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

That by reason of unavoidable events, and particularly because of pending litigation concerning water rights upon the Penobscot River, from which source your petitioners expected to obtain power for said street railroad company, and with no lack of diligence on the part of said company, its officers or agents, said Eastern Traction Company has failed to begin the construction of its road and expend thereon ten per cent of its capital, in the time limited by, and as provided in Revised Statutes of Maine, Chapter 53, Section 10.

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

Wherefore, your petitioners, directors as aforesaid of the Eastern Traction Company, for and in behalf of said company, do pray your Honorable Board that you will extend the charter of said Company for a period of two years, said charter having been previously extended for a term of three years by a decree of your Honorable Board dated January tenth, A. D. 1907.

Dated at Bangor, Maine, this eighth day of December, A. D. 1909.

FOREST J. MARTIN,
CHARLES W. MULLEN,
FRED T. DOW,
H. FRANKLIN BAILEY,
EDGAR B. WEEKS,
WILLIAM H. WATERHOUSE,

Directors of the Eastern Traction Company.

On the foregoing Petition,

Ordered: That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily Commercial, a newspaper published at Bangor in the county of Penobscot, the first publication in said paper to be at least five days before Wednesday, the 29th day of December, 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 city of Bangor, also the towns of Hermon, Levant, Stetson, Exeter, Garland and Dexter, 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 December, 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.

Mr. Forrest J. Martin and Mr. W. H. Waterhouse appeared for the petitioner.

No one appeared in opposition.

After a consideration of the matter embraced within said petition we hereby revive the corporate existence, power and charter of the said Eastern Traction Company so that said company shall have and possess all the power and authority to construct said railroad in its prescribed location which it had under its original charter and corporate existence and we hereby decree that its corporate existence, power and charter be and is hereby revived for the term of two years from the twenty-third day of December, 1909, and said company may take land in its prescribed location for the purpose of constructing said railroad.

Dated at Augusta this twenty-ninth day of December, A. D.
1909.

JOSEPH B. PEAKS,
FRANK KEIZER,
JOHN A. JONES,

Board of Railroad Commissioners.

Petition and decision of the Board in the matter of the Selectmen of Washburn asking for the approval of a highway crossing the tracks of the Bangor & Aroostook Railroad Company. Decision December 29, 1909.

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

The undersigned, municipal officers of the town of Washburn, in the County of Aroostook and State of Maine, respectfully represent that a town way has been legally laid out in said Washburn as follows:

Beginning at an iron pin in the center of the River Road, so-called, and situated 309 feet southerly from the junction of the old location of the Wade Road with the said River Road; thence south eighty eight (88) degrees and thirteen (13) minutes west four hundred and ninety two (492) feet to station 1241+25 on the center line of the Bangor & Aroostook Railroad, as located; thence north eighty five (85) degrees and thirty three (33) minutes west thirteen hundred and thirteen (1313) feet; thence south eighty five (85) degrees and fifty one (51) minutes west three hundred and fifty (350) feet to the center of the Wade Road. The above described line to be the center of a four (4) rod road and crossing the location of the Bangor & Aroostook Railroad in said Washburn at Station 1241+25. Length of road twenty one hundred and fifty five (2155) feet.

Your petitioners therefore request you to give notice and hearing and to determine whether the way aforesaid shall be permitted to cross said Bangor & Aroostook Railroad track at grade therewith or not and the manner and condition of crossing the same, and how the expense of building so much of said

way as is within the limits of said railroad shall be borne, and all other matters appertaining thereto as required by law.
Dated at said Washburn this sixth day of November, 1909.

GEO. R. UMPHREY,
V. E. WILDER,
T. I. BREWER,

Selectmen of Washburn, Maine.

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 29th day of December, 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 Mr. Hugh R. Chaplin, Attorney, Bangor & Aroostook Railroad Company, 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 ninth day of December, 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.

The Municipal Officers of Washburn appeared personally.

No one appeared to oppose the petition.

The Railroad Commissioners hereby decree that said way above described shall be permitted to cross the said Bangor & Aroostook railroad track at grade therewith.

The said railroad company shall construct and maintain said crossing within its location and shall cause the same to be properly planked.

The approach to said crossing shall not be steeper than five per cent. Suitable provision shall be made for surface drainage.

Dec. 29, 1909.

JOSEPH B. PEAKS,
FRANK KEIZER,
JOHN A. JONES,
Board of Railroad Commissioners.

Petition and decision of the Board in the matter of the Mattawamkeag & Northern Railway asking the Board to revive its corporate existence and powers. Decision December 29, 1909.

To the Honorable Board of Railroad Commissioners:

Respectfully represent Frederick A. Greenwood of Mattawamkeag, Isaac B. Wood of Bangor and Artemus Weatherbee of Lincoln, all in the county of Penobscot and State of Maine, as follows:

1. They are the duly elected and qualified Directors of the Mattawamkeag and Northern Railway Company, a street railroad company duly organized and existing under the general laws of said State.

2. The articles of association of said company were duly approved by your Honorable Board by a certificate duly endorsed upon said articles of association, dated May third, A. D. 1906.

3. Said articles of association and said certificate of approval were filed in the office of the Secretary of State for the State of Maine on the tenth day of May, A. D. 1906, and recorded in Vol. 1, page 458, and the usual certificate of the Secretary of State dated May tenth, 1906, was duly issued to said company as required by law.

4. The route of said street railroad lies wholly within the town of Mattawamkeag in said county of Penobscot, the unorganized plantation of Molunkus in the county of Aroostook, the town of Medway, Township A, Range 7 and the town of Millinocket all in said county of Penobscot.

5. Notwithstanding the fact that the company and its officers and agents have used all diligence in the matter, on account of unavoidable events, the company has failed to begin the construction of its road and expend thereon ten per cent. of its capital within three years from the time its articles of association were filed and recorded, as aforesaid, as provided by Section 10, Chapter 53, Revised Statutes of Maine.

6. Already said company has expended large sums of money in the enterprise and intends in good faith to construct and operate a street railroad in accordance with its charter.

Wherefore your petitioners for and in behalf of said company, ask your Honorable Board to revive the corporate existence and powers of said Mattawamkeag and Northern Railway Company in accordance with the statutes in such case made and provided.

Bangor, Maine, November 22, A. D. 1909.

FRED A. GREENWOOD,
ISAAC B. WOOD,
ARTEMUS WEATHERBEE,

Directors of Mattawamkeag and Northern Ry. Co.

On the foregoing Petition,

Ordered: That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, 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 29th day of December, 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 towns of Mattawamkeag, Medway and Millinocket, and also to the County Commissioners of Penobscot County and 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 twenty-first day of December, 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.

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

No one appeared to oppose the granting of the petition.

And it is hereby ordered and decreed by the said Railroad Commissioners that the corporate existence and powers of the said Mattawamkeag and Northern Railway Company is hereby revived in accordance with statute in such case made and provided. Said revival to be for three years from May 10, 1909.

Dec. 29, 1909.

JOSEPH B. PEAKS,

FRANK KEIZER,

JOHN A. JONES,

Board of Railroad Commissioners.

Petition and decision of the Board in the matter of the Bangor & Aroostook Railroad Company asking for the approval of a change of location in St. John Plantation. Decision December 29, 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 known as the St. Francis Extension, the location of which line was approved by your Honorable Board June 11, 1909.

Said change is all in the St. John Plantation, in Aroostook County, and begins at station 385+96.7 of said approved location and ends at station 400+56 of said approved location.

The line if changed as prayed for will be described as follows:
Beginning at station 385+96.7 of the location approved June 11, 1909, said point being on the center line of a 4 rod right of

way and running thence in a southwesterly direction on a curve to the left with a radius of 2865 feet, 103.3 feet to Sta. 387+00, the end of the 4 rod and the beginning of a 6 rod right of way; thence on same curve 807.5 feet to Sta. 395+07.5 E. C.

Thence on a tangent bearing S. 69° 35' W. 535.3 feet to Sta. 400+42.8 B. C., the end of the change in location and equal to Sta. 400+56.0 of the location approved June 11, 1909.

The original location approved June 11, 1909, will be abandoned between Stations 385+96.7 and 400+56.0.

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 of the location.

Your petitioner deems said change necessary and expedient in order to avoid expense of construction and make easier curvature, 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, Nov. 19, 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 29th day of December, 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 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 ninth day of December, 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.

Mr. F. W. Cram appeared for the petitioner.

No one appeared to oppose the petitioner.

The Railroad Commissioners, having heard this matter, hereby decree that the present location of the line of railroad known as the St. Francis Extension may be changed as prayed for in said petition and the original location between stations 385+96.7 and 400+56.0 shall be abandoned.

And we hereby decree that such change is necessary and expedient and that public convenience requires the same.

Dec. 29, 1909.

JOSEPH B. PEAKS,
FRANK KEIZER,
JOHN A. JONES,

Board of Railroad Commissioners.

Petition and decision of the Board in the matter of Mr. J. M. McNulty asking permission to cross the tracks of the Canadian Pacific Railway Company with teams and "log hauler" at mileage 11.26, Moosehead section. Decision December 29, 1909.

Bangor, Maine, Dec. 9, 1909.

To the Board of Railroad Commissioners,

Hon. Joseph B. Peaks, Chairman,

Dover, Maine.

GENTLEMEN:—

The undersigned respectfully petitions your honorable body for the right to cross the Canadian Pacific R. R., at a location laid out by and satisfactory to the Engineer of said railroad, as described in copy of report hereto attached, for the purpose of landing logs from the town of Bowerbank, into Sebec Lake.

Respectfully yours,

J. M. McNULTY.

STATE OF MAINE.

In Board of Railroad Commissioners.

On the foregoing petition ordered, that the railroad commissioners will be in session at the Bangor House, in the city of Bangor, on the twenty-ninth day of December, A. D. 1909, at 10 o'clock in the forenoon, for the purpose indicated in said petition, and said petitioner shall send copies of the foregoing petition and order of notice hereon to E. C. Ryder, of Bangor, Me., attorney for the Canadian Pacific Railroad Company, that he may be present at said hearing.

JOSEPH B. PEAKS, *Chairman,*
Board of Railroad Commissioners.

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.

James M. McNulty appeared personally.

E. C. Ryder appeared for the Canadian Pacific R. R. Co.

Permission is hereby given by the Board of Railroad Commissioners for a crossing by the said McNulty, the petitioner, with teams and what is known as a log hauler, operated by steam, from the present time until the first day of April, A. D. 1910, for the purpose of hauling logs across said railway track.

In addition to the requirements of the statute, the railroad company shall furnish a flagman who shall be on duty at said crossing at all times during the day, and the said McNulty shall pay the said railroad company for the services of said flagman.

The flagman shall be under the direction of the railroad company which said company shall be responsible for him and that he shall perform his duty. The crossing shall be flagged at all times when trains are about to cross it.

Dec. 29, 1909.

JOSEPH B. PEAKS,
FRANK KEIZER,
JOHN A JONES,
Board of Railroad Commissioners.

Petition and decision of the Board in the matter of the Municipal Officers of the town of Van Buren asking for the approval of a highway crossing the tracks of the Bangor & Aroostook Railroad Company. Dismissed December 29, 1909.

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

The undersigned, Municipal Officers of the town of Van Buren, in the county of Aroostook, respectfully represent that the town way or street laid out over lot numbered two hundred ninety-six (296) in the town of Van Buren, and extending from the State Road to and across the track of the Bangor and Aroostook Railroad, and thence to the mills of the Van Buren Lumber Company, has been laid out since the Bangor and Aroostook Railroad Company built the extension of its railroad to the mills of the St. John Lumber Company, and that said crossing has not been approved by the Board of Railroad Commissioners.

We therefore pray that your Honorable Board will, after notice and hearing, authorize the crossing of said railroad by said way, and further that you will determine the manner and conditions under which said way may cross said railroad, and how the expense of building and maintaining so much thereof as is within the limits of said railroad shall be borne between the said railroad company and said town.

Dated at Van Buren, this twenty-ninth day of November, A. D. 1909.

Abraham J. Dubay,
John Castonguay,
Remi M. Cyr,

Municipal Officers of the Town of Van Buren.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order or 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 29th day of December, 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 Mr. Hugh R. Chaplin, attorney, Bangor & Aroostook Railroad Company, 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 ninth day of December, A. D. 1909.

The foregoing petition is dismissed without prejudice.

Per order of the Board,

GEO. F. GIDDINGS, *Clerk.*

December 29, 1909.

Petition and decision of the Board in the matter of the Boston & Maine Railroad asking for the approval of the sale of 5699 shares of stock in the city of Boston, Mass. Decision January 6, 1910.

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

Respectfully represents your petitioner, Boston & Maine Railroad, that it is a corporation duly established by law, in actual possession of and operating a railroad in the State of Maine; that it was authorized to issue forty-two thousand and thirty-seven (42,037) additional shares of common stock as appears from the order and decree of your Honorable Board dated July 6, 1906; that of said authorized issue there remain unsubscribed for by the stockholders entitled to take them five thousand six hundred and ninety-nine (5699) shares of said stock, which your petitioner desires to sell at public auction in the city of Boston in accordance with the provisions of section twenty-one (21) of chapter fifty-one (51) of the Revised Statutes of Maine as amended by chapter thirty-two (32) of the Public Laws of the year 1909.

Wherefore your petitioner prays that your Honorable Board will approve the sale thereof in the city of Boston and prescribe the daily newspapers in which notice of such sale shall be published in accordance with the provisions of said section of the Revised Statutes as amended.

Dated at Augusta, January 6, 1910.

BOSTON & MAINE RAILROAD,

By Seth M. Carter, Its Attorney.

White & Carter, Attorneys for Petitioner.

STATE OF MAINE.

In Board of Railroad Commissioner.

January 6, 1910.

Petition of the Boston & Maine Railroad for approval of the city of Boston as the place for sale of 5699 shares of authorized additional stock unsubscribed for and the designation of newspapers for the publication of notices of said sale.

It appearing that there remain unsubscribed for by stockholders of the Boston & Maine Railroad entitled to take them 5699 shares of the common stock which the company was authorized to issue under the order of this Board dated July 6, 1906, it is

Ordered, That the 5699 shares of common stock remaining unsubscribed for as aforesaid be offered for sale by public auction in the city of Boston to the highest bidder at not less than the par value, to be actually paid in cash; and that the Boston Daily Advertiser, Boston Transcript and Boston Daily Globe be prescribed as the daily newspapers in which notice of the time and place of such sale shall be published, at least five times during the ten days immediately preceding the sale.

JOSEPH B. PEAKS,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of the Boston & Maine Railroad asking for the approval of the location of a branch railroad track crossing Commercial Street to wharf of the Cash Fuel Company, Portland. Decision February 10, 1910.

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

Respectfully represents the Boston and Maine Railroad that consent has been granted to it by the mayor and aldermen of the city of Portland, county of Cumberland and State of Maine to lay and maintain a branch or spur railroad track in said Portland, beginning at a point in its railroad track, as now located, on the Marginal Way southwesterly of Washington Avenue bridge, so called; thence running northeasterly crossing the northerly side of said Marginal Way under said Washington Avenue bridge, crossing East Commercial Street to the wharf of the Cash 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; that consent having been granted as aforesaid and in accordance therewith, it desires:

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

Wherefore your petitioner makes this petition in writing to your Honorable Board and prays your Honorable Board, 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 20th day of January, A. D. 1910.

BOSTON AND MAINE RAILROAD,
By Symonds, Snow, Cook & Hutchinson,
Its Attorneys.

On the foregoing petition,

Ordered: That the petitioner caused 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 10th day of February, A. D. 1910, on which day the Board of Railroad Commissioners will be in session at the Lafayette Hotel in Portland, at 2 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 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 24th day of January, A. D. 1910.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

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

Messrs. C. S. Wilson and I. L. Elder appeared for the Cash Fuel Company.

No one appeared for the city of Portland.

This is a petition for a branch track of the Boston & Maine Railroad Company from the Marginal Way, so called, in Portland, to the plant of the Cash Fuel Company, under Washington Avenue bridge and under East Commercial Street in the city of Portland, as said street is to be laid.

The city of Portland, by its municipal officers, has given its consent for such branch track to be constructed, and we hereby find that public convenience and necessity require the construction of said branch track and decree that the same may be constructed as requested in said petition, to be located as per plan hereto attached; under said Washington Avenue where the said branch track connects with the Boston & Maine Railroad and under said East Commercial Street.

Said Boston & Maine Railroad Company shall construct said branch track and hereafter maintain the same. Said East Commercial Street is not now constructed and open for travel by said city of Portland, but when constructed, is to be laid on a grade with Washington Avenue, and said branch track shall be constructed so that it shall be at least eighteen (18) feet in the clear under said East Commercial Street.

Dated at Augusta this tenth day of February, A. D. 1910.

JOSEPH B. PEAKS,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of the Lime Rock Railroad Company asking for the approval of the location of a branch railroad track crossing Pearl Street and Point Place to the mill of North Lubec Manufacturing and Canning Company, Rockland. Decision February 15, 1910.

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

The Lime Rock Railroad Company, a corporation established under the laws of the State of Maine, located and having its principal office at Rockland in the county of Knox and State aforesaid, respectfully represents that it is desirous of constructing and maintaining a branch railroad track in the city of Rockland, in the county of Knox, in said State of Maine, extending northeastwardly from a point southwest of Pearl Street to the manufacturing establishment of North Lubec Manufacturing and Canning Company on Tillson Wharf.

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

The center line of said location commences in the center of the main track of the Lime Rock Railroad Company at a point marked o, said point being 40 feet westerly, measured along said main track, from the westerly line of Pearl street; running thence north $49^{\circ} 57'$ east, a distance of 38.5 feet to Station o+38.5; thence on a curve to the right of 287.9 feet radius, a distance

of 146.5 feet to Station 1+85; thence on a tangent bearing north $79^{\circ} 15'$ east, said tangent being parallel to and 8 feet distant, northwardly, from the southerly line of a reserved way, a distance of 124.3 feet to Station 3+9.3; thence on a curve to the left of 262 feet radius, a distance of 227.3 feet to Station 5+36.6; thence on a tangent bearing north $29^{\circ} 15'$ east, a distance of 99.2 feet to Station 6+35.8; thence on a curve to the right of 287.9 feet radius, a distance of 150 feet to Station 7+85.8; thence on a tangent bearing north $59^{\circ} 15'$ east, a distance of 96.7 feet to Station 8+82.5, said station being on the westerly side of and 24 feet northerly of the southwesterly corner of the boiler house of said manufacturing establishment.

This location is to cover a width of 7 feet on each side of the above described center line subject to all prior rights of the Lime Rock Railroad Company over and in any portion of the land covered by said location.

The above described location crosses streets in said city known as Pearl Street and Point Place, which said location and said streets are shown on the plan attached hereto dated November 22nd, 1909, and signed by Theo. L. Dunn, civil engineer.

Wherefore, the said Lime Rock Railroad Company prays that your Honorable Board will approve such location, that it may locate, construct and maintain said branch railroad track under the direction of said Board as provided by law, and that your Honorable Board will determine the manner and conditions by which said branch railroad track may cross the aforesaid streets.

Dated at Rockland, Maine, December 10th, 1909.

LIME ROCK RAILROAD COMPANY,
By Herbert L. Shepherd, Vice President,
Hereunto duly authorized.

Nathan & Henry B. Cleaves,
and Stephen C. Perry,
Attorneys for Petitioner.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, twice in the Courier-Gazette, a newspaper published at Rockland, in the county of Knox, and the Rockland Opinion, a newspaper published at Rockland, in the county of Knox, the first publi-

cation in said papers to be at least fourteen days before Tuesday, the fifteenth day of February, A. D. 1910, on which day the Board of Railroad Commissioners will be in session at the Thorndike Hotel in Rockland, Maine, at 11 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 Rockland, and to each and every owner of land over which the proposed branch railroad track is located, fourteen 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 January, A. D. 1910.

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. S. T. Kimball appeared for the petitioner.

Mr. A. C. McLoon, Mayor, appeared for the city of Rockland.

Mrs. A. L. Crockett, land owner, appeared personally.

This is a petition for the location of a branch railroad track to a manufacturing establishment as provided by the Revised Statutes.

All the proceedings are regular; all the proper notices were given; a full hearing was had; the proposed location was viewed by the commissioners and we hereby approve said location and find that public convenience requires the construction of said branch track and we hereby decree that the same may be constructed.

Where the said branch track crosses the public street called Point Place we hereby decree that the said Lime Rock Railroad Company shall construct said crossing, at grade, within its location so that the same shall be convenient for horses, teams and carriages, and shall hereafter maintain the same.

Where the location crosses the public street called Pearl Street we hereby decree that the said Lime Rock Railroad Company

shall also construct a crossing, at grade, with said Pearl Street, within its location at its own expense and hereafter maintain the same so that the same shall be safe and convenient for public travel.

The location hereby approved is to cover a width of seven feet on each side of the center line.

Dated at Augusta this fifteenth day of February, A. D. 1910.

JOSEPH B. PEAKS,

FRANK KEIZER,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of the Somerset Railway Company asking for the approval of a change in location, in Madison, opposite the Abenakis Mill of the Hollingsworth & Whitney Company. Decision April 26, 1910.

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

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

That it owns and operates a line of railway extending from the town of Oakland in the county of Kennebec to Kineo Station in Rockwood Township in the county of Somerset, all in the State aforesaid:

That your petitioner deems it necessary and expedient for the convenient operation of its said railway to make a change in the location of said railway in the town of Madison, county of Somerset and State aforesaid, opposite Abenakis Mill of Hollingsworth & Whitney Company, 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 main track at a point called Station 1066+69.5 of the location of the Somerset Railroad Company as approved by the County Commissioners of said Somerset county at March term, 1870; running thence

northeasterly on a curve to the right of 2292 feet radius, a distance of 1916.7 feet to a stake at Station 19+16.7; thence on a tangent to said curve, a distance of 110 feet to a stake in the center of the main track at Station 20+26.7, said stake being at station called 16+61 of amended location of Somerset Railroad Company approved by its Board of Directors December 2nd, 1875, and recorded in said County Commissioners' records in Volume 6, Page 152.

The westerly side of this location is parallel to and 33 feet distant from, measured on line at right angles thereto, said center line and the easterly line is described as follows: beginning at an iron hub at the northwest corner of lot numbered 60 on plan of house lots as laid out by Snow & Humphreys, engineers, June 25th, 1900, said plan being recorded in Somerset County Registry of Deeds in Plan Book 3, Page 6, said hub being 2 rods distant from present center of main track; running thence by a 3° curve to the right, to and through an iron hub at the southwest corner of lot numbered 61 on said plan; thence to and through an iron hub on the northerly line of Kennebec Street 10 feet westerly from the northwest corner of Kennebec and Somerset Streets, as marked on said plan, and 72 feet easterly from the easterly line of the present right of way of the Somerset Railway Company; thence northerly to an iron hub on the north line of land now or formerly of the heirs of Luther F. Edwards, 97 feet easterly from the easterly line of the present right of way of the Somerset Railway Company; thence northeastwardly to stake on easterly side of amended location of Somerset Railroad Company opposite Station 20+26.7 of proposed changed location and 49½ feet from center line of main track.

Where greater width than two rods on easterly side of center line is taken the additional width is necessary for excavation or embankment.

This location is made subject to all prior rights of said Somerset Railway Company in and to any portion of the land covered by said location.

Your petitioner represents that all of the land necessary for said proposed changed location has been obtained by your petitioner, except the westerly portion of the lot owned by Ferdinand D. Small of Camas, State of Washington, described as

follows: a strip of land off the westerly end of the lot numbered 71 on plan of house lots as laid out by Snow & Humphreys, engineers, June 25th, 1900, said plan being recorded in Somerset County Registry of Deeds in Plan Book 3, Page 6, said strip being thirty-nine and seven-tenths feet wide on the northerly end (along proposed Edwards Street) and twenty-one and two-tenths feet wide on the southerly end; that your petitioner has been unable to agree with the said Ferdinand D. Small as to the necessity for taking said land and that he does not consent thereto.

So much of the original locations between Stations 1066+69.5 and 16+61 is not to be abandoned until railway shall be completed and in operation on said changed location and the rails removed from said original locations.

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 March 5th, 1910, signed by Theo. L. Dunn, chief engineer, showing both the original locations of the Somerset Railway and the new location covered by said proposed change.

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

Wherefore your petitioner requests your Honorable Board to approve the said change in location of said railway to be made under the direction of your Honorable Board, to find after due notice and hearing that the above described land of the said Ferdinand D. Small is necessary to be taken and held for the reasonable accommodation of the traffic and appropriate business of the corporation, and further requests your Honorable Board to consent that its trains over said railway **may deviate from the track originally built and be run over the track constructed upon the new or changed location hereinbefore described.**

Dated at Portland, Maine, March 9th, 1910.

SOMERSET RAILWAY COMPANY,

By Morris McDonald, Vice President.

FORREST GOODWIN, Attorney for Petitioner.

On the foregoing petition,

Ordered: That the petitioner caused to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily Kennebec Journal, a newspaper published at Augusta, in the county of Kennebec, the last publication in said paper to be at least 14 days before the 26th day of April, A. D. 1910, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Somerset R. R. Co. in Madison 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 Madison.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 5th day of April, A. D. 1910.

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 who appeared.

Mr. Forrest Goodwin appeared for the Somerset Railroad Company.

No one appeared for the municipal officers of the town of Madison.

No one appeared for the land-owner, the said Ferdinand D. Small.

Upon evidence produced at the hearing and upon a view of the proposed changed location the Commissioners are satisfied that public convenience and necessity require the change of the location as prayed for in said petition, and hereby order and decree that the Somerset Railroad Company may change its location as prayed for, according to the plan herewith approved and accompanying this petition.

We hereby also find and decree that the land of Ferdinand D. Small, described in this petition, is necessary to be taken and held for the reasonable accommodation and appropriate business of the corporation.

And the Board further decrees that the trains of the said

Railroad Company over said railway may deviate from the track originally built and be run over the track constructed upon the new and changed location hereafter described.

And the Commissioners also decree that the said Railroad Company may not abandon its present location until the new location is completed and in operation.

Dated this twenty-sixth day of April, A. D. 1910.

JOSEPH B. PEAKS,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

MAINE CENTRAL RAILROAD COMPANY.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the new track of the diversion of the Maine Central Railroad Company near Carmel, between Grist Mill Road and Harvey Brook, so called,—commencing at Station 60 and running to Station 139 of changed location,—a distance of about 1.50 miles, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this 30th day of April, A. D. 1910.

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of the Municipal Officers of the City of Portland, asking the Board to determine what changes shall be made in Veranda Street Bridge, Portland, over the tracks of the Grand Trunk Railway, to make said bridge safe for public travel. Decision May 11, 1910.

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 the State of Maine, respectfully represent that a certain bridge situated on a county way called Veranda Street in the city of Portland extending over the location of the Grand Trunk Railway Company and crossed by the tracks of the Portland & Yarmouth Electric Railway Company, is unsafe and inconvenient for public travel because it is not of sufficient width to accommodate the travel now obliged to pass over it, and that said bridge should be altered, changed and widened in order that it may be rendered safe and convenient for public travel.

Wherefore your petitioners make application to your Honorable Board of Railroad Commissioners and pray that you will upon due notice and hearing, determine what changes and alterations shall be made in said bridge, and by what party or parties and in what proportion the expense of making such changes and alterations, if any be ordered, shall be borne.

Portland, Maine, April 21, 1910.

Charles A. Strout,
Benj. L. Donnell,
James A. Cunningham,
Charles M. Leighton,
Clarence H. Lane,
Joseph C. Sawyer,
Harry L. Cram,

Municipal Officers of the City of Portland.

On the foregoing petition,

Ordered: That the petitioner caused to be published a true copy of said petition, and this order of notice thereon, three days successively in the Portland Daily Press, a newspaper published at Portland, in the county of Cumberland, and in the Portland Express and Advertiser, a newspaper published at

Portland, in the county of Cumberland, the first publication in each paper to be at least seven days before Wednesday, the 11th day of May, A. D. 1910, on which day the Board of Railroad Commissioners will be in session at the City Council Room in Portland, 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 Cumberland county; and Mr. L. L. Hight, Portland, Maine, attorney for the Grand Trunk Railway of Canada, Lessee, and the Atlantic & St. Lawrence Railroad Company, Lessor; and to Mr. C. F. Berry, Portland, Maine, clerk of the Portland & Yarmouth Electric Railway 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 23rd day of April, A. D. 1910.

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, city solicitor, appeared for the city of Portland.

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

Mr. Charles F. Libby appeared for the Portland & Yarmouth Electric Railway Company.

Having heard the parties upon the foregoing petition, it is hereby decreed by said Railroad Commissioners that there shall be constructed and attached to said bridge on each side and outside the present travelled part, a suitable and sufficient sidewalk for pedestrians, each to be at least five feet wide.

The sidewalk shall be constructed and attached to said bridge by the Grand Trunk Railway Company so that the same shall be safe, and satisfactory to the municipal officers of the city of Portland.

The said Railroad Company shall keep an account of the expense of said walks and construction of the same, and when

completed the city of Portland shall pay to the Grand Trunk Railway Company one-half the expense of said walks and the Portland & Yarmouth Electric Railway Company shall pay to the Grand Trunk Railway Company one-fourth of the expense of said walks.

Dated at Augusta this eleventh day of May, A. D. 1910.

JOSEPH B. PEAKS,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

MAINE CENTRAL RAILROAD COMPANY.
STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the new second track of the diversion of the Maine Central Railroad Company near Carmel, between Grist Mill Road and Harvey Brook, so called,—commencing at Station 60 and running to Station 139 of changed location,—a distance of about 1.50 miles, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this 13th day of May, A. D. 1910.

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of the Municipal Officers of the City of Portland, asking the Board to determine what changes shall be made in Veranda Street Bridge, Portland, over the tracks of the Grand Trunk Railway to make said bridge safe for public travel. Dismissed May 16, 1910.
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 a certain bridge situated on a county way called Veranda Street in the city of Portland and crossing the location of the Grand Trunk Railway Company is unsafe and inconvenient for public travel because it is not of sufficient width to accommodate the travel now obliged to pass over it and that said bridge should be altered, changed and widened in order that it may be rendered safe and convenient for public travel.

Wherefore your petitioners make application to your Honorable Board of Railroad Commissioners and pray that you will upon due notice and hearing, determine what changes and alterations shall be made in said bridge, and by what party or parties, and in what proportion the expense of making such changes and alterations, if any be ordered, shall be borne.

Portland, Me., April 4, 1910.

Charles A. Strout,
Benj. L. Donnell,
James A. Cunningham,
Charles M. Leighton,
Bartley A. Flaherty,
Walter G. Hay,
Clarence H. Lane,
H. M. Kenney,
J. C. Sawyer,
Harry L. Cram,

Municipal Officers of the City of Portland.

On the foregoing petition,

Ordered: That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Portland Daily Press, a newspaper pub-

lished at Portland, in the county of Cumberland, and in the Portland Express and Advertiser, a newspaper published at Portland, in the county of Cumberland, the first publication in each paper to be at least seven days before the 21st day of April, A. D. 1910, 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 the county commissioners of Cumberland county, also to L. L. Hight of Portland, attorney for the Grand Trunk Railway of Canada, Lessee, and the Atlantic & St. Lawrence Railroad Company, Lessor.

J. B. PEAKS, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this seventh day of April, A. D. 1910.

The foregoing petition is dismissed by agreement.

Per order of the Board.

GEO. F. GIDDINGS, Clerk.

May 16th, 1910.

Petition and decision of the Board in the matter of the Municipal Officers of Wallagrass Plantation asking for the approval of a highway crossing the track and station grounds of the Bangor & Aroostook Railroad Company, near Soldier Pond. Decision May 26, 1910.

To the Honorable Board of Railroad Commissioners of Maine:

We, the undersigned, municipal officers of Wallagrass Plantation in the county of Aroostook and State of Maine, respectfully represent that on the 22d day of February, A. D. 1910, Thomas T. Michaud and Ernest R. Nelson, both inhabitants of Wallagrass Plantation and owners of cultivated land therein, petitioned the municipal officers of said Wallagrass Plantation to lay out a town way beginning at the westerly end of the new steel bridge in said plantation which crosses the foot of Soldier Pond at a point fifty-three feet east of the center line of the Bangor & Aroostook Railroad, thence in the most feasible route

and across land of said railroad to the center of the town road known as Soldier Pond road and which passes by the store of E. R. Nelson at Soldier Pond, so called, and said Soldier Pond road being a town way and that public convenience and necessity require the laying out of a town way, which way when laid out is to be bounded and described as follows: beginning at the westerly end of the new steel bridge in said plantation at a point fifty-three feet east of the center line of the Bangor & Aroostook Railroad; thence northerly and fifty-three feet easterly from the center line of railroad one hundred fifteen feet; thence westerly and crossing the center line of railroad at Station 2227+50, track chainage, one hundred fifty-three feet to a point that is one hundred feet from in a westerly direction and at right angles with the said Station 2227+50; thence southerly, keeping at all times one hundred feet westerly from the center line of railroad 1045 feet, more or less, to the center of the town road leading westerly by the store of E. R. Nelson at Soldier Pond known as Soldier Pond Road. The line described to be the center of the road. That in pursuance with said petition the said municipal officers gave written notice of their intention in each notice describing the way, that on the fifth day of March, A. D. 1910, at two o'clock in the afternoon, they would meet at the Soldier Pond post office in said Wallagrass Plantation, being near said proposed route, for the purpose of laying out said way by posting two true and attested copies of same in two public places in said plantation in the vicinity of said way and by mailing postage prepaid a copy of said petition attested, as aforesaid, to Hugh R. Chaplin, general attorney for the Bangor & Aroostook Railroad Company, and duly addressed to his residence and post office address, Bangor, Maine, all being at least seven days before said hearing, that on the fifth day of March, A. D. 1910, at two o'clock in the afternoon, the said municipal officers met at the Soldier Pond post office in said Wallagrass Plantation and after hearing all the evidence presented by said Railroad Company and by Thomas T. Michaud and Ernest R. Nelson and others duly interested therein, thereupon, then and there, determined that public convenience and necessity require that a town way should be laid out, bounded and described as follows: beginning at the westerly end of the new steel bridge in said plantation at a point fifty-three feet east of the center line of the Bangor & Aroostook Railroad;

thence northerly and fifty-three feet easterly from the center line of railroad one hundred fifteen feet; thence westerly and crossing the center line of railroad at Station 2227+50, track chainage, one hundred fifty-three feet to a point that is a hundred feet from in a westerly direction and at right angles with the said station 2227+50; thence southerly, keeping at all times one hundred feet westerly from the center line of railroad 1045 feet, more or less, to the center of the town road leading westerly by the store of E. R. Nelson at Soldier Pond, so called. The line described to be the center of the road, and it further appeared at said meeting and hearing that the way asked for in said petition goes through and across land and right of way of said Bangor & Aroostook Railroad Company's land used for station purposes, and without laying out said way said meeting and hearing and such proceedings was suspended to meet at a time and place as your Honorable Board shall determine, for the purpose of laying out said way if upon notice and hearing your Honors should adjudge such way to be of public convenience and necessity; they therefore request you to give notice and hearing and to adjudge whether public convenience and necessity require the laying out of said way.

Dated at Wallagrass Plantation, aforesaid, the 17th day of May, A. D. 1910.

Louis Perrowe,
Joseph Saucier,
Municipal Officers of Wallagrass Plantation.

On the foregoing petition,

Ordered: That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily Commercial, a newspaper published at Bangor, in the county of Penobscot, the first publication in said paper to be at least five days before Thursday, the 26th day of May, A. D. 1910, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Bangor & Aroostook Railroad Company, at Soldier Pond in Wallagrass Plantation, at four 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. Hugh

R. Chaplin, attorney for the Bangor & Aroostook Railroad Company, 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 20th day of May, A. D. 1910.

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. Louis Perrowe appeared or the assessors of Wallagrass Plantation.

Mr. Hugh R. Chaplin appeared for the Bangor & Aroostook Railroad Company.

This petition is under and by virtue of Section 31, Chapter 23 of the Revised Statutes of the State 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 as described in said petition. We decree that the said way shall be made under the tracks of the Bangor & Aroostook Railroad Company so as to leave a clear head room of at least twelve feet, and an opening between the abutments of thirty feet measured at right angles thereto; that the tracks of the said Railroad Company shall be laid on steel girders.

We also decree that the expense of building and maintaining said bridge, and of building and maintaining said highway within the limits of the six-rod location of the Bangor & Aroostook Railroad Company shall be borne by said company.

Suitable provision shall be made for surface drainage.

The whole work shall be done to the satisfaction of the Board of Railroad Commissioners.

Dated at Augusta this 26th day of May, A. D. 1910.

FRANK KEIZER,
JOHN A. JONES,
Railroad Commissioners of Maine.

MAINE CENTRAL RAILROAD COMPANY.
STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the new east-bound track of the Maine Central Railroad Company, between Etna and Grist Mill Road, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this 27th day of May, A. D. 1910.

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

LEWISTON, AUGUSTA & WATERVILLE STREET
RAILWAY.

STATE OF MAINE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the bridge in the New Meadow trestle, so called, on the line of the Lewiston, Augusta and Waterville Street Railway, hereby make the following order:

That the north truss be placed in a plumb or vertical position.

That the east end post and top chord of the north truss be replaced by hard pine timbers equal in size to those in the present structure.

That hard pine extension pieces, 23' x 4" x 14", be bolted on to the side of each floor beam.

That hard pine struts, 4" x 6", be notched into and bolted to the top of the said extension pieces, and extended up on to the side of the chord of both trusses, and securely bolted thereto.

That the work shall be done in a workmanlike manner, and to the satisfaction of the Board of Railroad Commissioners.

That upon completion of the above mentioned work, the said railway company shall notify the Board of Railroad Commissioners.

Dated at Augusta this 7th day of June, 1910.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

PORTLAND RAILROAD COMPANY.

STATE OF MAINE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of an extension of the Portland Railroad Company on Forest Avenue, from Congress Street to Portland Street, in the city of Portland, a distance of 1400 feet; also another extension of said railroad company on Temple Street, from Congress Street to Federal Street, a distance of 200 feet, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this 9th day of June, A. D. 1910.

FRANK KEIZER,

JOHN A. JONES,

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 west-bound main track of the Maine Central Railroad Company, between Damascus and

Harvey Brook, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated this ninth day of June, A. D. 1910.

FRANK KEIZER,
JOHN A. JONES,
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 second track of the Maine Central Railroad Company, between Harvey Brook and Hermon Pond, hereby certify that we found the same so constructed as to be safe for public travel.

Dated this eighteenth day of June, A. D. 1910.

ELMER P. SPOFFORD,
FRANK KEIZER,
JOHN A. JONES,
Railroad Commissioners of Maine.

BANGOR & 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 an extension of the tracks of the Bangor & Aroostook Railroad Company from a connection with the track of said company in Squa Pan to a connection with the tracks of said company in Stockholm, a distance of forty-eight miles; also, an extension of the tracks of said com-

pany from a connection with the track of said company in Mapleton to a connection with the track of said company in Presque Isle, a distance of seven miles, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated this 20th day of June, A. D. 1910, at 8 A. M.

FRANK KEIZER,
JOHN A. JONES,
Railroad Commissioners of Maine.

AROOSTOOK VALLEY 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 tracks of the Aroostook Valley Railroad Co., from Presque Isle Jct. to Washburn Jct., a distance of 2.16 miles; also from Presque Isle to a point about half way between Station 362+16.6 and Station 368+35.4 (as per plan, No. 109-H, on file with the Board of Railroad Commissioners); also from Station 428+61 (as per said plan) to Washburn Village, a distance of about 10.80 miles, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated this 20th day of June, A. D. 1910.

FRANK KEIZER,
JOHN A. JONES,
Railroad Commissioners of Maine.

Partition and decision of the Board in the matter of the Municipal Officers of the town of Perham asking for the approval of a highway crossing the tracks of the Bangor & Aroostook Railroad Company. Decision June 20, 1910.

To the Railroad Commissioners of the State of Maine:

Respectfully represents, the undersigned, the Municipal Officers of the town of Perham, Maine, that on the sixteenth day of September, 1909, the selectmen of the said town of Perham, did lay out and locate a town way in said Perham, described as follows: Beginning in the center of the North or McRay road at the north west corner of lot number (44) forty-four. Thence north $15^{\circ} 20'$ east 463 feet to angle, thence north $50^{\circ} 30'$ east 842 ft. to angle. Thence north $82^{\circ} 45'$ east 618 feet to angle, thence south $79^{\circ} 00'$ east 866 feet to curve. By curve to left radius (156 feet) 208 feet to tangent. Thence north $24^{\circ} 00'$ east 528 feet to angle, thence north $34^{\circ} 30'$ east 217 feet to angle, thence north $19^{\circ} 30'$ east 580 feet to angle, thence north $78^{\circ} 00'$ east 100 feet to center of B. & A. main line at station 1851. Same course 200 ft. to angle. Thence south $87^{\circ} 30'$ east 642 feet to angle, thence $54^{\circ} 30'$ east 964 feet to the northeast corner of lot 26 being in the center of the Tangle Ridge road, total 6228 feet.

The above described line to be the center of the road and the road to be four rods wide.

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 said 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 26th day of May, A. D. 1910.

B. R. BLACKSTONE,
R. E. SPEAR,
Selectmen of Perham.

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 20th day of June, A. D. 1910, on which day the Board of Railroad Commissioners will be in session at the place of Crossing mentioned in said petition, at eight 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. Hugh R. Chaplin, Atty., Bangor & Aroostook Railroad Company, Bangor, Maine, five days at least before the date of said hearing.

ELMER P. SPOFFORD, *Chairman.*

For the Board of Railroad Commissioners of Maine.

Dated this seventh day of June, A. D. 1910.

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. B. R. Blackstone appeared for the petitioners.

Mr. Hugh R. Chaplin appeared for the Bangor and Aroostook Railroad Company.

The Board of Railroad Commissioners upon notice and hearing hereby decree:

That said town way shall cross the tracks of the Bangor and Aroostook Railroad Company at grade; that the approaches to said track shall not exceed one (1) foot in elevation to every twenty (20) feet out from said track; that the expense of constructing and maintaining said town way within the limits of the railroad company shall be borne by the Bangor and Aroostook Railroad Company; said crossing shall be properly planked and maintained so as to be safe for the passage of horses, teams and carriages.

Suitable provision shall be made for surface drainage.

Dated this twentieth day of June, A. D. 1910.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of the Bangor & Aroostook Railroad Company asking for the approval of location of the extension from Grand Isle to Fort Kent. Decision June 20, 1910.

To the Railroad Commissioners of the State of Maine:

The Bangor & Aroostook Railroad Company presents herewith a location of a portion of its railroad which it is authorized to build between Fort Kent and Van Buren.

The said portion of the location herewith presented commences in Grand Isle at a point of connection with that portion of said railroad already built, the location of which was approved by your Honorable Board May 28, 1909, and at station 728+11 of said location as amended with the approval of your Honorable Board, November 19, 1909, and ends at station 2197+67.8 at a point of connection with the north end of what was formerly the Fish River Railroad in Fort Kent. The said location approved November 19, 1909, from station 728+11 B. C. to station 735+00 E. C. is now abandoned and the portion included in said location with same station numbers will take its place.

The location included in this petition is in the towns of Grand Isle, Madawaska, Frenchville and Fort Kent.

Said location defines the courses, distances and boundaries of said portion of said railroad, and is accompanied with the map of said railroad first presented to your Honorable Board and with a profile of the line, to wit, said portion of said railroad 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 Bangor & Aroostook Railroad Company petitions your Honorable Board, after proper notice and hearing to approve said location of said portion of said railroad.

Bangor & Aroostook Railroad Company,
By FRANKLIN W. CRAM, Its President.

June 6, 1910.

On the foregoing petition,

Ordered: That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily Commercial, a newspaper published at Bangor, in the County of Penobscot, the first publication in said paper to be at least five days before Thursday the 16th day of June, A. D. 1910, on which day the Board of Railroad Commissioners will be in session at the Bangor House, in Bangor, Me., 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 each of the towns of Grand Isle, Madawaska, Frenchville and Fort Kent, five days at least before the date of said hearing.

ELMER P. SPOFFORD, *Chairman,*
For the Board of Railroad Commissioners of Maine.

Dated this seventh day of June, A. D. 1910.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been 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 in opposition.

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

Dated this 20th day of June, A. D. 1910.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

(Courses, distances and boundaries omitted.)

Petition and decision of the Board in the matter of the Municipal Officers of the town of Holden asking for the erection of gates or a flagman at Main Hill road crossing with the tracks of the Maine Central Railroad Company. Petition withdrawn June 21, 1910.

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 in said Holden, known as the Main Hill Road, near the store of W. F. Chute, where the tracks of the Maine Central Railroad Company cross said highway is dangerous and unsafe for public travel and is made thus dangerous and unsafe by the running by said Maine Central Railroad Company of its locomotives and cars on said tracks across said highway at the place above set forth and described, and having made applica-

tion in writing to said Maine Central Railroad Company to erect gates at said crossing and to employ a person to open and close the same, or to station a flagman at said crossing and the said Maine Central Railroad Company having refused to grant our request, we therefore pray your Honorable Board, after due notice and hearing, to decide upon the reasonableness of our request and to take such action as the statutes provide.

H. M. HART,

A. F. COOK,

R. L. COPELAND,

Selectmen of Holden.

Holden, Maine, October 23, 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 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 Mr. Morris McDonald, Vice President and General Manager, 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 first day of November, A. D., 1909.

Augusta, Maine, June 21, 1910.

The petitioners have leave to withdraw.

Per order of the Board,

GEO. F. GIDDINGS, *Clerk.*

ATLANTIC SHORE LINE RAILWAY COMPANY.

STATE OF MAINE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the Great Works Bridge, so-called, in South Berwick, over which the tracks of the Atlantic Shore Line Railway Company are laid, hereby make the following order and decree:

That the traffic over the line of said railway on said bridge shall be restricted to one (1) loaded car weighing 60,000 pounds, and light highway traffic.

Dated this twenty-second day of June, A. D. 1910.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of the Portland, Gray & Lewiston Railroad Company asking the Board to extend its corporate existence and powers. Decision June 30, 1910.

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

Respectfully represents Portland, Gray & Lewiston Railroad Company that it is a corporation duly formed under the provisions of the Revised Statutes of the State of Maine, chapter 53, sections one to nine both inclusive, and amendments thereto;

That its Articles of Association were filed and recorded in the office of the Secretary of State on the twelfth day of July, A. D., 1907;

That the amount of its capital stock as stated in said Articles of Association was One hundred sixty thousand dollars (\$160,000); that by proceedings duly taken under the provisions of the Revised Statutes of the State of Maine, chapter 47, section 39, the amount of its capital stock was increased from One hundred

sixty thousand dollars to One million dollars (\$1,000,000) and a certificate thereof was filed with the Secretary of State on the twenty-ninth day of July, A. D., 1907.

And your petitioner further represents that it has begun and is now actively engaged in the construction of its road, and has expended thereon more than ten per cent. of its original capital of one hundred sixty thousand dollars;

That it has not expended and, although proceeding with diligence in the construction of its road, will not expend before the twelfth day of July, 1910, ten per cent. of its capital as increased to one million dollars.

That accordingly under the provisions of the Revised Statutes of Maine, chapter 53, section ten, as amended by the Public Laws of 1909, chapter 40, section one, its corporate existence and power will cease on said twelfth day of July, 1910, unless the same shall be extended by your Honorable Board.

Wherefore, Portland, Gray & Lewiston Railroad Company prays that its corporate existence and power may be extended for a period not exceeding three years from July 12, 1910, as provided by said section ten of chapter 53 of the Revised Statutes as amended.

Lewiston, Maine, June 1, 1910.

Portland, Gray & Lewiston Railroad Company.

By W. S. LIBBY, *Treasurer*.

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 Thursday the 30th day of June, A. D. 1910, on which day the Board of Railroad Commissioners will be in session at the County Commissioners Room in Auburn, Maine, at 11:00 o'clock in the forenoon for the purposes indicated in said petition.

ELMER P. SPOFFORD, *Chairman,*

For the Board of Railroad Commissioners of Maine.

Dated this 21st day of June, A. D. 1910.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Mr. John A. Morrill appeared for the petitioners.

No one appeared in opposition.

The foregoing petition is filed by the Portland, Gray & Lewiston Railroad Company, a corporation organized under the general laws of the State of Maine, as per certificate of the Board of Railroad Commissioners, dated July 9th, A. D. 1907, and filed and recorded in the office of the Secretary of State, on the 12th day of July A. D. 1907, asking that its corporate existence and powers be extended for the period of not exceeding three years from July 12, A. D. 1910.

We, the undersigned, Board of Railroad Commissioners, after notice and hearing upon said petition, hereby decree: That the corporate existence and powers of the said Portland, Gray & Lewiston Railroad Company are extended for the period of eighteen months from July 12, A. D. 1910.

Dated at Augusta this thirtieth day of June, A. D. 1910.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

LEWISTON, AUGUSTA & WATERVILLE ST. RY.

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 tracks of the temporary diversion of the Lewiston, Augusta and Waterville Street Railway on Rines Hill, so called, in the City of Augusta; also the temporary pile trestle bridge on said Rines Hill, over which the track of the said temporary diversion is laid, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this 5th day of July, A. D. 1910.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

AROOSTOOK VALLEY RAILROAD CO.

STATE OF MAINE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the tracks of the Aroostook Valley Railroad Company from a point about half way between station 362+16.6 and station 368+35.4 (as per plan No. 109-H on file with the Board of Railroad Commissioners) to station 428+61, in the Village of Crouseville, so-called, a distance of about one and one-quarter miles, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated this eighth day of July, A. D. 1910.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of the Aroostook Valley Railroad Company asking for the approval of a change of location at Crouseville in the town of Washburn. Decision July 8th, 1910.

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

Respectfully prays the Aroostook Valley Railroad Company, a street railroad corporation organized under the general laws of this State, that the changes in the location of its road hereafter described are deemed to be necessary and expedient and it respectfully prays that under the direction of your Honorable Board such changes may be made, the same to be recorded where the original location was required by law to be recorded.

Your petitioner prays that the following described portion of its line may be discontinued:

From a point five hundred fifty-one (551) feet easterly from station 334 to a point two hundred seventy-three (273) feet westerly from station 395 plus 37 on the map or plan and location approved May sixth, A. D. 1903.

Your petitioner prays that in lieu of the foregoing discontinued line the following may be substituted therefor:

Commencing at station 362 plus 16.6 which station is five hundred fifty-one (551) feet easterly from station 334 on the plan or map and location approved May sixth, A. D. 1903. Thence on a four degree (4-degree) curve to the right six hundred eighteen and eight-tenths (618.8) feet to station 368 plus 35.4; thence north sixty-four degrees and twenty-seven minutes west (N. 64 degrees 27 minutes W.) five thousand eight hundred eighty-eight and two-tenths (5888.2) feet to station 427 plus 23.6; thence on an eight degree (8-degree) curve to the right, two hundred eighty-five and two-tenths (285.2) feet to station 430 plus 8.8, which is three hundred seventy-three feet from station 395 plus 37 on the map or plan and location approved 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 respectfully represents that public convenience requires the foregoing changes and that wherever said location is outside of the limits of streets, roads or way it is impracticable to locate the same within the limits of streets, roads or ways. A report and estimate signed by Silas B. Wass, a skillful engineer, is herewith submitted. 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 is now on file with your Honorable Board. Your petitioner files herewith plan marked, "Aroostook Valley Railroad Plan to accompany petition for change of location, dated June 20, 1910," showing the courses and distances of the foregoing lines so to be substituted for that portion of its approved location hereinbefore requested to be discontinued.

Your petitioner prays that upon presentation of this petition your Honorable Board will appoint a day for a hearing hereon and that your petitioner will give such notice hereon as your Honorable Board deems reasonable and proper in order that all persons interested may have an opportunity to appear and object thereto and that after such notice and hearing your Honorable Board will make such decrees hereon and hereunder as the law may require.

Dated this twentieth day of June, A. D. 1910.

Aroostook Valley Railroad Company,

By HEATH & ANDREWS, Its Attys.

On the foregoing petition,

Ordered: That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily Kennebec Journal, a newspaper published at Augusta, in the county of Kennebec, the first publication in said paper to be at least four days before Friday the eighth day of July, A. D. 1910, 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 Mr. Hugh R. Chaplin, Atty., Bangor & Aroostook R.

R. Co., Bangor, Maine, also to the municipal officers of the town of Washburn, four days at least before the date of said hearing.

ELMER P. SPOFFORD, *Chairman,*
For the Board of Railroad Commissioners of Maine.

Dated this second day of July, A. D. 1910.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Mr. Geo. H. Smith appeared for the petitioner.

No one appeared in opposition to the petition.

This is a petition by the Aroostook Valley Railroad Company for approval of change in the location of its road in Crouseville Village in the town of Washburn, for a distance approximately of one and one-quarter miles.

Having made an examination of said proposed change of location and after full hearing, believing that public convenience requires such changes as are prayed for in said petition,

It is ordered and decreed that the changes in the location of said road as described in said petition and accompanying plan are necessary and expedient, and the same are hereby approved.

And it further appears and is hereby decreed that wherever the location of said road as changed is outside of the limits of streets, roads or ways, it is impracticable to locate said railroad within the limits of said streets, roads or ways.

Dated at Bangor, this eighth day of July, A. D. 1910.

ELMER P. SPOFFORD,
FRANK KEIZER,
JOHN A. JONES,
Railroad Commissioners of Maine.

MUNICIPAL OFFICERS OF AUBURN.

STATE OF MAINE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the work at the Danville Junction underpass, so called, hereby certify that we have found the same completed in accordance with our decree, dated October 5th, A. D. 1904, issued to the municipal officers of the city of Auburn, and to our entire satisfaction.

Dated this fourteenth day of July, A. D. 1910.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of the Bangor & Aroostook Railroad Company asking for the approval of crossing highways in Grand Isle, Madawaska, Frenchville and Fort Kent. Decision August 17, 1910.

To the Railroad Commissioners of the State of Maine:

The Bangor and Aroostook Railroad Company respectfully represents that that part of the St. John River Extension of its road which part of said extension extends from a point on its present road in Grand Isle to a point of connection with its present road in Fort Kent, all in Aroostook County, the location of which part of said 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. 10. Station 704+22. Grand Isle. New road to Grand Isle Mill Company.

No. 11. Station 975+19. Madawaska. Ferry Road to St. Basil, N. B.

No. 12. Station 1174+30. Madawaska. Ferry Road to Edmunston, N. B.

No. 13. Station 1549+40. Frenchville. Ferry Road to St. Hilaire, N. B.

No. 14. Station 1631+50. Frenchville. Ferry Road, Frenchville to St. Hilaire, N. B.

No. 15. Station 1687+40. Frenchville. Ferry Road, Upper Frenchville to St. Hilaire, N. B.

No. 16. Station 1767+39. Frenchville. Stage Road, Frenchville to Fort Kent.

No. 17. Station 1797+03. Fort Kent. Road to Back Settlement on line between farms of Prime Morin and Isaie Dubay.

No. 18. Station 1841+15. Fort Kent. Road to Back Settlement on farm of J. B. Martin near Daigle Brook.

No. 19. Station 1878+34. Fort Kent. Stage Road, Frenchville to Fort Kent, on farm of Mrs. Etienne Berube.

No. 20. Station 1933+15. Fort Kent. Ferry Road to Baker Brook, N. B., on farm of Zepherin Pelletier.

No. 21. Station 1943. Fort Kent. Stage Road, Frenchville to Fort Kent on farm of Hilaire Z. Daigle.

No. 22. Station 1959+13. Fort Kent. Stage Road, Frenchville to Fort Kent on farm of Hilaire Z. Daigle.

No. 23. Station 2117+20. Fort Kent. Ferry Road to Caron Brook, N. B., on farm of Fred Desjardin.

Bangor and Aroostok Railroad Company,

By FRANKLIN W. CRAM, Its President.

Bangor, Maine, July 26, 1910.

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 Ban-

gor, in the County of Penobscot, the first publication in said paper to be at least five days before Wednesday the seventeenth day of August, A. D. 1910, 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 eight 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 Grand Isle, Madawaska, Frenchville and Fort Kent, five days at least before the date of said hearing.

ELMER P. SPOFFORD, *Chairman.*

For the Board of Railroad Commissioners of Maine.

Dated this 28th day of July, A. D. 1910.

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.

Mr. Hugh R. Chaplin appeared for the petitioners.

No one appeared in opposition.

Having viewed the location of the extension of the Bangor & Aroostook Railroad Company, from Fort Kent to Grand Isle, across the several highways named in the foregoing petition, we hereby approve the construction of said railroad across said highways, as follows:

No. 10. Station 704+20. In Grand Isle. New Road to Grand Isle Mill Company. Said highway may be crossed at grade by said railroad, after the highway has been raised two (2) feet.

No. 11. Station 975+19. In Madawaska. Ferry Road to St. Basil, N. B. Said highway may be crossed at grade by said railroad, after the highway has been raised five and three-tenths (5.3) feet.

No. 12. Station 1174+30. In Madawaska. Ferry Road to Edmunston, N. B. Said highway may be crossed at grade by

said railroad, after the highway has been raised four and one-half ($4\frac{1}{2}$) feet.

No. 13. Station 1549+40. In Frenchville. Ferry Road to St. Hilaire, N. B. Said highway may be crossed at grade by said railroad, after the highway has been raised six and five-tenths (6.5) feet. Said highway shall be not less than sixteen (16) feet wide on top, and shall be railed by said railroad company within its location.

No. 14. Station 1631+50. In Frenchville. Ferry Road, Frenchville to St. Hilaire, N. B. Said highway may be crossed at grade by said railroad after the highway has been raised six (6) feet. Said way shall be not less than sixteen (16) feet wide on top and shall be railed by said railroad company within its location. The grade of the upper approach of said highway shall not exceed five per cent (5%). The grade of the lower approach shall not exceed ten per cent (10%).

No. 15. Station 1687+40. In Frenchville. Ferry Road, Upper Frenchville to St. Hilaire, N. B. Said highway may be crossed by said railroad track, on an overhead bridge, constructed by said railroad company. Said bridge shall be of sufficient strength and design to carry safely the traffic of said railroad company. Said bridge shall have a clear headroom of at least eleven (11) feet and shall have fifty-nine (59) feet between abutments.

No. 16. Station 1767+39. In Frenchville. Stage Road, Frenchville to Fort Kent. Said highway may be crossed at grade by said railroad after the highway has been raised four and five-tenths (4.5) feet.

No. 17. Station 1797+03. In Fort Kent. Road to Back Settlement, on line between farms of Prime Morin, and Isaie Dubai. Said highway may be crossed at grade by said railroad, after the highway has been lowered seven and five-tenths (7.5) feet. The wrought portion of said highway when lowered shall be at least sixteen (16) feet wide. The grade of the upper approach of said highway shall not exceed ten per cent (10%). The grade of the lower approach of said highway shall not exceed five per cent (5%).

No. 18. Station 1841+15. In Fort Kent. Road to Back Settlement, on farm of J. B. Martin, near Daigle Brook. Said highway may be crossed at grade by said railroad, after the highway has been lowered five (5) feet.

No. 19. Station 1878+34. In Fort Kent. Stage Road, Frenchville to Fort Kent, on farm of Mrs. Etienne Berube. Said highway may be crossed at grade by said railroad after the highway has been lowered three (3) feet.

No. 20. Station 1933+15. In Fort Kent. Ferry Road to Baker Brook, N. B. on farm of Zepherin Pelletier. Said highway may be crossed at grade, as it now exists, by said railroad. The approaches to said highway shall not exceed sixteen per cent (16%).

No. 21. Station 1943. In Fort Kent. Stage Road, Frenchville to Fort Kent on farm of Hilaire Z. Daigle. Said highway may be crossed at grade, as it now exists, by said railroad.

No. 22. Station 1959+13. In Fort Kent. Stage Road, Frenchville to Fort Kent on farm of Hilaire Z. Daigle. Said highway may be crossed at grade by said railroad after said highway has been lowered one (1) foot.

No. 23. Station 2117+20. In Fort Kent. Ferry Road, to Caron Brook, N. B., on farm of Fred Desjardin. Said highway may be crossed at grade by said railroad after said highway has been raised four and five-tenths (4.5) feet. The grade of the upper approach of said highway shall not exceed five per cent (5%). The grade of the lower approach of said highway shall not exceed eight per cent (8%).

Permission is hereby given said Bangor & Aroostook Railroad Company to raise or lower the grade of said highways so that said crossings shall be constructed in accordance with this decree.

The grade of the approaches of the several highways shall not exceed five per cent (5%), except as hereinbefore mentioned.

All said crossings shall be constructed and kept in repair within the location of said railroad by the Bangor & Aroostook Railroad Company, so that the same shall be safe for travel.

Suitable provisions shall be made for surface drainage.

Dated at Augusta this seventeenth day of August, A. D. 1910.

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of the Sandy River & Rangeley Lakes Railroad Company, asking permission to condemn certain lands belonging to the C. H. McKenzie Trading Company in the town of Phillips. Dated September 22, 1910.

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 taking and holding as for public uses certain additional land required by it for the double tracking of its road for necessary tracks, side tracks, stations, coal sheds, wood sheds, repair shops and car, engine and freight houses, bounded and described as follows, viz:—

A certain parcel of real estate situate at Phillips Village in the town of Phillips in the County of Franklin, in said State, located just north of the station lot of your petitioner and being land lying between the railroad track of the Phillips and Rangeley Lakes Railroad and Depot Street and more particularly described as follows, viz: Commencing at a stake at the east line of the right of way of the Phillips and Rangeley Lakes Railroad on the north line of land of your petitioner; thence south eighty degrees east ninety-three feet along the line of land of your petitioner, thence north twenty-seven degrees east one hundred thirty-six and five-tenths feet along the west line of Depot Street, thence north fifty-seven degrees west one hundred fourteen and six-tenths feet, thence south thirty-three degrees west eleven feet, thence north seventy degrees west fifty-two and three-tenths feet, thence south one-half degree east one hundred seventy-one and nine-tenths feet to point of beginning.

That the owner of said land is C. H. McKenzie Trading Company, a corporation duly established by law and having its office and principal place of business at Phillips in the County of Franklin and said State of Maine.

That said owner does not consent to the taking and holding of said land by your petitioner and that the said C. H. McKenzie

Trading Company and your petitioner do not agree as to the necessity for said taking and holding by your petitioner, nor as to the area of said land necessary to be taken by your petitioner, and that the only party interested in the land above described is the said C. H. McKenzie Trading Company.

Wherefore the said Sandy River and Rangeley Lakes Railroad prays that your Honorable Board, under the provisions of Section 26 of Chapter 51 of the Revised Statutes of the State of Maine, may give the required notice to the interested parties and view the premises and hear the parties and determine how much, if any, of the above described real estate is necessary for the reasonable accommodation of the traffic and appropriate business of your petitioner.

Dated at Gardiner, Maine, August 4th, 1910.

Sandy River and Rangeley Lakes Railroad,

By JOSIAH S. MAXCY,

Vice President and Gen. Mgr.

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, also in one issue of the Maine Woods, a newspaper published at Phillips, in the county of Franklin, the last publication in each paper to be at least fourteen days before Thursday the twenty-fifth day of August, A. D. 1910, on which day the Board of Railroad Commissioners will be in session at the Passenger Station of the Sandy River & Rangeley Lakes Railroad Company in Phillips at eleven o'clock in the forenoon, for the purposes indicated in said petition.

Said petitioner shall send copies of the foregoing petition and order to Mr. E. E. Richards, Attorney for the Sandy River & Rangeley Lakes Railroad Company, also C. H. McKenzie Trading Co., Phillips, Me., also to the selectmen of the town of Phillips, fourteen days at least before the date of said hearing.

ELMER P. SPOFFORD, *Chairman.*

For the Board of Railroad Commissioners of Maine.

Dated this sixth day of August, A. D. 1910.

STATE OF MAINE.

In Board of Railroad Commissioners.

On the 6th day of August, A. D. 1910, the Sandy River and Rangeley Lakes Railroad filed its petition with the Board of Railroad Commissioners of this State asking to be allowed to take and hold as for public uses, certain lands in the town of Phillips, in the County of Franklin for the purposes of double tracks, necessary tracks, side tracks, stations, coal and wood sheds, repair shops, car, engine and freight houses to be used in and necessary for the reasonable accommodation of the traffic and appropriate business of said corporation.

Upon said petition it was ordered:

That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily Kennebec Journal, a newspaper published at Augusta, in the county of Kennebec, also in one issue of the Maine Woods, a newspaper published at Phillips, in the county of Franklin, at least fourteen days before Thursday the twenty-fifth day of August, A. D. 1910, on which day the Board of Railroad Commissioners will be in session at the Passenger Station of the Sandy River & Rangeley Lakes Railroad in Phillips at eleven o'clock in the forenoon for the purposes indicated in said petition.

Said petitioner was also ordered to send copies of the foregoing petition and order to Mr. E. E. Richards, Attorney for the Sandy River & Rangeley Lakes Railroad, also C. H. McKenzie Trading Co., Phillips, Me., and to the Selectmen of the town of Phillips.

Notice having been proved as ordered, the Board met at the time and place mentioned in said order and gave a hearing to all parties interested.

Mr. E. E. Richards, and Mr. N. P. Noble appeared for the petitioners.

Mr. Enoch Foster and Mr. DeBerna R. Ross appeared for the C. H. McKenzie Trading Company.

At this hearing it appeared that said C. H. McKenzie Trading Company was the owner of said premises, and that said owner does not consent to the taking and holding of said land by said railroad company, and that said C. H. McKenzie Trading Com-

pany and said railroad company do not agree as to the necessity therefor, nor the area necessary to be taken for the purposes set forth in said petition.

It further appeared necessary that the said railroad company should take and hold a certain part of the land described in the foregoing petition for the purpose of double tracking of its road, for necessary tracks, side tracks, stations, coal sheds, wood sheds, repair shops and car, engine and freight houses.

And we do find and hereby certify that so much of said land as is hereafter definitely described, is necessary for the use of said Sandy River and Rangeley Lakes Railroad for the purposes set forth in said petition, to wit:

Beginning at a stake driven in the southwest corner of the land of C. H. McKenzie Trading Company, being on line between land of the said C. H. McKenzie Trading Company and the Sandy River & Rangeley Lakes Railroad, thence south 80° east, 75 feet; thence north $0^{\circ} 30'$ west to the northerly line of the C. H. McKenzie Trading Company; thence north 57° west, 23 feet, more or less, to a northerly corner of the land of said C. H. McKenzie Trading Company; thence south 33° west 11 feet; thence north 70° west, 52.3 feet to land of the Sandy River & Rangeley Lakes Railroad; thence south $0^{\circ} 30'$ east, 171.9 feet to point of beginning.

For further description of said definitely described parcel of land reference may be had to plan No. 91-F, on file with the Board of Railroad Commissioners.

We therefore adjudge and determine that the parcel of land last above described is necessary for the use of said Sandy River and Rangeley Lakes Railroad for the purposes above set forth, and that the same may be taken and held as prayed for; and we make this our determination, adjudication and certificate of adjudication.

Dated at Augusta, this 22nd day of September, A. D. 1910.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of the Maine Central Railroad Company asking to condemn lands in the city of Waterville. Dated October 5th, 1910.

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 the city of Portland, in the county of Cumberland and State aforesaid, respectfully represents:

That it owns and operates a railroad extending from said city of Portland to the city of Bangor in Penobscot county in said State:

That your petitioner deems it necessary and expedient for the convenient operation of its said railroad to take and hold, as for public uses, additional land at Waterville, Kennebec county, Maine, said land being required for the purpose of necessary tracks and side tracks for an addition to its terminal yard.

Said additional land to be taken and held is described as follows, to wit: A strip or parcel of land one hundred feet in width lying northwesterly of and adjoining the northwesterly line of the location of said Railroad Company, formerly the Penobscot and Kennebec Railroad Company, and extending northeasterly from the easterly line of College Avenue, about opposite the northerly line of land of Colby University, to line between land of John Fortier and land of V. S. Odlin, a total length, along said northwesterly line of location, of about forty-five hundred feet.

Your petitioner represents that all the land covered by description as above has been acquired by your petitioner, except lots numbered 49 and 50 as shown on a plan of survey of Campbell Field made for Dr. Thayer, October 1st, 1900, by J. H. Burleigh, C. E., which plan is to be found in the book of plans No. 2, page 52, in the Kennebec Registry of Deeds, to which plan reference is hereby made for a further identification and boundary of the lots; that said lots are owned by John Fortier of Skowhegan, Somerset county, Maine, and that your petitioner has been unable to agree with him as to the necessity for taking said lots and that he does not consent thereto.

Your petitioner files herewith a map or plan on an appropriate scale, dated June 30th, 1910, signed by Theo. L. Dunn, chief engineer, showing the location of the land to be taken and held.

Wherefore your petitioner requests your Honorable Board to find, after due notice and hearing, that all the land described in this petition is necessary to be taken and held for the reasonable accommodation of the traffic and appropriate business of the corporation.

Dated at Portland, Maine, July 6th, 1910.

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 Waterville Morning Sentinel, a newspaper published at Waterville, in the county of Kennebec, the last publication in said paper to be at least fourteen days before Thursday, the 28th day of July, A. D. 1910, on which day the Board of Railroad Commissioners will be in session at the Elmwood Hotel in Waterville, 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 Mr. John Fortier, Skowhegan, Maine, also to the municipal officers of the city of Waterville, fourteen days at least before the date of said hearing.

ELMER P. SPOFFORD, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this ninth day of July, A. D. 1910.

STATE OF MAINE.

In Board of Railroad Commissioners.

Pursuant to the foregoing petition and order of notice the Board met at the time and place designated in said order, and it then and there appearing that notice had been given as ordered, viewed the location and heard the parties interested.

Mr. Forrest Goodwin appeared for the petitioner.

Mr. John Fortier appeared *pro se*.

It is alleged in the application that said petitioner deems it necessary and expedient for the convenient operation of its railroad to take and hold, as for public uses, certain additional land at Waterville, Kennebec county, Maine, therein particularly described, said land being required for the purpose of necessary tracks and side tracks for an addition to its terminal yard.

And the petitioner further avers in said application that all the land covered by said description has been acquired by the Maine Central Railroad Company, "except lots numbered 49 and 50 as shown on a plan of survey of Campbell Field made for Dr. Thayer, October 1st, 1900, by J. H. Burleigh, C. E., which plan is to be found in the book of plans No. 2, page 52, in the Kennebec Registry of Deeds, to which plan reference is hereby made for a further identification and boundary of the lots; that said lots are owned by John Fortier of Skowhegan, Somerset county, Maine, and that your petitioner has been unable to agree with him as to the necessity for taking said lots and that he does not consent thereto"; and the petitioner requests this Board to find that *all* the land described in said application is necessary to be taken and held for the reasonable accommodation of the traffic and appropriate business of said railroad corporation.

At this hearing it appeared as alleged that the Maine Central Railroad Company was the owner of all the land particularly described in said application except said lots numbered 49 and 50 which we find were owned by said John Fortier. And it also appeared that the said Fortier does not consent to the taking of said lots owned by him as aforesaid by the said railroad company, and that the said petitioner and the said John Fortier do not agree as to the necessity therefor.

It seems, however, that the certificate mentioned in Sec. 26 of Chap. 51 of the Revised Statutes can be effective only upon interest in real estate owned by a party or parties other than the petitioner.

At said hearing it further appeared necessary that the said railroad company should take certain additional land for the purpose of necessary tracks and side tracks for an addition to its terminal yard at Waterville.

And we do hereby find and determine that all the land described in said application and hereinafter definitely described is necessary for the use of said Maine Central Railroad Company for the purpose set forth in said petition, to wit: A strip or parcel of land one hundred feet in width lying northwesterly of and adjoining the northwesterly line of the location of said railroad company, formerly the Penobscot and Kennebec Railroad Company, and extending northeastwardly from the easterly line of College Avenue, about opposite the northerly line of land of Colby University, to line between land of John Fortier and land of V. S. Odlin, a total length, along said northwesterly line of location, of about forty-five hundred feet.

We therefore adjudge and determine that the premises last above described in this certificate are necessary and required for the use of said railroad company for the purpose of necessary tracks and side tracks, and that said premises may be taken and held as prayed for; and we make this our determination, adjudication and certificate of adjudication.

Dated at Augusta this fifth day of October, A. D. 1910.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of the Selectmen of Carmel asking the Board to approve the change of location of the Bangor Road. Dated October 5th, 1910.

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

Respectfully represent the undersigned, municipal officers of the town of Carmel, in the county of Penobscot, State of Maine, that by a decision of the Board of Railroad Commissioners, dated at Augusta the twenty-third day of November, A. D. 1909, duly recorded, which appears in the Fifty-first Annual Printed Report of the Railroad Commissioners of the State of Maine for the year 1909, upon page 276, a change in the highway or county road, known as the Bangor Road, running through said town of Carmel, was made as definitely described in said decision, so that the highway should cross over the Maine Central Railroad location by an overhead bridge over its right of way. The Maine Central Railroad Company has constructed the abutments and the highway within the limits of its location, as provided by said decision. No part of the changed highway outside of the limits of said railroad location having been constructed, and no damages having been paid.

Your petitioners represent that public convenience and necessity require that the new location of the highway as located in said decision should be changed for a part or the greater part of the distance on each side of the location of the Maine Central Railroad Company, the present new location of the highway across the location of the Maine Central Railroad Company not to be changed.

Wherefore, your petitioners respectfully apply to your Honorable Board to change in part the location of the highway on each side of the location of said Railroad Company from the place where located by said decision and locate the same in a new place in part, and for such purpose partly to abandon the location as located by said decision and take such land as may be necessary for the new location, and to award damages for all of the land embraced within the entire location to be located, in accordance with the provisions of Section 66 of Chapter 51 of the Revised Statutes of Maine of 1903, and all acts, if any, additional thereto and amendatory thereof, any claim for dam-

ages that the land owners may have for land not to be included in the new location asked for, to cease and wholly abate, to the end that after due notice and hearing and decree upon this petition a proper re-location may be made and the same determination of the manner and conditions of the construction and maintenance of the highway and of the crossing in the highway, and how the expense shall be borne, to be made as in the former decree.

Dated at Carmel, Maine, this sixth day of September, A. D. 1910.

B. W. Faden,
Edw. E. Bradford,
H. W. Garland,

Municipal Officers of the Town of Carmel.

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 last publication in said paper to be at least fourteen days before Thursday, the 29th day of September, A. D. 1910, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Maine Central Railroad Co., in Carmel, Maine, at 11:15 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, Vice President and General Manager of the Maine Central Railroad Co., Portland, Me., also to the chairman of County Commissioners of Penobscot county, fourteen days at least before the date of said hearing.

ELMER P. SPOFFORD, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this tenth day of September, A. D. 1910.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon petition of the Maine Central Railroad Company, the Board of Railroad Commissioners by decree dated June 30th, 1909, authorized said railroad company to change its location 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 should deviate from its location, as then existing. The new location thus established crossed a certain highway in said Carmel known as the Bangor road, at grade. This crossing at grade being dangerous to the public, including not only travelers upon the railroad but travelers along said highway, and it not being feasible to separate the grades of the railroad and the highway as the same was then located, this Board upon proper application therefor by decree dated November 23, 1909, changed the course of said highway to facilitate the crossing of the highway over the railroad.

No land damages were awarded.

The overhead bridge across the railroad's right of way as provided in said decree has been constructed, but no part of the highway as changed by said decree, outside the limits of said railroad location, has been constructed.

The municipal officers of the town of Carmel now make application to the Board of Railroad Commissioners wherein it is represented that public convenience and necessity require a further change in the new location of said highway on each side of the location of the Maine Central Railroad Company to facilitate the aforesaid crossing.

Upon said 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. Matthew Laughlin appeared for petitioners and land owners.

Mr. Forrest Goodwin appeared for the Maine Central Railroad Company.

Mr. Geo. W. Hathorn appeared for county of Penobscot.

After viewing the premises the Commissioners determined that the said highway described in said petition should be changed so as to facilitate the crossing of 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 Bangor Road, so called, about 96 feet southwesterly, measured along said northwesterly side line, from the line between land of Maine Central Railroad Company, formerly McGown, and land of Mrs. G. M. Moore, being also 330.4 feet, measured along said northwesterly side line of Bangor Road from the center line of changed location of Maine Central Railroad Company, as approved by Railroad Commissioners, June 30, 1909, at Station 122+85.9.

Running thence north $7^{\circ} 45'$ west, 345.3 feet to a stake, thence north $49^{\circ} 10'$ east, crossing the location of the Maine Central Railroad Company at right angles to said center line of changed location at Station 118+42, 213 feet to a stake; thence north $88^{\circ} 38'$ east, 397.6 feet to a stake; thence south $64^{\circ} 34'$ east, 579.6 feet to a point, said point being in the said northwesterly side line of Bangor Road, being also on the dividing line between lands of Mrs. Nancy A. Robinson and Ernest B. Harvey, being also 731.6 feet from said Station 122+85.9 and 1062.0 feet from point of beginning.

The line above described is the southerly, westerly and northerly side line of said altered location of highway, and the northerly, easterly and southerly line is 66 feet distant from line above described.

Land may be taken for the above described way as provided by statute, and we award damages to the owners of land over and through which said changed way is laid as follows:

To Mrs. G. M. Moore the sum of one hundred seventy-five dollars (\$175); to Mrs. Nancy A. Robinson the sum of four hundred twenty-five dollars (\$425); to be paid by the county of Penobscot to them respectively when said land shall be entered upon for the construction of said way.

The town of Carmel shall construct all of said changed highway outside the limits of the location of said railroad company to the satisfaction of the Railroad Commissioners, and said way shall be completed and opened for public travel on or before December 1, 1910.

The said original highway as altered by the decree of this

Board dated November 23, 1909, between the points of intersection of the location as herein changed shall be discontinued as soon as said changed highway shall be completed and opened for travel.

The said decree of the Board of Railroad Commissioners dated November 23, 1909, shall stand and is hereby reaffirmed, except so far as it is expressly modified by this decree.

Dated at Augusta, this fifth day of October, A. D. 1910.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of the Municipal Officers of Pittsfield alleging that the grade of Pushor Crossing, so called, has been unlawfully raised by the Maine Central Railroad Company. Dismissed by agreement, October 17th, 1910.

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

The undersigned, municipal officers of the town of Pittsfield in the county of Somerset and State of Maine, respectfully represent that the grade at which the railroad of the Maine Central Railroad Company crosses the highway in said Pittsfield which leads past the residence of B. J. Slipp and known as "Pushor's Crossing" has been unlawfully raised by said Railroad Company two feet, which has rendered said crossing inconvenient and dangerous for travelers using said highway, and that public convenience and necessity require that the grade of said highway at said railroad crossing be changed. The said highway as located and existing within the right of way of said Railroad Company is bounded as follows: Beginning on the southwest side of the highway leading past the residence of B. J. Slipp and on the westerly line of the right of way of the Maine Central Railroad Company; thence south 52 degrees and 20 minutes east six rods to the easterly line of the said right of way of the Maine Central Railroad Company; thence northerly four rods on said easterly

line of the right of way of the Maine Central Railroad Company to the northerly line of the said highway; thence north 52 degrees and 20 minutes west six rods to the westerly line of the right of way of said Railroad Company; thence southerly on the westerly line of the right of way of said Railroad Company four rods to place of beginning.

Wherefore your petitioners make application to your Honorable Board of Railroad Commissioners that you will upon due notice and hearing order that the grade of said highway within the location of said right of way of said Railroad Company be altered and changed either by lowering the grade of said railroad two feet to its former grade at said Railroad Company's expense, or that the highway be constructed to pass under said railroad and that all expense of construction and maintenance be borne by said Railroad Company.

Dated this fourth day of August, A. D. 1910.

S. H. Frost,
E. F. Pennell,
C. F. Seekins,

Municipal Officers of the Town of Pittsfield.

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 thirtieth day of August, A. D. 1910, on which day the Board of Railroad Commissioners will be in session at the Selectmen's office, Union Hall, in Pittsfield, Maine, at 9:15 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, Vice President and General Manager of the Maine Central Railroad Company, five days at least before the date of said hearing.

ELMER P. SPOFFORD, Chairman,
For the Board of Railroad Commissioners of Maine.

Dated this nineteenth day of August, A. D. 1910.

The foregoing petition is dismissed by agreement.

Per order of the Board,

GEO. F. GIDDINGS, *Clerk.*

Dated at Augusta this 17th day of October, A. D. 1910.

Petition, amendment "A" and decision of the Board in the matter of the Waterville & Oakland Street Railway asking for the approval of the location of an extension in Waterville. Dated November 5th, 1910.

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

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

That said company is now maintaining and operating a railway for public use in the transportation of persons from Oakland to Waterville in the county of Kennebec and State of Maine.

Your petitioner further represents that it desires to extend, construct, maintain and operate said road from the center line of its present location on Elm Street, thence on Elm Street to Spring Street and along Spring Street and Silver Street to the junction of Silver and Main Streets in said city of Waterville, and that it files this petition for authority therefor under the general laws of the State;

That said extension is necessary for the reasonable accommodation of the traffic and appropriate business of the corporation.

The location of the railroad track for said extension is described as follows:

Beginning at a point in the westerly line of Main Street, which is the end of the location of the branch of the Waterville and Fairfield Street Railway, said branch being a curve of 50 ft. radius, and said point being designated as Station 0 plus 62.50; thence, by the same curve extended westerly 25.75 ft. to Station 0 plus 88.25 P. T. in Silver Street; thence, by tangent

along Silver Street 412.7 ft. to Station 5 plus 00.95 P. C.; thence, by curve to the right radius equal 200 ft., 107.5 ft. to Station 6 plus 08.45 P. T. in Spring Street; thence, by tangent along Spring Street 487.54 ft. to Station 10 plus 95.99 P. C.; thence, by curve to the left radius equal 60 ft., 94.7 ft. to Station 11 plus 90.69 P. T. in the present center line of Waterville and Oakland Street Railway, the last named point being equal to Station 11 plus 31.00 of the original location of the Waterville and Oakland Street Railway.

Your petitioner files herewith a map of the proposed route on an appropriate scale with a written approval of the proposed route and location as to streets, roads and ways, of the municipal officers of said city of Waterville, in which said extension of said railroad is to be constructed wholly and a report and estimate prepared by John H. Burleigh, a skillful engineer.

Wherefore, the said Waterville and Oakland Street Railway prays that your Honorable Board will approve said location and that it may locate, construct and maintain said railroad track under the direction of said Board as provided by law, and that your Honorable Board will determine the manner and conditions by which said necessary railroad track may run along the aforesaid ways.

Dated at Waterville, Maine, May 13, 1910.

WATERVILLE AND OAKLAND STREET RAILWAY,

By Clarence A. Leighton, President.

JOHNSON AND PERKINS, Attorneys for Petitioner.

On the foregoing petition,

Ordered: That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Waterville Morning Sentinel, a newspaper published at Waterville, in the county of Kennebec, the first publication in said paper to be at least five days before Thursday, the 29th day of September, A. D. 1910, on which day the Board of Railroad Commissioners will be in session at the Superior Court Room, in City Hall, in Waterville, Maine, at 3:30 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 municipal officers of the city of Waterville, five days at least before the date of said hearing.

ELMER P. SPOFFORD, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this sixteenth day of September, A. D. 1910.

AMENDMENT "A."

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

The Waterville & Oakland Street Railway, which has presented to your honorable body a petition asking for an extension of its location within the city of Waterville, and filed with said petition a written approval of the municipal officers of said Waterville, hereby files an amendment to the description contained in its said petition, and asks leave to amend the same by adding thereto the following:

"The location to extend five (5) feet on each side of the above described center line."

And the Waterville & Oakland Street Railroad files herewith the written approval of the municipal officers of the city of Waterville of said location as amended.

WATERVILLE & OAKLAND STREET RAILWAY,

By Charles F. Johnson, Its Attorney.

Amendment allowed.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

November 5, A. D. 1910.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Mr. Charles F. Johnson appeared for the petitioner.

No one appeared in opposition.

After viewing the location and hearing the parties interested, the case was continued open for further hearing.

On November 1, A. D. 1910, the petitioner filed the foregoing amendment to its petition and asked that the same be allowed.

The amendment has been allowed on this 5th day of November, A. D. 1910, without further notice.

We now hereby approve and authorize said extension of location of the Waterville and Oakland Street Railway as prayed for, and find that public convenience requires the construction of such extension upon the lines particularly defined in said petition, as amended; and we make this our certificate of such determination in writing.

Dated this 5th day of November, A. D. 1910.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of the Selectmen of Norridgewock asking for the erection of gates across Bridge Street, Norridgewock Village. Dismissed without prejudice, November 17, 1910.

To the Railroad Commissioners of Maine:

Applicants made request in writing, on the sixteenth day of May, A. D. 1910, to the Somerset Railway Company, that gates should be erected across Bridge Street, in Norridgewock Village, where said way is crossed by the railroad of said Somerset

Railway Company, and that a person should be appointed to open and close said gates.

Said railroad company neglects and refuses to erect gates as aforesaid and to appoint a person to open and close same.

Wherefore we make application in accordance with law, for the Railroad Commissioners to decide upon the reasonableness of aforesaid request and that such further decision and order be made by said Commissioners, as shall be necessary in order to establish gates and a person to open and close them at said railroad crossing on said Bridge Street.

Dated at Norridgewock, Maine, this fifth day of November, A. D. 1910.

Frank L. Ames,

H. S. Whiting,

H. A. Gilman,

Municipal Officers of Norridgewock.

On the foregoing petition,

Ordered: That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Waterville Morning Sentinel, a newspaper published at Waterville, in the county of Kennebec, the first publication in said paper to be at least five days before Thursday, the seventeenth day of November, A. D. 1910, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Somerset Railway in Norridgewock, Maine, 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 Mr. Morris McDonald, Vice President of Somerset Railway, Portland, Maine, five days at least before the date of said hearing.

ELMER P. SPOFFORD, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this tenth day of November, A. D. 1910.

Petition dismissed without prejudice.

Per order of the Board.

GEO. F. GIDDINGS, *Clerk.*

November 17, A. D. 1910.

LEWISTON, AUGUSTA & WATERVILLE STREET
RAILWAY.

STATE OF MAINE.

In Board of Railroad Commissioners.

RAILROAD COMMISSIONERS' CERTIFICATE.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the new bridge over the Rines Hill Cut, so called, in the city of Augusta, over which the tracks of the Lewiston, Augusta & Waterville Street Railway are located, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this 23rd day of November, A. D. 1910.

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

BANGOR & 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 Company from Station 693+60 in Grand Isle, through Grand Isle, Madawaska, Frenchville, to Station 2197+67.8 at the north end of the Fish River Railroad in Fort Kent, a distance of 28.48 miles, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta, Maine, November 28th, A. D. 1910.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of the Boston & Maine Railroad asking for approval of a branch track to the Valvoline Oil Co.'s Wharf, Portland. Decision, November 22, 1910.

To the Honorable Board of Railroad Commissioners:

Respectfully represents the Boston and Maine Railroad that consent has been granted by the City of Portland to locate, build and maintain a branch or spur track in said Portland:

Beginning at a point in the railroad track of said Boston and Maine Railroad as now located on the Marginal Way, in said Portland, about three hundred (300) feet distant Northerly from the intersection of the Northerly side line of Boyd Street, as extended over the flats, with said railroad track; thence running Southwesterly along the Westerly side of said Marginal Way and approximately ten (10) feet distant therefrom to the property now or formerly owned by the Portland Stoneware Company and which was formerly included within said Marginal Way; thence across said property of said Portland Stoneware Company in a Southerly direction to a point on the property described on the City Engineer's plans of the City of Portland as the Paul Prince property, and now owned by said Boston and Maine Railroad, to the Northerly limits of and to join with the present branch or spur track now located on said Paul Prince property, said Paul Prince lot now being leased by said Valvoline Oil Company and used by said Company for conducting an oil business and manufacturing establishment.

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 spur track, dated October 27, 1910 and signed by Theo. L. Dunn, Chief Engineer, the location of said track being more particularly described as follows:

Beginning at a point in the center of the main track of Boston and Maine Railroad 347 feet Northwardly measured along said center of main track from the Northeasterly corner of land of said Boston and Maine Railroad, formerly owned by Paul and Augustus H. Prince, now leased by Valvoline Oil Company, said point being 87 feet Southerly from an open culvert or bridge, running thence southwestwardly on a curve to the right of 603.8 feet radius, 69 feet to station 0+69; thence on a line tangent to

said curve 14.5 feet to station 0+83.5; thence on a curve to the right of 410.3 feet radius 100 feet to station 1+83.5; thence on a line tangent to said curve 33.8 feet to station 2+17.3; thence on a curve to the left of 410.3 feet radius 140.1 feet to station 3+57.4; thence on line tangent to said curve 18 feet, more or less, to intersect a track already existing.

The proposed track is to be within the limits of Marginal Way from station 0 to station 3+17, a distance of 317 feet and is to extend along said Marginal Way near the Westerly side thereof. Said location is to cover a width of six (6) feet on each side of above described center line.

That consent having been obtained as aforesaid, in accordance therewith, it desires to locate, build and maintain a branch or spur track at grade along or across said Marginal Way, 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 branch or spur track as above set out and as shown upon said plan, and to determine, direct, decree and order in what manner said track shall be located, made, constructed and maintained and how the expense thereof shall be borne, after notice and hearing thereon, as by statute made and provided in such cases.

Dated at Portland, County of Cumberland and State of Maine, this 27th day of October, A. D. 1910.

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 Friday the eighteenth day of November A. D. 1910, on which day the Board of Railroad Commissioners will be in session at the Lafayette Hotel in Portland, Maine, at 2:00 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 City of Portland, five days at least before the date of said hearing.

ELMER P. SPOFFORD, *Chairman,*
For the Board of Railroad Commissioners of Maine.

Dated this fifth day of November A. D. 1910.

STATE OF MAINE.

IN BOARD OF RAILROAD COMMISSIONERS.

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

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

Mr. Scott Wilson appeared for the Valvoline Oil Company.

No one appeared to oppose the petition.

We hereby approve the said proposed location as shown on the plan filed with the Board of Railroad Commissioners and by them approved in writing, and order that the Boston and Maine Railroad may construct and maintain said branch track at grade along or across said Marginal Way as prayed for in said petition.

Dated at Augusta this twenty-second day of November, A. D. 1910.

ELMER P. SPOFFORD,
FRANK KEIZER,
JOHN A. JONES,
Railroad Commissioners of Maine.

MAINE CENTRAL RAILROAD CO.

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 west bound main track of the Maine Central Railroad Company at the diversion at Rines Hill, so called, in the city of Augusta, from station 0 to station 30+36.3 (as per plan numbered 33-J, filed in the office of the Board of Railroad Commissioners, and approved December 10th, 1910) a distance of .575 of a mile, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this 27th day of November, A. D. 1910.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

MAINE CENTRAL RAILROAD CO.

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 east bound main track of the Maine Central Railroad Company at the diversion at Rines Hill, so called, in the city of Augusta, from station 0 to station 30+36.3 (as per plan numbered 33-J, filed in the office of the Board of Railroad Commissioners, and approved December 10th, 1910) a distance of .575 of a mile, hereby certify that we have found the same so constructed as to be safe for public travel.

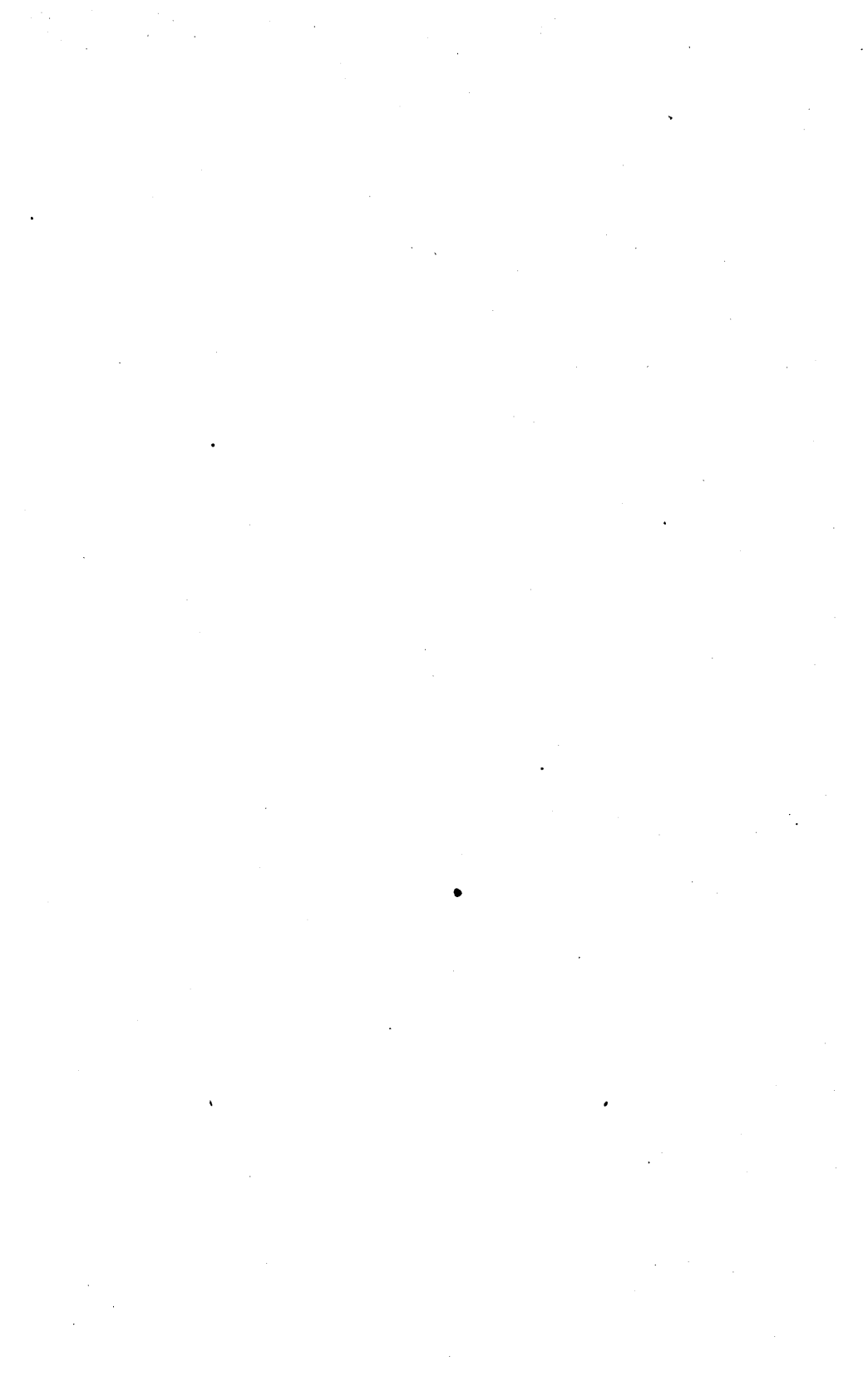
Dated at Augusta this 30th day of November, A. D. 1910.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES.

Railroad Commissioners of Maine.





APPENDIX

ABSTRACT

OF THE

RETURNS OF RAILROAD COMPANIES

FOR THE

Year Ending June 30, 1910



Report of the Bangor and Aroostook Railroad Company for the Year Ending June 30, 1910.

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 of Special Act of the Legislature approved March 1891.

DIRECTORS.

NAME.	Post-Office Address.	Date of Expiration of Term.
Franklin W. Cram	Bangor, Maine.....	} Until successors are elected.
Charles A. Gibson	Bangor, Maine.....	
Edward Stetson	Bangor, Maine.....	
Percy R. Todd	Bangor, Maine.....	
George E. Wicks	Bangor, Maine.....	
Wingate F. Cram	Bangor, Maine.....	
Thomas Upham Coe.....	Bangor, Maine.....	
John Watson	Houlton, Maine.....	
W. C. Spaulding	Caribou, Maine.....	
Thomas H. Phair	Presque Isle, Maine.....	
Eugene Delano.....	New York, N. Y.....	

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.
Attorney, or General Counsel ..	Hugh R. Chaplin	Bangor, Maine.
Auditor, General	L. C. Everett.....	Bangor, Maine.
Chief Engineer	Moses Burpee	Houlton, Maine.
General Superintendent.....	William M. Brown.....	Bangor, Maine.
General Freight Agent.....	George E. Wicks.....	Bangor, Maine.
General Passenger Agent	George M. Houghton	Bangor, Maine.
General Ticket Agent		

TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

NAME.	CONTROL.			
	Sole or Joint.	How Established.	Extent.	Direct or indirect.
INACTIVE CORPORATIONS: Northern Maine Seaport R. R. Company	Sole	Ownership of all of common stock.....	Whole...	Direct.

RAILROAD COMMISSIONERS' REPORT.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors, October 19, 1909.

Date of last closing of stock books before end of year for which this report is made, January 6 to 11, 1910.

Total number of stockholders of record at the date required in answer to Question 2. 38.

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, 1910? 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; Owning a majority of the common stock.

The extent of control; The Aroostook Construction Company owns 26,542 shares of common stock.

Whether control was direct or indirect; Direct.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1910? 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—		
Bangor and Aroostook R. R. Co.	Aroostook Jct.....	Caribou	154.95	.....
Branches	Ashland Jct.....	Ashland	43.89	.....
	Ft. Fairfield Jct. . .	Ft. Fairfield ..	13.30	212.14
	Old Town	Greenville	76.00	.....
	Caribou	Van Buren	33.11	.....
	Milo Jct.....	K. I. Works	18.95	.....
	Patten Jct.	Patten	5.67	.....
	Caribou	Limestone	15.72	.....
	Ashland	Fort Kent	51.00	.....
	Schoodic Jct.	Medway	9.50	.....
	So. LaGrange	Packards	27.95	.....
	Squa Pan	Stockholm	48.00	.....
	Presque Isle	Mapleton	6.98	.....
	Fort Kent Jct. . .	St. Francis	16.56	.....
	Van Buren	Grand Isle	15.20	.....
	Industrial Tracks ..	.....	5.55	.....
	Searsport	So. LaGrange ..	54.13	.....
	Cape Jellison Jct. .	Cape Jellison Wharf.	2.11	.....
	Northern Me. Jct .	Northern Me. Station	.77	387.20
Total				599.34

OUTSIDE OPERATIONS AND OTHER PROPERTIES.

OUTSIDE OPERATIONS.

Designation, Dining Car Service; Character of Business, Passenger Service, Servin Meals; Title, Bangor & Aroostook R. R. Co.; State of Maine.

OTHER PROPERTIES.

Designation, Land; State of Maine; Book Value, \$43,460.95.

CAPITAL STOCK.

KIND.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.	DIVIDENDS DECLARED DURING THE YEAR.	
						Rate.	Amount.
Common	30,042	\$100	\$3,004,200	\$3,004,200	\$3,004,200	4%	*\$104,212 00
PURPOSE OF THE ISSUE.					Number of shares issued during the year.	Total number of Shares outstanding.	Total cash Realized.
Issued for Cash :							
Issued for Construction of New Properties :					4,942	25,100	\$1,840,500
Total					4,942	4,942	\$1,840,500

* Dividends on common stock, Dec. 31, 1909—25,100 shares at \$2 per share.
 Dividends on common stock, June 30, 1910—27,006 shares at \$2 per share.
 Payable respectively Jan. 11, 1910, and July 12, 1910.

FUNDED DEBT.

DESIGNATION OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.			
	Date of issue.	Date of maturity.				Rate.	When payable.	Amount accrued during the year.	Amount paid during the year.
MORTGAGE BONDS:									
First mortgage.....	Jan. 1, 1893	Jan. 1, 1943	\$3,360,000	\$3,360,000	\$3,360,000	5%	Jan. and July	\$168,000 00	\$168,000 00
Second mortgage.....	July 1, 1895	July 1, 1945	1,050,000	112,000	112,000	5%	Jan. and July	5,600 00	5,600 00
Piscataquis Division, First.....	April 1, 1899	Jan. 1, 1943	1,500,000	1,500,000	1,500,000	5%	Apr. and Oct.	75,000 00	75,000 00
Van Buren Extension, First.....	April 1, 1899	Jan. 1, 1943	500,000	500,000	500,000	5%	Apr. and Oct.	25,000 00	25,000 00
Consolidated refunding, 4%.....	July 1, 1901	July 1, 1951	20,000,000	6,721,000	6,721,000	4%	Jan. and July	268,283 44	268,283 44
Northern Maine Seaport R. R., First.....	April 1, 1905	April 1, 1935	5,000,000	4,668,000	4,668,000	5%	Apr. and Oct.	232,606 67	232,606 67
Aroostook Northern, First.....	Oct. 1, 1897	Oct. 1, 1947	225,000	225,000	225,000	5%	Apr. and Oct.	11,250 00	11,250 00
Medford Extension, First.....	May 1, 1907	May 1, 1937	1,000,000	1,000,000	1,000,000	5%	May and Dec.	50,000 00	50,000 00
St. John River Extension, First.....	Aug. 1, 1909	Aug. 1, 1939	1,800,000	953,000	953,000	5%	Feb. and Aug.	27,207 68	27,207 68
Washburn Extension, First mortgage..	Aug. 1, 1909	Aug. 1, 1939	1,650,000	1,518,000	1,518,000	5%	Feb. and Aug.	2,319 16	2,319 16
MISCELLANEOUS FUNDED OBLIGATIONS.									
* Aroostook County.....	Sept. 1, 1892	Sept. 1, 1912	500,000	500,000	500,000	4½%	Mar. and Sep.	22,500 00	22,500 00
* Aroostook County.....	July 1, 1895	July 1, 1915	228,000	228,000	228,000	4%	Jan. and July	10,260 00	10,260 00
Total.....			\$36,813,000	\$21,285,000	\$21,285,000			\$398,026 95	\$398,026 95

* Assumed.

FUNDED DEBT.
EQUIPMENT TRUST OBLIGATIONS.
GENERAL STATEMENT.

SERIES OR OTHER DESIGNATION.	Date of issue.	Term.	Number of payments.	Equipment covered.	Remarks.
Car Trust Series "B".....	July 1, 1900	10 years..	20	770 box cars, 800 flat cars, 50 stock cars, 6 caboose cars.	Bonds to the extent of \$800,000.00 issued \$40,000.00 in bonds retired semi-annually, with interest at 5% per annum.
Car Trust Series "C".....	June 1, 1906	10 years..	20	510 box cars, 635 flat cars.....	Bonds to the extent of \$900,000.00 issued \$45,000.00 in bonds retired semi-annually, with interest at 5% per annum.
Car Trust Series "D".....	April 1, 1907	10 years..	20	706 box cars, 300 flat cars, 40 stock cars, 6 caboose cars....	Bonds to the extent of \$900,000.00 issued \$45,000.00 in bonds retired semi-annually, with interest at 5% per annum.

STATEMENT OF AMOUNT.

SERIES OR OTHER DESIGNATION.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS.				INTEREST.		
		PRINCIPAL.		INTEREST.		Amount Accrued during the year.	Amount paid during the year.	Rate.
		Original Amount.	Amount Outstanding.	Original Amount.	Amount Outstanding.			
Car Trust "B".....	\$250,000 00	\$800,000 00	\$40,000 00	\$210,000 00	\$1,000 00	\$4,000 00	\$4,000 00	5%
Car Trust "C".....	100,908 25	900,000 00	540,000 00	227,475 00	87,750 00	30,000 00	30,000 00	5%
Car Trust "D".....	100,000 20	900,000 00	630,000 00	230,535 97	118,125 00	33,750 00	33,750 00	5%
Total.....	\$450,908 45	\$2,600,000 00	\$1,210,000 00	\$668,010 97	\$206,875 00	\$67,750 00	\$67,750 00	

BANKOR & BROOKSTOCK RAILROAD.

RECAPITULATION OF FUNDED DEBT.

KIND OF BOND OR OBLIGATION.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.	
			Amount accrued during the year, charged to income.	Amount paid during the year.
Mortgage Bonds.....	\$20,557,000	\$20,557,000	\$865,266 95	\$865,266 95
Miscellaneous Funded Obligations.....	728,000	728,000	32,760 00	32,760 00
Equipment Trust Obligations....	1,210,000	1,210,000	67,750 00	67,750 00
Total.....	\$22,495,000	\$22,495,000	\$965,776 95	\$965,776 95

PURPOSE OF THE ISSUE.	Total par value issued during the year.	Cash realized on amount issued during the year.	Total par value outstanding.
Issued for additions and betterments.....	\$99,000	\$94,060	.....
Issued for purchase of railway or other property.....	2,471,000	.....	.....
Issued for refundment of securities.....	180,000	147,600	.....
Total.....	\$2,750,000	\$231,660	\$22,495,000

RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	ASSIGNMENT.	AMOUNT PER MILE OF LINE.	
		To railways.	Miles.	Amount.
Capital stock.....	\$3,004,200	\$3,004,200	599.34	\$5,013
Funded debt.....	22,495,000	22,495,000	599.34	37,593
Total.....	\$25,499,200	\$25,499,200		\$42,546

DISCOUNT ON SECURITIES.

ON FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	NET AMOUNT OF DISCOUNT.		
	Total.	Charged to income or profit and loss.	To be charged during remaining life of security.
Consol. Ref. 4 % discount	\$47,340.50		
N. Me. S. R. R. Premium	380.00		
	\$47,020.00	\$1,146.83	\$45,873.17

SECURITY FOR FUNDED DEBT.

DESIGNATION OF BOND OR OBLIGATION.	ROAD OR TRACKS MORTGAGED.			Amount of mortgage per mile of line.	Equipment, income, securities and other property mortgaged.
	From—	To—	Miles.		
First mortgage bonds.....	Aroostook Jct.....	Caribou.....	154.95	} \$16,000	Road and equipment.
	Ashland Jct.....	Ashland.....	43.89		
	Fort Fairfield Jct...	Fort Fairfield.....	13.30		
Second mortgage bonds.....	Aroostook Jct.....	Caribou.....	154.95	} 533	
	Ashland Jct.....	Ashland.....	43.89		
	Fort Fairfield Jct...	Fort Fairfield.....	13.30		
Piscataquis Division, 1st mortgage.....	Old Town.....	Greenville.....	76.00	19,737	Road and equipment.
Van Buren Extension, 1st mortgage.....	Caribou.....	Van Buren.....	33.11	15,101	Road and equipment.
Aroostook Northern, 1st mortgage.....	Caribou.....	Limestone.....	15.72	14,313	
Northern Maine Seaport R. R. and terminals, 1st mortgage.....	So. LaGrange.....	Searsport.....	57.01	81,880	Road and equipment and terminals.
Consolidated Refunding 4% bonds.....	Consolidated mortgage on whole line subject to prior liens.				Road and equipment.
Medford extension, 1st mortgage.....	So. LaGrange.....	Packards.....	27.95	35,778	
St. John River Extension, 1st mortgage.....	Fort Kent Jct.....	St. Francis.....	16.56	} 30,000	
	Van Buren.....	Grand Isle.....	15.20		
Washburn extension, 1st mortgage.....	Squa Pan.....	Stockholm.....	48.00	} 27,610	
	Mapleton.....	Presque Isle.....	6.98		

BANGOR & AROOSTOOK RAILROAD.

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR.

ACCOUNT.	Through issue of securities.	From current funds.	From special appropri- ation.	Total.
Right of way and station grounds	\$5,818 27	\$1,649 19		\$7,467 46
Grade revision and changes of line			\$57,037 96	57,037 96
Increased weight of rail.....		17,173 71		17,173 71
Improved frogs and switches.....		1,122 46		1,122 46
Track fastenings and other ma- terial.....		4,091 19		4,091 19
Ballast.....	429 15			429 15
Additional main tracks.....	5,040 88	2,726 24		7,767 12
Sidings and spur tracks.....	1,616 48	10,079 30		11,695 78
Terminal yards.....	27,966 73	2,858 66		30,825 39
Fencing right of way.....		4,549 38		4,549 38
Track elevation, elimination of grade crossings, etc.....		2,908 48		2,908 48
Interlocking apparatus.....	2,961 87			2,961 87
Station buildings and fixtures....	618 08	6,121 67		6,739 70
Shops, enginehouses, and turn- tables	10,226 15	7,310 93		17,537 08
Shop machinery and tools		2,430 95		2,430 95
Water and fuel stations	73,522 20	9,493 29		83,015 49
Dock and wharf property.....	2,118 08			2,118 08
Snow and sand fences and snow- shed.....		205 72		205 72
Miscellaneous structures.....	862 16	3,836 80		4,698 96
Equipment.....		198,450 42		198,450 42
Total.....	\$131,180 00	\$275,008 39	\$57,037 96	\$463,226 35

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907

ACCOUNT.	EXPENDITURES FOR NEW LINES OR EXTENSIONS DURING THE YEAR.			Expenditures for additions and betterments during the year.	Total expenditures, July 1, 1907, to June 30, 1909.	Total expenditures, July 1, 1907, to June 30, 1910.
	Through issue of securities.	From current funds.	From special appropriations.			
ROAD.						
Engineering.....	\$1,364 69	\$491 40		\$1,856 09	\$3,059 99	\$4,916 08
Right of way and station grounds.....	5,818 27	1,709 86		7,528 13	30,625 58	38,153 71
Real estate.....					88 70	88 70
Grading.....	16,191 57	2,431 84		18,623 41	55,479 60	74,103 01
Bridges, trestles, and culverts.....	4,345 28	2,442 42		6,787 70	14,848 47	21,636 17
Ties.....	2,771 61	1,641 96		4,413 57	11,477 72	15,891 29
Rails.....	1,941 02	6,343 24		8,284 26	66,078 72	74,362 98
Frogs and switches.....	2,183 90	1,714 58		3,898 48	3,507 49	7,405 97
Track fastenings and other material.....	1,013 13	3,555 84		4,568 97	8,258 51	12,827 48
Ballast.....	1,124 19	1,817 77		2,941 96	17,416 18	20,358 14
Track laying and surfacing.....	3,111 85	547 02		3,658 87	9,295 73	12,954 60
Roadway tools.....					163 94	163 94
Fencing right of way.....		2,639 88		2,639 88	1,406 04	4,045 92
Crossings and signs.....		250 47		250 47	111 96	362 43
Interlocking and other signal apparatus.....	2,833 25			2,833 25	2,482 93	5,316 18
Station buildings and fixtures.....	728 95	3,842 64		4,571 59	3,681 26	8,252 85
Shops, enginehouses, and turntables.....	10,126 15	4,310 93		14,437 08	12,139 17	26,576 25
Shop machinery and tools.....		2,430 95		2,430 95	958 71	3,389 66
Water stations.....		6,497 09		6,497 09	4,573 87	11,070 96
Fuel stations.....	73,522 20			73,522 20	384 00	73,906 20
Dock and wharf property.....	2,118 08			2,118 08		2,118 08
Electric-light plants.....					448 29	448 29
Miscellaneous structures.....	1,985 86	2,882 57		4,868 43	7,843 17	12,711 60
Repairs of equipment.....					306 60	306 60
Cost of road purchased.....	2,965,200 00		\$57,037 96	3,022,237 96	5,821,286 91	8,843,524 87
Total.....	\$3,096,380 00	\$45,550 46	\$57,037 96	\$3,198,968 42	\$6,075,923 54	\$9,274,891 96

BANGOR & AROOSTOOK RAILROAD.

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—CONCLUDED.

ACCOUNT.	EXPENDITURES FOR NEW LINES OR EXTENSIONS DURING THE YEAR.			Expenditures for additions and betterments during the year.	Total expenditures, July 1, 1907, to June 30, 1909.	Total expenditures, July 1, 1907, to June 30, 1910.
	Through issue of securities.	From current funds.	From special appropriations.			
EQUIPMENT.						
Steam locomotives.....		\$4,700 14		\$4,700 14	\$233,398 19	\$238,098 33
Passenger-train cars.....		1,083 91		1,083 91	666 49	1,750 40
Freight-train cars.....		10,786 64		10,786 64	907,962 07	918,748 71
Work equipment.....		1,879 73		1,879 73	22,175 16	24,054 89
Total.....		\$18,450 42		\$18,450 42	\$1,164,201 91	\$1,182,652 33
RECAPITULATION.						
Road.....	\$3,096,380 00	\$45,550 46	\$57,037 96	\$3,198,968 42	\$6,075,923 54	\$9,274,891 96
Equipment.....		18,450 42		18,450 42	1,164,201 91	1,182,652 33
Total.....	\$3,096,380 00	\$64,000 88	\$57,037 96	\$3,217,418 84	\$7,240,125 45	\$10,457,544 29

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	Amount— entire line.
INVESTMENT TO JUNE 30, 1907.	
Road.....	\$11,522,604 94
Equipment.....	*3,723,799 30
Investment since June 30, 1907.....	10,457,544 29
Total.....	\$25,703,948 53
Reserve for accrued depreciation—Cr.....	61,988 26
Net total.....	\$25,641,965 27
Cost per mile of line.....	\$42,788 67

* \$3,723,799.30 includes cost of car trusts to the extent of \$894,000.00.

INCOME ACCOUNT.

Operating Income :			
Rail Operations :			
Operating revenues.....	\$2,990,529 56		
Operating expenses.....	1,785,289 82		
Net operating revenue.....		\$1,205,239 74	
Outside operations :			
Revenues.....	\$11,681 46		
Expenses.....	16,689 28		
Net deficit from outside operations.....		5,007 82	
Total net revenue.....		\$1,200,231 92	
Taxes accrued.....		20,911 90	
Operating income.....			\$1,179,320 02
Other Income :			
Other Rents—Credits :			
Hire of equipment—balance.....			172,741 99
Gross corporate income.....			\$1,352,062 01
Deductions from Gross Corporate Income :			
Interest accrued on funded debt.....		\$965,776 95	
Other interest.....		33,959 44	
Extinguishment of discount on securities.....		1,146 83	
Total deductions.....			1,000,883 22
Net corporate income.....			\$351,178 79
Disposition of Net Corporate Income :			
Dividends Declared ;			
On Common Stock—			
2 per cent. payable Jan. 11, 1910...	\$50,200 00		
2 per cent. payable July 12, 1910...	54,012 00		
Appropriations for New Lines or Extensions :			
Expended during the year.....	\$ 57,037 96		
Held in reserve.....	104,910 67		
Total.....		161,948 63	
Balance for year carried forward to credit of profit and loss.....			266,160 63
Total.....			\$85,018 16

PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Deductions for Year:		Balance June 30, 1909.....	\$249,046 05
Depreciation on equipment to July 1, 1907 (destroyed)	\$5,730 23	Balance for year brought forward from Income Account.....	85,018 16
Excise tax levied by U. S. Government previous to June 30, 1909.....	4,099 62		
Balance credit, June 30, 1910, carried to general balance sheet.....	324,234 36		
	<u>\$334,064 21</u>		<u>\$334,064 21</u>

OPERATING REVENUES.

ACCOUNT.	Total revenues.
Revenue from Transportation:	
Freight revenue.....	\$2,204,330 33
Passenger revenue.....	638,143 50
Excess Baggage Revenue.....	8,535 17
Mail revenue.....	50,850 76
Express revenue.....	41,058 74
Other passenger-train revenue.....	796 38
Total passenger service train revenue.....	<u>\$789,384 55</u>
Switching revenue.....	\$5,763 33
Special service train revenue.....	1,978 91
Miscellaneous transportation revenue.....	556 05
Total revenue from transportation.....	<u>\$2,952,013 17</u>
Revenue from Operations Other than Transportation:	
Station and train privileges.....	\$2,010 14
Parcel-room receipts.....	322 25
Storage—freight.....	812 04
Storage—baggage.....	299 30
Car service.....	3,257 10
Rents of buildings and other property.....	17,085 07
Miscellaneous.....	9,730 49
Total revenue from operations other than transportation.....	<u>\$38,516 39</u>
Total operating revenues.....	<u>\$2,990,529 56</u>

SECURITIES OWNED—STOCKS.
NOT HELD IN SINKING OR OTHER FUNDS.

NAME OF CORPORATION AND SECURITY.	UNPLEGGED.	
	Total par value.	Cost or book value.
RAILWAY COMPANIES—INACTIVE: Northern Maine Seaport R. R.	\$420,000 00	\$420,000 00

SECURITIES OWNED.
MARKETABLE SECURITIES—STOCKS.

NAME OF CORPORATION AND SECURITY.	Par value of securities owned.	Cost or book value.
RAILWAY COMPANIES—INACTIVE: *Northern Maine Seaport R. R.	\$420,000 00	\$420,000 00

*The stock of the Northern Maine Seaport R. R. was purchased by the Bangor and Aroostook R. R. Co.

SUMMARY OF SECURITIES OWNED.
NOT HELD IN SINKING OR OTHER FUNDS.

KIND OF SECURITY.	Par value.
STOCKS: Stocks of other than railway companies—active.....	\$420,000

RESERVES.

Not specifically invested, \$161,943.63.

OPERATING EXPENSES.

ACCOUNT.	Amount.	Ratio to total of general account. (Per cent.)	Ratio to total operating expenses. (Per cent.)
MAINTENANCE OF WAY AND STRUCTURES.			
Superintendence.....	\$31,683 08	07.08	01.77
Ballast	8,260 80	00.78	00.18
Ties	31,611 85	07.08	01.77
Rails	32,072 85	07.17	01.80
Other track material.....	15,170 51	03.89	00.85
Roadway and track.....	226,978 36	50.75	12.71
Removal of snow, sand and ice.....	27,241 60	06.09	01.53
Bridges, trestles and culverts.....	16,835 91	03.76	00.95
Over and undergrade crossings.....	378 31	00.08	00.02
Grade crossings, fences, cattle guards and signs.....	7,205 70	01.61	00.40
Snow and sand fences and snow sheds.....	1,060 41	00.23	00.06
Signals and interlocking plants.....	3,626 83	00.82	00.20
Telegraph and telephone lines.....	5,541 01	01.24	00.31
Buildings, fixtures and grounds.....	33,812 38	07.56	01.90
Docks and wharves.....	528 47	00.12	00.03
Roadway tools and supplies.....	8,320 14	01.86	00.47
Injuries to persons.....	387 30	00.09	00.02
Stationery and printing.....	778 71	00.18	00.04
Other expenses.....	691 99	00.15	00.04
Maintaining joint tracks, yards and other facilities, Dr.....	43 00	00.01	.....
Total	\$447,229 21	100.00	25.05
MAINTENANCE OF EQUIPMENT.			
Superintendence.....	\$19,202 07	05.72	01.08
Steam locomotives—repairs.....	69,007 21	20.56	03.87
Steam locomotives—renewals.....	22 00	00.01	.....
Steam locomotives—depreciation.....	16,655 88	04.96	00.93
Passenger-train cars—repairs.....	32,193 02	09.59	01.80
Passenger-train cars—depreciation.....	5,979 36	01.78	00.33
Freight-train cars—repairs.....	163,893 52	48.82	09.18
Freight-train cars—renewals.....	12,307 00	03.67	00.69
Work equipment—repairs.....	5,050 70	01.50	00.28
Work equipment—depreciation.....	1,658 93	00.49	00.09
Shop machinery and tools.....	7,325 96	02.18	00.41
Injuries to persons.....	13 77	.....	.....
Stationery and printing.....	1,489 17	00.44	00.08
Other expenses.....	927 84	00.28	00.06
Total	\$335,726 43	100.00	18.80
TRAFFIC EXPENSES.			
Superintendence.....	\$19,417 63	57.44	01.09
Outside agencies.....	3,425 68	10.13	00.19
Advertising.....	7,242 81	21.43	00.41
Traffic associations.....	131 02	00.39	00.01
Stationery and printing.....	3,221 57	09.53	00.18
Other expenses.....	365 43	01.08	00.02
Total	\$33,804 09	100.00	01.90
TRANSPORTATION EXPENSES.			
Superintendence.....	\$37,172 50	04.43	02.08
Dispatching trains.....	10,997 14	01.31	00.62
Station employees.....	137,911 70	16.42	07.73
Station supplies and expenses.....	16,908 97	02.01	00.95
Yardmasters and their clerks.....	6,658 08	00.79	00.37
Yard conductors and brakemen.....	14,900 86	01.77	00.83
Yard switch and signal tenders.....	2,172 67	00.26	00.12
Yard supplies and expenses.....	497 47	00.06	00.03
Yard enginemen.....	10,914 10	01.30	00.61
Enginehouse expenses—yard.....	2,160 18	00.25	00.12
Fuel for yard locomotives.....	12,822 55	01.53	00.72
Water for yard locomotives.....	881 69	00.11	00.05
Lubricants for yard locomotives.....	129 11	00.02	00.01
Other supplies for yard locomotives.....	21 88	.....	.....
Operating joint yards and terminals—Dr.....	1,590 74	00.19	00.09
Operating joint yards and terminals—Cr.....	851 49	00.10	00.05

BANGOR & AROOSTOOK RAILROAD.

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OPERATING EXPENSES—CONTINUED.

ACCOUNT.	Amount.	Ratio to total of general account. (Per cent.)	Ratio to total operating expenses (Per cent.)
Road engineers.....	108,542 19	12.92	06.08
Enginehouse expenses—road.....	38,127 21	04.54	02.14
Fuel for road locomotives.....	220,852 42	26.30	12.37
Water for road locomotives.....	14,083 09	01.68	00.79
Lubricants for road locomotives.....	3,584 33	00.43	00.20
Other supplies for road locomotives.....	3,497 04	00.42	00.20
Road trainmen.....	126,114 37	15.01	07.06
Train supplies and expenses.....	24,239 88	02.89	01.96
Interlockers and block and other signals—operation.....	696 26	00.08	00.04
Crossing flagmen and gatemen.....	2,953 23	00.35	00.16
Clearing wrecks.....	2,204 79	00.26	00.12
Telegraph and telephone—operation.....	5,488 32	00.65	00.31
Stationery and printing.....	13,510 67	01.61	00.76
Other expenses.....	7,645 99	00.91	00.43
Loss and damage—freight.....	7,837 08	00.94	00.43
Loss and damage—baggage.....	330 82	00.04	00.02
Damage to property.....	3,126 03	00.37	00.17
Damage to stock on right of way.....	62 88	.....	.....
Injuries to persons.....	1,481 46	00.18	00.08
Operating joint tracks and facilities—Dr.....	629 63	00.07	00.04
Total.....	\$839,877 78	100.00	47.04
GENERAL EXPENSES.			
Salaries and expenses of general officers.....	\$42,167 34	32.78	02.36
Salaries and expenses of clerks and attendants.....	36,644 75	28.48	02.05
General office supplies and expenses.....	5,785 79	04.50	00.33
Law expenses.....	10,065 11	07.82	00.56
Insurance.....	19,796 99	15.39	01.11
Stationery and printing.....	4,355 22	03.38	00.25
Other expenses.....	9,837 21	07.65	00.55
Total.....	\$128,652 31	100.00	07.21
RECAPITULATION OF EXPENSES.			
Maintenance of ways and structures.....	\$447,229 21	.....	25.05
Maintenance of equipment.....	335,726 43	.....	18.80
Traffic expenses.....	33,304 09	.....	01.90
Transportation expenses.....	839,877 78	.....	47.04
General expenses.....	128,652 31	.....	07.21
Total operating expenses.....	\$1,785,289 82	.....	100.00

Ratio of operating expenses to operating revenues, 59.69 per cent.

SUMMARY OF REVENUES AND EXPENSES OF OUTSIDE OPERATIONS AND OTHER PROPERTIES.

OUTSIDE OPERATIONS.

DESIGNATION.	Revenues.	Expenses.	Net deficit.
Dining car service.....	\$11,681 46	\$16,689 28	\$5,007 82

HIRE OF EQUIPMENT.
EQUIPMENT LEASED.

KIND OF EQUIPMENT.	NAME OF LESSEE.	Number of units.	Amount.
RENTS ACCRUED RECEIVABLE.			
Locomotives, freight and work cars	Aroostook Construction Co.	178	\$58,649 64
Locomotives, freight and work cars	Northern Maine Seaport R. R.	14	634 08
Locomotives, freight and work cars	C. P. Tract	56	890 75
Locomotives, freight and work cars	Murray Bros.	18	706 86
Locomotives, freight and work cars	Fairbanks Morse and Co.	2	42 00
Locomotives, freight and work cars	Additions and betterments	1	46 50
Total		289	\$60,969 88

EQUIPMENT INTERCHANGED.

KIND OF EQUIPMENT.	BASIS OF COMPENSATION.		Total Compensa- tion.
	Locomotive-days or Car- days.	Number.	
ACCRUED ON EQUIPMENT BORROWED.			
Freight-train cars	173,978	$\left\{ \begin{array}{l} 25\% \\ 30\% \\ 35\% \end{array} \right.$ Per day	\$47,087 49
ACCRUED ON EQUIPMENT LOANED.			
Freight-train cars	666,124	$\left\{ \begin{array}{l} 25\% \\ 30\% \\ 35\% \end{array} \right.$ Per day	\$171,561 50

PRIVATE CARS.

CARS USED.		Number car- miles.	COMPENSATION.	
NAME OF OWNER.	DESCRIPTION.		Rate.	Amount.
Armour car lines	Refrigerator	418,089	3- 4 cts.	\$3,185 36
Arms Palace Horse Car Co.	Horse	964	6-10 cts.	5 72
American Refrig. Transit Co.	Refrigerator	1,290	3- 4 cts.	9 68
Cutting Car Co.	Bark	25,165	6-10 cts.	161 01
Champion Fibre Co.	Tank	16,465	3- 4 cts.	123 52
Cold Blast Transp. Co.	Refrigerator	19,710	3- 4 cts.	147 88
Chicago Refrigerator Car Co.	Refrigerator	1,836	3- 4 cts.	13 78
Crystal Car line	Refrigerator	220	3- 4 cts.	1 65
Eastman Heater Co.	Heater	421,837	3- 4 cts.	3,163 81
Express Car Co.	Box	424	6-10 cts.	2 54
Gulf Refining Co.	Tank	220	3- 4 cts.	1 66
German-American Car lines	Refrigerator	1,008	3- 4 cts.	7 56
Heinz, H. J. Co.	Tank	480	3- 4 cts.	3 45
Heald, J. H. Co.	Tank	1,760	3- 4 cts.	13 20
Libby, McNeil & Libby	Refrigerator	136	3- 4 cts.	1 02
Merchants Despatch Transit Co.	Refrigerator	1,098	3- 4 cts.	8 25
Mather Horse Stock Co.	Stock	304	6-10 cts.	1 82
Missouri River Despatch	Refrigerator	250	3- 4 cts.	1 88
Michigan Chemical Co.	Tank	220	3- 4 cts.	1 65
National Despatch Line	Box	604	6-10 cts.	3 62
Pullman Palace Car Co.	Sleeping & Chair Cars	156,107	2 cts.	3,122 14
Pacific Fruit Express	Refrigerator	438	3- 4 cts.	3 29
Swift Refrigerator Line	Refrigerator	13,370	3- 4 cts.	100 34
St. Louis Ind. Packing Co.	Refrigerator	288	3- 4 cts.	2 16
Union Tank Line	Tank	22,583	3- 4 cts.	169 39
Union Refrigerator Transit Co.	Refrigerator	92	3- 4 cts.	69
Western Heater Despatch	Heater	333,999	3- 4 cts.	2,504 83
Total		1,438,877		\$12,701 85

RECAPITULATION OF HIRE OF EQUIPMENT.

ACCOUNT.	Amount receivable.	Amount payable.
Equipment leased.....	\$60,969 88	.....
Equipment interchanged.....	171,561 50	\$47,087 49
Private cars.....	.....	12,701 85
Total.....	\$232,531 33	\$59,789 34
Balance.....	\$172,741 99	

IMPORTANT CHANGES DURING THE YEAR.

The following extensions were put in operation :

Squa Pan to Stockholm	48.00 miles
Presque Isle to Mapleton	6.98 miles
Fort Kent Junction to St. Francis.....	16.56 miles
Van Buren to Grand Isle.....	15.20 miles

Total

86.74 miles
Mill spur of 2.07 miles reported in Industrial tracks last year, made a part of Van Buren to Grand Isle extension.

New 85 lb. steel rails laid this year..... 5,177.5 gross tons

Relaying 70 lb. rails laid this year..... 422.85 gross tons

New standard ties used in renewals

102,812

New tie plates for 85 lb. rails..... 75,000

New sidings on main line and branches..... 2.71 miles

New sidings on Washburn extension ... 5.79 miles

New sidings on St. John River extension..... 4.99 miles

Total

13.49 miles
\$494,200.00 in common stock issued in part payment for building the Washburn and St. John River extensions.

There were issued during the fiscal year 263 Consolidated Refunding 4 % bonds. \$180,000.00 were used to retire outstanding bonds. \$49,000.00 for additions and betterments and \$34,000.00 for additions and betterments the previous year. \$16,000.00 Northern Maine Seaport R. R. bonds sold for additions to property. \$953,000.00 St. John River extension bonds in part payment for building that extension, and \$1,518,000.00 Washburn extension bonds for building the Washburn extension.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1909.		ASSETS.	June 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
		PROPERTY INVESTMENT. Road and Equipment. Investment to June 30, 1907—			
\$11,522,604 94	.....	Road.....	\$11,522,604 94	.....
8,728,799 30	.....	Equipment.....	8,728,799 30	.....
		Investment since June 30, 1907—			
\$6,075,928 54	.....	Road.....	9,274,891 96	.....	\$3,198,968 42
\$1,164,201 91	.....	Equipment.....	1,182,652 38	.....	18,450 42
	\$22,486,529 89			\$25,708,948 58	\$3,217,418 84
	37,509 09	Reserve for accrued depreciation—Cr.		61,988 26	24,474 17
	\$22,449,020 80	Total.....		\$25,641,965 27	\$3,192,944 67
		SECURITIES— OF PROPRIETARY, AFFILIATED AND CONTROLLED COMPANIES— UNPLEGDED.			
	\$420,000 00	Stocks.....	\$420,000 00	.....
		OTHER INVESTMENTS. Miscellaneous investments.			
	48,460 95	Physical property..		\$48,460 95	
		WORKING ASSETS.			
\$486,628 64	.....	Cash.....	\$487,280 41	.....	\$656 77
		Traffic and car service balances due from other companies.....	100,606 42	.....	21,228 12
79,378 30	.....	Net balance due from agents and conductors.....	35,544 22	.....	*2,638 78
88,183 00	.....	Miscellaneous accounts receivable	91,954 34	.....	*284,555 17
\$26,509 51	.....	Material and supplies.....	554,229 77	.....	188,446 52
865,783 25	.....	Total.....		\$1,249,615 16	*26,862 54
	\$1,276,477 70	DEFERRED DEBIT ITEMS.			
		Advances—			
17,546 17	.....	Working funds....	\$26,895 86	.....	\$8,849 69
		Rents and insurance paid in advance.....	17,418 46	.....	2,099 25
15,814 21	.....	Unextinguished discount on securities.....	45,878 17	.....	45,878 17
		Other deferred debit items.	46,086 98	.....	27,925 20
18,111 76	.....	Total.....		\$135,719 47	\$84,747 41
	\$50,972 16	Grand total..		\$27,490,760 85	\$3,250,829 44
	\$24,289,981 41				

* Decrease.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1909.		LIABILITIES.	June 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
		STOCK.			
		Capital Stock.			
	\$2,510,000 00	Common stock not held by company	\$3,004,200 00		\$494,200 00
		MORTGAGE, BONDED, AND SECURED DEBT.			
	17,807,000 00	Mortgage bonds not held by company	20,557,000 00		2,750,000 00
	1,470,000 00	Equipment trust obligations not held by company	1,210,000 00		*260,000 00
	728,000 00	Miscellaneous funded obligations not held by company.	728,000 00		
	\$20,005,000 00	Total.....		\$22,495,000 00	\$2,490,000 00
		WORKING LIABILITIES.			
\$780,000 00		Loans and bills payable.....	\$774,409 44		*\$5,590 56
22,745 42		Traffic and car service balances due to other companies.....	23,602 70		857 28
112,598 11		Audited vouchers and wages unpaid	193,978 72		81,380 61
160,036 00		Miscellaneous accounts payable....			*160,036 00
285,585 00		Matured interest, dividends, and rents unpaid.....	295,275 00		9,690 00
	\$1,360,964 53	Total.....		\$1,287,265 86	*\$73,698 67
		ACCRUED LIABILITIES NOT DUE.			
	\$114,920 83	Unmatured interest, dividends, and rents payable.....		218,112 00	103,191 17
		APPROPRIATED SUPPLUS.			
		Not specifically invested.....		161,948 63	161,948 63
	249,046 05	PROFIT AND LOSS.			
		Balance.....		324,234 36	75,188 31
	\$24,239,931 41	Grand total..		\$27,490,760 85	\$3,250,829 44

*Decrease.

EMPLOYEES AND SALARIES.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	5	1,565	\$56,158 64	\$35 88
Other Officers.....	26	8,115	47,363 66	5 84
General office clerks.....	92	28,050	69,201 08	2 47
Station agents.....	94	29,221	66,400 45	2 27
Other Station men.....	190	45,781	82,732 26	1 81
Enginemen.....	67	21,081	77,857 59	3 67
Firemen.....	77	20,542	49,438 78	2 41
Conductors.....	51	19,486	55,006 12	2 82
Other trainmen.....	142	51,949	101,942 41	1 98
Machinists.....	27	7,354	19,714 73	2 69
Carpenters.....	29	8,377	20,228 66	2 41
Other shopmen.....	275	86,345	167,916 87	1 94
Section foremen.....	101	30,310	68,194 67	2 25
Other trackmen.....	353	85,365	149,389 95	1 75
Switch tenders, crossing tenders, and watchmen.....	8	2,374	3,098 09	1 31
Telegraph operators and dispatchers.....	10	3,221	11,079 89	3 44
All other employees and laborers.....	97	19,356	36,120 97	1 81
Total (including "general officers").....	1,644	467,842	\$1,081,344 77	\$2 81
Less "general officers".....	5	1,565	56,158 64	35 88
Total (excluding "general officers")....	1,639	466,277	\$1,025,186 13	\$2 19
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures.....	594	155,605	294,189 29	1 89
Maintenance of equipment.....	318	92,150	198,687 50	2 15
Traffic expenses.....	10	3,033	168,675 58	5 39
Transportation expenses.....	659	198,124	465,805 73	2 35
General expenses.....	62	18,618	104,194 67	5 60
Outside operations.....	1	312	2,100 00	6 73

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.....	743,707			
Number of passengers carried one mile.....	26,876,322			
Number of passengers carried one mile per mile of road.....	50,722			
Average distance carried, miles.....	36.14			
Total passenger revenue.....		\$638,148	50	
Average amount received from each passenger.....			85	806
Average receipts per passenger per mile.....			02	374
Total passenger service train revenue.....		739,384	55	
Passenger service train revenue per mile of road.....		1,395	12	
Passenger service train revenue per train-mile.....			98	855
FREIGHT TRAFFIC.				
Number of tons carried of freight earning revenue....	1,612,667			
Number of tons carried one mile.....	191,230,064			
Number of tons carried one mile per mile of road....	360,825			
Average distance haul of one ton, miles.....	118.58			
Total freight revenue.....		2,204,330	33	
Average amount received for each ton of freight.....			1	36
Average receipts per ton per mile.....			01	153
Freight revenue per mile of road.....		4,159	28	
Freight revenue per train-mile.....			2	98
TOTAL TRAFFIC.				
Operating revenues.....		2,990,529	56	
Operating revenues per mile of road.....		5,642	72	
Operating revenues per train mile.....			2	632
Operating expenses.....		1,785,289	82	
Operating expenses per mile of road.....		3,368	60	
Operating expenses per train-mile.....			1	29
Net operating revenue.....		1,205,239	74	
Net operating revenue per mile of road.....		2,274	12	
Average number of passengers per car-mile.....	15			
Average number of passengers per train-mile.....	36			
Average number of passenger cars per train-mile....	3.71			
Average number of tons of freight per loaded car-mile	16.35			
Average number of tons of freight per train-mile....	258.61			
Average number of freight cars per train-mile.....	23.74			
Average number of loaded cars per train-mile.....	15.81			
Average number of empty cars per train-mile.....	7.08			
Average mileage operated during year.....	529.98			

TRAFFIC AND MILEAGE STATISTICS.

CLASSIFICATION.	Item.	Total.
Locomotive Mileage:		
Revenue service—		
Freight locomotive-miles.....	701,565	
Passenger locomotive-miles.....	674,350	
Mixed locomotive-miles.....	94,862	
Special locomotive-miles.....	1,323	
Switching locomotive-miles.....	208,068	
Total revenue locomotive mileage.....		1,680,148
Non-revenue service locomotive-miles.....		272,577
Car Mileage:		
Revenue service—		
Freight car-miles—		
Loaded.....	11,694,094	
Empty.....	5,235,142	
Caboose.....	624,379	
Total freight car-miles.....		17,553,615
Passenger car-miles—		
Passenger.....	1,644,277	
Sleeping, parlor and observation.....	158,058	
Other passenger-train cars.....	969,621	
Total passenger car-miles.....		2,771,956
Special car-miles.....		
Freight—loaded.....	14,114	
Caboose.....	1,480	
Total special car-miles.....		15,594
Total revenue car mileage.....		20,341,165
Nonrevenue service car-miles.....		161,733
Train mileage:		
Revenue service—		
Freight train-miles.....	624,379	
Passenger train-miles.....	632,878	
Mixed train-miles.....	115,067	
Special train-miles.....	1,480	
Total revenue train mileage.....		1,373,804
Nonrevenue service train-miles.....		24,441

BANGOR & AROOSTOOK RAILROAD.

25

FREIGHT TRAFFIC MOVEMENT.

[Company's Material Excluded.]

COMMODITY.	Freight original- ing on this road and delivered to other carriers.	Freight received from connecting roads and other carriers.	Total freight tonnage.		
			Whole tons.	Per cent.	
Products of Agriculture.	Grain.....	11,845	9,048	20,888	01.29
	Flour.....	3,012	9,024	12,036	00.75
	Other mill products.....	4,313	4,056	8,369	00.52
	Hay.....	15,321	240	15,561	00.97
	Tobacco.....	125	218	343	00.02
	Fruit and vegetables.....	2,121	4,075	6,196	00.38
	Other products of agricul- ture.....	201,322	155	301,477	18.70
Total.....	338,059	26,811	364,870	22.63	
Products of Animals.	Live stock.....	3,864	1,167	5,031	00.31
	Dressed meats.....	261	701	962	00.06
	Other packing-house pro- ducts.....	1,187	3,603	4,790	00.30
	Poultry, game and fish.....	136	650	786	00.05
	Wool.....	486	50	536	00.03
	Hides and leather.....	2,981	1,623	4,604	00.28
Total.....	8,855	7,794	16,649	01.03	
Products of Mines.	Anthracite coal.....	10,214	9,141	19,355	01.20
	Bituminous coal.....	137,237	7,005	144,242	08.94
	Stone, sand and other like articles.....	15,652	6,372	22,024	01.37
	Total.....	163,103	22,518	185,621	11.51
Products of Forests.	Lumber.....	368,280	5,390	373,670	23.17
	Other products of forests.....	273,209	15,304	288,513	17.89
	Total.....	641,489	20,694	662,183	41.06
Manufac- tures.	Petroleum and other oils...	558	4,252	4,810	00.30
	Sugar.....	270	2,745	3,015	00.19
	Fertilizer.....	50,895	23,204	73,599	04.57
	Paper.....	142,966	1,726	144,692	08.97
	Iron and steel rails.....	14,400	9	14,409	00.89
	Other castings and ma- chinery.....	3,282	4,041	7,323	00.45
	Bar and sheet metal.....	1,202	879	2,081	00.13
	Cement, brick and limo.....	7,017	8,873	15,890	00.99
	Agricultural Implements...	1,096	1,789	2,885	00.18
	Wagons, carriages, tools, etc.....	569	425	1,024	00.06
	Wines, liquors and beers.....	127	1,080	1,207	00.08
	Household goods and fur- niture.....	1,349	929	2,278	00.14
	Other manufactures.....	8,355	4,607	12,962	00.80
	Total.....	231,616	54,559	286,175	17.75
Merchandise.....	11,174	15,669	26,843	01.66	
Miscellaneous: Other commodities not mentioned above.....	55,170	15,156	70,326	04.36	
Total tonnage.....	1,449,466	163,201	1,612,667	100.00	

DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1909.	Number added during year.	Number retired during year.	Number on June 30, 1910.	Number fitted with—	
					Train brake.	Automatic coupler.
Locomotives—owned or leased:						
Passenger.....	28	2		30	30	30
Freight.....	56		2	54	54	54
Switching.....	9			9	9	9
Total locomotives in service.....	93	2	2	93	93	93
Cars—owned or leased:						
In passenger service—						
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
In freight service—						
Box cars.....	2,677	23	20	2,680	2,680	2,680
Flat cars.....	2,573	35	42	2,566	2,566	2,566
Stock cars.....	110			110	110	110
Total.....	5,360	58	62	5,356	5,356	5,356
In company's service—						
Officers' and pay cars.....	2			2	2	2
Derrick cars.....	5			5	5	5
Caboose cars.....	43	1		44	44	44
Other road cars.....	88	3		91	91	91
Total.....	138	4		142	142	142
Total cars owned and in the service.....	5,576	62	62	5,576	5,576	5,576

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS.)

LINE IN USE.	LINE OWNED.		Total mileage operated.	New line constructed during year.	RAILS.
	Main Line.	Branches and spurs.			Steel.
Miles of single track.....	154.95	444.39	599.34	84.67	599.34
Miles of second track.....	7.24	23.79	31.03	.....	31.03
Miles of yard track and sidings.....	54.77	116.97	171.74	13.49	171.74
Total mileage operated (all tracks)	216.96	585.15	802.11	98.16	802.11

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.			Steel.
Maine.....	154.95	444.39	599.34	84.67	599.34

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.....	5,177.5	85	30 12	Cedar standard.....	102,812	41.0
.....	423.85	70	22 79	Cedar switch.....	825	110.5
.....	.....	.....	.....	Hemlock switch.....	55	103.7
.....	.....	.....	.....	Hard pine bridge.....	1,043	315.5
Total steel.	5,601.35	.....	.....	Total.....	104,735	44.3

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL-TONS.	Total fuel Consumed—tons.	Miles run.	Average pounds consumed per mile.
	Bituminous.			
REVENUE SERVICE.				
Freight.....	54,068	54,068	701,565	154.13
Passengers.....	14,479	14,479	674,330	42.79
Mixed.....	3,905	3,905	94,862	82.33
Special.....	44	44	1,323	66.51
Switching.....	4,188	4,188	208,068	40.25
Nonrevenue service.....	6,504	6,504	272,517	47.73
Total.....	83,188	83,188	1,962,665	85.20
Average cost at distributing point....	\$2.96 short ton	.....	.....	.....

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.							
	Trainmen.		Station men.		Trackmen.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or uncoupling.....		3						3
Collisions.....		1				1		2
Derailments.....	1	2					1	4
Falling from trains, locomotives, or cars.....	1	2				1		4
Jumping on or off trains, locomotives, or cars.....	1	3					1	3
Struck by trains, locomotives, or cars.....	3			1			3	4
Overhead obstructions.....		2						2
Other causes.....		2						2
Total.....	6	16		1		2	6	19

KIND OF ACCIDENT.	Passengers.	OTHER PERSONS.					
		Trespassing.		Not trespassing.		Total.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Jumping on or off trains, locomotives, or cars.....	1						
Struck by trains, locomotives, or cars.....						2	2
At highway crossings.....						1	1
At stations.....			1		1	1	2
At other points along track.....			2		1	1	3
Total.....	1		3		1	3	3

ACCIDENTS TO PERSONS—CONCLUDED.

SUMMARY. [Tables A and B.]	TOTAL.	
	Killed.	Injured.
TABLE A.		
Railway employees.....	6	19
Passengers.....		1
Other persons.....	4	3
TABLE B.		
Railway employees.....		25
Other persons.....		2
Grand total.....	11	50

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.										Other persons.	
	Station men.		Shop men.		Track men.		Other employees.		Total.		Killed.	Injured.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
Handling traffic.....		1						1		2		
Handling tools, machinery, etc.....				9		11				20		
Handling supplies, etc.....		1								2		
Getting on or off locomotives or cars at rest.....								1		1		
Other causes.....												2
Total.....		2		9		12		2		25		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	8	148	12	31	Bridges.....	3	15	6
Iron	116	13,568	13	781	OVERHEAD RAILWAY CROSSINGS.			
Wooden	4	197	10	142	Bridges.....	1	21	
Total.....	128	13,912						
Trestles	27	5,005	13	1,175				

Gage of track, 4 feet, 8½ inches. 599.34 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.
618	2,133	Northern Telegraph Company.....	Northern Telegraph Company.

**Report of the Boston and Maine Railroad for the Year Ending
June 30, 1910.**

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. 391. An Act permitting connection with the New England Gas and Coke Company.

1906. Chap. 419. An Act permitting purchase of Conway Electric Street Railway Company by Fitchburg Railroad Company.

1906. Chap. 486. An Act relative to bridge over Merrimac River at Lawrence.

1906. Chap. 551. An Act permitting re-location at Springfield in connection with the park system.

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. 485. 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.

1910. Chap. 254. An Act authorizing the City of Haverhill to lay out and construct a footway between Haverhill and Bradford.

1910. Chap. 689. An Act relating to the issuance of preferred stock by the Boston Railroad Holding Company.

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 12, 1910.
Alvah W. Sulloway.....	Franklin, N. H.....	
Richard Olney.....	Boston, Mass.....	
Amory A. Lawrence.....	Boston, Mass.....	
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 E. Richards.....	Portland, Maine.....	
Edward P. Ricker.....	S. Poland, Maine.....	
Charles S. Mellen.....	New Haven, Conn.....	
Walter C. Baylies.....	Taunton, Mass.....	
Robert M. Burnett.....	Southboro, Mass.....	
Phillip Dexter.....	Beverly, Mass.....	
Theodore N. Vall.....	Lyndon, Vt.....	
Alexander Cochrane.....	Boston, Mass.....	
J. Pierpont Morgan.....	New York, N. Y.....	
William Skinner.....	Holyoke, Mass.....	

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.....	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.
ACTIVE CORPORATIONS.				
Worcester, Nashua and Rochester R. R. Co.....	Sole	Stock ownership	55.9	Direct.
Concord & Claremont, N. H. Rd	"	" "	1.....	99.8
Conway Electric St. Ry. Co.....	"	" "	2.....	53.2
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. Johnsbury & Lake Champlain Rd.....	"	" "	7.....	54.50
Sullivan County Rd.....	"	" "	8.....	100
Vermont Valley Rd.....	"	" "	9.....	98.3
York Harbor & Beach Rd.....	"	" "	".....	85.2
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.
 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 13, 1909.
Date of last closing of stock books before end of year for which this report is made October 9, 1909.
Total number of stockholders at that date, 7,506.
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, 1910? 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 Railroad Holding Co.
The manner in which control was established; Purchase of a majority of its Capital Stock.
The extent of control; 50.05%.
Whether control was direct or indirect; Direct.
Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1910? 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—		
Boston & Maine Railroad—				
Portland Division (Via Dover)	Boston, Mass.	Portland, Maine.	115.31	108.29
Portland Div. (Via Portsmouth)	Boston, Mass.	Portland, Maine.	108.29	108.29
Portland (Conway Section).....	Jewett, Maine.	Intervale.	73.37	73.37
Southern Division.....	N. Cambridge, Ms.	Northampton, Ms.	95.69	95.69
Worc. Nash. & Portland Div.	Rochester, N. H.	Portland Jct. Me.	53.86	53.86
Total main lines.				446.52
BRANCH LINES.				
Medford Branch.....	Medford Jct. Mass.	Medford, Mass.	2.00	2.00
South Reading Branch.....	Peabody, Mass.	Wakefield Jct. Ms.	8.12	8.12
Newburyport Branch.....	Wakefield Jct. Ms.	Newburyport, Ms.	30.37	30.37
Methuen Branch.....	Lawrence, Mass.	N. H. State Line.	3.75	3.75
Georgetown Branch.....	Bradford, Mass.	Georgetown, Mass.	5.87	5.87
West Amesbury Branch.....	Newton Jct. Mass.	Merrimac, Mass.	4.45	4.45
Dover & Winn Branch.....	Dover, N. H.	Alton Bay, N. H.	29.00	29.00
Somersworth Branch.....	Rollinsford, N. H.	Somersworth, N. H.	2.75	2.75
Orchard Beach Branch.....	Old Orchard, Me.	Camp Ellis, Maine.	3.27	3.27
Charlestown Branch.....	Freight tracks in	Charlestown, Mass.	1.09	1.09
Saugus Branch.....	Everett Jct. Mass.	W. Lynn, Mass.	9.55	9.55
Chelsea Beach Branch.....	Revere Jct. Mass.	Saugus River Jct.	3.34	3.34
Swampscott Branch.....	Swampscott, Mass.	Marblehead, Mass.	3.96	3.96
Marblehead Branch.....	Salem, Mass.	Marblehead, Mass.	3.52	3.52
Lawrence Branch.....	Salem, Mass.	No. Andover, Mass.	19.89	19.89
Gloucester Branch.....	Beverly, Mass.	Rockport, Mass.	16.94	16.94
Essex Branch.....	H. & Wenham, Ms.	Conomo, Mass.	6.00	6.00
Newburyport City Branch.....	Eastern Rd. Tracks	in Newb'port, Ms.	1.97	1.97
Salisbury Branch.....	Salisbury, Mass.	Amesbury, Mass.	3.79	3.79
Dover Branch.....	Portsmouth, N. H.	Dover, N. H.	10.88	10.88
Wolboro Branch.....	Sanbornville, N. H.	Wolboro, N. H.	12.03	12.03
Union Branch.....	Elm St. to M. C. Rd	Portland, Maine.	1.12	1.12
* Lowell & Lawrence and Low- ell & Andover connection in Lowell, Mass. ....				.25
Electric Street Railway, Ports- mouth, Rye & N. Hampton, N. H.			18.10	18.10
Total owned.				648.53
LEASED LINES.				
Lowell & Andover Railroad.....	Lowell Jct. Mass.	Lowell, Mass.	+8.85	+8.85
Manchester & Lawrence R. R.	Manchester, N. H.	Mass. State Line.	22.89	22.89
Kenn'b'k, Kenn'b'pt R. R.	Kennebunk, Me.	Kenn'b'port, Me.	4.50	4.50
Worc. Nash. & Roch. R. R.	Worcester, Mass.	Rochester, N. H.	94.48	94.48
Boston & Lowell R. R.	Boston, Mass.	Lowell, Mass.	26.27	26.27
Mystic Branch.....	Mystic Jct. Mass.	Mystic Wharves.	2.25	2.25
Lexington Branch.....	Somerville Jct. Ms.	Lexington, Mass.	8.11	8.11
Middlesex Central Branch.....	Lexington, Mass.	Reformatory, Mass.	11.08	11.08
Bedford & Billerica Branch.....	Bedford, Mass.	North Billerica, Ms.	7.63	7.63
Woburn Branch.....	Winchester, Mass.	N. Woburn Jct. Ms.	6.20	6.20
Stoneham Branch.....	Montvale, Mass.	Stoneham, Mass.	2.50	2.50
Lawrence Branch.....	Wilmington, Mass.	Wilmington, Jct.	8.21	8.21
Salem & Lowell Branch.....	Tewksbury Jct. Ms.	Peabody, Mass.	16.80	16.80
Lowell & Lawrence Branch.....	Lowell, Mass.	Lawrence, Mass.	12.42	12.42
† Manchester & Keene Branch.....	Greenfield, N. H.	Keene, N. H.	14.80	14.80
‡ Nashua & Lowell Railroad.....	Lowell, Mass.	Nashua, N. H.	14.50	14.50
Nashua & Lowell Railroad.....	N. Chelmsford, Ms.	Ayer, Mass.	13.16	13.16
Stony Brook Railroad.....	Nashua, N. H.	Wilton, N. H.	15.50	15.50
Wilton Railroad.....	Nashua, N. H.	Wilton, N. H.	15.50	15.50
Peterborough Railroad.....	Wilton, N. H.	Greenfield, N. H.	10.50	10.50

* Total length .37 mile, of which .25 mile is owned and .12 mile is leased.

† Includes Lowell and Andover and Lowell and Lawrence connection in Lowell—0.12 M.

‡ Includes Lowell and Andover and Lowell and Lawrence connection in Lowell—0.12 M.

ROAD OPERATED—ENTIRE LINE.

NAME.	TERMINI.		Miles of Line for each road named.	Miles of Line for each class of roads named.
	From—	To—		
Concord & Montreal Railroad.....	Nashua, N. H.....	Groveton, N. H.....	181.07	.....
Hooksett Branch.....	Hooksett, N.....	Bow Jet, N. H.....	7.59	.....
Mt. Washington Branch.....	Wing Road, N. H.....	Base Station, N. H.....	20.17	.....
Manch. and N. Weare Branch.....	Manchester, N. H.....	Henniker Jet, N. H.....	24.50	.....
Lake Shore Branch.....	Lakeport, N. H.....	Alton Bay, N. H.....	17.23	.....
Tilton & Belmont Branch.....	Belmont Jet, N. H.....	Belmont, N. H.....	4.17	.....
Whitefield & Jefferson Branch.....	Whitefd Jet, N. H.....	Berlin Mills, N. H.....	30.58	.....
Waumbeck Branch.....	Cherry Mt. N. H.....	Jefferson, N. H.....	3.48	.....
Profile and Fran. Notch Branch.....	Bethl'm Jet, N. H.....	Beth & Profile, Hs.....	12.94	.....
Manchester & Milford Branch.....	Grasmere Jc. N. H.....	E. Milford, N. H.....	18.54	.....
Suncook Valley Ext. Branch.....	Plattsfield, N. H.....	Ctr. B'rnst'd, N. H.....	4.46	.....
Manch. and Keene Branch.....	Greenfield, N. H.....	Keene, N. H.....	14.79	.....
Conc. & Manch. Elec. Branch.....	Concord, N. H.....	Manchester & Penacook, N. H.....	29.43	.....
Nashua & Acton Railroad.....	Nashua, N. H.....	N. Acton, Mass.....	20.12	.....
New Boston Railroad.....	Parkers, N. H.....	New Boston, N. H.....	5.19	.....
Concord & Portsmouth Railroad.....	Manchester, N. H.....	Portsmouth, N. H.....	39.87	.....
Suncook Valley Railroad.....	Suncook, N. H.....	Plattsfield, N. H.....	17.41	.....
Pemigewasset Valley Branch.....	Plymouth, N. H.....	Lincoln, N. H.....	22.93	.....
Franklin & Tilton Railroad.....	Franklin Jct. N. H.....	Tilton, N. H.....	4.95	.....
Bristol Branch.....	Franklin, N. H.....	Bristol, N. H.....	13.41	.....
Northern Railroad.....	Concord, N. H.....	White River Jct.....	69.50	.....
Concord & Claremont N. H.....	Concord, N. H.....	Claremont Jc. N. H.....	56.30	.....
Hillsboro Branch.....	Contoocook, N. H.....	Hillsboro, N. H.....	14.60	.....
Peterboro & Hillsboro Branch.....	Peterboro, N. H.....	Hillsboro, N. H.....	18.51	.....
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.....	So. Ashb'nham, Ms.....	Bellows Falls.....	53.85	.....
Hoosac Docks Branch.....	Freight Tracks in.....	Boston, Mass.....	.66	.....
Watertown Branch.....	W. Cambridge, Ms.....	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. Ashb'nham, Ms.....	Ashburnham, Ms.....	2.59	.....
Worcester Branch.....	Worcester, Mass.....	Winchendon, Ms.....	35.74	.....
Peterboro Branch.....	Winchendon, Ms.....	Peterboro, N. H.....	15.93	.....
Saratoga Branch.....	Saratoga Jct. N. Y.....	Saratoga, N. Y.....	17.50	.....
Schuylerville Branch.....	Schuyl'r Jct. N. Y.....	Schuylerville, N. Y.....	8.32	.....
Vermont & Massachusetts R. R.....	Fitchburg, Mass.....	Greenfield, Mass.....	55.73	.....
Turners Falls Branch.....	Turners Falls Jct.....	Turners Falls.....	2.80	.....
Troy & Bennington Railroad.....	Hoosick Jct. N. Y.....	Vt. State Line.....	5.04	.....
Connecticut River Railroad.....	Springfield, Mass.....	Keene, N. H.....	74.00	.....
Chicopee Falls Branch.....	Chicopee Jct. Mass.....	Chicopee Falls.....	2.35	.....
Easthampton Branch.....	Mt. Tom, Mass.....	Easthampton, Ms.....	3.50	.....
East Deerfield Branch.....	Deerfield Jct. Mass.....	East Deerfield.....	1.04	.....
Connecticut & Pass. Rivers R. R.....	White River Jct.....	Canada Line.....	110.30	.....
Massawippi Valley Railroad.....	Canada Line.....	Lennoxville, P. Q.....	31.95	.....
Stanstead Branch.....	Beebe Jct. P. Q.....	Stanstead, P. Q.....	3.51	1,631.25
UNDER CONTRACT.				
Horn Pond Branch Railroad.....	Woburn Branch.....	Horn Pond Wo' Ms.....		0.59
TRACKAGE RIGHTS.				
Portland Union Sta. Co.....	Junct. to Sta.....	Portland, Maine.....	.56	.....
N. Y. N. H. & H. R. R.....	No. Acton, Mass.....	Concord Jct., Mass.....	4.21	.....
N. Y. C. & H. R. R. R.....	Connect. Track.....	Winchendon, Ms.....	.21	.....
Troy Union R. R.....	Junct. to Sta.....	Troy, N. Y.....	2.03	.....
Grand Trunk Railway.....	Lennoxville, P. Q.....	Sherbrooke, P. Q.....	2.95	9.96
Grand total.....				2,290.33

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 and Maine R. R., Portland Div. via Dover.....	New Hampshire Line	Portland near Union Station	44.00	148.54
Boston and Maine R. R., Portland Div. via Portsmouth.....	New Hampshire Line	Portland near Union Station	50.76	
Boston and Maine R. R., Portland Div. Conway Section.....	Jewett, Me.....	So. Berwick, Me	2.92	4.39
Boston and Maine R. R., W. N. & P. Div.	New Hampshire Line	Portland Jct. Me.	50.86	
Boston and Maine R. R., Old Orchard Beach Branch.....	Old Orchard, Me.	Camp Ellis, Me.	3.27	4.39
Boston and Maine R. R. Union Branch.....	Portland near Union Station	Sta. Elm Street, Portland	1.12	
Kennebunk and Kennebunkport R. R.....	Kennebunk, Me.	Kennebunkport, Me.	4.50	4.50
Portland Union Ry. Station Co.....	Port. Div. Tracks	Portland, Union Sta....	.56	.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 Street Ry.....	Owned.....	New Hampshire.
Concord & Manchester El. Br.....	Pass. on Street Ry.....	Leased.....	New Hampshire.
Steamer Mt. Washington.....	Passenger and freight on Lake Winnepesaukee.	Owned.....	New Hampshire.
Steamer Lady of the Lake.....	Passenger and freight on Lake Memphremagog.	Leased.....	Vermont.
Portsmouth Bridge.....	Toll Bridge.....	Owned.....	New Hampshire and Maine.
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.
Union Market Stock Yard.....	Stock yard service.....	Leased.....	Massachusetts.
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.

OTHER PROPERTIES.

DESIGNATION.	State or Territory.	Book value.
Real estate.....	Massachusetts and New Hampshire..	\$290,552 35
Track material loaned.....	New Hampshire.....	128,169 11
Total.....		\$418,721 46

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 and Lowell R. R. Corpn. . .	111.27	June 22, 1887	99 yrs. from April 1, 1887	For 7% on capital stock until January 1, 1897—3% thereafter, interest on funded debt and organization expenses.
Conn. and 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. Interest on Funded Debt and Organization expenses.
Massawippi Valley Railway	35.46	December 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 and Lowell R. R. Corpn. . .	14.50	November 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	December 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. and C. and P. and H. Railroads.
Concord & Claremont, N. H. R. R. R. Peterboro and Hillsboro R. R.	70.90 } 18.51 }	Included in Northern Railroad lease		
Peterboro Railroad	10.50	April 1, 1893	93 yrs. from April 1, 1893	For 4% on capital stock and organization expenses.
Stony Brook R. R. Corpn.	13.16	September 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	February 1, 1884.	99 yrs. from Oct. 1, 1883	For 7% on capital stock to January 1, 1891—3½% thereafter.
The Concord and Montreal R. R. (Includes Nashua and Acton R.R.)	389.02	June 29, 1895	91 yrs. from April 1, 1895	For 7% on capital stock, interest on funded debt and organization expenses.
Concord and Portsmouth R. R.	39.87	May 26, 1862	99 yrs. from Jan. 1, 1862	For 7% on capital stock and organization expenses.
Franklin and Tilton R. R.	4.95	October 8, 1895	91 yrs. from April 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	For 4% on cost of construction not to exceed \$70,000.
Pemigowasset Valley R. R.	22.93	March 31, 1883.	100 yrs. from Feb. 1, 1882	For 6% on capital stock and organization expenses.
Suncook Valley R. R.	17.41	March 11, 1870.	42 yrs. from Jan. 1, 1870	For 6% on capital stock to the amount of \$240,000 and organization expenses.

BOSTON & 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	January 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 and Bennington R. R. Co.	5.04	October 12, 1872	Perpetuity from Aug. 1 1877.....	For the sum of \$15,400 per annum.
Vermont and Mass. R. R. Co.	59.58	January 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.
Kennebunk and Kennebunkport R. R. Co.	4.50	June 18, 1883	99 yrs. from May 15, 1883	For 4% on capital stock.
Lowell and Andover R. R. Co.	8.85	October 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 Sept. 1, 1887	For 10% on capital stock, interest on funded debt and organization expenses.
Worcester, Nashua and Rochester R. R. Company.....	94.48	October 30, 1885	50 yrs. from Jan. 1, 1886	For sum of \$250,000 per annum.
*Horn Pond Branch R. R.	0.59			

*The Horn Pond Branch Railroad (0.59 mile) is a short freight spur which is now operated by our Company principally for the transportation of ice for the Boston Ice Company at Horn Pond, Woburn, Mass., the latter mentioned Company owning all of the capital stock of the Horn Pond Branch Railroad. There is no written lease or even contract under which our Company operates this spur, but only a general understanding that we perform the transportation service and maintain the track in return for which we receive the revenues.

CAPITAL STOCK.

KIND.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.	DIVIDENDS DECLARED DURING YEAR.	
						Rate.	Amount.
Common.....	288,568 253	\$100	\$28,856,825 30	\$28,841,300 00	\$28,841,300 00	6	\$1,679,532 00
Scrip.....				390 70	390 70		
Preferred.....	31,498	100	3,149,800 00	3,149,800 00	3,149,800 00	6	188,988 00
Total.....	320,066 253		\$32,006,625 30	\$31,991,490 70	\$31,991,490 70		* \$1,868,520 00

PURPOSE OF THE ISSUE.	Number of shares issued during year.	Cash realized on amount issued during the year.	Total number of shares outstanding.	Total cash realized.
Issued for cash.....	5,699	\$817,094 12		
Issued in exchange for scrip.....	1			
Issued in exchange for installments, receipts covering share fully paid in previous year.....	1		185,797	\$23,435,791 39
Issued for purchase of railway or other property.....			134,114	
Total.....	5,701	\$817,094 12	319,911	\$23,435,791 39

* DETAIL OF DIVIDENDS DECLARED DURING THE YEAR.

Payable October 1st, 1909, 11% on \$27,143,100 par value, common.....	\$407,146 50
Payable January 3d, 1910, 11% on 27,143,100 par value, common.....	407,146 50
Payable April 1st, 1910, 11% on 28,841,300 par value, common.....	432,619 50
Payable July 1st, 1910, 11% on 28,841,300 par value, common.....	432,619 50
Payable Sept. 1st, 1909, 3% on 3,149,800 par value, preferred.....	94,494 00
Payable March 1st, 1910, 3% on 3,149,800 par value, preferred.....	94,494 00
Total.....	\$1,868,520 00

FUNDED DEBT.

DESIGNATION OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value held by respondent, in sinking or other funds.	Total par value not held by respondent.	INTEREST.			
	Date of issue.	Date of Maturity.					Rate %	When payable.	Amount accrued during the year	Amount paid during the year.
MORTGAGE BONDS.										
Ports. G. F. & Conway R. R. First mortgage.....	June 1, 1877..	June 1, 1937..	\$1,000,000	\$1,000,000		\$1,000,000	4½	June & Dec.	\$45,000 00	\$45,461 25
PLAIN BONDS.										
Boston & Maine R. R.	Nov. 1, 1901..	Nov. 1, 1921..	1,000,000	1,000,000		1,000,000	3½	May & Nov. 1	35,000 00	34,895 00
Boston & Maine R. R.	Jan. 1, 1903..	Jan. 1, 1923..	2,000,000	2,000,000	\$42,000	1,958,000	3½	Jan. & July 1	70,000 00	70,175 00
Boston & Maine R. R.	Feb. 2, 1905..	Feb. 2, 1925..	500,000	500,000	25,000	475,000	3½	Feb. & Aug. 2	17,500 00	17,482 50
Boston & Maine R. R.	Sept. 1, 1906..	Sept. 1, 1926..	10,000,000	10,000,000	52,000	9,948,000	4	Mar. & Sept. 1	400,000 00	399,420 00
Improvement bonds.....	Feb. 1, 1887..	Feb. 1, 1937..	2,000,000	1,919,000	98,000	1,821,000	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	99,980 00
Boston & Maine R. R.	Jan. 1, 1894..	Jan. 1, 1944..	6,000,000	6,000,000	50,000	5,950,000	4½	Jan. & July 1	270,000 00	269,842 50
Boston & Maine R. R.	July 2, 1900..	July 2, 1950..	5,454,700	5,454,000	22,000	5,432,000	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	50,000	11,650,000	4½	Apr. & Oct. 1	526,500 00	524,880 00
Total.....			\$42,154,700	\$42,073,000	\$389,000	\$41,734,000			\$1,704,380 00	\$1,702,516 25

RECAPITULATION OF FUNDED DEBT.

KIND OF BOND OR OBLIGATION.	Total par value outstanding.	Total par value held by respondent in sinking or other funds.	Total par value not held by respondent.	INTEREST.	
				Amount accrued during the year—charged to income.	Amount paid during the year.
Mortgage bonds.....	\$1,000,000		\$1,000,000	\$45,000 00	\$45,461 25
Plain bonds, debentures and notes.....	41,073,000	\$339,000	40,734,000	1,659,380 00	1,657,055 00
Total.....	\$42,073,000	\$339,000	\$41,734,000	\$1,704,380 00	\$1,702,516 25

PURPOSE OF THE ISSUE.	Total par value outstanding.	Total cash realized.
Issued for cash.....	\$17,700,000 00	\$17,889,893 44
Issued for additions and betterments.....	3,919,000 00	3,892,000 00
Issued for acquisition of securities.....	5,454,000 00	5,454,000 00
Issued for refundment of securities.....	15,000,000 00	15,022,650 16
Total.....	\$42,073,000 00	\$42,258,543 60

RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock.....	\$31,991,490 70	\$31,991,490 70	648.53	\$49,329
Funded debt.....	42,073,000 00	42,073,000 00	648.53	64,874
Total.....	\$74,064,490 70	\$74,064,490 70		\$114,203

PREMIUM ON SECURITIES.

ON STOCKS.		ON FUNDED DEBT.	
Class of stock.	Net amount of premium.	CLASS OF BOND OR OBLIGATION.	Net amount of premium—Total.
Common.....	\$5,446,331 02	B. & M. R. R., Plain 4's, due Sept. 1st, 1926.....	\$120,000 00
		B. & M. R. R., Plain 4½'s, due April 1st, 1927....	354,510 00
Total....	\$5,446,331 02		\$474,510 00

SECURITY FOR FUNDED DEBT.

DESIGNATION OF BOND OR OBLIGATION.	ROAD OR TRACKS MORTGAGED.			Amount of Mortgage per mile of line.
	From—	To—	Miles.	
Portsmouth, Great Falls and Conway Railroad, 1st mortgage bonds	Jewett.....	North Conway, N. H.....	72.86	\$13,725

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR.

ACCOUNT.	Through issue of securities.	From current funds.	Total.
Right of way and station grounds.....	\$110,461 33	\$10,566 95	\$121,028 28
Real estate.....	*70,489 22	4,009 65	66,479 57
Bridges, trestles and culverts.....		1,065 26	1,065 26
Increased weight of rail.....		9,841 37	9,841 37
Additional main tracks.....	42,278 91	764 21	43,043 12
Sidings and spur tracks.....	50,092 73	49,396 88	99,489 61
Terminal yards.....		17,399 19	17,399 19
Fencing right of way.....	123 31	316 54	439 85
Improvement of over and under grade crossings.....	29,945 42	130 08	30,075 50
Track elevation, elimination of grade crossings, etc.....	14,422 46	275 76	14,698 22
Interlocking apparatus.....	2,649 16	3,503 59	6,152 75
Block and other signal apparatus.....	127,096 21	6,794 79	133,891 00
Station buildings and fixtures.....	*3,802 73	25,851 56	22,048 83
Shops, enginehouses and turntables.....	113,543 70	5,848 94	119,392 64
Water and fuel stations.....	*215 87	10,850 62	10,634 75
Dock and wharf property.....		4,620 64	4,620 64
Miscellaneous structures.....	*10,417 00	16,276 63	5,859 63
Equipment.....	2,535,235 66		2,535,235 66
Total—entire line.....	\$2,940,924 07	\$167,512 66	\$3,108,436 73

* Credit.

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907.

ACCOUNT.	Expenditures for additions and betterments during the year.	Total expenditures, July 1, 1907, to June 30, 1909.	Total expenditures, July 1, 1907, to June 30, 1910.
ROAD.			
Engineering.....	\$6,577 35	\$12,616 43	\$9,193 78
Right of way and station grounds.....	120,159 60	134,384 33	* 14,224 73
Real estate.....	* 66,512 94	126,004 15	59,491 21
Grading.....	62,729 51	225,414 36	288,143 87
Bridges, trestles, and Culverts.....	3,943 62	137,016 21	140,959 83
Ties.....	15,982 31	36,411 08	52,393 39
Rails.....	36,221 57	99,016 41	135,237 98
Frogs and switches.....	6,996 17	4,054 61	11,050 78
Track fastenings and other material.....	7,780 83	14,276 38	22,057 21
Ballast.....	8,791 33	48,216 22	57,007 55
Track laying and surfacing.....	25,363 46	72,308 25	97,671 71
Roadway tools.....		28 40	28 40
Fencing right of way.....	578 21	3,376 69	3,954 90
Crossings and signs.....	44,688 80	99,647 77	144,336 57
Interlocking and other signal apparatus.....	140,319 20	209,410 15	349,729 35
Telegraph and telephone lines.....		249 56	249 56
Station buildings and fixtures.....	22,617 31	210,596 03	233,213 34
Shops, enginehouses, and turntables.....	116,340 73	* 148,889 91	* 32,549 18
Shop machinery and tools.....		45 88	45 88
Water stations.....	1,734 29	8,553 87	10,288 16
Fuel stations.....	8,801 66	9,963 02	* 1,161 36
Dock and wharf property.....	4,627 64	* 18,188 62	* 13,560 98
Miscellaneous structures.....	5,460 42	12,644 54	18,104 96
Total.....	\$573,201 07	\$1,008,461 11	\$1,581,672 18
EQUIPMENT.			
Steam locomotives.....	\$864,494 53	\$328,077 35	\$1,192,571 88
Passenger-train cars.....	454,824 27	498,916 76	953,741 03
Freight-train cars.....	1,176,632 57	5,114,231 05	6,290,863 62
Work equipment.....	39,284 29	*9,706 67	29,577 62
Total.....	\$2,535,235 66	\$5,931,518 49	\$8,466,754 15
RECAPITULATION.			
Road.....	\$573,201 07	\$1,008,461 11	\$1,581,672 18
Equipment.....	2,535,235 66	5,931,518 49	8,466,754 15
Total—entire line.....	\$3,108,436 73	\$6,939,979 60	\$10,048,416 33

* Credit.

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	Amount— entire line.
Investment to June 30, 1907 †	
Road.....	\$45,641,171 01
Equipment.....	12,783,629 73
Investment since June 30, 1907.....	10,048,416 33
Total	\$68,453,217 07
Reserve for accrued depreciation—Cr.....	929,814 49
Net total.....	\$67,523,402 58
Cost per mile of line.....	\$104,117 62

† Since the closing of the books June 30, 1909, a revision has been made in the road & equipment account to June 30, 1907, by which various parcels of Real Estate formerly carried in Investment Account amounting to \$1,045,982.76 * have been transferred to Road and Equipment Account to June 30, 1907. This Real Estate is contiguous to the Right of Way and properly belongs to the Road and Equipment to June 30, 1907, and the steamer "Mount Washington" which was formerly included in the investment account as \$64,363.69 has also been transferred to the above account making a total increase of Road and Equipment to June 30, 1907, \$1,110,346.45 over amount previously reported.

* This includes wharves \$4,896.55 which with steamer "Mount Washington," \$64,363.69 (now transferred to Equipment) was formerly shown on balance sheet as \$69,260.24 under other permanent investments.

INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenues.....	\$48,357,175 26		
Operating expenses.....	31,336,324 07		
Net operating revenue.....		\$12,020,851 19	
Outside Operations:			
Revenues.....	\$487,632 55		
Expenses.....	440,372 69		
Net revenue from outside operations.....		47,259 86	
Total net revenue.....		\$12,068,111 05	
Taxes accrued.....		2,076,880 06	
Operating income.....			\$9,991,230 99
OTHER INCOME.			
Other Rents—Credits:			
Joint facilities.....	\$68,734 85		
Miscellaneous rents.....	163,150 65		
		\$231,885 50	
Dividends declared on stocks owned or controlled.....		371,521 60	
Interest accrued on funded debt owned or controlled.....		3,868 00	
Interest on other securities, loans, and accounts.....		126,105 18	
Miscellaneous income.....		8,372 19	
Total other income.....			\$741,752 47
Gross corporate income.....			\$10,732,983 46
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Rents accrued for lease of other roads.....		\$5,265,497 95	
Other Rents—Debits:			
Hire of equipment—balance.....	\$752,670 07		
Joint facilities.....	44,530 08		
Miscellaneous rents.....	6,968 61		
		\$804,168 76	
Interest accrued on funded debt.....		1,704,380 00	
Other interest.....		79,530 05	
Sinking and redemption funds chargeable to income.....		28,785 00	
Total deductions from gross corporate income.....			\$7,882,361 76
Net corporate income.....			\$2,850,621 70
DISPOSITION OF NET CORPORATE INCOME.			
Dividends declared:			
On Common Stock—			
1½ per cent. payable Oct. 1, 1909.....	\$407,146 50		
1½ per cent. payable Jan. 3, 1910.....	407,146 50		
1½ per cent. payable Apr. 1, 1910.....	482,619 50		
1½ per cent. payable July 1, 1910.....	482,619 50		
		\$1,679,532 00	
On Preferred Stock:			
3 per cent. payable Sept. 1, 1909.....	94,494 00		
3 per cent. payable March 1, 1910.....	94,494 00		
		\$188,988 00	
APPROPRIATIONS FOR ADDITIONS AND BETTERMENTS.			
Expended during the year.....		*198,841 84	
			\$2,067,361 84
Balance for year carried forward to credit of profit and loss.....			\$783,259 86

*Includes \$31,329.18 to the property of leased roads.

RAILROAD COMMISSIONERS' REPORT.

PROFIT AND LOSS ACCOUNT.

DEBIT		CREDIT.	
Deductions for year:		Balance June 30, 1909	\$2,659,929 10
Depreciation of equipment		Balance for year brought	
prior to July 1, 1907	\$176,409 28	forward from income ac-	783,259 86
Balance credit, June 30,		count.....	
1910, carried to general		Additions for year:	
balance sheet	3,610,423 81	Adjustment of old accounts	1,277 50
		Profit on sale of securities	342,366 63
	\$3,786,833 09		\$3,786,833 09

OPERATING REVENUES—ENTIRE LINE.

ACCOUNT.	Total revenues.
REVENUE FROM TRANSPORTATION.	
Freight revenue.....	\$25,451,236 98
Passenger revenue	14,655,065 17
Excess baggage revenue	109,532 72
Parlor and chair car revenue	736 00
Mail revenue.....	445,849 35
Express revenue.....	1,228,423 49
Milk revenue (on passenger trains)	252,459 96
Other passenger-train revenue	94,804 78
Total passenger service train revenue	\$16,786,871 47
Switching revenue	326,462 95
Special service train revenue	65,016 86
Miscellaneous transportation revenue	51,119 08
Total revenue from transportation	\$42,680,707 34
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.	
Station and train privileges	53,655 89
Parcel-room receipts	29,799 27
Storage—freight	48,273 37
Storage—baggage	17,460 12
Car service	224,094 77
Telegraph and telephone service.....	20,861 54
Rents of buildings and other property.....	119,065 35
Miscellaneous	161,248 20
Total revenue from operation other than transportation.....	\$674,458 51
Joint facilities revenue—Cr.....	2,009 41
Total operating revenues—entire line	\$43,357,175 26

SECURITIES OWNED—STOCKS.

NOT HELD IN SINKING OR OTHER FUNDS.

NAME OF CORPORATION AND SECURITY.	UNPLEGGED.		DIVIDENDS DECLARED.	
	Total par value.	Cost or book value.	Rate.	Amount.
Stocks of proprietary, affiliated and controlled companies held for investment :				
Railway companies—active :				
Fitchburg R. R. Co., common stock	\$5,551,400	\$5,488,394 75		
Maine Central R. R. Co., common stock	2,516,000	2,516,000 00	8%	\$201,280 00
York Harbor and Beach R. R., common stock	255,500	251,025 00	4%	5,110 00
Portland Union Ry. Station Co., common stock	25,000	25,000 00		
(A) Suncook Valley R. R., common stock			6%	3,783 60
(B) Pemigewasset Valley R. R., common stock			6%	2,285 00
(C) New Boston Ry. Co., common stock			4%	400 00
(D) Peterborough R. R., common stock			4%	1,324 00
(E) Mt. Washington Ry. Co., common stock			8%	6,345 00
(F) Vermont Valley R. R., common stock			10%	99,000 00
Railway companies—inactive :				
Portsmouth Horse R. R.	†3,100			
Other than railway companies—active :				
Portsmouth bridge	40,000	4,000 00		
Proprietors Wells river bridge	1,100	1,090 00		
*Woodsville Aqueduct Co.	5,450			
Total	\$8,397,550	\$8,285,509 75		\$819,528 60

- (A) Par value \$63,060 owned by Concord and Mont. R. R.
- (B) Par value 38,100 owned by Concord and Mont. R. R.
- (C) Par value 10,000 owned by Concord and Mont. R. R.
- (D) Par value 33,100 owned by Boston and Lowell R. R.
- (E) Par value 211,500 owned by Concord and Mont. R. R.
- (F) Par value 990,000 owned by Conn. River R. R.

*Stock acquired with bonds purchased.

† This stock represents a franchise purchased under which the Portsmouth Electric Branch was constructed. The cost of the franchise is included in the construction account of this branch.

SECURITIES OWNED—FUNDED DEBT.

NOT HELD IN SINKING OR OTHER FUNDS.

NAME OF CORPORATION AND SECURITY.	INTEREST ACCRUED.	
	Rate.	Amount.
Funded debt of proprietary, affiliated and controlled companies held for investment :		
Railway companies—active :		
Conway Street Ry. Co. bonds	5%	\$3,250 00
Par value \$85,000 owned by Fitchburg R. R.		
Other than railway companies—active :		
Woodsville Aqueduct Co. bonds	4%	400 00
Par value \$10,000 owned by Concord and Mont. R. R.		
Total		\$3,650 00

SECURITIES OWNED.

MARKETABLE SECURITIES—STOCKS.

NAME OF CORPORATION AND SECURITY.	Par value of securities owned.	Cost or book value.	DIVIDENDS DECLARED.	
			Rate.	Amount.
Railway companies—active:				
Worcester, Nashua and Rochester R. R. Co....	\$1,733,100	\$2,776,142 00	5½%	\$51,993 00
St. Johnsbury and Lake Champlain R. R. Co..	*40,500	4,303 56		
Montreal and Atlantic Ry. Co.....	37,900	5,000 00		
Concord and Claremont, N. H. R. R.....	11,700	4,890 00		
Total	\$1,822,600	\$2,788,335 56		\$51,993 00

* Includes \$50 scrip not previously reported.

MARKETABLE SECURITIES—FUNDED DEBT.

NAME OF CORPORATION AND SECURITY.	Par value of securities owned.	Cost or book value.	INTEREST ACCRUED.	
			Rate.	Amount.
Railway companies—active:				
St. Johnsbury and Lake Champlain R. R. Co..	\$432,000	\$432,000 00	5%	
Montreal and Atlantic R. R. Co.....	108,000	108,000 00	5%	
Other than railway companies—active:				
Woodsville Aqueduct Co.....	5,450	5,618 50	4%	\$218 00
Total	\$545,450	\$545,618 50		\$218 00

SUMMARY OF SECURITIES OWNED.

NOT HELD IN SINKING OR OTHER FUNDS.

KIND OF SECURITY.	Par value.	Dividends or interest.
STOCKS:		
Stocks of railway companies—active.....	\$10,170,500	\$371,521 60
Stocks of railway companies—inactive.....	3,100	
Stocks of other than railway companies—active.....	46,550	
Total.....	\$10,220,150	\$371,521 60
FUNDED DEBT.		
Funded debt of railway companies—active.....	540,000	
Funded debt of other than railway companies—active....	5,450	3,868 00
Total.....	\$545,450	\$3,868 00

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Commission? No.

SINKING AND OTHER FUNDS.
INCOME AND DISBURSEMENTS DURING YEAR.

NAME OF FUND.	INCOME.		
	Cash appropriations to fund.	Income to fund from investments.	Total.
SINKING AND REDEMPTION FUNDS. For redemption of B. & M. improvement bonds,.....	\$23,785 00	\$33,904 35	\$62,689 35

ASSETS ON JUNE 30, 1910.

NAME OF FUND AND SECURITY.	SECURITIES IN FUND.		Cash in fund.	Total.
	Par value.	Cost or book value.		
For redemption of B. & M. R. R. Impt. Bonds.....			\$12,269 55	
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.....	25,000 00	23,282 30		
B. & M. R. R. 4% bonds, due 1926.....	52,000 00	51,153 45		
B. & M. R. R. 4½% bonds, due 1929.....	50,000 00	52,884 96		
B. & M. R. R. Impt. 4% bonds, due 1937.	98,000 00	98,583 84		
B. & M. R. R. 4½% bonds, due 1944.....	50,000 00	59,623 25		
3% bonds of B. & M. R. R. due 1950.....	22,000 00	16,940 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.....	\$929,000 00	\$952,965 86	\$12,269 55	\$965,226 41

RESERVES.

Reserves from income or surplus: invested in Sinking and Redemption Funds.
\$965,226.41.

ADVANCES TO PROPRIETARY, AFFILIATED, AND CONTROLLED COMPANIES.

ADVANCES FOR CONSTRUCTION, EQUIPMENT, AND BETTERMENTS.		TEMPORARY ADVANCES FOR VARIOUS PURPOSES.	
Name of Company.	Amount.	Name of company.	Amount.
Worcester, Nashua & Rochester R. R. Co.....	\$744,037 88	Fitchburg R. R. Co.....	\$504,549 08
Conn. and Pass. Rivers R. R.....	367,933 41	Boston & Lowell R. R. Corpn..	748,941 06
Nashua & Lowell R. R. Corpn.....	56,650 92	Conn. River R. R. Co.....	180,615 54
Northern R. R.....	254,446 15	Wilton R. R. Co.....	34,517 26
Stony Brook R. R. Co. Corpn.....	38,450 06		
Lowell & Andover R. R. Co.....	167,475 11		
Manchester & Lawrence R. R.....	136 631 91		
Franklin and Tilton R. R.....	1,324 43		
Boston & Lowell R. R. Corpn.....	60,294 16		
Total.....	\$1,827,244 03	Total.....	\$1,468,622 94

OPERATING EXPENSES—ENTIRE LINE.

ACCOUNT.	AMOUNT.	Ratio to Total of General Account.	Ratio to Total Operating Expenses.
MAINTENANCE OF WAY AND STRUCTURES.			
Superintendence.....	\$158,344 17	03.01	00.51
Ballast.....	16,022 84	00.31	00.05
Ties.....	1,001,584 12	19.06	03.20
Rails.....	236,198 89	04.50	00.76
Other track material.....	295,057 38	05.62	00.94
Roadway and track.....	1,933,628 26	36.81	06.17
Removal of snow, sand, and ice.....	206,124 92	03.92	00.66
Tunnels.....	17,768 23	00.34	00.06
Bridges, trestles, and culverts.....	188,555 87	03.59	00.60
Over and under grade crossings.....	41,898 61	00.80	00.13
Grade crossings, fences, cattle guards, and signs.....	148,120 09	02.82	00.47
Snow and sand fences and snowsheds.....	106 74		
Signals and interlocking plants.....	207,992 44	03.96	00.66
Telegraph and telephone lines.....	19,080 74	00.36	00.06
Buildings, fixtures, and grounds.....	614,845 03	11.70	01.96
Docks and wharves.....	56,156 49	01.07	00.18
Roadway tools and supplies.....	72,226 33	01.37	00.23
Injuries to persons.....	24,622 73	00.47	00.08
Stationery and printing.....	7,047 57	00.13	00.02
Other expenses.....	1,556 56	00.03	00.01
Maintaining joint tracks, yards, and other facilities—Dr.....	41,818 05	00.80	00.13
Maintaining joint tracks, yards, and other facilities—Cr.....	35,144 86	00.67	00.11
Total.....	\$5,253,611 20	100.00	15.77
MAINTENANCE OF EQUIPMENT.			
Superintendence.....	\$146,475 35	02.69	00.47
Steam locomotives—repairs.....	1,901,955 58	34.92	06.07
Steam locomotives—renewals.....	22,820 25	00.42	00.07
Steam locomotives—depreciation.....	272,783 73	05.01	00.87
Passenger-train cars—repairs.....	769,333 97	14.12	02.43
Passenger-train cars—renewals.....	23,854 61	00.44	00.08
Passenger-train cars—depreciation.....	121,811 20	02.24	00.39
Freight-train cars—repairs.....	1,452,490 34	26.67	04.64
Freight-train cars—renewals.....	31,465 62	00.58	00.10
Freight-train cars—depreciation.....	569,500 36	10.45	01.82
Work equipment—repairs.....	30,098 19	00.55	00.10
Work equipment—renewals.....	2,512 55	00.05	00.01
Work equipment—depreciation.....	9,759 89	00.18	00.03

OPERATING EXPENSES—ENTIRE LINE—CONTINUED.

ACCOUNT.	AMOUNT.	Ratio to Total of General Account.	Ratio to Total Operating Expenses.
MAINTENANCE OF EQUIPMENT—CONTINUED.			
Shop machinery and tools.....	57,908 11	01.06	00.19
Injuries to persons.....	21,049 56	00.39	00.07
Stationery and printing.....	10,450 08	00.19	00.03
Other expenses.....	1 10		
Maintaining joint equipment at terminals—Dr.....	6,736 71	00.12	00.02
Maintaining joint equipment at terminals—Cr.....	4,272 42	00.08	00.01
Total.....	\$5,446,734 78	100.00	17.38
TRAFFIC EXPENSES.			
Superintendence.....	\$146,070 05	26.85	00.47
Outside agencies.....	88,588 40	16.28	00.23
Advertising.....	154,870 46	28.47	00.50
Traffic association.....	9,333 35	01.72	00.03
Fast freight lines.....	78,291 60	14.39	00.25
Stationery and printing.....	66,830 46	12.28	00.21
Other expenses.....	31 80	00.01	
Total.....	\$544,016 13	100.00	01.74
TRANSPORTATION EXPENSES.			
Superintendence.....	\$271,677 48	01.42	00.87
Dispatching trains.....	111,799 89	00.59	00.36
Station employees.....	3,485,719 00	18.27	11.12
Weighing and car-service associations.....	615 25		
Station supplies and expenses.....	318,657 95	01.67	01.02
Yardmasters and their clerks.....	401,823 55	02.11	01.28
Yard conductors and brakemen.....	1,232,025 91	06.46	03.93
Yard switch and signal tenders.....	170,717 53	00.89	00.54
Yard supplies and expenses.....	24,011 82	00.13	00.08
Yard enginemen.....	647,185 86	03.39	02.07
Enginehouse expenses—yard.....	160,999 47	00.84	00.51
Fuel for yard locomotives.....	753,003 81	03.95	02.40
Water for yard locomotives.....	26,937 40	00.14	00.09
Lubricants for yard locomotives.....	5,732 01	00.03	00.02
Other supplies for yard locomotives.....	13,769 30	00.07	00.04
Operating joint yards and terminals—Dr.....	136,250 51	00.71	00.43
Operating joint yards and terminals—Cr.....	200,058 79	01.05	00.64
Road enginemen.....	1,968,756 13	10.32	06.28
Enginehouse expenses—road.....	527,101 19	02.76	01.69
Fuel for road locomotives.....	3,718,932 30	19.50	11.87
Water for road locomotives.....	187,824 69	00.98	00.60
Lubricants for road locomotives.....	33,039 46	00.17	00.11
Other supplies for road locomotives.....	42,950 66	00.23	00.14
Road trainmen.....	2,517,136 85	13.20	08.03
Train supplies and expenses.....	510,806 84	02.68	01.63
Interlockers and block and other signals—operation.....	458,712 69	02.41	01.46
Crossing flagmen and gatemen.....	426,238 71	02.24	01.36
Drawbridge operation.....	40,049 32	00.21	00.13
Clearing wrecks.....	37,143 81	00.20	00.12
Telegraph and telephone—operation.....	182,896 44	00.96	00.58
Stationery and printing.....	170,210 52	00.89	00.54
Other expenses.....	2,315 92	00.01	00.01
Loss and damage—freight.....	238,941 78	01.25	00.76
Loss and damage—baggage.....	3,614 35	00.02	00.01
Damage to property.....	124,709 60	00.65	00.40
Damage to stock on right of way.....	2,541 62	00.01	00.01
Injuries to persons.....	320,120 32	01.68	01.02
Operating joint tracks and facilities—Dr.....	14,375 20	00.08	00.05
Operating joint tracks and facilities—Cr.....	13,495 61	00.07	00.04
Total.....	\$19,075,788 64	100.00	60.87

OPERATING EXPENSES—ENTIRE LINE—CONCLUDED.

ACCOUNT.	AMOUNT.	Ratio to Total of General Account.	Ratio to Total Operating Expenses.	Ratio to Total
GENERAL EXPENSES.				
Salaries and expenses of general officers.....	\$120,065 27		11.82	00.38
Salaries and expenses of clerks and attendants.....	341,370 73		33.59	01.09
General office supplies and expenses.....	12,025.40		01.18	00.04
Law expenses.....	214,133.31		21.07	00.68
Insurance.....	244,057 51		24.02	00.78
Pensions.....	15,996 13		01.57	00.05
Stationery and printing.....	34,002 80		03.35	00.11
Other expenses.....	34,019 41		03.35	00.11
General administration, joint tracks, yards, and terminals. —Dr.....	502 76		00.05	.....
Total	\$1,016,173 32	100.00		03.24
RECAPITULATION OF EXPENSES.				
Maintenance of ways and structures.....	\$5,253,611 20			16.77
Maintenance of equipment.....	5,446,734 78			17.38
Traffic expenses.....	544,016 13			01.71
Transportation expenses.....	19,075,788 64			60.87
General expenses.....	1,016,173 32			03.24
Total operating expenses.....	\$31,336,324 07			100.00

Ratio of operating expenses to operating revenues 72.27 per cent.

SUMMARY OF REVENUES AND EXPENSES OF OUTSIDE OPERATIONS AND OTHER PROPERTIES.

OUTSIDE OPERATIONS.

DESIGNATION.	Revenues.	Expenses.	Net revenue.
Boat lines.....	\$23,684 26	\$21,330 31	\$2,353 95
Electric railways.....	223,206 53	200,962 66	22,243 87
Dining and special car service.....	96,051 45	123,889 37	† 27,837 92
Grain elevators.....	103,243 39	79,285 65	23,957 74
Stock yards.....	1,685 65	1,060 34	625 31
Public toll bridge service.....	14,508 22	5,940 23	8,567 99
Miscellaneous:			
Freight storage plant.....	24,208 58	6,466 19	17,742 39
Stage line.....	1,044 47	1,437 94	† 393 47
Total.....	\$487,632 55	\$440,372 69	\$47,259 86

† Deficit.

OTHER PROPERTIES.

DESIGNATION.	Revenues (or income).	Taxes.	Net income.
Real estate			
Tracks material loaned †.....	\$4,299 17	*	\$4,299 17

† The income from track material loaned is included in rents receivable, miscellaneous.

* No specific return can be made covering taxes assessed on the real estate much of which is located in New Hampshire where the railroad property is valued as a whole.

RENTS RECEIVABLE.
FROM JOINT FACILITIES.

FACILITY LEASED.	LOCATION.	NAME OF LESSEE.	AMOUNT.
Joint tracks.....	Worcester & Sterling Jct., Mass.	N. Y., N. H. & H. R. R.	\$28,774 05
	Shelburne Jct. & Shelburne Falls, Mass.....	N. Y., N. H. & H. R. R.	7,599 99
	Troy & Johnsonville & Eagle Bridge, N. Y.....	Delaware & Hudson Co.....	15,000 00
	Total.....		\$51,374 04
Joint yards and terminals.....	No. Acton, Mass.....	N. Y., N. H. & H. R. R.	\$ 25 00
	Sterling Jct., Mass.....	N. Y., N. H. & H. R. R.	394 24
	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
	Baldwinville, Mass.....	N. Y. C. & H. R. R.	21 24
	Athol, Mass.....	N. Y. C. & H. R. R.	300 00
	No. Adams, Mass.....	N. Y. C. & H. R. R.	550 00
	Rotterdam Jct., N. Y.....	N. Y. C. & H. R. R.	10,785 06
	Schenectady, N. Y.....	N. Y. C. & H. R. R.	749 11
	St. Johnsbury, Vt.....	St. J. & L. C. R. R.	1,200 00
	Sherbrooke, P. Q.....	Quebec Central Ry.....	180 00
	Portland, Me.....	Maine Central R. R.....	966 16
Total.....		\$17,360 81	
Grand total.....		\$68,734 85	

RENTS RECEIVABLE.
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, Tr.....	1,500 00
Land.....	Somerville, Mass.....	Simpson Bros. Co.....	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
Building and wharf.....	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
Land.....	Charlestown, Mass.....	D. Whiting & Sons.....	1,650 00
Land.....	Portland, Maine.....	A. R. Wright & Co.....	2,200 00
Wharf.....	East Boston, Mass.....	N. Y. C. & H. R. R.....	12,000 00
Building.....	East Boston, Mass.....	National Dock & S. W. H. Co.....	5,400 00
Side tracks.....	Various.....	Various.....	5,401 87
Miscellaneous.....	Various.....	Various.....	111,248 78
Total.....			\$163,150 65

MISCELLANEOUS INCOME.

SOURCE OF INCOME.	Gross Income.	Expenses.	Net Miscellaneous Income.
Customs.....	\$10,593 70	\$3,852 68	\$6,741 02
Sale of stumpage and growth.....	711 84		711 84
Sundries.....	919 33		919 33
Total.....	\$12,224 87	\$3,852 68	\$8,372 19

RAILROAD COMMISSIONERS' REPORT.

RENTS PAYABLE.
FOR JOINT FACILITIES.

FACILITY LEASED.	LOCATION.	NAME OF LESSOR.	AMOUNT.
Joint tracks.....	Between Troy and Albany, N. Y.....	Delaware & Hudson Co.....	\$2,352 00
	Between Lennoxville and Sherbrooke, P.Q.	Grand Trunk Ry.....	1,225 01
	In Winchendon, Mass.	N. Y. C. & H. R. R.....	700 00
	Between Concord Jct. and Acton Jct.....	N. Y., N. H. & H. R. R.....	3 082 20
Total.....			\$7,359 21
Joint yards and terminals.....	Belchertown, Mass....	Central Vermont Ry. Co.....	\$144 43
	Albany, N. Y.....	Delaware & Hudson Co.....	900 00
	Groveton, N. H.....	Grand Trunk Ry.....	293 00
	Cumberland Mills.....	Maine Central R. R.....	10 58
	Deering Jct., Me.....	Maine Central R. R.....	20 80
	Portland, Me.....	Maine Central R. R.....	72 80
	Albany, N. Y.....	N. Y. C. & H. R. R. Co.....	511 94
	Rotterdam Jct., N. Y.	N. Y. C. & H. R. R. Co.....	1,327 47
	Springfield, Mass.....	N. Y. C. & H. R. R. Co.....	13,200 00
	Ware, Mass.....	N. Y. C. & H. R. R. Co.....	560 57
	Worcester, Mass.....	N. Y. C. & H. R. R. Co.....	6,840 00
	Concord Jct., Mass.....	N. Y., N. H. & H. R. R.....	520 00
	Worcester, Mass.....	N. Y., N. H. & H. R. R.....	1,711 40
	Portland, Me.....	Portland Union Ry. Sta. Co.....	8,700 00
	Claremont Jct., N. H.	Sullivan Co. R. R.....	88 00
Troy, N. Y.....	Troy Union R. R. Co.....	2,146 88	
Bellevs Falls, Vt.....	Vermont Valley R. R.....	123 00	
Total.....			\$37,170 87
Grand total.....			\$44,530 08

RENTS PAYABLE.
FOR LEASE OF ROAD.

ROAD LEASED.	Guaranteed interest on bonds.	Guaranteed dividends on stock.	Cash.	Total.
Fitchburg Railroad.....		\$909,250 00	\$960,474 16	\$1,869,724 16
Concord & Montreal R. R.....		540,848 00	286,555 00	827,403 00
Boston & Lowell R. R.....			828,596 79	828,596 79
Connecticut River R. R.....		323,330 00	86,065 00	409,395 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.....			221,800 00	221,800 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 & Kennebunkport R. R.....			2,925 00	2,925 00
New Boston R. R.....			2,800 00	2,800 00
Total.....	\$10,960 00	\$1,773,428 00	\$3,481,109 95	\$5,265,497 95

MISCELLANEOUS RENTS.

DESCRIPTION OF PROPERTY.	Location.	Name of Lessor.	Amount.
Land	Lawrence, Mass.	F. E. Chandler.....	\$600 00
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.....	4,056 33
Land	Springfield, Mass.	Hampden Park Association...	700 00
Sundries.....	Various.....	Various.....	399 40
Land	Troy, N. Y.	N. Y. C. & H. R. R. R. Co.....	165 00
Total			\$6,968 61

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	\$12,366 34
Passenger cars.....	St. Johnsbury & Lake Champ. R.R.	6	3,379 31
Company's cars.....	St. Johnsbury & Lake Champ. R.R.	7	1,151 22
Total		27	\$16,896 87

EQUIPMENT INTERCHANGED.

KIND OF EQUIPMENT.	BASIS OF COMPENSATION.				Total Compensation.
	Locomotive-Days or Car Days.		Locomotive-Miles or Car-Miles.		
	Number.	Rate.	Number.	Rate.	
ACCRUED ON EQUIPMENT BORROWED.					
Passenger locomotives, Freight locomotives, Work locomotives, Passenger-train cars.....	} 848	\$4.50 \$5.00 \$12.00	14,635	3c	\$8,475 69
Freight-train cars.....			3,733,808	1 1/2-2-3c	92,819 67
	5,860,467	20-25-30-35-50-75-80c	13,503,704	3/10-1c	1,666,121 39
Total	5,861,315		17,252,142		\$1,767,416 75
ACCRUED ON EQUIPMENT LOANED.					
Passenger locomotives, Freight locomotives, Work locomotives, Passenger-train cars.....	} 1,767	\$4.50 \$5.00 \$6.00 \$7 00			\$11,360 69
Freight-train cars.....			1,689	\$5.00 \$10.00 \$12.00 \$15.00	6,895,196	1-1 1/2-2-3-5-10c	148,122 40
	3,737,996	20-25-30-35-50-75-80c	11,808,471	3/10-1c	1,089,080 29
Work cars.....	19,251	\$2.00 \$3.00 \$5.00 30-50-75c			14,664 41
Total	3,760,713		18,708,667		\$1,263,177 79

HIRE OF EQUIPMENT.

PRIVATE CARS.

Number of car-miles, 26,787.596; compensation, amount, \$265,327.98.

RECAPITULATION OF HIRE OF EQUIPMENT.

ACCOUNT.	Amount receivable.	Amount payable.
Equipment leased.....	\$16,896 87	
Equipment interchanged.....	1,263,177 79	\$1,767,416 75
Private cars.....		265,327 98
Total.....	\$1,280,074 66	\$2,032,744 73
Balance.....		\$752,670 07

IMPORTANT CHANGES DURING THE YEAR.

In January, 1910, there was put in operation an extension of 1.55 miles, known as the Center and Franklin Streets Loop Line, of the Concord and Manchester Electric Branch (Street Ry.) in the city of Concord, N. H.

The Saugus Branch second track has been shortened 0.09 mile, account rearrangement of tracks at Everett, Mass.

Main line of Fitchburg Division second track has been lengthened 0.39 mile account gauntlet track laid across Mohawk River Bridge near Rotterdam Jct. N. Y. The net increase in the length of side tracks on the entire system during the year was 18.20 miles.

In July, 1909, one share of common stock was issued for fractional scrip; in January, 5,699 new shares common stock were issued and sold, the amount realized being \$817,094 12; and one new share common stock was issued in exchange for installment receipts fully paid in previous year, making a total of 5,701 new shares issued during the year.

In October, 1909, 967 shares common stock of the Fitchburg Railroad Company, a leased road, were taken in settlement of an account, amounting to \$33,845 00. In March, April, May and June, 1910, there were purchased 17,321 shares being majority of the total capital stock of the Worcester, Nashua & Rochester R. R. Co., a leased road, the amount paid therefor being \$2,776,142 00.

In January, 1910, 11,283 shares Boston and Maine Common Stock owned by the respondent and held unencumbered in its Treasury, were sold for \$1,636,035 00.

This Boston and Maine Stock was carried on the ledger, at \$1,293,668 37, and the amount received in excess of that figure, \$342,366 63, was credited Profit & Loss.

Notes payable at the close of the year stood at \$4,400,000 00, this amount representing demand notes given to the Maine Central Railroad Company, March 29th, 1910. Sundry other notes were given and paid during the year.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1909.		ASSETS.	June 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
		PROPERTY INVESTMENT.			
		Road and Equipment.			
		Investment to June 30, 1907—			
\$45,641,171 01	\$58,404,800 74	Road.....	\$45,641,171 01	\$58,404,800 74	
12,763,629 73		Equipment.....	12,763,629 73		
	6,939,979 60	Investment since June 30, 1907—		10,048,416 33	\$3,108,436 73
1,008,461 11		Road.....	1,581,662 18		
5,931,518 49		Equipment.....	8,466,754 15		
	65,344,780 34	Reserve for accrued depreciation—Cr.		\$68,453,217 07	\$3,108,436 73
				929,814 49	* 929,814 49
	\$65,344,780 34	Total.....		\$67,523,402 58	\$2,178,622 24
		SECURITIES.			
		Securities of proprietary, affiliated, and controlled companies—unpledged—			
	8,251,664 75	Stock.....		8,285,509 75	33,845 00
	\$8,251,664 75	Total.....		\$8,285,509 75	\$33,845 00
		OTHER INVESTMENTS.			
	1,696,401 16	Advances to proprietary, affiliated, and controlled companies for construction, equipment, and betterments.....		1,827,244 03	130,842 87
	379,815 09	Miscellaneous investments—Physical property.....		418,721 46	38,906 37
	\$2,076,216 25	Total.....		\$2,245,965 49	\$169,749 24
		WORKING ASSETS.			
	4,375,678 12	Cash.....		6,398,274 70	2,017,596 58
	1,851,480 43	Marketable securities—		3,333,954 05	1,482,473 63
1,305,861 93		Stocks.....	2,788,335 56		
545,618 50		Funded debt.....	545,618 50		
	512,250 09	Loans and bills receivable.....		1,165,505 73	653,255 64
	57,813 04	Traffic and car-service balances due from other companies.....		95,017 38	37,204 34
	1,386,995 49	Net balance due from agents and conductors.....		1,425,048 57	38,053 08
	1,114,375 08	Miscellaneous accounts receivable.....		1,299,719 52	185,344 49
	4,048,816 83	Materials and supplies.....		3,928,345 71	* 115,471 12
	\$13,342,409 08	Total.....		\$17,640,865 67	\$4,298,456 64

* Decrease.

COMPARATIVE GENERAL BALANCE SHEET—CONTINUED.

June 30, 1909.		ASSETS—CON- CLUDED.	June 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
		ACCRUED INCOME NOT DUE, Unmatured inter- est, dividends, and rents receiv- able.....		\$14,236 79	\$13,560 67
	\$676 12	DEFERRED DEBIT ITEMS.			
	993,109 88	Advances— Temporary ad- vances to propri- etary, affiliated, and controlled companies.....		1,495,757 26	502,647 38
\$974,651 11		Working funds.....	\$1,468,622 94		
10,445 16		Other advances....	10,660 48		
8,013 61		Rents and insur- ance paid in ad- vance.....	16,473 84		
	103,383 79	Special deposits....		114,405 17	11,021 38
	8,280 00	Cash and securities in sinking and re- demption funds— Other deferred deb- it items.....		8,280 00	
	902,537 06	Total.....		965,226 41	62,689 35
	795,678 70	Grand total.....		1,060,835 59	265,156 89
	2,802,989 43			3,644,504 43	\$841,515 00
	\$91,818,735 92			\$99,354,484 71	\$7,535,748 79
		LIABILITIES.			
		STOCK.			
	31,421,590 70	Capital stock—		31,991,490 70	569,900 00
28,271,690 70		Common stock not held by company	28,841,690 70		
3,149,800 00		Preferred stock not held by company.	3,149,800 00		
	100 00	Receipts outstand- ing for install- ments paid.....			
	5,199,136 90	Premiums realized on capital stock..		5,446,331 02	247,194 12
	\$36,620,727 60	Total.....		\$37,437,821 72	\$817,094 12
		MORTGAGE, BONDED AND SECURED DEBT.			
	42,073,000 00	Funded debt—		42,073,000 00	
1,000,000 00		Mortgage bonds not held by company.	1,000,000 00		
40,412,000 00		Plain bonds, debent- ures and notes not held by com- pany.....	41,073,000 00		
661,000 00		Receipts outstand- ing for funded debt.....			
	\$42,073,000 00	Total.....		\$42,073,000 00	

COMPARATIVE GENERAL BALANCE SHEET—CONCLUDED.

June 30, 1909.		LIABILITIES—CON- CLUDED.	June 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
		WORKING LIABILITIES.			
		Loans and bills payable.....		\$4,400,000 00	\$4,400,000 00
	\$1,150,858 24	Traffic and car-service balances due to other companies.....		1,366,679 33	215,821 09
	2,100,977 43	Audited vouchers and wages unpaid.....		2,983,526 49	882,549 06
	616,873 41	Miscellaneous accounts payable.....		586,715 72	* 30,157 69
	1,911,368 87	Matured interest, dividends, and rents unpaid.....		2,020,403 70	109,034 83
	6,100 21	Matured mortgage, bonded, and secured debt unpaid.....		6,100 21	.....
	\$5,786,178 16	Total.....		\$11,363,425 45	\$5,577,247 29
		ACCRUED LIABILITIES NOT DUE.			
	822,368 13	Unmatured interest, dividends, and rents payable.....		808,388 96	* 13,979 17
	542,372 86	Taxes accrued.....		517,397 39	* 24,975 47
	\$1,364,740 99	Total.....		\$1,325,786 35	* \$38,954 64
		DEFERRED CREDIT ITEMS.			
	474,510 00	Unextinguished premiums on outstanding funded debt.....		474,510 00	.....
	1,913,284 46	Other deferred credit items.....		1,912,949 76	* 334 70
	\$2,387,794 46	Total.....		\$2,387,459 76	* \$334 70
		APPROPRIATED SURPLUS.			
	† 23,828 55	Additions to property since June 30, 1907, through income.....		191,341 21	167,512 66
	902,537 06	Reserves from income or surplus: Invested in sinking and redemption funds.....		965,226 41	62,689 35
		Total.....		\$1,156,567 62	\$230,202 01
	2,659,929 10	PROFIT AND LOSS.			
		Balance.....		3,610,423 81	950,494 71
	\$91,818,785 92	Grand total..		\$99,354,484 71	\$7,535,748 79

* Decrease.

† Previous reports show \$121,635 12 charged to income of which \$97,807 57 was to property of leased roads.

EMPLOYEES AND SALARIES—ENTIRE LINE.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	21	6,442	\$189,092 68	\$29 35
Other officers.....	106	33,492	242,385 01	7 24
General office clerks.....	1,168	357,847	777,813 17	2 17
Station agents.....	778	265,168	561,943 68	2 12
Other station men.....	5,306	1,595,717	3,193,117 18	2 00
Enginemen.....	1,267	429,483	1,667,983 23	3 88
Firemen.....	1,210	432,280	1,009,972 79	2 34
Conductors.....	1,078	356,791	1,304,803 57	3 66
Other trainmen.....	3,187	1,008,942	2,663,758 68	2 64
Machinists.....	608	194,101	525,697 01	2 71
Carpenters.....	991	279,894	750,640 67	2 68
Other shopmen.....	2,958	957,056	1,984,523 43	2 07
Section foremen.....	663	209,953	523,899 07	2 50
Other trackmen.....	4,648	1,325,384	2,384,208 42	1 76
Switch tenders, crossing tenders, and watchmen.....	1,958	636,166	1,107,255 81	1 74
Telegraph operators and dispatchers.....	533	167,055	366,224 43	2 19
Employees—account floating equipment.....	38	3,744	4,770 02	1 27
All other employees and laborers.....	1,403	386,843	688,341 99	1 78
Total (including "general officers")...	27,921	8,646,358	\$19,899,330 64	\$2 80
Less ("general officers").....	21	6,442	189,092 68	29 35
Total (excluding "general officers")...	27,900	8,639,916	\$19,710,237 96	\$2 28
DISTRIBUTION OF ABOVE.				
Maintenance of ways and structures.....	6,365	1,837,044	\$3,591,105 88	\$1 95
Maintenance of equipment.....	3,203	986,933	2,376,287 45	2 41
Traffic expenses.....	200	52,738	170,106 33	3 23
Transportation expenses.....	17,160	5,496,121	13,004,537 96	2 37
General expenses.....	778	220,634	643,163 34	2 92
Outside operations.....	215	52,888	114,129 68	2 16

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	47,365,852			
Number of passengers carried one mile	864,870,375			
Number of passengers carried one mile per mile of road	385,621			
Average distance carried, miles	18.26			
Total passenger revenue		\$14,655,065	17	
Average amount received from each passenger			30	940
Average receipts per passenger per mile			01	694
Total passenger service train revenue		16,786,871	47	
Passenger service train revenue per mile of road			7.484	78
Passenger service train revenue per train-mile			1.95	582
FREIGHT TRAFFIC.				
Number of tons carried of freight earning revenue	22,815,528			
Number of tons carried one mile	2,346,444,728			
Number of tons carried one mile per mile of road	1,046,212			
Average distance haul of one ton, miles	102.84			
Total freight revenue		25,451,236	98	
Average amount received for each ton of freight			1.11	552
Average receipts per ton per mile			01	085
Freight revenue per mile of road		11,347	97	
Freight revenue per train-mile			2.68	271
TOTAL TRAFFIC.				
Operating revenues		43,357,175	26	
Operating revenues per mile of road		19,331	72	
Operating revenues per train-mile			1.98	901
Operating expenses		31,336,324	07	
Operating expenses per mile of road		13,971	97	
Operating expenses per train-mile			1.43	755
Net operating revenue		12,020,851	19	
Net operating revenue per mile of road		5,359	75	
Average number of passengers per car-mile	21			
Average number of passengers per train-mile	70			
Average number of passenger cars per train-mile	4.62			
Average number of tons of freight per loaded car-mile	14.42			
Average number of tons of freight per train-mile	247.33			
Average number of freight cars per train-mile	23.56			
Average number of loaded cars per train-mile	17.15			
Average number of empty cars per train-mile	5.44			
Average mileage operated during year	2,242.80			

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service—		
Freight locomotive-miles.....	10,652,817	
Passenger locomotive-miles.....	12,794,766	
Mixed locomotive-miles.....	185,595	
Special locomotive-miles.....	116,781	
Switching locomotive-miles.....	6,934,108	
Total revenue locomotive mileage.....		30,684,067
Nonrevenue service locomotive-miles.....		615,085
CAR MILEAGE.		
Revenue Service—		
Freight car-miles—		
Loaded.....	162,684,829	
Empty.....	51,619,771	
Cabooses.....	9,227,430	
Total freight car-miles.....		223,532,030
Passenger car-miles—		
Passenger.....	35,403,265	
Sleeping, parlor and observation.....	5,654,035	
Other passenger-train cars.....	16,146,784	
Total passenger car-miles.....		57,204,084
Special car-miles—		
Freight—loaded.....	29,189	
Freight—empty.....	356	
Cabooses.....	1,799	
Passenger.....	316,512	
Sleeping, parlor and observation.....	10,252	
Other passenger-train cars.....	208,086	
Total special car-miles.....		566,194
Total revenue car mileage.....		281,302,308
Nonrevenue service car-miles.....		2,027,125
TRAIN MILEAGE.		
Revenue Service—		
Freight train-miles.....	9,305,204	
Passenger train-miles.....	12,199,401	
Mixed train-miles.....	181,942	
Special train-miles.....	111,805	
Total revenue train mileage.....		21,798,352
Nonrevenue service train-miles.....		376,595

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.....	80,476	965,760	1,046,236	04.59
	Flour.....	96,650	274,137	370,787	01.63
	Other mill products.....	69,856	330,790	400,646	01.76
	Hay.....	26,147	225,627	251,774	01.11
	Tobacco.....	14,183	16,526	30,709	00.13
	Cotton.....		219,999	219,999	00.96
	Fruit and vegetables.....	235,661	423,211	658,872	02.88
Total.....	522,973	2,466,050	2,979,023	13.06	
Products of Animals.	Live stock.....	51,812	66,313	118,125	00.52
	Dressed meats.....	82,295	184,622	266,917	01.16
	Other packing-house products.....	94,467	99,519	193,986	00.85
	Poultry, game, and fish.....	49,358	23,348	72,706	00.32
	Wool.....	86,057	47,416	133,473	00.59
	Hides and leather.....	153,380	106,134	259,514	01.14
Total.....	517,369	527,352	1,044,721	04.58	
Products of Mines.	Anthracite coal.....		1,782,951	1,782,951	07.82
	Bituminous coal.....		2,777,509	2,777,509	12.17
	Coke.....	127,201	106,809	234,010	01.02
	Ores.....	59,499	22,893	82,392	00.36
	Stone, sand, and other like articles..	885,161	203,985	1,089,146	04.77
Total.....	1,071,861	4,894,147	5,966,008	26.14	
Products of Forests.	Lumber.....	1,150,838	1,494,015	2,644,853	11.59
	Other products of forests.....	364,185	325,539	689,724	03.02
Total.....	1,515,023	1,819,554	3,334,577	14.61	
Manufactures.	Petroleum and other oils.....		151,950	151,950	00.68
	Sugar.....		157,200	157,200	00.69
	Naval stores.....	11,296	15,438	26,734	00.12
	Iron, pig and bloom.....	39,371	165,037	204,408	00.89
	Iron and steel rails.....	27,430	97,273	124,703	00.54
	Other castings and machinery.....	231,085	162,685	393,770	01.73
	Bar and sheet metal.....	28,261	84,890	113,151	00.49
	Cement, brick, and lime.....	637,434	328,590	966,024	04.23
	Agricultural implements.....	32,111	10,329	42,440	00.19
	Wagons, carriages, tools, etc.....	24,465	11,638	36,103	00.15
	Wines, liquors, and beers.....	156,459	53,264	209,723	00.92
	Household goods and furniture.....	62,867	24,260	87,127	00.38
	Other manufactures.....	1,458,869	686,779	2,145,748	09.41
	Total.....	2,709,748	1,949,333	4,659,081	20.42
Merchandise.....	729,059	710,279	1,439,338	06.31	
Miscellaneous: Other commodities not mentioned above.....	2,101,210	1,291,570	3,392,780	14.88	
Total tonnage—Entire line.....	9,167,243	13,648,285	22,815,528	100.00	

DESCRIPTION OF EQUIPMENT—ENTIRE LINE.

ITEM.	Number on June 30, 1909.	Number added during year.	Number retired during year.	Number on June 30, 1910.	NUMBER FITTED WITH	
					Train brake.	Automatic coupler.
LOCOMOTIVES—OWNED OR LEASED.						
Passenger	421	20	16	425	425	425
Freight	414	50	18	446	446	446
Switching	244	20	16	248	248	248
Total locomotives in service	1,079	90	50	1,119	1,119	1,119
Less locomotives leased	592	30	34	528	528	528
Total locomotives owned	547	60	16	591	591	591
CARS—OWNED OR LEASED.						
In passenger service—						
First class cars	1,012	31	24	1,019	1,019	1,019
Second-class cars	20		4	16	16	16
Combination cars	237	6	6	237	237	237
Dining cars	12			12	12	12
Parlor cars	10			10	10	10
Baggage, express and postal cars	338	37	18	357	357	357
Electric street railway cars	64		2	62	42	.....
Other cars in passenger service	91	10	2	99	99	99
Total	1,784	84	50	1,812	1,792	1,750
In freight service—						
Box cars	13,667	364	644	13,387	13,387	13,387
Flat cars	2,151	17	193	1,975	1,975	1,975
Stock cars	150		1	149	149	149
Coal cars	8,678	997	623	9,052	9,051	9,052
Refrigerator cars	169		30	139	139	139
Other cars in freight service	44			44	.....	.....
Total	24,859	1,378	1,491	24,746	24,701	24,702
In company's service—						
Officers' and pay cars :	7			7	7	7
Air brake instruction cars	2		1	1	1	1
Gravel cars		480	131	349	.....	.....
Derrick cars	64	3	3	64	57	62
Caboose cars	494	26	16	444	444	444
Other road cars	547	98	61	584	562	572
Total	1,054	607	212	1,449	1,071	1,086
Total cars in service	27,697	2,069	1,759	28,007	27,564	27,538
Less cars leased	9,617	1,287	1,464	9,440	9,017	8,997
Total cars owned	18,080	782	295	18,567	18,547	18,541

EQUIPMENT OWNED OR LEASED NOT IN SERVICE OF THE RESPONDENT.

Locomotives	14			14	14	14
Cars in passenger service	6			6	6	6
Cars in company's service	7			7	7	7
Total cars	13			13	13	13

ELECTRIC STREET RAILWAYS.

	Miles owned.	Miles leased.	Total operated.
Single track	18.10	29.43	47.53
Side track	1.14	2.02	3.16
Total (all steel)	19.24	31.45	50.69

MILEAGE—ENTIRE LINE.
MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	LINE OWNED.		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	1,631.25	.59	9.96	2,290.33	1.55	.....	2,280.87
Miles of second track.....	156.44	30.86	357.17	.....	9.50	553.97	.39	.....	544.47
Miles of third track.....	2.56	.....	5.83	.....	.....	8.39	.....	.....	8.39
Miles of fourth track.....	.....	.....	2.0	.....	.....	2.02	.....	.....	2.02
Miles of yard track and sidings.....	292.91	70.20	957.91	.....	.....	1,321.06	.....	126.22	1,194.84
Total mileage operated (all tracks).....	898.43	303.07	2,954.22	.59	19.46	4,175.77	1.94	126.22	4,030.09

MILEAGE OF LINE OPERATED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		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	486.14	.59	4.42	787.39	.....	.....	787.39
New Hampshire.....	124.25	75.08	861.50	.....	.....	1,060.86	.....	.....	1,060.86
Maine.....	148.54	4.39	4.50	.....	.56	157.99	.....	.....	157.99
Vermont.....	.....	.....	123.95	.....	.....	123.95	.....	.....	123.95
New York.....	.....	.....	119.70	.....	2.03	121.73	.....	.....	121.73
Canada.....	.....	.....	35.46	.....	2.9	38.41	.....	.....	38.41
Total mileage operated (single track).....	446.52	202.01	1,631.25	.59	9.96	2,290.33	.....	.....	2,290.33

BOSTON & MAINE RAILROAD.

RAILROAD COMMISSIONERS' REPORT.

MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (SINGLE TRACK.)

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	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.					RAILS.	
	Main line.	Branches and spurs.	Line operated under lease.	Line operated under track-age rights.	Total mileage operated.	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	.....	32.27
Miles of yard track and sidings.....	69.63	.48	.90	.....	71.01	13.80	57.21
Total mileage operated (all tracks).	250.54	4.37	5.40	1.12	261.88	13.80	246.91

MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	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	65,383	48.9
New	753.80	75 to 85	29.69	Chestnut	37,178	57.9
Relay	257.05	75 to 85	20.00	Oak	6,408	43.8
				Hard pine.....	116	216.4
				Switch (60 feet)	3,444	113.0
Total steel	1,010.85		27.23	Total	112,524	53.7

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.
	Bituminous.	Tons.				
REVENUE SERVICE.						
Freight.....	744,752	612	1,309,716	755,842	10,652,817	141.90
Passenger.....	499,312	87,381		586,693	12,794,766	91.71
Mixed	9,450			9,450	185,595	101.83
Special	4,287			4,287	116,781	73.42
Switching	189,894	79,263		269,162	6,934,108	77.63
Nonrevenue service	25,703			25,703	615,085	83.53
Total	1,473,398	167,261	1,309,716	1,651,137	31,299,152	105.51
Average cost at distributing point.....	\$2 72	\$3 08	\$0 0208	\$2 75		

* 125 gallons fuel oil equals 1 ton (2,000 pounds).

ACCIDENTS TO PERSONS—STATE OF MAINE.

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

KIND OF ACCIDENT.	OTHER PERSONS.			
	Trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.
Struck by trains, locomotives, or cars—				
At highway crossings	1		1	
At other points along track	6		6	
Other causes	3		3	
Total	10		10	
SUMMARY.			TOTAL.	
			Killed.	Injured.
Table A :				
Other persons.....			10	
Total.....			10	

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	63	Bridges.....	26	14	9	
Iron.....	48	3,892	11	593	Conduits.....	1	15	.....
Wooden.....	9	493	13	152	Trestles.....	18	14	10	
Total.....	73	4,814			Total.....	45			
Trestles.....	10	5,164	27	1,253					

Gage of track, road owned, 4 feet, 8½ inches. 152.93 mil-s. Gage of track, road leased, 4 feet, 8½ inches. 5.06 miles.

RAILROAD COMMISSIONERS' REPORT.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

TOTAL.		OPERATED BY ANOTHER COMPANY.		
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, 1910.**

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, 1910.
Samuel S Fuller	Bridgton, Maine	
Perley P. Burnham	Bridgton, Maine	
Horace A. Hall	Bridgton, Maine	
Frank E. Stevens	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, 1909.

Date of last closing of stock books before end of year for which this report is made. June 30, 1910.

Total number of stockholders at that date, 84.

Has each share of stock one vote? Yes.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1910? No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1910? No.

RAILROAD COMMISSIONERS' REPORT.

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 Jct., Me ...	21.25	.....

MILEAGE OF LINE OWNED.

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.
	Main track.	Yard tracks and sidings.	
State of Maine	21.25	1.50	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 not held by respondent.	DIVIDENDS DECLARED DURING YEAR.	
						Rate.	Amount.
CAPITAL STOCK. Common.....	2,200	\$50	\$110,000	\$102,250	\$102,250	4	\$4,090 00
PURPOSE OF THE ISSUE.				Total number of shares outstanding.	Total cash realized.		
Issued for cash				2,041	\$102,250		

FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.			
	Date of issue.	Date of maturity.				Rate.	When payable.	Amount accrued during year.	Amount paid during year.
MORTGAGE BONDS.									
First mortgage.....	1898	1928	\$135,000	\$135,000	\$135,000	4	June 1 and Dec. 1	\$5,400 00	\$5,400 00
Second mortgage.....	1901	1928	85,000	28,000	28,000	4	June 1 and Dec. 1	1,120 00	1,120 00
Total			\$170,000	\$163,000	\$163,000			\$6,520 00	\$6,520 00

RAILROAD COMMISSIONERS' REPORT.

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Total par value outstanding.	Total par value not held by respondent corporation.	INTEREST.
			Amount paid during year.
Mortgage bonds.....	\$163,000	\$163,000	\$6,520

PURPOSE OF THE ISSUE.	Total par value outstanding.	Total cash realized.
Issued for cash.....	\$163,000	\$163,000

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	\$7,671 00
Second mortgage.....				

All equipment mortgaged.

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING YEAR.

Expenditures for additions and betterments during year charged to current funds: rails, frogs and switches, track fastenings and other material, \$3,899.64.

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	AMOUNT.
	State of Maine.
INVESTMENT TO JUNE 30, 1907:	
Road.....	\$224,856 30
Equipment.....	48,119 28
INVESTMENT SINCE JUNE 30, 1907.	8,899 64
Total.....	\$281,875 22
Reserve for accrued depreciation—Cr.	721 80
Net total.....	\$281,153 42
Cost per mile of line.....	13,230 76

INCOME ACCOUNT.

OPERATING INCOME.			
Rail operations:			
Operating revenues.....	\$51,547 86		
Operating expenses.....	37,260 04		
Net operating revenue.....		\$14,287 82	
Total net revenue.....		14,287 82	
Taxes accrued.....		682 72	
Operating income.....			\$13,605 10
OTHER INCOME.			
Miscellaneous income.....			359 33
Gross corporate income.....			\$13,964 43
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Interest accrued on funded debt.....		\$6,520 00	
Other interest.....		86 07	
Total deductions.....			6,606 07
Net corporate income.....			\$7,358 36
DISPOSITION OF NET CORPORATE INCOME.			
Dividends declared:			
On common stock—			
4 per cent payable.....		\$4,090 00	
Appropriations for other reserves—			
Equipment and permanent im-			
provement.....		3,268 36	\$7,358 36

PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance credit, June 30, 1910, carried to general balance sheet.....	\$8,864 99	Balance June 30, 1909.....	\$8,864 99
	\$8,864 99		\$8,864 99

OPERATING REVENUES.

ACCOUNT.	Total revenues.
REVENUE FROM TRANSPORTATION.	
Freight revenue.....	\$26,858 33
Passenger revenue.....	\$18,580 09
Excess baggage revenue.....	314 36
Mail revenue.....	1,860 36
Express revenue.....	3,934 72
Total passenger service train revenue.....	\$24,689 53
Total revenue from transportation.....	\$51,547 86
Total operating revenues.....	\$51,547 86

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.			
Maintenance of Roadway and track.....	\$7,184 61	92.98	19.15
Maintenance of track structures.....	41 08	0.54	00.11
Maintenance of buildings, docks, and wharves.....	497 29	6.48	01.83
Total.....	\$7,672 98	100	20.59
MAINTENANCE OF EQUIPMENT.			
Locomotives—repairs.....	2,258 68	42.87	06.06
Cars—repairs.....	2,270 05	43.09	06.10
Equipment—depreciation.....	721 80	13.70	01.93
Other maintenance of equipment expenses.....	17 68	00.34	00.05
Total.....	\$5,268 16	100	14.14
TRANSPORTATION EXPENSES.			
Station service.....	\$9,714 51	43.61	26.07
Road enginemen and motormen.....	5,661 66	18.44	9.83
Fuel for road locomotives.....	4,100 26	18.41	11.00
Other road locomotive supplies and expenses.....	367 68	01.65	00.99
Road trainmen.....	3,083 60	13.84	08.27
Train supplies and expenses.....	295 37	01.33	00.80
Loss and damage.....	14 61	00.07	00.04
All other transportation expenses.....	1,036 37	04.65	02.78
Total.....	\$22,274 01	100	59.78
GENERAL EXPENSES.			
Administration.....	1,733 41	84.77	04.65
Insurance.....	311 53	15.23	00.84
Total.....	\$2,044 94	100	05.49
OPERATING EXPENSES.			
Maintenance of way and structures.....	\$7,672 98	.....	20.59
Maintenance of equipment.....	5,268 16	.....	14.14
Transportation expenses.....	22,274 01	.....	59.78
General expenses.....	2,044 9	.....	5.49
Total operating expenses.....	\$37,260 04	.....	100

Ratio of operating expenses to operating revenues, 72.28 per cent.

MISCELLANEOUS INCOME.

SOURCE OF INCOME.	Gross income.
Interest on deposits.....	\$91 67
Telegraph and telephone receipts.....	228 01
Old material, junk sold.....	89 66
Total.....	\$359 33

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		Increase.
Item.	Amount.		ITEM.	AMOUNT.	
		PROPERTY INVESTMENT.			
		Road and equipment.			
		Investment to June 30, 1907—			
	\$224,856 30	Road.....	\$224,856 30		
	48,119 28	Equipment.....	48,119 28	\$272,975 58	
		Investment since June 30, 1907—			
		Road.....		8,899 64	\$8,899 64
	\$272,975 58			\$281,975 22	\$8,899 64
		Reserve for accrued depreciation—Cr.		721 80	721 80
	\$272,975 58	Total.....		\$281,153 42	\$8,177 84
		WORKING ASSETS.			
	\$7,088 02	Cash.....	\$6,656 09		* \$431 93
		Traffic and car-service balances due from other companies.....	187 98		187 98
		Net balance due from agents and conductors.....	4 28		4 28
	622 07	Materials and supplies.....	773 50		151 43
	\$7,710 09	Total.....		\$7,621 85	* \$88 24
		DEFERRED DEBIT ITEMS.			
	5,942 16	Other deferred debit items.....			* 5,942 16
	\$286,627 83	Grand total....		\$288,775 27	\$2,147 44

* Decrease.

COMPARATIVE GENERAL BALANCE SHEET—CONCLUDED.

JUNE 30, 1909.		LIABILITIES.	JUNE 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
		STOCK.			
	\$102,250 00	Capital stock— Common stock, not held by company.....		\$102,250 00	
	\$163,000 00	MORTGAGE BONDED AND SECURED DEBT. Funded debt— Mortgage bonds, not held by com- pany.....		\$163,000 00	
		WORKING LIABILI- TIES.			
	10,000 00	Loans and bills payable.....	12,000 00		\$2,000 00
	\$48 73	Traffic and car-ser- vice balances due to other com- panies.....			* 48 73
	1,892 85	Audited vouchers and wages unpaid.	1,967 96		75 11
	27 93	Miscellaneous ac- counts payable...	148 99		121 06
	\$11,969 51	Total.....		\$14,116 95	\$2,147 44
	543 33	ACCRUED LIABILI- TIES NOT DUE. Unmatured in- terest, dividends, and rents payable		\$543 33	
	8,864 99	PROFIT AND LOSS. Balance.....		8,864 99	
	\$286,627 83	Grand total....		\$288,775 27	\$2,147 44

* Decrease.

EMPLOYEES AND SALARIES.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	2	624	\$1,650 00	\$2 64
Station agents.....	7	2,184	3,126 72	1 43
Other station men.....	11	3,382	5,902 13	1 76
Enginemen.....	2	640	1,467 37	2 23
Firemen.....	2	694	1,145 78	1 65
Conductors.....	2	587	1,078 70	1 90
Other trainmen.....	4	1,218	2,007 00	1 65
Machinists.....	1	312	1,000 00	3 21
Other shopmen.....	3	895	1,682 36	1 82
Section foremen.....	4	1,250	2,261 81	1 81
Other trackmen.....	7	2,126	3,194 74	1 50
Switch tenders, crossing tenders, and watchmen.....	2	781	1,052 02	1 45
Total (including "General officers").....	47	14,603	25,518 63	1 75
Less "general officers".....	2	624	1,650 00	2 64
Total, excluding ("general officers").....	45	13,979	23,868 63	.....
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures.....	11	3,376	5,456 55	1 62
Maintenance of equipment.....	4	1,207	2,632 36	2 18
Transportation expenses.....	30	8,396	15,779 72	1 88
General expenses.....	2	624	1,650 00	2 64

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.....	32,641		
Number of passengers carried one mile.....	418,928		
Number of passengers carried one mile per mile of road.....	19,714		
Average distance carried, miles.....	12.83		
Total Passenger revenue.....		\$18,580	09
Average amount received from each passenger.....			56 922
Average receipts per passenger per mile.....			04 435
Total passenger service train revenue.....		24,689	53
Passenger service train revenue per mile of road.....		1,161	86
Passenger service train revenue per train-mile.....			58 534
FREIGHT TRAFFIC.			
Number of tons carried of freight earning revenue..	27,701		
Number of tons carried one mile.....	457,104		
Number of tons carried one mile per mile of road...	21,511		
Average distance haul of one ton, miles.....	16.50		
Total freight revenue.....		26,858	33
Average amount received for each ton of freight....			96 957
Average receipts per ton per mile.....			05 875
Freight revenue per mile of road.....		1,263	92
Freight revenue per train-mile.....			63 676
TOTAL TRAFFIC.			
Operating revenues.....		51,547	86
Operating revenues per mile of road.....		2,425	78
Operating revenues per train-mile.....			1 23 209
Operating expenses.....		37,260	04
Operating expenses per mile of road.....		1,753	41
Operating expenses per train-mile.....			90 709
Net operating revenue.....		14,287	82
Net operating revenue per mile of road.....		669	54
Average number of passengers per train-mile.....	10		
Average number of tons of freight per train mile....	10.89		
Average mileage operated during year.....	21.25		

TRAFFIC AND MILEAGE STATISTICS.

CLASSIFICATION.	Total.
LOCOMOTIVE MILEAGE.	
Revenue service:	
Mixed locomotive-miles.....	42,180
Nonrevenue service locomotive-miles.....	3,740
TRAIN MILEAGE.	
Revenue service:	
Mixed train-miles.....	42,180
Nonrevenue service train-miles.....	3,740

FREIGHT TRAFFIC MOVEMENT.
(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	FREIGHT ORIGINATING ON THIS ROAD.		Freight received from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.		
	Delivered to consignees.	Delivered to other carriers.		Whole tons.	Per cent.	
	Whole tons.	Whole tons.	Whole tons.	Whole tons.	Per cent.	
Products of Agriculture.	{ Grain.....		1,605	1,605	05.80	
	{ Flour.....		371	371	01.34	
	{ Other mill products.....		1,287	1,287	04.64	
	{ Hay.....		102	102	00.37	
	{ Fruit and vegetables.....	923		923	03.33	
	Total.....	923	3,365	4,288	15.48	
Products of Animals.	{ Wool.....	27	14	41	00.15	
	{ Hides and leather.....	41	322	363	01.31	
	Total.....	68	336	404	01.46	
Products of Mines.	{ Anthracite coal.....		994	994	03.59	
	{ Bituminous coal.....		3,913	3,913	14.13	
	{ Stone, sand, and other like articles.....		45	45	00.16	
	Total.....		4,952	4,952	17.88	
Products of Forests.	{ Lumber.....	5,364	7,348	60	12,772	46.11
	{ Other products of forests. }					
Manufactures.	{ Petroleum and other oils.....		545	545	01.97	
	{ Cement, brick, and lime.....		274	274	00.99	
	{ Other manufactures.....		420	420	01.51	
	Total.....		1,239	1,239	04.47	
Miscellaneous: Other commodities not mentioned above.....		700	3,346	4,046	14.60	
Total tonnage.....	5,364	9,039	13,298	27,701	100.00	

DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1909.	Number on June 30, 1910.	NUMBER FITTED WITH	
			Traffic brake.	Automatic coupler.
LOCOMOTIVES—OWNED OR LEASED.				
Passenger.....	5	5	5	5
Freight.....				
Switching.....				
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 service.....	63	63	63	63

MILEAGE—ENTIRE LINE.

MILEAGE OF ROAD OPERATED (ALL TRACKS.)

LINE IN USE.	Line owned—main line.	Total mileage operated.	Rails—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.
New steel.....	600.42%	48	28.10	Cedar	6,919	18.05

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL-TONS.	Total fuel consumed— tons.	Miles run.	Average pounds consumed per mile.
	Bituminous.			
REVENUE SERVICE.				
Mixed.....	1,041	1,041	45,920	45.30
Average cost at distributing point.....		\$3 93		

BRIDGTON & SACO RIVER RAILROAD.

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.			
Stone arch.....	1	14	.....	.....	Bridges.....	1	9	.....
Steel.....	11	258	12	50				
Total.....	12	272						

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 Company.....	Bridgton Telegraph Company.

**Report of the Canadian Pacific Railway Company for the Year Ending
June 30, 1910.**

[**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 237 of Private and Special Laws, 1867, the town of Houlton was authorized to aid in construction.

***AROOSTOOK RIVER RAILROAD.**

Incorporated under the provisions of Chapter 376 of the Private and Special Laws of the State of Maine, 1873. By Chapter 412 of Private and Special Laws, 1874, time within which it might locate and construct was extended for three years. By chapter 281 of Private and Special Laws, 1876, the A. R. R. Co. was authorized to extend road to Fort Kent. By chapter 337, Private and Special Laws, 1881, again authorized to extend to Fort Kent and to increase capital stock and issue bonds to be secured by mortgage.

***INTERNATIONAL RAILWAY.**

Incorporated under the provisions of chapter 541 of the Private and Special Laws of the State of Maine, 1871, under name of Penobscot and Lake Megantic Railway. By chapter 370 of Private and Special Laws, 1877, an additional five years given the P. & L. M. R'y within which to locate and construct. By chapter 65 of Private and Special Laws, 1881, the name was changed to International Railway of Maine. By chapter 403 of Private and Special Laws, 1885, charter was amended in relation to change of route, and chapter 256 of Private and Special Laws, 1887, amended charter again as to route and the existence and charter of corporation recognized, ratified and confirmed.

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 Stratheona and Mt. Royal, G. C. M. G.....	London, England.....	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 Sanford Fleming, K. C. M. G.....	Ottawa.....	October, 1912.
Mr. Wilmot D. Matthews.....	Toronto.....	October, 1912.
Mr. Thomas Skinner.....	London, England.....	October, 1910.
Mr. Charles R. Hosmer.....	Montreal.....	October, 1913.
Mr. A. B. Creelman, K. C.....	Montreal.....	October, 1912.
Hon. Robt. Mackay.....	Montreal.....	October, 1913.
Hon. James Dunsmuir.....	Victoria, B. C.....	October, 1913.
Mr. Robert Meighen.....	Montreal.....	October, 1912.
Mr. David McNicoll.....	Montreal.....	October, 1913.
Hon. L. J. Forget.....	Montreal.....	October, 1911.

PRINCIPAL OFFICERS.

CANADIAN PACIFIC RAILWAY COMPANY.

TITLE.	NAME.	OFFICIAL ADDRESS.
President & Chairman of the Board	Sir Thos. G. Shaughnessy K. C. V. O.....	Montreal.
Vice-President.....	D. McNicoll.....	Montreal.
Vice-President.....	Wm. White.....	Winnipeg.
Vice-President.....	I. G. Ogdan.....	Montreal.
Vice-President.....	G. M. Bosworth.....	Montreal.
Secretary and Ass't to President.....	W. R. Baker.....	Montreal.
Treasurer.....	H. E. Suckling.....	Montreal.
General Solicitor.....	E. W. Beatty.....	Montreal.
General Counsel.....	A. R. Creelman, K. C.....	Montreal.
General Auditor.....	H. L. Penny.....	Montreal.
Assistant Comptroller.....	John Leslie.....	Montreal.
Auditor of Disbursements.....	F. E. Shrimpton.....	Montreal.
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, East Lines	Wm. Stitt.....	Montreal.
Land Commissioner.....	Fred T. Griffin.....	Winnipeg.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Total number of stockholders of record at date of last election.

International Ry. of Maine	13	} 50
Houlton Branch R. R. of Maine	22	
Aroostook River R. R. of Maine	15	

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, 1910? No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1910? 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	176.70
Houlton Branch R. R. of Maine	Boundary	Houlton	3.0	
Aroostook River R. R. of Maine	Boundary	Presque Isle	29.2	
Maine Central Railroad	Mattawamkeag	Vanceboro		56.60
Total				233.30

ROAD OR TRACKS ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT.

NAME OF OPERATING COMPANY.	Miles of line.	LEASE OR AGREEMENT.	
		TERM.	
		From—	To—
*The Canadian Pacific Ry. Co.	144.5	Boundary	Mattawamkeag
†The Canadian Pacific Ry. Co.	3.0	Boundary	Houlton
	29.2	Boundary	Presque Isle

* International Railway of Maine was sold to A. & N. W. Railway, December 6th, 1886. A. & N. W. Railway leased to Ontario and Quebec Railway, August 1st, 1883, which railway is leased to the Canadian Pacific Railway Company in perpetuity.

† Houlton Branch Railroad of Maine and Aroostook River Railroad of Maine are leased to the New Brunswick Railway, which railway is leased to the Canadian Pacific Railway Company for 999 years from July 1st, 1890.

CAPITAL STOCK.

KIND.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.
CAPITAL STOCK.					
Common:					
International Railway of Maine (Atlantic & Northwestern Ry. 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.

DESIGNATION OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.			
	Date of issue.	Date of maturity.				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. & July	\$144,500	
Less proportion of subsidy paid by Dominion Government								115,500	\$29,000
Aroostook River R. R. of Me., (N. B. Ry. 1st mortgage proportion)			600,000	600,000	600,000	5	Feb. & Aug.	30,000	30,000
Houlton Branch R. R. of Maine			24,000	24,000	24,000	6	Jan. & July	1,440	1,440
Total			\$3,514,000	\$3,514,000	\$3,514,000				\$60,440

CANADIAN PACIFIC RAILWAY.

RECAPITULATION OF FUNDED DEBT.

KIND OF BOND OR OBLIGATION.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.	
			Amount accrued during the year, charged to income.	Amount paid during the year.
Mortgage Bonds.....	\$3,514,000	\$3,514,000	\$30,440 00	\$30,440 00

RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	ASSIGNMENT.	AMOUNT PER MILE OF LINE.	
		To railways.	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		\$32,750 42

SECURITY FOR FUNDED DEBT.

DESIGNATION OF BOND OR OBLIGATION.	ROAD OR TRACKS 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 proportion);	Boundary....	Presque Isle.....	29.20	20.548
Houlton Branch R. R. of Maine....	Boundary....	Houlton.....	3.00	8,000

† All equipment, income and securities mortgaged.

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	Amount— State of Maine.
INVESTMENT TO JUNE 30, 1907.	
Road.....	\$5,240,868 73
Equipment.....	546,131 27
Investment since June 30, 1907 *	
Total.....	\$5,787,000 00
Cost per mile of line	\$92,750 43

* All additional construction, additions and improvements on line have been paid for by the Can. Pac. Ry. Co. under lease.

INCOME ACCOUNT.

Operating Income:			
Rail Operations:			
Operating revenues.....	\$1,080,735 65		
Operating expenses.....	978,520 85		
Net operating revenue.....		\$102,214 80	
Total net revenue.....		\$102,214 80	
Taxes accrued		60,716 71	
Operating income.....			\$41,498 09
Other Income:			
Hire of equipment—.....			6,421 08
Gross corporate income.....			\$47,919 17
Deductions from Gross Corporate Income:			
Rents accrued for lease of other roads		1,680 00	
Other rents—debts:			
Joint facilities.....		23,800 00	
Interest accrued on funded debt.....		\$60,440 00	
Total deductions from gross corporate income.....			\$85,920 00
Net corporate loss.....			38,000 83
Balance for year carried forward to debit of profit and loss.....			\$38,000 83

PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance for year brought forward from income account.....	\$38,000 88	Contributed by the Can. Pac. Ry. Co.....	\$38,000 88

OPERATING REVENUES—STATE OF MAINE.

ACCOUNT.	Total revenues.
Revenue from Transportation :	
Freight revenue.....	\$695,370 04
Passenger revenue.....	298,865 53
Excess Baggage Revenue.....	2,282 89
Mail revenue.....	30,005 87
Express revenue.....	48,783 10
Milk revenue (on passenger trains).....	9 28
Total passenger service train revenue.....	\$879,926 67
Switching revenue.....	\$40 71
Special service train revenue.....	704 12
Miscellaneous transportation revenue.....	1,158 48
Total revenue from transportation.....	\$1,077,200 02
Revenue from Operations Other than Transportation :	
Station and train privileges.....	\$221 18
Storage—freight.....	60 71
Storage—baggage.....	6 04
Car service.....	743 43
Rents of buildings and other property.....	1,465 50
Miscellaneous.....	1,038 77
Total revenue from operations other than transportation.....	\$3,535 63
Total operating revenues—state.....	\$1,085,735 65
Total operating revenues—entire line.....	\$86,080,246 83

OPERATING EXPENSES—STATE OF MAINE.

ACCOUNT.	Amount.	Ratio to total of general account. (Per cent.)	Ratio to total operating expenses. (Per cent.)
MAINTENANCE OF WAY AND STRUCTURES.			
Superintendence.....	\$8,012 63	3.14	.82
Ballast.....	2,189 51	.86	.22
Ties.....	29,297 49	11.48	2.99
Rails.....	9,105 00	3.57	.98
Other track material.....	4,867 63	1.91	.50
Roadway and track.....	73,886 63	28.96	7.55
Removal of snow, sand and ice.....	8,312 69	3.26	.85
Bridges, trestles and culverts.....	9,993 80	3.90	1.02
Grade crossings, fences, cattle guards and signs.....	1,511 20	.59	.15
Snow and sand fences and snow sheds.....	353 66	.14	.04
Signals and interlocking plants.....	396 60	.16	.04
Telegraph and telephone lines.....	5,052 29	1.98	.52
Buildings, fixtures and grounds.....	27,999 15	10.97	2.86
Docks and wharves.....	69 58	.03	.01
Roadway tools and supplies.....	2,249 88	.88	.23
Stationery and printing.....	342 63	.13	.08
Other expenses.....	1 50	.....	.....
Maintaining joint tracks, yards and other facilities, Dr.....	71,536 36	28.04	7.31
Total.....	\$255,118 23	100.00	26.07
MAINTENANCE OF EQUIPMENT.			
Superintendence.....	\$5,885 35	3.38	.60
Steam locomotives—repairs.....	63,294 97	35.76	6.47
Steam locomotives—depreciation.....	3,400 00	1.92	.35
Passenger-train cars—repairs.....	34,717 17	19.62	3.55
Freight-train cars—repairs.....	44,632 10	25.22	4.56
Freight-train cars—renewals.....	161 16	.09	.02
Freight-train cars—depreciation.....	18,920 00	10.69	1.98
Work equipment—repairs.....	2,421 60	1.37	.25
Shop machinery and tools.....	3,200 74	1.81	.33
Injuries to persons.....	40 33	.02	.....
Stationery and printing.....	310 06	.17	.03
Total.....	\$176,988 48	100.00	18.09
TRAFFIC EXPENSES.			
• Superintendence.....	\$11,729 89	21.13	1.20
Outside agencies.....	24,607 56	44.32	2.51
Advertising.....	12,517 10	22.55	1.28
Traffic associations.....	493 52	.89	.05
Industrial and immigration bureaus.....	1,033 18	1.86	.10
Stationery and printing.....	4,974 26	8.95	.51
Other expenses.....	169 16	.30	.02
Total.....	\$55,524 67	100.00	5.67
TRANSPORTATION EXPENSES.			
Superintendence.....	\$7,674 60	1.70	.78
Dispatching trains.....	10,254 97	2.27	1.05
Station employees.....	22,504 96	4.97	2.30
Station supplies and expenses.....	4,974 96	1.10	.51
Yard conductors and brakemen.....	3,723 77	.82	.38
Yard supplies and expenses.....	891 95	.20	.09
Yard enginemen.....	3,976 12	.88	.41
Enginehouse expenses—yard.....	2,059 21	.46	.21
Fuel for yard locomotives.....	4,143 03	.92	.42
Water for yard locomotives.....	113 92	.03	.01
Lubricants for yard locomotives.....	138 63	.03	.01
Other supplies for yard locomotives.....	134 65	.03	.01
Operating joint yards and terminals—Dr.....	21,126 21	4.67	2.16
Operating joint yards and terminals—Cr.....	495 24	.11	.05

OPERATING EXPENSES—CONTINUED.

ACCOUNT.	Amount.	Ratio to total of general account (Per cent.)	Ratio to total operating expenses. (Per cent.)
Road enginemen	\$65,054 90	14.38	6.65
Enginehouse expenses—road	18,337 63	4.05	1.87
Fuel for road locomotives	172,866 08	38.21	17.67
Water for road locomotives	5,047 98	1.12	.52
Lubricants for road locomotives	2,356 39	.52	.24
Other supplies for road locomotives	2,455 04	.54	.25
Road trainmen	65,033 18	14.37	6.65
Train supplies and expenses	21,483 31	4.75	2.20
Crossing flagmen and gatemen	184 35	.04	.02
Clearing wrecks	2,092 05	.46	.21
Telegraph and telephone—operation	201 43	.04	.02
Stationery and printing	2,365 85	.52	.24
Other expenses	282 82	.06	.03
Loss and damage—freight	7,503 05	1.66	.77
Loss and damage—baggage	39 37	.01	.....
Damage to property	3,489 10	.77	.36
Damage to stock on right of way	195 76	.04	.02
Injuries to persons	100 50	.02	.01
Operating joint tracks and facilities—Dr	2,143 44	.47	.22
Total	\$452,453 97	100.00	46.24
GENERAL EXPENSES.			
Salaries and expenses of general officers	\$5,748 58	14.95	.59
Salaries and expenses of clerks and attendants	9,737 24	25.33	1.00
General office supplies and expenses	1,445 01	3.76	.12
Law expenses	8,066 56	20.99	.82
Insurance	7,682 00	19.98	.79
Stationery and printing	2,102 76	5.47	.21
Other expenses	3,658 35	9.52	.37
Total	\$38,440 50	100.00	3.98
RECAPITULATION OF EXPENSES.			
Maintenance of way and structures	\$255,118 23	.....	26.07
Maintenance of equipment	176,983 48	.....	18.09
Traffic expenses	55,524 67	.....	5.67
Transportation expenses	452,453 97	.....	46.24
General expenses	38,440 50	.....	3 93
Total operating expenses	\$978,520 85		100.00

Ratio of operating expenses to operating revenues, 90.54 per cent.

RENTS PAYABLE.
FOR JOINT FACILITIES.

FACILITY LEASED.	LOCATION.	NAME OF LESSOR.	AMOUNT.
Joint tracks.....	Mattawamkeag to Vanceboro...	Maine Central R. R. Co.	\$23,800 00

RENTS PAYABLE.
FOR LEASE OF ROAD.

ROAD LEASED.	Guaranteed dividends on stock.	Total.
Houlton Branch R. R. of Maine.....	\$1,680 00	\$1,680 00

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1909.		ASSETS.	June 30, 1910.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
		PROPERTY INVESTMENT. Road and Equipment. Investment to June 30, 1907—			
.....	\$5,240,868 73	Road.....	.....	\$5,240,868 73	.....
.....	546,131 27	Equipment.....	.....	546,131 27	.....
	\$5,787,000 00	Total.....		\$5,787,000 00	
	\$5,787,000 00	Grand total..		\$5,787,000 00	
		LIABILITIES.			
		STOCK. Capital Stock.			
.....	\$2,273,000 00	Common stock not held by company	.....	\$2,273,000 00	.....
		MORTGAGE, BONDED, AND SECURED DEBT.			
.....	3,514,000 00	Funded debt..... Mortgage bonds not held by company	.....	3,514,000 00	.....
	\$5,787,000 00	Grand total..		\$5,787,000 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.....	10	3,180	\$17,000 00	\$5 48
General office clerks.....	20	6,260	15,000 00	2 40
Station agents.....	15	5,175	18,851 91	2 68
Other Station men.....	16	4,595	5,368 97	1 17
Enginemen.....	29	10,845	42,184 59	3 89
Firemen.....	31	10,848	28,565 58	2 63
Conductors.....	25	9,780	30,089 45	3 08
Other trainmen.....	46	19,088	89,054 42	2 05
Machinists.....	3	759	2,277 50	3 00
Other shopmen.....	26	10,738	22,866 38	2 13
Section foremen.....	31	10,077	21,842 85	2 17
Other trackmen.....	99	26,946	44,327 05	1 65
Switch tenders, crossing tenders, and watchmen.....		92	189 35	1 51
Telegraph operators and dispatchers.....	10	4,789	12,050 00	2 54
All other employees and laborers.....	181	23,921	89,586 35	1 65
Total (including "general officers").....	542	146,938	394,210 40	2 27
Less "general officers".....	10	3,180	17,000 00	5 48
Total (excluding "general officers").....	582	143,808	\$317,210 40	\$2 21
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures.....	307	58,811	\$101,088 53	\$1 72
Maintenance of equipment.....	22	8,109	16,567 76	2 04
Traffic expenses.....	16	4,789	16,320 00	3 41
Transportation expenses.....	188	70,628	184,604 11	2 61
General expenses.....	14	4,601	15,680 00	3 41

TRAFFIC AND MILEAGE STATISTICS—STATE OF MAINE.

ITEM.	Column for number passengers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mils.
PASSENGER TRAFFIC.				
Number of passengers carried earning revenue.....	205,564.....			
Number of passengers carried one mile.....	19,058,565.....			
Number of passengers carried one mile per mile of road.....	81,691.....			
Average distance carried, miles.....	92.71.....			
Total passenger revenue.....		298,865	53	
Average amount received from each passenger.....			1 45	388
Average receipts per passenger per mile.....				01 538
Total passenger service train revenue.....		379,926	67	
Passenger service train revenue per mile of road.....		1,628	49	
Passenger service train revenue per train-mile.....		1 09	989	
FREIGHT TRAFFIC.				
Number of tons carried of freight earning revenue.....	916,145.....			
Number of tons carried one mile.....	148,285,867.....			
Number of tons carried one mile per mile of road.....	635,602.....			
Average distance haul of one ton, miles.....	161.86.....			
Total freight revenue.....		695,370	04	
Average amount received for each ton of freight.....			75	902
Average receipts per ton per mile.....				00 469
Freight revenue per mile of road.....		2,980	58	
Freight revenue per train-mile.....		1 12	606	
TOTAL TRAFFIC.				
Operating revenues.....		1,080,735	65	
Operating revenues per mile of road.....		4,632	39	
Operating revenues per train mile.....			1 28	197
Operating expenses.....		978,520	85	
Operating expenses per mile of road.....		4,194	26	
Operating expenses per train-mile.....			1 16	078
Net operating revenue.....		102,214	80	
Net operating revenue per mile of road.....		438	13	
Average number of passengers per car-mile.....	15.....			
Average number of passengers per train-mile.....	55.....			
Average number of passenger cars per train-mile.....	5.47.....			
Average number of tons of freight per loaded car-mile.....	17.46.....			
Average number of tons of freight per train-mile.....	240.13.....			
Average number of freight cars per train-mile.....	17.57.....			
Average number of loaded cars per train-mile.....	13.75.....			
Average number of empty cars per train-mile.....	2.95.....			
Average mileage operated during year.....	238.03.....			

TRAFFIC AND MILEAGE STATISTICS—STATE OF MAINE.

CLASSIFICATION.	Item.	Total.
Locomotive Mileage:		
Revenue service—		
Freight locomotive-miles.....	507,966	
Passenger locomotive-miles.....	226,886	
Mixed locomotive-miles.....	121,935	
Special locomotive-miles.....	720	
Switching locomotive-miles.....	46,727	
Total revenue locomotive mileage.....		904,234
Nonrevenue service locomotive-miles.....	18,346	
Car Mileage:		
Revenue service—		
Freight car-miles—		
Loaded.....	8,491,877	
Empty.....	1,823,839	
Caboose.....	533,465	
Total freight car-miles.....		10,849,181
Passenger car-miles—		
Passenger.....	996,334	
Sleeping, parlor and observation.....	301,238	
Other passenger-train cars.....	592,719	
Total passenger car-miles.....		1,890,341
Special car-miles—		
Freight—loaded.....	3,232	
Freight—empty.....	26	
Caboose.....	420	
Passenger.....	1,668	
Sleeping, parlor, and observation.....	152	
Total special car-miles.....		5,498
Total revenue car mileage.....		12,745,020
Nonrevenue service car-miles.....	150,187	
Train mileage:		
Revenue service—		
Freight train-miles.....	496,893	
Passenger train-miles.....	224,739	
Mixed train-miles.....	120,634	
Special train-miles.....	708	
Total revenue train mileage.....		843,024
Nonrevenue service train-miles.....	18,238	

FREIGHT TRAFFIC MOVEMENT—STATE OF MAINE.

[Company's Material Excluded.]

COMMODITY.	Freight origina- ting 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.....	2,756	226,264	229,020	25.00
	Flour.....	1,603	114,397	116,000	12.66
	Other mill products.....	525	26,249	26,774	02.92
	Hay.....	4,250	2,465	6,715	00.73
	Tobacco.....	78	545	623	00.07
	Cotton.....	68	1,216	1,284	00.14
	Fruit and vegetables.....	40,346	14,851	55,197	06.02
Total.....	49,626	385,987	435,613	47.54	
Products of Animals.	Live stock.....	905	3,549	4,454	00.49
	Dressed meats.....	268	3,587	3,855	00.42
	Other packing-house pro- ducts.....	209	16,481	16,690	01.82
	Poultry, game and fish.....	124	9,121	9,245	01.01
	Wool.....	4	742	746	00.08
	Hides and leather.....	428	2,395	2,823	00.31
Total.....	1,938	35,875	37,813	04.13	
Products of Mines.	Anthracite coal.....	1,416	289	1,705	00.19
	Bituminous coal.....	1,286	1,230	2,516	00.28
	Coke.....		1,007	1,007	00.11
	Ores.....		10,544	10,544	01.15
	Stone, sand and other like articles.....	517	658	1,175	00.13
Total.....	3,219	13,728	16,947	01.86	
Products of Forests.	Lumber.....	45,339	63,998	109,337	11.94
	Total.....	45,339	63,998	109,337	11.94
Manufac- tures.	Petroleum and other oils...	1,802	2,562	4,164	00.45
	Sugar.....	252	7,289	7,521	00.82
	Iron, pig and bloom.....	63	3,762	3,825	00.42
	Iron and steel rails.....	83	3,080	3,163	00.35
	Other castings and ma- chinery.....	1,718	4,618	6,386	00.69
	Bar and sheet metal.....	138	16,073	16,211	01.77
	Cement, brick and lime.....	610	14,080	14,690	01.60
	Agricultural implements...	408	4,620	5,028	00.55
	Wagons, carriages, tools, etc.....	54	5,078	5,132	00.56
	Wines, liquors and beers...	211	4,268	4,479	00.49
	Household goods and fur- niture.....	1,064	1,728	2,787	00.30
	Total.....	6,203	67,133	73,336	08.00
	Merchandise.....	1,349	621	1,970	00.21
Miscellaneous: Other commodities not mentioned above.....	39,673	201,456	241,129	26.82	
Total tonnage—State.....	147,347	768,798	916,145	100.00	

DESCRIPTION OF EQUIPMENT—STATE OF MAINE.

ITEM.	Number on June 30, 1909.	Number added during year.	Number retired during year.	Number on June 30, 1910.	Number fitted with—	
					Train brake.	Automatic coupler.
Locomotives—owned or leased:						
Passenger. }	10	.....	.....	10	10	10
Freight.... }						
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 operated under con- tract, etc.	Line operated under track- age rights.	Total mileage operated.	New line constructed during year.	Rails--steel.
	Main line.	Branches and spurs							
Miles of single track.....	2,909.5	3,020.6	2,720.6	1,342.0	184	93.9	10,270.6	392.1	10,270.6
Miles of second track.....	397.5			155.9			553.4	70.2	553.4
Miles of yard track and sidings.....	2,215.2						2,215.2	218.1	2,215.2
Total mileage operated (all tracks).....	5,522.2	3,020.6	2,720.6	1,497.9	184	93.9	13,089.2	680.4	13,089.2

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 con- tract, etc.	Line operated under track- age rights.	Total mileage operated.	New line constructed during year.	Rails--steel.
	Main line.	Branches and spurs.							
Dominion of Canada.....	2,909.5	3,020.6	2,576.1	1,309.8	184	37.3	10,037.3	391.7	10,000.0
State of Maine.....			144.5	32.2		56.6	233.3	.4	178.7
Total mileage operated (single track).....	2,909.5	3,020.6	2,720.6	1,342.0	184	93.9	10,270.6	392.1	10,178.7

RAILROAD COMMISSIONERS' REPORT.

MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (SINGLE TRACK.)

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	New line constructed during year.	Rails—Steel.
	Main Line.	Branches and spurs.			
Dominion of Canada.....	2,909.5	3,020.6	5,930.1	273.9	5,930.1

MILEAGE—STATE OF MAINE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	Line owned—Main line.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	Rails—Steel.
Miles of single track.....	176.7	56.6	233.3	.....	176.7
Miles of yard track and sidings.....	37.4	.....	37.4	7.3	37.4
Total mileage operated (all tracks).....	214.1	56.6	270.7	7.3	214.1

MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (SINGLE TRACK.)

	Line owned—Main line.	Total mileage owned.	Rails—Steel.
State of Maine.....	176.7	176.7	176.7

RENEWALS OF RAILS AND TIES—STATE OF MAINE.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—pounds.	Average price per ton at distributing point. Dollars.	Kind.	Number.	Average price at distributing point. Cents.
Steel.....	818.6	80.	29.41	No. 1 Ties.....	18,645	50
.....	.....	.....	.....	No. 2 Ties.....	41,282	44
.....	.....	.....	.....	Cull Ties.....	6,409	25
.....	.....	.....	.....	Total.....	66,336	44

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF MAINE.

LOCOMOTIVES.	COAL-TONS.	WOOD-CORDS.	Char oal-Bushel. *	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Bituminous.	Soft.				
REVENUE SERVICE.						
Freight.....	33,310	42	1,195	33,343	507,966	131.28
Passenger.....	8,981	20	533	8,996	226,886	79.31
Mixed.....	6,470	10	287	6,478	120,935	106.25
Special.....	31	.....	2	31	720	86.11
Switching.....	1,404	4	110	1,407	46,727	60.22
Nonrevenue service.....	975	2	43	977	18,346	106.51
Total.....	51,171	78	2,170	51,232	922,580	111.06
Average cost at distributing point.....	\$3.519	\$1.25	\$9.12	\$3.522	.....	.....

* 100 Bushels of charcoal taken as one ton of fuel.

ACCIDENTS TO PERSONS—STATE OF MAINE.

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

KIND OF ACCIDENT.	Trainmen.	
	Killed.	Injured.
Collisions.....		1
Falling from trains, locomotives or cars.....		2
Other causes.....		1
Total.....		4

KIND OF ACCIDENT.	OTHER PERSONS.			
	Trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.
Struck by trains, locomotives or cars— At other points along track.....		1		1

SUMMARY.	TOTAL.	
	Killed.	Injured.
TABLE A.		
Railway employees.....		4
Other persons.....		1
Grand total.....		5

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.			
Steel	36	5,091	33	1,180	Bridges	2	20	9
Trestles ..	21	1,149	30	86				

Gage of track, 4 feet, 8½ inches. 176.07 miles.

RAILROAD COMMISSIONERS' REPORT.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

TOTAL.		OPERATED BY THIS COMPANY.	
Miles of line.	Miles of wire.	Miles of line.	Miles of wire.
206	1,282	206	1,282

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	Northern Telegraph Co.....	Northern Telegraph Co
.....	56	Commercial Cable Co.....	Commercial Cable Co.

**Report of the Georges Valley Railroad Company for the Year
Ending June 30, 1910.**

HISTORY.

Exact name of common carrier making this report. Georges Valley Railroad Company.

Date of organization. August 10, 1889.

Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof.

Organized under the general laws of the State of Maine.

DIRECTORS.

NAME.	Post-Office Address.	Date of Expiration of Term.
W. T. Cobb.....	Rockland, Maine.....	} October, 1910.
W. W. Case.....	Rockland, Maine.....	
G. M. Brainard.....	Rockland, Maine.....	
N. F. Cobb.....	Rockland, Maine.....	
J. Lovejoy.....	Rockland, Maine.....	
F. E. Burkett.....	Union, Maine.....	
I. C. Thurston.....	Union, Maine.....	

PRINCIPAL OFFICERS.

TITLE.	NAME.	OFFICIAL ADDRESS.
President, Secretary, Treasurer and General Manager.....	John Lovejoy	Rockland, Maine

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors. October 5, 1909.

Total number of stockholders of record at date. 102.

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, 1910? No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1910? No.

ROAD OPERATED.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Georges Valley Railroad Company	Warren	Union	8.	.....
	Branch to	Lime Kiln .....	.50	.....
		Total		8.50

CAPITAL STOCK.

KIND.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.
Common	1,000	\$100	\$100,000	\$100,000	\$100,000
PURPOSE OF THE ISSUE.				Total number of shares outstanding.	Total cash realized.
Issued for cash				245	.....
Issued for additions and betterments				755	.....
Total				1,000	\$49,808.97

FUNDED DEBT.

DESIGNATION OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.			
	Date of issue.	Date of maturity.				Rate %	When payable.	Amount accrued during the year.	Amount paid during the year.
First mortgage bonds	1893	1913	\$50,000	\$50,000	\$50,000	6	Jan. and July ...	\$3,000 00	\$3,000 00

RECAPITULATION OF FUNDED DEBT.

KIND OF BOND OR OBLIGATION.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.	
			Amount accrued during the year—charged to income.	Amount paid during the year.
Mortgage bonds	\$50,000	\$50,000	\$3,000 00	\$3,000 00
PURPOSE OF THE ISSUE.			Total par value outstanding.	Total cash realized.
Issued for cash			\$50,000	\$49,808 97

RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	Assign-ment—to railroads.	AMOUNT PER MILE OF LINE.	
			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	.....	\$17,647

SECURITY FOR FUNDED DEBT.

DESIGNATION OF BOND OR OBLIGATION.	ROAD OR TRACKS MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage	Warren	Union	8.00	} \$5,882
	Main line	Lime kiln .....	.50	

GEORGES VALLEY RAILROAD.

I I I

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	Amount— entire line.
Investment to June 30, 1907:	
Road	\$80,982 00
Equipment	4,172 86
Total.....	\$85,154 86
Cost per mile of line.....	\$10,018 16

INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenues.....	\$13,781 44		
Operating expenses.....	9,165 67		
Net operating revenue.....		\$4,565 77	
Taxes accrued.....		185 08	
Operating income.....			\$4,430 74
Gross corporate income.....			\$4,430 74
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Other Rents—Debits:			
Hire of equipment—balance.....	\$963 30		
Interest accrued on funded debt.....		\$3,000 00	
Other interest.....		120 00	
Net corporate income.....			\$347 44
Balance for year carried forward to credit of profit and loss.....			\$347 44

PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance June 30, 1909.....	\$74,326 61	Balance for year brought forward from income account.	\$347 44
		Balance debit, June 30, 1910, carried to general balance sheet.....	73,979 17
	\$74,326 61		\$74,326 61

OPERATING REVENUES.

ACCOUNT.	Total revenues.
REVENUE FROM TRANSPORTATION.	
Freight revenue.....	\$10,539 90
Passenger revenue.....	2,143 20
Excess baggage revenue.....	84
Mail revenue.....	328 36
Express revenue.....	718 74
Total passenger service train revenue.....	\$3,191 14
Total revenue from transportation.....	\$13,730 44
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.	
Miscellaneous.....	1 00
Total operating revenues.....	\$13,731 44

OPERATING EXPENSES.

ACCOUNT.	Amount.	Ratio to total of general account—Per cent.	Ratio to total operating expenses—Per cent.
MAINTENANCE OF WAY AND STRUCTURES.			
Maintenance of roadway and track.....	\$3,035 39	93.54	33.12
Maintenance of buildings, docks and wharves.....	137 51	04.24	01.50
Other maintenance of way and structures expenses...	72 13	02.22	00.78
Total.....	\$3,245 03	100.00	35.40
MAINTENANCE OF EQUIPMENT.			
Locomotives—repairs.....	\$48 33	49.37	00.53
Cars—repairs.....	31 58	32.20	00.34
Other maintenance of equipment expenses.....	18 05	18.43	00.19
Total.....	\$97 91	100.00	01.06
TRANSPORTATION EXPENSES.			
Station service.....	\$960 00	19.25	10 47
Road enginemen and watchmen.....	1,476 89	29.61	16.12
Fuel for road locomotives.....	1,200 27	24.07	13.10
Other road locomotive supplies and expenses.....	4 30	00.09	00.04
Road trainmen.....	600 00	12.03	06.55
Train supplies and expenses.....	73 76	01.47	00.81
Loss and damage.....	79 63	01.59	00.87
All other transportation expenses.....	593 52	11.90	06.47
Total.....	\$4,988 37	100.00	54.43
GENERAL EXPENSES.			
Administration.....	\$600 00	71.91	06.55
Insurance.....	123 20	14.76	01.34
Other general expenses.....	111 16	13.33	01.22
Total.....	\$834 36	100.00	09.11
RECAPITULATION OF EXPENSES.			
Maintenance of way and structures.....	\$3,245 03		
Maintenance of equipment.....	97 91		
Transportation expenses.....	4,988 37		
General expenses.....	834 36		
Total operating expenses.....	\$9,165 67		

Ratio of operating expenses to operating revenues, 66.74 per cent.

HIRE OF EQUIPMENT.
EQUIPMENT INTERCHANGED.

KIND OF EQUIPMENT.	BASIS OF COMPENSATION.				Total Compensation.
	Locomotive-days or Car-days.		Locomotive-miles or Car-miles.		
	Number.	Rate.	Number.	Rate.	
ACCRUED ON EQUIPMENT BORROWED.					
Freight-train cars.....	{ 2,568	.25			
	{ 1,071	.30	11,000	.0875	\$963 30

RECAPITULATION OF HIRE OF EQUIPMENT.

ACCOUNT.	Amount payable.
Equipment interchanged.....	\$963 30

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
		PROPERTY INVESTMENT.			
		Road and equip-			
		ment—			
		Investment to June			
		30, 1907—			
	\$80,982 00	Road.....		\$80,982 00	
	4,172 36	Equipment.....		4,172 36	
	\$85,154 36	Total.....		\$85,154 36	
		WORKING ASSETS.			
	\$3,904 37	Cash.....		\$4,346 68	\$442 31
	904 08	Net balance due			
		from Agents and			
		Conductors.....		1,077 74	173 66
	66 77	Miscellaneous a c-		109 80	43 03
	233 02	counts receivable..		68 89	* 214 13
	1,300 00	Materials and sup-		1,575 00	275 00
		pplies.....			
		Other working			
		assets.....			
	\$6,458 24	Total.....		\$7,178 11	\$719 87
	\$74,326 61	BALANCE, PROFIT		\$73,979 17	* \$347 44
		AND LOSS.			
	\$165,939 21	Grand total.....		\$166,311 64	\$372 43

*Decrease.

COMPARATIVE GENERAL BALANCE SHEET—CONCLUDED.

JUNE 30, 1909.		LIABILITIES.	JUNE 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
	\$100,000 00	STOCK. Common stock not held by company		\$100,000 00	
	\$50,000 00	MORTGAGE. BONDED, AND SECURED DEBT. Mortgage bonds not held by company		\$50,000 00	
	\$2,000 00	WORKING LIABILITIES. Loans and bills payable		\$2,000 00	
	709 45	Traffic and car-service balances due to other companies		965 61	\$256 16
	1,229 76	Miscellaneous accounts payable		1,346 03	116 27
	12,000 00	Matured mortgage, bonded, and secured debt unpaid		12,000 00	
	\$15,939 21	Total		\$16,311 64	\$372 43
	\$165,939 21	Grand total		\$166,311 64	\$372 43

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	480 00	1 53
Conductors	1	313	600 00	1 91
Section foremen	1	313	600 00	1 91
Other trackmen	3	939	1,502 40	1 60
Switch tenders, crossing tenders, and watchmen	1	365	365 00	1 00
Total (including "General officers")	12	3,808	\$5,707 40	\$1 49
Less "general officers"	1	313	600 00	1 91
Total (excluding "general officers")	11	3,495	\$5,107 40	\$1 46
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures	4	1,252	\$2,102 40	\$1 67
Transportation expenses	7	2,243	3,005 00	1 34
General expenses	1	313	600 00	1 91

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Column for number pas- sengers, ton- nage, etc.	COLUMNS FOR REVENUE AND RATES.	
		Dollars.	MILLS.
PASSENGER TRAFFIC.			
Number of passengers carried earning revenue.....	5,950		
Number of passengers carried one mile.....	47,600		
Number of passengers carried one mile per mile of road.....	5,600		
Average distance carried, miles.....	8.00		
Total passenger revenue.....		2,143	20
Average amount received from each passenger.....			36 020
Average receipts per passenger per mile.....			04 502
Total passenger service train revenue.....		3,191	14
Passenger service train revenue per mile of road.....		375	42
Passenger service train revenue per train-mile.....			29 010
FREIGHT TRAFFIC.			
Number of tons carried or freight earning revenue...	20,279		
Number of tons carried one mile.....	162,232		
Number of tons carried one mile per mile of road.....	19,086		
Total freight revenue.....		10,539	30
Average amount received for each ton of freight.....			51 478
Average receipts per ton per mile.....			06 434
Freight revenue per mile of road.....		1,239	91
Freight revenue per train-mile.....			95 811
TOTAL TRAFFIC.			
Operating revenues.....		13,731	44
Operating revenues per mile of road.....		1,615	46
Operating revenues per train-mile.....			1 24 831
Operating expenses.....		9,165	67
Operating expenses per mile of road.....		1,078	31
Operating expenses per train-mile.....			83 324
Net operating revenue.....		4,430	74
Net operating revenue per mile of road.....		521	26
Average number of passengers per car-mile.....	432		
Average number of passengers per train-mile.....	4		
Average number of passenger cars per train-mile.....	1		
Average number of tons of freight per loaded car-mile	22.42		
Average number of tons of freight per train-mile.....	14.74		
Average number of freight cars per train-mile.....	1		
Average number of loaded cars per train-mile.....	.65		
Average number of empty cars per train-mile.....	.34		
Average mileage operated during year.....	8.50		

TRAFFIC AND MILEAGE STATISTICS.

CLASSIFICATION.	TOTAL.
LOCOMOTIVE MILEAGE.	
Revenue Service— Mixed locomotive-miles.....	11,000
CAR MILEAGE.	
Revenue Service— Freight car-miles— Loaded.....	7,236
Empty.....	3,764
Total freight car-miles.....	11,000
Passenger Car-miles— Passenger.....	11,000
TRAIN MILEAGE.	
Revenue Service— Mixed train-miles.....	11,000

FREIGHT TRAFFIC MOVEMENT.
(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road and delivered to other carriers.	Freight received from connecting roads and other carriers.	Total freight tonnage.		
			Whole tons.	Per cent.	
Products of Agriculture.	Grain.....	1,332	1,332	06.57	
	Flour.....	288	288	01.42	
	Other mill products.....	702	702	03.46	
	Hay.....	30	30	00.15	
	Fruit and Vegetables.....	2,324	2,324	11.46	
Total.....	2,354	2,322	4,676	23.06	
Products of Animals.	Live stock.....	2	2	00.01	
	Dressed meats.....	15	15	00.07	
	Other packing-house products.....	643	643	03.17	
	Poultry, game and fish.....	2	2	00.01	
	Hides and leather.....	5	5	00.02	
Total.....	667	667	667	03.28	
Products of Mines.	Anthracite coal.....	325	325	01.60	
	Bituminous coal.....	1,344	1,344	06.63	
	Stone, sand and other like articles.....	3,231	3,231	15.94	
Total.....	3,231	1,669	4,900	24.17	
Products of Forests.	Lumber.....	2,766	417	3,183	15.70
	Other products of forests.....	266	266	01.31	
Total.....	3,032	417	3,449	17.01	
Manufactures.	Petroleum and other oils.....	75	75	00.37	
	Sugar.....	50	50	00.25	
	Other castings and machinery.....	25	47	72	00.36
	Cement, brick and lime.....	3,150	104	3,254	16.04
	Agricultural implements.....	6	6	00.03	
	Wagons, carriages, tools, etc.....	3	3	00.02	
	Household goods and furniture.....	11	10	21	00.10
Other manufactures.....	1,486	615	2,101	10.36	
Total.....	4,675	907	5,882	27.53	
Merchandise.....	112	893	1,005	04.95	
Total tonnage.....	14,071	6,208	20,279	100.00	

DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1909.	Number on June 30, 1910.	NUMBER FITTED WITH—	
			Train brake.	Automatic coupler.
Locomotives—owned or leased :				
Passenger	1	1	.....	1
Freight				
Switching				
Cars—owned or leased :				
In passenger service—				
Combination cars	1	1	1	1
In company's service—				
Other road cars	2	2	.....	2
Total cars owned and in service	3	3	.....	3

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS.)

LINE IN USE.	Line owned— main line.	Total mileage operated.	Rails—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

RAILROAD COMMISSIONERS' REPORT.

NEW TIES LAID DURING YEAR.

KIND.	Number.	Average price at distributing point—cents.
Hemlock.....	2,107	42

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal-tons. Bituminous.	Wood-cords. Soft.	Total fuel consumed—Tons.	Miles run.	Average pounds consumed per mile.
REVENUE SERVICE.					
Mixed.....	280	4	283	11,000	51.45
Average cost at distributing point.....	\$4 24	\$3 00			

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	NUMBER.	AGGREGATE LENGTH.
		Feet.
BRIDGES.		
Iron.....	1	50
Wooden.....	1	144
Total.....	2	194

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, 1910.**

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, 1906, or until their successors are appointed.
E. H. Fitzhugh.....	Montreal, Quebec.....	
J. W. Loud.....	Montreal, Quebec.....	
F. E. Bennett.....	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	Charles 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 Managers.....	{ John W. Loud.....	Montreal, Quebec.....
	{ W. E. Davis.....	Montreal, Quebec.....
General Freight Agent.....	C. A. Hayes.....	Montreal, Quebec.....
General Passenger Agent.....	George W. Vaux.....	Montreal, Quebec.....
Land Commissioner.....	E. Donald.....	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. 1,724.

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, 1910?

Atlantic & St. Lawrence R. R. Co. is operated by the Grand Trunk Railway Co., of Canada, who guarantee the dividend of 6 per cent 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 per cent.

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, Me.....	165.22	.....
Lewiston & Auburn Ry.....	Lewiston Jct., Me.	Lewiston, Me.....	5.41	170.63
Norway Branch.....	So. Paris, Me.....	Norway, Me.....		1.50
				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 OR TRACKS ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT.

NAME OF OPERATING COMPANY.	Miles of line.	LEASE OR AGREEMENT.		
		Date.	Term.	Concise summary of provisions.
Grand Trunk Railway Co. of Canada.....	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 \$5,484,000.00 of common stock. 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%.
		Mar. 25, 1874	99 years.	

CAPITAL STOCK.

KIND.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.	Dividends declared during the year.	
						Rate %.	Amount.
Atlantic & St. Lawrence, common.....	11,520	Various.	\$5,434,000	\$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.	Total number of shares outstanding.	Total each realized.
Issued for cash.....	14,870	\$5,792,750

FUNDED DEBT.

DESIGNATION OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.			
	Date of issue.	Date of maturity.				Rate %	Amount accrued during year.	Amount paid during year.	
MORTGAGE BONDS.									
First	Oct. 1, 1864	1884	\$1,499,916	\$1,499,916	\$1,499,916	6	}	\$206,280	\$206,280
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 boundary line.....	Dec. 1, 1852	1882	438,000	438,000	438,000	6	}	\$206,280	\$206,280
Total.....			\$3,438,000	\$3,438,000	\$3,438,000				

RECAPITULATION OF FUNDED DEBT.

KIND OF BOND OR OBLIGATION.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.	
			Amount accrued during the year—charged to income.	Amount paid during the 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
PURPOSE OF THE ISSUE.			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.	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

SECURITY FOR FUNDED DEBT.

DESIGNATION OF BOND OR OBLIGATION.	ROAD OR TRACKS MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds.....	Island Pond.....	Portland, Me....	149.58	\$20,056
Second mortgage bonds.....				
Third mortgage bonds.....				
Island Pond debentures.....	Island Pond.....	Canadian boundary line.....	15.64	28,005

EXPENDITURES FOR ROAD, EQUIPMENT, GENERAL EXPENDITURES.

Total cost entire line, June 30, 1909, and June 30, 1910, \$9,230,750.00; total cost State of Maine, June 30, 1909, and June 30, 1910, \$4,948,314.39; total cost of road per mile of line, Maine, June 30, 1909, and June 30, 1910, \$55,282.25.

INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenues.....	\$1,457,488 73		
Operating expenses.....	1,124,762 52		
Net operating revenue.....		\$332,726 21	
Total net revenue.....		\$332,726 21	
Taxes accrued.....		105,551 87	
Operating income.....			\$227,174 34
OTHER INCOME.			
Other Rents—Credits:			
Joint facilities.....	\$298 00		
Miscellaneous rents.....	887 89		
Miscellaneous income.....		\$1,180 89	
		200 00	
Total other income.....			\$1,380 89
Gross corporate income.....			\$228,504 73
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Other Rents—Debits:			
Hire of equipment—balance.....		\$33,554 05	
Interest accrued on funded debt.....		206,280 00	
Total deductions from gross corporate income.....			\$239,834 05
Net corporate loss.....			\$11,329 32
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.....			\$358,369 32

PROFIT AND LOSS ACCOUNT.

DEBIT		CREDIT.	
Balance for year brought forward from income account.....	\$358,369 32	Paid by Grand Trunk Railway Co. of Canada.....	\$358,369 32
	\$358,369 32		\$358,369 32

OPERATING REVENUES—STATE OF MAINE.

ACCOUNT.	Total revenues.
REVENUE FROM TRANSPORTATION.	
Freight revenue.....	\$498,155 59
Passenger revenue.....	207,265 78
Excess baggage revenue.....	1,845 73
Parlor and chair car revenue.....	848 96
Mail revenue.....	12,443 09
Express revenue.....	25,315 55
Milk revenue (on passenger trains).....	8,879 73
Other passenger-train revenue.....	4 22
Total passenger service train revenue.....	\$256,608 06
Switching revenue.....	10,641 92
Miscellaneous transportation revenue.....	20 10
Total revenue from transportation.....	\$760,420 67
Total operating revenues—State, from transportation.....	\$760,420 67
Total operating revenues—entire line.....	\$43,986,751 47
Atlantic & St. Lawrence Railroad System.....	\$1,421,001 02

OPERATING EXPENSES—ENTIRE LINE.

ACCOUNT.	Amount.	Ratio to total of general account—per cent.	Ratio to total operating expenses—per cent.
MAINTENANCE OF WAY AND STRUCTURES.			
Superintendence.....	\$6,946 08	02.01	00.62
Ballast.....	6,808 45	01.54	00.47
Ties.....	41,084 77	11.90	03.65
Rails.....	50,773 56	14.71	04.51
Other truck material.....	18,672 47	05.41	01.66
Roadway and track.....	78,229 88	22.66	06.96
Removal of snow, sand and ice.....	9,214 40	02.67	00.82
Bridges, trestles and culverts.....	28,341 43	08.21	02.52
Over and under grade crossings.....	1,660 72	00.48	00.15
Grade crossings, fences, cattle guards, and signs.....	2,712 19	00.79	00.24
Snow and sand fences and snowsheds.....	603		
Signals and interlocking plants.....	889 98	00.25	00.08
Telegraph and telephone lines.....	70 53	00.02	00.01
Buildings, fixtures and grounds.....	46,790 01	13.55	04.16
Docks and wharves.....	47,903 37	13.88	04.26
Roadway tools and supplies.....	3,426 59	00.99	00.30
Injuries to persons.....	3,194 91	00.93	00.28
Stationery and printing.....	70 16	00.02	
Maintaining joint tracks, yards and other facilities—Cr.....	81 25	00.02	
Total.....	\$345,208 78	100.00	30.69
MAINTENANCE OF EQUIPMENT.			
Superintendence.....	4,841 34	02.89	00.43
Steam locomotives—repairs.....	60,680 61	36.28	05.40
Passenger-train cars—repairs.....	27,456 12	16.42	02.44
Freight-train cars—repairs.....	64,690 09	38.68	05.75
Work equipment—repairs.....	3,398 30	02.03	00.30
Shop machinery and tools.....	5,140 41	03.07	00.46
Injuries to persons.....	904 53	00.54	00.08
Stationery and printing.....	247 85	00.16	00.02
Other expenses.....	* 103 06	00.06	00.01
Total.....	\$167,256 19	100 00	14.87
TRAFFIC EXPENSES.			
Superintendence.....	\$8,103 40	18.47	00.72
Outside agencies.....	22,039 96	50.24	01.96
Advertising.....	6,953 73	15.85	00.62
Traffic associations.....	1,679 32	03.83	00.15
Fast freight lines.....	2,215 65	05.05	00.20
Stationery and printing.....	2,872 72	06.55	00.25
Other expenses.....	8 53	00.01	
Total.....	\$43,873 31	100 00	03.90
TRANSPORTATION EXPENSES.			
Superintendence.....	8,769 69	01.66	00.78
Dispatching trains.....	11,028 43	02.08	00.98
Station employees.....	130,408 32	24.64	11.59
Weighting and car-service associations.....	170 05	00.03	00.02
Coal and ore docks.....	10,752 55	02.03	00.96
Station supplies and expenses.....	11,963 16	02.26	01.06
Yardmasters and their clerks.....	10,402 36	01.97	00.92
Yard conductors and brakemen.....	23,526 72	04.45	02.09
Yard switch and signal tenders.....	1,506 50	00.28	00.13
Yard supplies and expenses.....	1,979 75	00.37	00.18
Yard enginemen.....	19,205 28	03.63	01.71
Enginehouse expenses—yard.....	2,695 39	00.51	00.24
Fuel for yard locomotives.....	* 3,324 64	00.63	00.30
Water for yard locomotives.....	559 72	00.11	00.05
Lubricants for yard locomotives.....	821 78	00.16	00.07
Other supplies for yard locomotives.....	290 06	00.05	00.03
Operating joint yards and terminals—Dr.....	2 00		
Operating joint yards and terminals—Cr.....	491 16	00.09	00.04
Road enginemen.....	76,350 83	14.43	06.79
Enginehouse expenses—road.....	12,270 51	02.32	01.09

* Credit.

OPERATING EXPENSES—ENTIRE LINE—CONCLUDED.

ACCOUNT.	Amount.	Ratio to total of general account— per cent.	Ratio to operating expenses— per cent.	Ratio to total operating expenses— per cent.
Fuel for road locomotives.....	\$103,689 63	19.59		09.22
Water for road locomotives.....	7,876 60	01.49		00.70
Lubricants for road locomotives.....	2,038 23	00.39		00.18
Other supplies for road locomotives.....	2,158 99	00.41		00.19
Road trainmen.....	59,225 12	11.19		05.27
Train supplies and expenses.....	4,254 75	00.80		00.38
Interlockers and block and other signals —operation.....	26 26	00.01		00.01
Crossing flagmen and gatemen.....	1,753 14	00.33		00.16
Drawbridge operation.....	987 40	00.19		00.09
Clearing wrecks.....	1,846 64	00.35		00.17
Telegraph and telephone—operation.....	274 74	00.05		00.02
Stationery and printing.....	1,079 67	00.20		00.09
Other expenses.....	246 68	00.05		00.02
Loss and damage—freight.....	687 04	00.13		00.06
Loss and damage—baggage.....	4 70			
Damage to property.....	9,738 07	01.84		00.87
Damage to stock on right of way.....	592 99	00.11		00.05
Injuries to persons.....	13,753 81	02.60		01.22
Operating joint tracks and facilities—Dr.	369 47	00.07		00.03
Operating joint tracks and facilities—Cr.	307 28	00.06		00.03
Total.....	\$529,183 95	100.00		47.05
GENERAL EXPENSES.				
Salaries and expenses of general officers	\$8,265 90	21.06		00.73
Salaries and expenses of clerks and attendants.....	11,442 38	29.16		01.02
General office supplies and expenses.....	2,209 73	05.63		00.20
Law expenses.....	3,974 20	10.13		00.35
Insurance.....	8,180 58	20.72		00.72
Relief department expenses.....	598 79	01.53		00.05
Pensions.....	1,888 40	04.81		00.17
Stationery and printing.....	1,432 72	03.65		00.13
Other expenses.....	1,294 38	03.30		00.12
General administration joint tracks, yards and terminals—Dr.....	3 21	00.01		
Total.....	\$39,240 29	100.00		03.49
RECAPITULATION OF EXPENSES.				
Maintenance of way and structures.....	\$345,208 78			30.69
Maintenance of equipment.....	167,256 19			14.87
Traffic expenses.....	43,873 31			03.90
Transportation expenses.....	529,183 95			47.05
General expenses.....	39,240 29			03.49
Total operating expenses.....	\$1,124,762 52			100.00
Ratio of operating expenses to operating revenues, 77.17 per cent.....				
OPERATING EXPENSES—STATE OF MAINE.				
Maintenance of way and structures.....	\$183,341 59			30.55
Maintenance of equipment.....	87,795 79			14.63
Traffic expenses.....	23,469 38			03.91
Transportation expenses.....	284,479 61			47.41
General expenses.....	20,982 34			03.50
Total operating expenses.....	\$600,068 71			100.00
Ratio of operating expenses to operating revenues, 75.73 per cent.....				

RENTS RECEIVABLE.
FROM JOINT FACILITIES.

FACILITY LEASED.	LOCATION.	NAME OF LESSEE.	AMOUNT.
JOINT YARDS AND TERMINALS. Track scales and siding	Groveton, N. H.....	Boston & Maine R. R.....	\$298 00

MISCELLANEOUS RENTS.

DESCRIPTION OF PROPERTY.	LOCATION.	NAME OF LESSEE.	AMOUNT.
Various siding interests.....	Various.....	Various.....	\$837 39

MISCELLANEOUS INCOME.

SOURCE OF INCOME.	Net Miscellane- ous Income.
Interest on amount advanced to F. Cushing.....	\$200 00

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.

Total cost of road and equipment June 30, 1909, \$9,230,750.00; total cost June 30, 1910, \$9,230,750.00.

LIABILITIES.

Total capital stock June 30, 1909, \$5,792,750.00; June 30, 1910, \$5,792,750.00.
Total funded debt June 30, 1909, \$3,438,000.00; June 30, 1910, \$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.....	2	247	\$5,395 60	\$21 84
Other officers.....	11	1,089	5,740 23	5 27
General office clerks.....	26	8,067	15,754 87	1 95
Station agents.....	23	8,395	16,074 96	1 91
Other station men.....	88	45,556	83,659 37	1 84
Enginemen.....	36	6,497	33,733 44	5 19
Firemen.....	36	6,497	19,578 90	3 01
Conductors.....	28	4,653	14,159 49	3 04
Other Trainmen.....	74	9,946	19,195 76	1 98
Machinists.....	30	8,587	21,739 17	2 53
Carpenters.....	36	11,437	23,790 54	2 08
Other shopmen.....	48	13,960	26,115 04	1 87
Section foremen.....	20	7,300	13,560 00	1 86
Other trackmen.....	74	23,011	32,215 40	1 40
Switch tenders, crossing tenders, and watchmen.....	30	12,292	28,562 91	2 32
Telegraph operators and dispatchers.....	23	6,338	14,477 29	2 28
All other employees and laborers.....	175	50,239	82,851 61	1 65
Total (including "general officers").....	760	224,111	\$456,604 58	\$2 04
Less "general officers".....	2	247	5,395 60	21 84
Total (excluding "general officers").....	758	223,864	\$451,208 98	\$2 02
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures.....	159	52,593	\$84,077 78	\$1 60
Maintenance of equipment.....	146	33,815	67,697 24	2 00
Traffic expenses.....	10	3,027	7,820 34	2 58
Transportation expenses.....	428	130,149	285,120 36	2 19
General expenses.....	17	4,527	11,888 86	2 63

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	418,918...			
Number of passengers carried one mile	16,326,833...			
Number of passengers carried one mile per mile of road	94,852...			
Average distance carried, miles	39.44			
Total passenger revenue		322,056	14	
Average amount received from each passenger				77 807
Average receipts per passenger per mile				01 973
Total passenger service train revenue		411,696	20	
Passenger service train revenue per mile of road		2,391	77	
Passenger service train revenue per train-mile				1 08 600
FREIGHT TRAFFIC.				
Number of tons carried of freight earning revenue	1,774,480			
Number of tons carried one mile	160,318,701...			
Number of tons carried one mile per mile of road	931,382...			
Total freight revenue		994,199	07	
Average amount received for each ton of freight				56 023
Average receipts per ton per mile				06 201
Freight revenue per mile of road		5,775	86	
Freight revenue per train-mile				2 11 416
TOTAL TRAFFIC.				
Operating revenues		1,457,488	73	
Operating revenues per mile of road		8,467	37	
Operating revenues per train-mile				1 67 981
Operating expenses		1,124,762	52	
Operating expenses per mile of road		6,534	38	
Operating expenses per train-mile				1 29 633
Net operating revenue		332,726	21	
Net operating revenue per mile of road		1,932	99	
Average number of passengers per car-mile	12...			
Average number of passengers per train-mile	41...			
Average number of passenger cars per train-mile	5.24			
Average number of tons of freight per loaded car-mile	16.77			
Average number of tons of freight per train-mile	339.10			
Average number of freight cars per train-mile	30.49			
Average number of loaded cars per train-mile	20.32			
Average number of empty cars per train mile	9.20			
Average mileage operated during year	172.13			

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue service:		
Freight locomotive-miles.....	504,752	
Passenger locomotive-miles.....	395,773	
Mixed locomotive-miles.....	2,527	
Switching locomotive-miles.....	252,482	
Total revenue locomotive mileage.....		1,155,534
Nonrevenue service locomotive-miles.....		23,714
CAR MILEAGE.		
Revenue service:		
Freight car-miles—		
Loaded.....	9,557,215	
Empty.....	4,353,906	
Caboose.....	425,834	
Total freight car-miles.....		14,336,955
Passenger car-miles—		
Passenger.....	992,500	
Sleeping, parlor, and observation.....	384,720	
Other passenger-train cars.....	692,372	
Total passenger car-miles.....		2,069,592
Total revenue car mileage.....		16,406,547
Non revenue service car miles.....		371,688
TRAIN MILEAGE.		
Revenue service:		
Freight train-miles.....	470,257	
Passenger train-miles.....	394,865	
Mixed train-miles.....	2,527	
Total revenue train mileage.....		867,649
Nonrevenue service train-miles.....		23,714

TRAFFIC AND MILEAGE STATISTICS—STATE OF MAINE.

ITEM.	Column for number passengers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
PASSENGER TRAFFIC.				
Number of passengers carried earning revenue.....	317,489			
Number of passengers carried one mile.....	10,765,604			
Number of passengers carried one mile per mile of road.....	120,272			
Average distance carried, miles.....	83.909			
Total passenger revenue.....		207,265	78	
Average amount received from each passenger.....			65	283
Average receipts per passenger per mile.....			01	925
Total passenger service train revenue.....		256,603	06	
Passenger service train revenue per mile of road.....		2,866	75	
Passenger service train revenue per train-mile.....		1	20	091
FREIGHT TRAFFIC.				
Number of tons carried of freight earning revenue.....	1,011,440			
Number of tons carried one mile.....	62,933,317			
Number of tons carried one mile per mile of road.....	703,087			
Average distance haul of one ton, miles.....	62.22			
Total freight revenue.....		493,155	59	
Average amount received for each ton of freight.....			48	758
Average receipts per ton per mile.....			00	783
Freight revenue per mile of road.....		5,509	50	
Freight revenue per train-mile.....		2	11	298
TOTAL TRAFFIC.				
Operating revenues.....		788,352	01	
Operating revenues per mile of road.....		8,807	41	
Operating revenues per train-mile.....		1	76	338
Operating expenses.....		600,068	71	
Operating expenses per mile of road.....		6,703	98	
Operating expenses per train-mile.....		1	34	223
Net operating revenue.....		188,283	30	
Net operating revenue per mile of road.....		2,103	49	
Average number of passengers per car-mile.....	15			
Average number of passengers per train-mile.....	50			
Average number of passenger cars per train-mile.....	5.02			
Average number of tons of freight per loaded car-mile.....	13.79			
Average number of tons of freight per train-mile.....	266.76			
Average number of freight cars per train-mile.....	29.45			
Average number of loaded cars per train-mile.....	19.54			
Average number of empty cars per train-mile.....	9.03			
Average mileage operated during year.....	89.51			

TRAFFIC AND MILEAGE STATISTICS—STATE OF MAINE.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue service—		
Freight locomotive-miles	249,257	
Passenger locomotive-miles	211,640	
Mixed locomotive-miles	2,527	
Switching locomotive-miles	153,141	
Total revenue locomotive mileage		616,565
Nonrevenue service locomotive-miles		5,151
CAR MILEAGE.		
Freight car-miles—		
Loaded	4,562,315	
Empty	2,106,508	
Caboose	203,636	
Total freight car-miles		6,872,359
Passenger car-miles—		
Passenger	519,555	
Sleeping, parlor and observation	190,071	
Other passenger-train cars	350,103	
Total passenger car-miles		1,059,729
Total revenue car mileage		7,932,088
Nonrevenue service car-miles		203,166
TRAIN MILEAGE.		
Revenue service—		
Freight train-miles	233,393	
Passenger train-miles	211,147	
Mixed train-miles	2,527	
Total revenue train mileage		447,067
Nonrevenue service train-miles		5,151

FREIGHT TRAFFIC MOVEMENT—STATE OF MAINE.

[Company's Material Excluded.]

COMMODITY.		Freight	Freight	Total freight	
		originating on this road.	received from connecting roads and other carriers.	tonnage.	Per cent.
		Whole tons.	Whole tons.	Whole tons.	Per cent.
Products of Agriculture.	Grain	48	222,516	222,564	22.00
	Flour	70	20,269	20,339	02.01
	Other mill products	382	11,181	11,463	01.13
	Hay	463	10,509	10,972	01.08
	Cotton		149	149	00.01
	Fruit and vegetables		1,872	1,872	00.19
	Other products of agriculture	3,201	20,881	24,082	02.38
	Total	1,197	1,410	2,607	00.26
Products of Animals.	Live stock	5,311	288,687	293,998	29.06
	Dressed meats	890	7,981	8,821	00.87
	Other packing-house products		17,983	17,983	01.78
	Poultry, game and fish	582	25,071	25,604	02.53
	Wool	19	1	20	00.09
	Hides and leather		871	871	00.38
	Other products of animals	2	3,857	3,857	00.68
Total	1,443	62,550	63,993	06.33	
Products of Mines.	Anthracite coal	26,142	1,328	27,470	02.72
	Bituminous coal	137,482	187	137,679	13.61
	Coke	60	51	111	00.61
	Ores	146		146	00.01
	Stone, sand and other like articles	700	9,890	10,590	01.05
	Other products of mines	551	969	1,520	00.15
Total	165,091	12,425	177,516	17.55	
Products of Forests.	Lumber	23,879	45,285	68,614	06.78
	Other products of forests	34,608	59,858	94,461	09.34
	Total	57,982	105,093	163,075	16.12
Manufac- tures.	Petroleum and other oils	836	163	999	00.10
	Sugar		12,263	12,263	01.21
	Iron, pig and bloom	125	8,125	8,250	00.82
	Iron and steel rails	210	11,496	11,706	01.16
	Other castings and machinery	81	217	298	00.03
	Bar and sheet metal	7	3,975	3,982	00.39
	Cement, brick and lime	4,443	2,240	6,683	00.66
	Agricultural implements	8	19	27	00.00
	Wagons, carriages, tools, etc.	25	70	95	00.01
	Wines, liquors and beers		1,061	1,061	00.10
	Household goods and furniture	63	134	197	00.02
	Other manufactures	5,697	91,314	97,011	09.60
Total	11,495	181,077	142,572	14.10	
Merchandise	1,583	3,260	4,843	00.48	
Miscellaneous: Other commodities not mentioned above	32,288	133,155	165,443	16.36	
Total tonnage—state	275,193	736,247	1,011,440	100.00	
Total tonnage—entire line	475,246	1,299,284	1,774,480	100.00	

DESCRIPTION OF EQUIPMENT—ENTIRE LINE.

Equipment furnished by lessees.

MILEAGE—ENTIRE LINE.
MILEAGE OF ROAD OPERATED (ALL TRACKS.)

LINE IN USE.	Line owned—main line.	Line operated under lease.	Total mileage operated.	New line constructed during year.	Rails—steel.
Miles of single track.....	170.63	1.50	172.13	.....	172.13
Miles of yard track and sidings.....	88.53	.....	88.53	*.57	88.53
Total mileage operated (all tracks)..	259.16	1.50	260.66	*.57	260.66

MILEAGE OF LINE OPERATED—BY STATES AND TERRITORIES (SINGLE TRACK.)

STATE OR TERRITORY.	Line owned—main line.	Line operated under lease.	Total mileage operated.	Rails—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—main line.	Total mileage owned.	Rails—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—main line.	Line operated under lease.	Total mileage operated.	New line constructed during year.	Rails—steel.
Miles of single track.....	88.01	1.50	89.51	.....	89.51
Miles of yard track and sidings.....	53.72	.....	53.72	*.04	53.72
Total mileage operated (all tracks) .	141.73	1.50	143.23	*.04	143.23

MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (SINGLE TRACK.)

STATE OR TERRITORY.	Line owned—main line.	Total mileage owned.	Rails—steel.
State of Maine.....	88.01	88.01	88.01

* Decrease.

RENEWAL 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 distrib- uting point. Dollars.	KIND.	Number.	Average price at dis- tributing point. Cents.
Steel	3,386	80	28.00	Oak.....	15	66
				Cedar.....	19,291	43
				Cull.....	4,004	27
				Pine.....	21,360	67
				Cull.....	296	25
				Switch (Ties).....	440	130
				Total.....	45,406	52

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF MAINE.

LOCOMOTIVES.	COAL—TONS.	WOOD—CORDS.	Total fuel consumed— tons.	Miles run.	Average pounds consumed per mlie.
	Bituminous.	Soft.			
REVENUE SERVICE.					
Freight	25,166.25	117.50	25,225.00	249,257	202.40
Passenger.....	9,810.75	51.50	9,886.50	211,640	92.96
Mixed.....	134.00	1.50	134.75	2,527	106.65
Switching.....	8,287.00	40.50	8,307.25	153,141	108.49
Nonrevenue service.....	330.25	2.00	331.25	5,151	128.62
Total	43,728.25	213.00	43,884.75	621,716	141 01
Average cost at distributing point	\$2 78	\$1 40			

ACCIDENTS TO PERSONS—STATE OF MAINE.

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.										
	Train-men.	Switch-tenders, crossing-tenders and watch-men.	Shop-men.	Track-men.	Other employees.	Total.					
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Coupling or Uncoupling.....	1	2									3
Falling from trains, locomotives, or cars.....	1	1								1	1
Jumping on or off trains, locomotives, or cars.....	2	1									3
Struck by trains, locomotives, or cars.....				1			1		1		1
Other causes.....	5	1				1		2		2	9
Total.....	1	9	4	1	1	1	1	2	2	2	17

KIND OF ACCIDENT.	Passengers.	OTHER PERSONS.					
		Trespassing.		Not trespassing.		Total.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Falling from trains, locomotives, or cars.....		2			1		1
Jumping on or off trains, locomotives, or cars.....		4					
Struck by trains, locomotives, or cars: At other points along track.....		1	2				2
Total.....		7	2	1			2

ACCIDENTS TO PERSONS—CONCLUDED.

SUMMARY. [Tables A and B.]	TOTAL.	
	Killed.	Injured.
TABLE A.		
Railway employees.....	2	17
Passengers.....	2	7
Other persons.....	2	1
TABLE B.		
Railway employees.....	1	27
Other persons.....	1	1
Grand total.....	6	53

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.								Other persons.	
	Station men.	Shop-men.	Track-men.	Other employees.		Total.				
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Handling traffic.....	3	.....	3	.....	.....
Handling tools, machinery, etc.....	1	.....	.....	2	.....	3	.....	.....
Handling supplies, etc.....	3	.....	8	.....	.....	13	.....	.....
Other causes.....	2	.....	.....	1	6	1	8	1
Total.....	6	.....	8	1	13	1	27	1

CHARACTERISTICS OF ROAD—STATE OF MAINE.

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length.	Minimum Length.	Maximum length.	ITEM.	Number.	Height of lowest above surface of rail.	
		Feet.	Feet.	Feet.			Feet.	In.
BRIDGES :					OVERHEAD HIGHWAY CROSSINGS :			
Stone	1	15'	15	15	Bridges	1	16	5½
Iron and steel	13	789' 8"	10	417	Trestles	4	15	10
Wooden	31	2,271' 3¼"	16	324	Total	5		
Total	45	3,075' 11¼"	10	417	OVERHEAD RAILWAY CROSSINGS :			
					Bridges	5	16	5

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.
90.50	181.00	Great Northwestern Telegraph Co	Great Northwestern Telegraph Co.

**Report of the Kennebec Central Railroad Company for the Year
Ending June 30, 1910.**

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, 1910.
A. C. Stilphen.....	Gardiner, Maine.....	
J. S. Maxcy.....	Gardiner, Maine.....	
Henry Farrington.....	Gardiner, Maine.....	
W. S. Whitmore.....	Gardiner, Maine.....	
A. C. Clark.....	Gardiner, Maine.....	

PRINCIPAL OFFICERS.

TITLE.	NAME.	OFFICIAL ADDRESS.
President.....	A. C. Clark.....	Gardiner, Maine.....
Secretary and auditor.....	Henry S. Webster.....	Gardiner, Maine.....
Treasurer.....	} A. C. Stilphen.....	} Gardiner, Maine.....
General solicitor.....		
Attorney, or general counsel.....		
Gen. manager.....	} A. B. Thompson.....	} Gardiner, Maine.....
General superintendent.....		
General freight agent.....		
General passenger agent.....	} A. C. Stilphen.....	} Gardiner, Maine.....
General ticket agent.....		

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors. September 20, 1909.

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. 67.

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, 1910? No.

Did any individual, association or corporation, as trustee, control the respondent on June 30, 1910? 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	5

CAPITAL STOCK.

KIND.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.	DIVIDENDS DECLARED DURING YEAR.	
						Rate. %	Amount.
CAPITAL STOCK.							
Common.....	400	\$100	\$40,000	\$40,000	\$40,000	6	\$2,400
PURPOSE OF THE ISSUE.					Total number of shares outstanding.	Total cash realized.	
ISSUED FOR CASH.							
Common.....					400	\$40,000	

FUNDED DEBT.

DESIGNATION OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.			
	Date of issue.	Date of Maturity.				Rate %	When payable.	Amount accrued during year.	Amount paid during year.
MORTGAGE BONDS.									
First.....	Nov. 15, 1890	Nov. 15, 1910	\$40,000	\$25,000	\$25,000	.....	.....	\$1,085	\$1,085

RECAPITULATION OF FUNDED DEBT.

KIND OF BOND OR OBLIGATION.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.	
			Amount ac- rued during year.	Amount paid during year.
Mortgage bonds	\$25,000	\$25,000	\$1,085	\$1,085
PURPOSE OF THE ISSUE.			Total par value outstanding.	Total cash realized.
Issued for cash.....			\$25,000	\$25,000

RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock	\$40,000	\$40,000	5	\$8,000
Funded debt.....	25,000	25,000	5	5,000
Total.....	\$65,000	\$65,000		\$13,000

SECURITY FOR FUNDED DEBT.

DESIGNATION OF BOND OR OBLIGATION.	ROAD OR TRACKS MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
* First Mortgage bonds	Randolph	National Soldiers Home	5	\$5,000

* General mortgage on all property and equipment.

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	Amount—En- tire line.
Investment to June 30, 1907:	
Road.....	\$61,517 32
Equipment	21,250 33
Total.....	\$82,767 65
Cost per mile of line.....	\$16,553 53

INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenues.....		\$17,665 60	
Operating expenses.....		12,089 42	
Net operating revenue.....			\$5,626 18
Total net revenue.....			\$5,626 18
Taxes accrued.....			859 86
Operating income.....			\$5,266 32
Gross corporate income.....			\$5,266 32
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Interest accrued on funded debt.....			\$1,085 00
Net corporate income.....			\$4,181 32
DISPOSITION OF NET CORPORATE INCOME.			
Dividends declared:			
On Common Stock—			
3 per cent. payable July 1, 1909.....		1,200	
3 per cent. payable July 1, 1910.....		1,200	2,400 00
Balance for year carried forward to credit of profit and loss.....			\$1,781 32

PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance credit, June 30, 1910, carried to general balance sheet.....		Balance June 30, 1909.....	\$19,413 81
	\$21,195 13	Balance for year brought forward from income account.....	1,781 32
	\$21,195 13		\$21,195 13

OPERATING REVENUES.

ACCOUNT.	Total revenues.
REVENUE FROM TRANSPORTATION.	
Freight revenue.....	\$9,762 08
Passenger revenue.....	6,944 20
Mail revenue.....	226 43
Express revenue.....	528 55
Total passenger service train revenue.....	\$7,699 18
Total revenue from transportation.....	\$17,461 26
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.	
Rents of buildings and other property.....	137 83
Miscellaneous.....	66 51
Total revenue from operations other than transportation.....	\$204 34
Total operating revenues.....	\$17,665 60

OPERATING EXPENSES.

ACCOUNT.	AMOUNT.	Ratio to Total of General Account.	Ratio to Total Operating Expenses.
		Per cent.	Per cent.
MAINTENANCE OF WAY AND STRUCTURES.			
Maintenance of roadway and track	\$2,621 11	87.36	.....
Maintenance of track structures.....	80 67	02.72	.....
Maintenance of buildings, docks, and wharves.....	297 58	09.92	.....
Total	\$2,999 36	100.00	24.91
MAINTENANCE OF EQUIPMENT.			
Locomotives—repairs.....	\$757 59	40.66	.....
Cars—repairs.....	1,105 50	59.34	.....
Total	\$1,863 09	100.00	15.47
Traffic expenses.....	60 75	.....	00.56
TRANSPORTATION EXPENSES.			
Superintendence and dispatching trains.....	\$500 00	08.02	.....
Station service.....	1,250 80	20.05	.....
Road enginemen and motormen.....	1,899 09	30.47	.....
Fuel for road locomotives.....	1,024 42	16.45	.....
Other road locomotive supplies and expenses.....	209 12	03.35	.....
Road trainmen.....	1,127 60	18.09	.....
Train supplies and expenses.....	201 61	03.23	.....
Loss and damage.....	18 45	00.33	.....
Total	\$6,231 49	100.00	51.76
GENERAL EXPENSES.			
Administration.....	\$678 92	76.74	.....
Insurance.....	117 90	13.33	.....
Other general expenses.....	87 91	09.93	.....
Total	\$884 73	100.00	07.30
RECAPITULATION OF EXPENSES.			
Maintenance of way and structures.....	\$2,999 36	.....	24.91
Maintenance of equipment.....	1,863 09	.....	15.47
Traffic expenses.....	60 75	.....	00.56
Transportation expenses.....	6,231 49	.....	51.76
General expenses.....	884 73	.....	24.91
Total operating expenses.....	\$12,039 42	.....	100.00

Ratio of operating expenses to operating revenues 68.72 per cent.

RENTS RECEIVABLE.

MISCELLANEOUS RENTS.

DESCRIPTION OF PROPERTY.	LOCATION.	NAME OF LESSEE.	AMOUNT.
Two and three floors of freight house ...	Randolph	Town of Randolph, rate \$120 ... J. A. Slosberg, rate \$60..... Rented part of year.....	\$187 83

MISCELLANEOUS INCOME.

SOURCE OF INCOME.	Gross Income.	Net Miscellaneous Income.
Sale of old iron	\$51 12	
Weighing machines	15 39	
		\$66 51

IMPORTANT CHANGES DURING THE YEAR.

Reduced outstanding first mortgage bonds, \$2,000.00.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1909.		ASSETS.	June 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
		PROPERTY INVESTMENT.			
		Road and Equipment—			
		Investment to June 30, 1907—			
\$61,517 32		Road.....	\$61,517 32		
21,250 33		Equipment.....	21,250 33		
	\$82,767 65	Total.....		\$82,767 65	
		WORKING ASSETS.			
\$2,440 21		Cash.....	\$2,610 91		\$170 70
1,152 63		Net balance due from agents and conductors.....	516 98		*635 65
143 63		Miscellaneous accounts receivable	63 92		*79 71
363 17		Materials and supplies.....	363 17		
	\$4,099 64	Total.....		\$3,554 98	
	\$86,867 29	Grand total..		\$86,322 63	*\$544 66
		LIABILITIES.			
		STOCK.			
\$40,000 00		Capital stock—			
		Common stock not held by company		\$40,000 00	
		MORTGAGE, BONDED AND SECURED DEBT.			
27,000 00		Funded debt—			
		Mortgage bonds not held by company.	\$25,000 00		*\$2,000 00
		WORKING LIABILITIES.			
313 48		Miscellaneous accounts payable...			*\$13 48
	\$140 00	ACCRUED LIABILITIES NOT DUE.			
		Unmatured interest, dividends, and rents payable		127 50	*12 50
	19,413 81	PROFIT AND LOSS.			
		Balance.....		\$21,195 13	\$1,781 32
	\$86,867 29	Grand total...		\$86,322 63	*\$544 66

* Decrease.

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	381	857 54	2 25
Firemen.....	1	378	567 00	1 50
Conductors.....	1	365	487 50	1 33
Other trainmen.....	1	388	640 20	1 65
Section foremen.....	1	314	629 30	2 00
Other trackmen.....	4	760	1,142 25	1 50
Switch tenders, crossing tenders, and watchmen.....	1	365	474 55	1 25
Total (including "general officers")...	15	4,359	\$6,758 34	\$1 55
Less ("general officers").....	1	312	500 00	1 60
Total (excluding "general officers")...	14	4,047	\$6,258 34	\$1 54
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures.....	5	1,074	1,771 53	1 65
Maintenance of equipment.....	1	365	474 55	1 30
Transportation expenses.....	5	1,512	2,552 24	1 68
General expenses.....	4	1,407	1,960 00	1 39

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	70,845		
Number of passengers carried one mile	347,025		
Number of passengers carried one mile per mile of road	69,405		
Average distance carried, miles	4.90		
Total passenger revenue		\$6,944	20
Average amount received from each passenger			09 323
Average receipts per passenger per mile			01 966
Total passenger service train revenue		7,699	18
Passenger service train revenue per mile of road		1,539	83
Passenger service train revenue per train-mile			36 645
FREIGHT TRAFFIC.			
Number of tons carried of freight earning revenue	7,254		
Number of tons carried one mile	36,270		
Number of tons carried one mile per mile of road	7,254		
Average distance haul of one ton, miles	5.00		
Total freight revenue		9,762	08
Average amount received for each ton of freight			1 84 574
Average receipts per ton per mile			26 915
Freight revenue per mile of road		1,952	51
Freight revenue per train-mile			57 032
TOTAL TRAFFIC.			
Operating revenues		17,665	60
Operating revenues per mile of road		3,533	12
Operating revenues per train-mile			82 743
Operating expenses		12,039	42
Operating expenses per mile of road		2,407	88 400
Operating expenses per train-mile			59 565
Net operating revenue		5,286	32
Net operating revenue per mile of road		1,053	26 4
Average number of passengers per train-mile	17		
Average number of tons of freight per train-mile	19.31		
Average mileage operated during year	5		

TRAFFIC AND MILEAGE STATISTICS.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE AND TRAIN MILEAGE.		
Revenue Service—		
Freight locomotive-miles.....	100	
Passenger locomotive-miles.....	2,230	
Mixed locomotive-miles.....	18,780	
Special locomotive-miles.....	240	
Total revenue locomotive and train mileage.....		21,350

DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1909.	Number on June 30, 1910.	Number fitted with train brake.
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	3	3	
Coal cars.....	8	8	
Total	13	13	
Total cars owned and in service.....	18	18	5

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	LINE OWNED— MAIN LINE.	Total mileage operated.	RAILS.	
			Iron.	Steel.
Miles of single track.....	5	5	.....	5

NEW TIES LAID DURING YEAR.

KIND.	Number.	Average price at Distributing point. Cents.
Mixed.....	3,500	18

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—tons. Anthracite.	Total fuel Consumed— Tons.	Miles run.	Average pounds consumed per mile.
REVENUE SERVICE:				
Freight.....	.....	.....	100	.....
Passenger.....	.....	.....	2,230	.....
Mixed.....	.....	.....	18,780	.....
Special.....	.....	.....	240	.....
Total.....	224	224	21,350	23.50
Average cost at distribut- ing point.....	\$4 57			

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length.
		Feet.
Trestles.....	1 1	45 42

Gage of track, 2 feet—5 miles.

**Report of the Lime Rock Railroad Company for the Year Ending
June 30, 1910.**

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 January 1911.
Alfred Winsor.....	Boston, Mass.....	
H. H. Skinner.....	Springfield, Mass.....	
Joseph Remick.....	Boston, Mass.....	
Wm. T. Cobb.....	Rockland, Maine.....	
H. A. Buffum.....	Rockland, Maine.....	
H. L. Shepherd.....	Rockport, Maine.....	

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.....	5th Ave. Bldg., N. Y.
Assistant General Manager.....	B. C. Perry.....	Rockland, Maine.
General Superintendent.....	Geo. P. White.....	Rockland, Maine.

The Rockland-Rockport Lime Company owns 4,493 shares out of 4,500 of the Lime Rock R. R. Co.

These shares are in the name of the Boston Safe Deposit and Trust Co. as Trustee for the Rockland-Rockport Lime Company, under a trust agreement and mortgage protecting the 1st Mortgage Bonds of the Rockland-Rockport Lime Company.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors. Last Tuesday in January, 1910.

Date of last closing of stock books before end of year for which this report is made. December 31st, 1910.

Total number of stockholders of record at the date required in answer to Question 2. 8.

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, 1910? 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 Safe Deposit and Trust Co.

The manner in which control was established; As Trustee for Rockland-Rockport Lime Co.

The extent of control; 4493-4500 shares.

Whether control was direct or indirect; Direct.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1910? Yes.

If control was so held, state:

The name of the trustee; Boston Safe Deposit and Trust Co.

The name of the beneficiary or beneficiaries for whom the trust was maintained. Rockland-Rockport Lime Co.

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..	Main line.....	5.09	6.21	11.30
*Maine Central R. R. Company.....	Rockland, 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? Yes.

If so, give the name and address of corporation, firm or individual. Rockland-Rockport Lime Co., Rockland, Maine.

*Date of lease, February 1, 1888 to 1938. Mutual trackage rights without money compensation to either party.

MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES.

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	RAILS.	
	Main track.	Yard tracks and sidings.		Iron.	Steel.
Maine.....	5.09	6.21	11.30	3.18	8.12

OUTSIDE OPERATIONS AND OTHER PROPERTIES.

OTHER PROPERTIES.

DESIGNATION.	State or territory.	Book value.
Land owned.....	Maine.....	\$36,425 00

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.	DIVIDENDS DECLARED DURING YEAR.	
						Rate. %	Amount.
CAPITAL STOCK. Common.....	4,500	\$100	\$450,000	\$450,000	\$450,000	4½	\$20,250 00

PURPOSE OF THE ISSUE.

Issued for cash; common, total number of shares outstanding, 4,500; total cash realized, \$43,000.

FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value held by respondent—pledged as collateral.	Total par value not held by respondent.	INTEREST.			
	Date of issue.	Date of maturity.					Rate %.	When payable.	Amount accrued during year.	Amount paid during year.
MORTGAGE BONDS. First mortgage.....	1899	1929	\$425,000	\$425,000	\$25,000	\$400,000	4	January and July.	\$16,000 00	\$16,000 00

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Total par value outstanding.	Total par value held by respondent pledged as collateral.	Total par value not held by respondent.	INTEREST.	
				Amount accrued during year charged to income.	Amount paid during year.
Mortgage bonds .	\$425,000	\$25,000	\$400,000	\$16,000	\$16,000

PURPOSE OF THE ISSUUE.

Issued for cash : total par value outstanding, \$400,000. Total cash realized, \$400,000
 Issued for additions and betterments : total par value outstanding, \$25,000.

RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	Assignment to railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock	\$450,000	\$450,000	11.30	\$39,828
Funded debt	425,000	425,000	11.30	37,611
Total	\$875,000	\$875,000	11.30	\$77,439

SECURITY FOR FUNDED DEBT.

First mortgage : Entire line, 11.30 miles ; amount of mortgage per mile of line, \$37,611.
 All equipment mortgaged.

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	AMOUNT.	
	Entire line.	State of Maine.
Investment to June 30, 1907 :		
Road.....	\$401,650 44	\$401,650 44
Equipment	124,528 40	124,528 40
Investment since June 30, 1907 :		
Total.....	\$526,178 84	\$526,178 84
Cost per mile of line	46,564 41	46,564 41

INCOME ACCOUNT.

OPERATING INCOME.			
Rail operations:			
Operating revenues.....	\$81,163 83		
Operating expenses.....	44,434 09		
Net operating revenue.....		\$36,729 74	
Taxes accrued.....		\$3,183 84	
Operating income.....			\$33,545 90
Miscellaneous income.....			\$2,704 10
Gross corporate income.....			\$36,250 00
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Interest accrued on funded debt.....			\$16,000 00
Net corporate income.....			\$20,250 00
DISPOSITION OF NET CORPORATE INCOME.			
Dividends declared:			
On common stock—			
2 per cent. payable Dec. 31, 1909....	\$9,000 00		
2½ per cent. payable June 30, 1910....	11,250 00		\$20,250 00

PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance credit, June 30, 1910, carried to general balance sheet.....	\$121,985 22	Balance June 30, 1909.....	\$121,985 22
	\$121,985 22		\$121,985 22

OPERATING REVENUES.

ACCOUNT.	Total revenues.
REVENUE FROM TRANSPORTATION.	
Freight revenue.....	\$72,731 33
Switching revenue.....	8,432 50
Total revenue from transportation.....	\$81,163 83
Total operating revenues.....	\$81,163 83

SUMMARY OF SECURITIES OWNED.

NOT HELD IN SINKING OR OTHER FUNDS.

KIND OF SECURITY.	Par Value.	Dividends or Interest.
FUNDED DEBT.		
Funded debt of respondent "in treasury" and "pledged as collateral".....	\$25,000	\$1,000 00

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Commission? No.

OPERATING EXPENSES.

ACCOUNT.	AMOUNT.	Ratio to Total of General Account.	Ratio to Total Operating Expenses.
MAINTENANCE OF WAY AND STRUCTURES.			
Maintenance of Roadway and track.....	\$7,180 78	55.25	16.05
Maintenance of track structures.....	5,179 71	40.14	11.65
Maintenance of buildings, docks, and wharves.....	594 33	04.61	01.34
Total.....	\$12,904 82	100.00	29.04
MAINTENANCE OF EQUIPMENT.			
Locomotives—repairs.....	\$2,970 27	32.14	06.69
Cars—repairs.....	3,383 06	36.06	07.50
Other maintenance of equipment expenses.....	2,988 28	31.80	06.61
Total.....	\$9,241 61	100.00	20.80
TRANSPORTATION EXPENSES.			
Road enginemen and motormen.....	\$4,045 57	23.42	09.11
Fuel for road locomotives.....	4,368 17	25.28	09.83
Other road locomotive supplies and expenses.....	372 21	02.15	00.84
Road trainmen.....	6,569 66	38.19	14.85
Train supplies and expenses.....	274 11	01.59	00.62
All other transportation expenses.....	1,619 25	09.37	03.64
Total.....	\$17,278 97	100.00	38.89
GENERAL EXPENSES.			
Administration.....	\$2,220 65	44 33	05.00
Insurance.....	2,788 04	55.67	06.27
Total.....	\$5,008 69	100.00	11.27
RECAPITULATION OF EXPENSES.			
Maintenance of way and structures.....	\$12,904 82	.....	29.04
Maintenance of equipment.....	9,241 61	.....	20.80
Transportation expenses.....	17,278 97	.....	38.89
General expenses.....	5,008 69	.....	11.27
Total operating expenses.....	\$44,434 09	.....	100.00

Ratio of operating expenses to operating revenues, 54.75 per cent.

MISCELLANEOUS INCOME.

SOURCE OF INCOME.	Gross Income.	Net Miscellaneous Income.
Sale of lime rock chips from dumps owned by Lime Rock R. R. Co. Rents—pasturage—sale of hay from fields owned along right of way and other minor matters.....	\$2,704 10	\$2,704 10

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
		PROPERTY INVESTMENT.			
		Road and equipment—			
		Investment to June 30, 1907—			
\$401,650 44		Road.....	\$401,650 44		
124,528 40		Equipment.....	124,528 40		
	\$526,178 84	Total.....		\$526,178 84	
		SECURITIES ISSUED OR ASSUMED—PLEGGED.			
	25,000 00	Funded debt.....		25,000 00	
	402,000 00	FRANCHISE OWNED.....		402,000 00	
		OTHER INVESTMENTS.			
		Miscellaneous investments—			
	36,425 00	Physical property.....		36,425 00	
		WORKING ASSETS.			
	17,820 63	Loans and bills receivable.....	9,703 08		*\$8,117 55
	12,551 98	Materials and supplies.....	8,340 45		*4,211 53
	\$30,372 61	Total.....		\$18,043 53	*\$12,329 08
		DEFERRED DEBIT ITEMS.			
	2,008 77	Rents and insurance paid in advance.....		1,887 85	*170 92
	\$1,021,985 22	Grand total....		\$1,009,485 22	*12,500 00
		LIABILITIES.			
		STOCK.			
		Capital stock—			
	\$450,000 00	Common stock, not held by company.....		\$450,000 00	
		MORTGAGE BONDED AND SECURED DEBT.			
		Funded debt—			
	425,000 00	Mortgage bonds. Held by company.....	\$25,000 00		
		Not held by company.....	400,000 00	425,000 00	
		WORKING LIABILITIES.			
	25,000 00	Loans and bills payable.....		12,500 00	*\$12,500 00
		PROFIT AND LOSS.			
	121,985 22	Balance.....		121,985 22	
	\$1,021,985 22	Grand total....		\$1,009,485 22	*\$12,500 00

* Decrease.

EMPLOYEES AND SALARIES.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	2	626	\$1,725 06	\$2 76
General office clerks.....	1	313	120 00	3 38
Enginemen.....	3	789	2,473 57	3 13
Firemen.....	3	786	1,572 00	2 00
Conductors.....	3	785	2,294 72	2 92
Other trainmen.....	9	2,294	4,304 94	1 87
Machinists.....	1	313	784 00	2 50
Carpenters.....	1	310	806 00	2 60
Other shopmen.....	6	1,623	3,360 33	2 05
Section foremen.....	2	638	1,859 08	2 13
Other trackmen.....	7	1,742	2,771 20	1 59
Switch tenders, crossing tenders, and watchmen.....	3	1 182	1,767 00	1 50
Total (including "General officers").....	41	11,406	23,337 90	2 05
Less "general officers".....	2	626	1,725 06	2 76
Total, excluding ("general officers").....	39	10,780	21,612 84	2 00
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures.....	9	2,380	4,130 28	1 74
Maintenance of equipment.....	8	2,251	4,950 33	2 20
Transportation expenses.....	21	5,836	12,412 23	2 13
General expenses.....	3	939	1,845 06	1 96

DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1909.	Number on June 30, 1910.	Number fitted with automatic coupler.
LOCOMOTIVES—OWNED OR LEASED.			
Freight.....	4	4	4
CARS—OWNED.			
In freight service—			
Other cars in freight service.....	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 operated under track-ages.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track	5.09	6.21	1.27	12.57	3.18	8.12	

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.
Steel.....	160	80	27	Cedar.....	1,100	55

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—Tons. Bituminous.	Total fuel consumed—
REVENUE SERVICE.		
Freight.....	1,108	1,108
Average cost at distributing point.....	\$4 08	\$4 08

CHARACTERISTICS OF ROAD.

BRIDGES, TREESTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate Length.	Minimum Length.	Maximum Length.
		Feet.	Feet.	Feet.
Trestles.....	11	15,142	48	2,206

Gage of track, 4 feet, 8½ inches. 11.30 miles.

**Report of the Maine Central Railroad Company for the
Year Ending June 30, 1910.**

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 successors.
Franklin A. Wilson	Bangor, Maine	
William F. Frye	Lewiston, Maine	
Samuel Hemingway	New Haven, Conn.	
Joseph W. Symonds	Portland, Maine	
Edward P. Ricker	South Poland, Maine ..	
George Varney	Bangor, Maine	
Henry B. Cleaves	Portland, Maine	
Morris McDonald	Portland, Maine	
Weston Lewis	Gardiner, Maine	
Amory A. Lawrence	Boston, Mass	
Alexander Cochrane	Boston, Mass	
Charles S. Mellen	New Haven, Conn.	
J. Pierpont Morgan	New York, N. Y.	
William Skinner	Holyoke, Mass.	

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	

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 capital stock.....	100	Direct...	.....	.....
Somerset Railway Company....	Sole...	Ownership 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	So.e....	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, said stock to be returned to lessor at expiration of lease.

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. Do not close.

Total number of stockholders at that date. 716.

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, 1910? 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 4-10 per cent.

Whether control was direct or indirect. Direct.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1910? 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—		
Maine Central Railroad.....	Portland.....	Bangor.....	136.58	392.34
	Brunswick.....	Bath.....	8.90	
	Cumberland Jct...	Skowhegan.....	91.20	
	Brunswick.....	Farmington.....	62.60	
	Crowley's Jct.....	Lewiston.....	4.80	
	Brewer Jct.....	Mt. Desert Ferry..	41.18	
	Woolwich.....	Rockland.....	47.13	
	Rockland.....	Rockland Wharf..	1.44	
	Gardiner Jct.....	Copsecook Mills..	1.15	
	Industrial tracks..		5.25	
LEASED LINES.				
Portland & Rumford Falls Ry.	Rumford Jct.....	Rumford Falls.....	52.86	65.14
	Rumford Falls Jct.	R. F. & R. L. R. R..	.72	
Canton.....	Livermore Falls..	10.27		
Industrial tracks..		1.29		
Rumford Falls & Rangeley Lakes Railroad.....	Rumford Falls.....	Kennebago Farm.....	38.36	38.71
	Industrial tracks..		.35	
Belfast & Moosehead Lake R. R.	Burnham Jct.....	Belfast.....	33.13	14.23
	Dexter & Newport Railroad..	Dexter.....	14.23	
Dexter & Piscataquis Railroad.	Dexter Jct.....	Foxcroft.....	16.54	19.07
Eastern Maine Railway.....	Bangor Jct.....	Bucksport.....	18.80	
European & N. American Ry....	Industrial tracks..		.27	126.07
	Bangor.....	Vanceboro.....	114.30	
	Orono.....	Stillwater.....	3.01	
	Enfield.....	Montague.....	3.03	
	Montague.....	Howland.....	.78	
The Portland & Ogdensburg Ry.	Industrial tracks..		5.00	110.44
	Portland.....	Lunenburg, Vermont.....	109.10	
Upper Coos R. R. (N. H.).....	Portland Un. Sta.	Thompson's Pt..	.74	41.48
	Industrial tracks..		.60	
Coos Valley Railroad.....	Quebec Jct., N. H.	Connecticut River in Guildhall, Vt.		12.29
	Connecticut River in Brunswick, Vt.	Connecticut River in Canaan, Vt...		
Upper Coos R. R. Vermont.....	Connecticut River in Canaan, Vt...	Canada Line, near Beecher Falls, Vt	1.56	581.51
Hereford Railway.....	Canada Line, near Beecher Falls, Vt	Lime Ridge, P. Q..	52.85	
TRACKAGE RIGHTS				
St. Johnsbury & Lake Champlain Railroad.....	Connecticut River in Lunenburg..	Lunenburg Station		.25
Total mileage operated.....				981.94

ROAD OPERATED—STATE OF MAINE.

NAME.	TERMINI.		Miles of line for each class named.	Miles of line of roads named.
	FROM—	TO—		
Maine Central Railroad.....	Portland	Bangor	136.58	392.84
	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
LEASED LINES.				
Belfast & Moosehead Lake R.R.	Burnham Jct.	Belfast	33.13	7.64
	Newport Jct.	Dexter	14.23	
Dexter & Newport Railroad.	Dexter	Foxcroft	16.54	126.07
	Bangor	Vanceboro	114.30	
European & N. American Ry.	Orono	Stillwater	3.01	
	Enfield	Montague	3.03	
	Montague	Howland .....	.73
	Industrial tracks .....	.....	5.00
Eastern Maine Railway	Bangor Jct.	Bucksport	18.80	19.07
	Industrial tracks .....	.....	.27
Portland & Rumford Falls Ry. ..	Rumford Jct.	Rumford Falls	52.86	65.14
	Rumford Falls Jct.	R. F. & R. L. R. R.	72	
	Canton	Livernore.	10.27	
	Industrial tracks .....	.....	1.29
Rumford Falls and Rangeley Lakes Railroad.....	Rumford Falls	Kennebago Farm	38.36	38.71
	Industrial tracks .....	.....	.35
The Portland & Ogdensburg Ry	Portland	New Hampshire line	51.12	52.46
	Portland Un. Sta.	Thompson's Pt.	74	
	Industrial tracks .....	.....	.60
Total	385.35	765.53

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 OR TRACKS 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 and Moosehead Lake Railroad.....	33.13	April 27, 1871 ...	50 years....	Cash rental \$36,000 per annum.
Dexter and Newport Railroad	14.23	December 13, 1888.	999 years ..	5% on \$122,000 capital stock, 4% on \$175,000 bonds, \$250 Org. Exp.
Dexter and Piscataquis Railroad	16.54	December 13, 1888.	999 years ..	4% on \$175,000 bonds and cash rental \$6,350 per annum.
European and North American Railway ..	126.07	August 31, 1882....	999 years ..	4% on \$1,000,000 bonds and cash rental \$125,500 per annum.
Eastern Maine Railway	19.07	May 1, 1883	999 years ..	Cash rental \$9,500 per annum.
Portland and Rumford Falls Railway	65.14	May 1, 1907	999 years ..	{ Cash rental \$328,000 per annum.
Rumford Falls and Rangeley Lakes R. R. .	38.71	.....	999 years ..	{ [tion expenses.
The Portland and Ogdensburg Railroad ..	110.44	August 20, 1898....	999 years ..	2% on \$1,392,533 capital stock, 4 1/4% \$2,119,000 bonds, \$500.00 organiza-
Upper Coos R. R. (New Hampshire).....	41.48	May 1, 1890	999 years ..	4% on \$350,000 bonds, 4 1/4% on \$693,000 bonds.
Coos Valley Railroad	12.29	May 1, 1890	999 years ..	{ 6% on \$350,000 capital stock.
Upper Coos Railroad (Vermont)	1.56	May 1, 1990	999 years ..	{ \$500 organization expenses.
Hereford Railway.....	52.85	August 28, 1890....	999 years ..	4% on \$300,000 bonds, 4% on \$300,000 capital stock and \$500 organiza- tion expenses.

MAINE CENTRAL RAILROAD.

CAPITAL STOCK.

KIND.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value held by respondent in treasury.	Total par value not held by respondent.	DIVIDENDS DECLARED DURING YEAR.	
							Rate %.	Amount.
CAPITAL STOCK.								
Common	120,000	\$100	\$12,000,000	\$4,976,300		\$4,976,300	8	\$398,104
Portland & Kennebec scrip				600	\$87	513	8	48
Maine Central scrip				100	50	50		
Androscoggin & Kennebec stock bonds				11,000		11,000	00	
Androscoggin & Kennebec and Penobscot & Kennebec stock				7,700		7,700		
Total	120,000		\$12,000,000	\$4,995,700	\$187	\$4,995,563		\$398,152

PURPOSE OF THE ISSUE.	Total number of shares outstanding.	Total cash realized.
ISSUED FOR CASH.		
Common	13,756	\$1,375,600
Maine Central scrip	1	100
ISSUED FOR REORGANIZATION.		
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 \$600, the Maine Central scrip \$100, and the Androscoggin & Kennebec stock bonds \$11,000, and Androscoggin & Kennebec and Penobscot & Kennebec stock \$7,700, are exchangeable for Maine Central Railroad Co.'s capital stock upon presentation.

FUNDED DEBT.

DESIGNATION OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT.		Total par value not held by respondent.	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.											
Maine Central Consol.....	Apr. 1, 1872	Apr. 1, 1912	\$9,000,000	\$3,924,000	\$41,500	\$35,300	\$3,847,200	7	Apr. & Oct...	\$274,680	\$278,418 00
Maine Central Consol.....	Apr. 1, 1872	Apr. 1, 1912		269,500	5,000	5,000	264,500	5	Apr. & Oct...	13,475	13,460 00
Maine Central Consol.....	Apr. 1, 1872	Apr. 1, 1912		1,525,000	5,000	4,000	1,516,000	4	Apr. & Oct...	68,625	68,760 00
Maine Central Consol.....	Apr. 1, 1872	Apr. 1, 1912		3,265,500	69,000	3,196,500	4	Apr. & Oct...	130,620	129,750 00	
Maine Shore Line, 1st mortgage.	June 1, 1883	June 1, 1923	750,000	81,000	5,000	17,000	59,000	6	June & Dec..	4,860	4,680 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	52,100 00
Knox & Lincoln, 2d mortgage....	Feb. 1, 1891	Feb. 1, 1921	400,000	400,000	34,000	23,000	343,000	5	Aug. & Feb..	20,000	19,875 00
Maine Central interest scrip....	May 23, 1870		386,892	8,192			8,192				
COLLATERAL TRUST BONDS.											
Maine Central Collateral Trust..	June 1, 1883	June 1, 1923	700,000	669,000		4,000	665,000	5	June & Dec..	33,450	33,825 00
PLAIN BONDS, DEBENTURES AND NOTES.											
Five-year coupon notes.....	Apr. 1, 1909	Apr. 1, 1914	2,000,000	2,000,000			2,000,000	4	Jan. & Apr..	80,000	79,370 00
Two-year coupon notes.....	Apr. 1, 1910	Apr. 1, 1912	5,000,000	5,000,000			5,000,000	4	July & Oct...	56,250	
MISCELLANEOUS FUNDED OBLIGATIONS.											
Maine Central imp., series A....	July 1, 1885	July 1, 1916	200,000	200,000		25,000	175,000	4	Jan. & July..	9,000	20,227 50
Maine Central imp., series B....	July 1, 1887	July 1, 1917	250,000	250,000		36,000	214,000	4	Jan. & July..	11,250	
Total.....			\$19,986,892	\$18,892,192	\$85,500	\$218,300	\$18,583,392			\$754,211	\$700,465 50

Maine Central interest scrip to the amount of \$3,192 is exchangeable for Maine Central consolidated mortgage bonds upon presentation.

MAINE CENTRAL RAILROAD.

RECAPITULATION OF FUNDED DEBT.

KIND OF BOND OR OBLIGATION.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT.		Total par value not held by respondent.	INTEREST.	
		In treasury.	In sinking or other funds.		Amount ac- rued during year—Charged to income.	Amount paid during year.
Mortgage bonds.....	\$10,773,192	\$85,500	\$153,300	\$10,534,392	\$564,280	\$567,043 00
Collateral trust bonds.....	669,000		4,000	665,000	33,450	33,825 00
Plain bonds, debentures and notes.....	7,000,000			7,000,000	136,250	79,370 00
Miscellaneous funded obligations.....	450,000		61,000	389,000	20,250	20,227 50
Total.....	\$18,892,192	\$85,500	\$218,300	\$18,588,392	\$754,210	\$700,465 50
PURPOSE OF THE ISSUE.				Total par value issued during the year.	Cash realized on amount issued during the year.	Total par value outstanding.
Issued for cash.....				\$5,000,000	\$4,925,000	\$18,892,192

Two-year coupon notes issued April 1, 1910.

RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	ASSIGNMENT.	AMOUNT PER MILE OF LINE.	
		To railways.	Miles.	Amount.
Capital stock.....	\$4,995,700	\$4,995,700	400.18	\$12,483
Funded debt.....	18,892,192	18,892,192	400.18	47,209
Total.....	\$23,887,892	\$23,887,892	.....	\$59,692

DISCOUNT ON SECURITIES.

CLASS OF BOND OR OBLIGATION.	NET AMOUNT OF DISCOUNT.		
	Total.	Charged to income or profit and loss.	To be charged during remaining life of security.
Coupon notes issued April 1, 1909.....	\$40,000 00	\$10,000 00	\$30,000 00
Coupon notes issued April 1, 1910.....	75,000 00	9,375 00	65,625 00
Total.....	\$115,000 00	\$19,375 00	\$95,625 00

SECURITY FOR FUNDED DEBT.

DESIGNATION OF BOND OR OBLIGATION.	ROAD OR TRACKS MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
*Maine Central R. R. Co. consolidated mortgage bonds.....	Portland.....	Bangor.....	} 304.10	\$29,543
	Brunswick.....	Bath.....		
	Cumberland Jct.....	Skowhegan.....		
	Brunswick.....	Leeds Jct.....		
	Crowley's.....	Lewiston.....		
	Leeds Jct.....	Farmington.....		
Maine Central R. R. Co. collateral trust bonds.....	Brewer Jct.....	Mt. Desert Ferry.....	41.13	18,235
Maine Shore Line Railroad Co. 1st mortgage bonds.....	} Bath.....	} Rockland.....	} 48.57	{ 26,765
†Penobscot Shore Line R. R. Co. 1st mortgage.....				
†Knox and Lincoln Railway 2d mortgage.....				
†Five year coupons notes.....				{ 8,236
†Two year coupons notes.....				

* All equipment of Maine Central Railroad Company mortgaged, excepting that formerly owned by Knox and Lincoln Railway.

† Equipment formerly owned by Knox and Lincoln Railway mortgaged.

‡ No security.

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR.

ACCOUNT.	Through issue of securities.	From special ap- propriations.	Total.
Right of way and station grounds.....	\$154,477 13		\$154,477 13
Real estate.....	229,750 00		229,750 00
Widening cuts and fills.....		\$6,540 33	6,540 33
Grade revisions and changes of line.....		89,173 66	89,173 66
Bridges, trestles and culverts.....		24,992 09	24,992 09
Increased weight of rail.....		21,059 64	21,059 64
Improved frogs and switches.....		814 11	814 11
Track fastenings and other material.....		7,427 64	7,427 64
Additional main tracks.....	182,445 29		182,445 29
Sidings and spur tracks.....	59,717 24		59,717 24
Terminal yards.....	22,801 12		22,801 12
Track elevation, elimination of grade crossings etc.....		58,877 95	58,877 95
Block and other signal apparatus.....	112,519 99		112,519 99
Station buildings and fixtures.....	38,689 66		38,689 66
Shop, enginehouses, and turntables.....	30,234 11		30,234 11
Shop machinery and tools.....		8,602 68	8,602 68
Water and fuel stations.....	21,709 17		21,709 17
Dock and wharf property.....	66,636 43		66,636 43
Miscellaneous structures.....	80,166 29		80,166 29
Equipment.....	143,964 54		143,964 54
Total.....	\$1,098,110 97	\$217,488 10	\$1,310,599 07

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907.

ACCOUNT.	Expenditures for additions and betterments during the year.	Total expenditures, July 1, 1907 to June 30, 1909.	Total expenditures, July 1, 1907, to June 30, 1910.
ROAD.			
Engineering.....	* \$901 35		
Right of way and station grounds.....	154,477 13		
Real estate.....	229,750 00		
Grading.....	176,106 32		
Bridges, trestles, and culverts.....	59,276 31		
Ties.....	26,622 74		
Rails.....	69,696 57		
Frogs and switches.....	4,545 19		
Track fastenings and other material.....	15,670 30		
Ballast.....	29,860 07		
Track laying and surfacing.....	24,678 03		
Crossings and signs.....	56,407 10		
Interlocking and other signal apparatus.....	116,207 77		
Station buildings and fixtures.....	38,767 81		
General office buildings and fixtures.....	29,714 57		
Shops, enginehouses, and turntables.....	30,090 87		
Shop machinery and tools.....	8,602 68		
Water stations.....	20,720 64		
Fuel stations.....	1,125 74		
Dock and wharf property.....	66,543 35		
Miscellaneous structures.....	451 72		
Rent of equipment.....	8,220 97		
Total.....	\$1,166,634 53	\$775,373 08	\$1,942,007 61
EQUIPMENT.			
Steam locomotives.....	\$83,036 40	\$135,556 13	\$218,592 58
Passenger-train cars.....	14,980 36	82,465 53	97,445 89
Freight-train cars.....	62,786 48	98,715 52	161,502 00
Work equipment.....	25,487 82	* 16,789 64	8,698 18
Floating equipment.....	* 42,326 52	220,841 50	178,514 98
Total.....	\$143,964 54	\$520,789 04	\$664,753 58
RECAPITULATION.			
Road.....	\$1,166,634 53	\$775,373 08	\$1,942,007 61
Equipment.....	143,964 54	520,789 04	664,753 58
Total.....	\$1,310,599 07	\$1,296,162 12	\$2,606,761 19

* Credit.

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	Amount— Entire line.
INVESTMENT TO JUNE 30, 1907.	
Road.....	\$14,562,748 85
Equipment.....	2,617,687 93
Investment since June 30, 1907.....	2,606,761 19
Total.....	\$19,787,197 97
Reserve for accrued depreciation—Cr.....	999,471 56
Net total.....	\$18,787,726 41
Cost per mile of line.....	46,948 29

INCOME ACCOUNT.

Operating Income:			
Rail Operations:			
Operating revenues.....	\$8,922,812 22		
Operating expenses.....	6,102,286 82		
Net operating revenue.....		\$2,820,025 40	
Outside operations—			
Revenues.....	\$216,783 65		
Expenses.....	180,657 17		
Net revenue from outside operations.....		\$36,226 48	
Total net revenue.....		\$2,856,251 88	
Taxes accrued		444,852 12	
Operating income.....			\$2,411,399 76
Other Income:			
Other rents—Credits:			
Joint facilities.....		23,800 00	
Dividends declared on stocks owned or controlled.....		12,350 40	
Interest accrued on funded debt owned or controlled.....		18,445 00	
Interest on other securities, loans and accounts.....		70,787 31	
Miscellaneous income.....		8,050 06	
Total other income.....			133,382 77
Gross corporate income.....			\$2,544,782 53
Deductions from Gross Corporate Income:			
Rents accrued for lease of other roads.....		\$1,017,058 86	
Other rents—debits:			
Hire of equipment—Balance.....	\$76,024 48		
Joint facilities.....	10,058 68		
Miscellaneous rents.....	11,502 95		
		97,586 11	
Interest accrued on funded debt....		754,210 00	
Sinking and redemption funds chargeable to income.....		13,440 00	
Total deductions.....			1,882,294 97
Net corporate income.....			\$662,487 56
Disposition of net corporate income:			
Dividends declared—			
On common stock—			
8 per cent payable Oct. 1, 1909, Jan., Apr., July 1st, 1910.....		398,152 00	
Appropriations for additions and betterments:			
Expended during the year.....		217,488 10	
			\$615,640 10
Balance for year carried forward to credit of profit and loss.....			\$46,847 46

PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Deductions for year:		Balance June 30, 1909.....	\$1,059,090 80
Depreciation of equipment prior to July 1st, 1907.....	\$167,765 28	Balance for year brought forward from income account.....	46,847 46
Sundry items.....	9,063 45		
Transferred to contingent fund.....	46,847 46		
Balance credit, June 30, 1910, carried to general balance sheet.....	882,272 07		
	\$1,105,938 26		\$1,105,938 26

OPERATING REVENUES—ENTIRE LINE.

ACCOUNT.	Total revenues.
Revenue from Transportation :	
Freight revenue.....	\$5,451,480 49
Passenger revenue.....	\$2,922,757 95
Excess Baggage Revenue.....	49,068 92
Mall revenue.....	188,436 41
Express revenue.....	187,889 98
Other passenger-train revenue.....	11,190 88
Total passenger service train revenue.....	\$3,359,344 14
Switching revenue.....	35,989 68
Special service train revenue.....	5,329 00
Miscellaneous transportation revenue.....	530 76
Total revenue from transportation.....	\$8,852,674 07
Revenue from Operations Other than Transportation :	
Station and train privileges.....	5,991 90
Parcel-room receipts.....	6,181 68
Storage—freight.....	144 09
Storage—baggage.....	3,456 85
Car service.....	28,703 20
Telegraph and telephone service.....	3,159 79
Rents of buildings and other property.....	12,251 35
Miscellaneous.....	9,769 29
Total revenue from operations other than transportation.....	\$69,638 15
Total operating revenues—entire line.....	\$8,922,312 22

SECURITIES OWNED—STOCKS.

NOT HELD IN SINKING OR OTHER FUNDS.

NAME OF CORPORATION AND SECURITY.	UNPLEGGED.	
	Total par value.	Cost or book value.
Stocks of proprietary, affiliated, and controlled companies held for investment:		
Railway companies—active:		
Upper Coos Railroad, Vermont.....	\$32,000	\$1 00
Coos Valley Railroad.....	60,000	1 00
Portland Union Railway Station Co.....	25,000	25,000 00
Somerset Railway Co.....	705,500	670,225 00
Washington County Ry. Co.....	2,500,000	1 00
Other than railway companies—active:		
Portland, Mt. Desert and Machias Steamboat Co.....	110,000	1 00
Total.....	\$3,432,500	\$695,229 00

SECURITIES OWNED.

MARKETABLE SECURITIES—STOCKS.

NAME OF CORPORATION AND SECURITY.	Par value of securities owned.	Cost or book value.	DIVIDENDS DECLARED.	
			Rate.	Amount.
Railway companies—active:				
The Portland & Ogdensburg Ry.....	\$593,420	\$296,710 00	2%	\$11,868 40
Boston & Maine Railroad.....	4,700	8,225 00	6%	282 00
Bridgton & Saco River R. R.....	5,000	5,090 00	4%	200 00
Total.....	\$603,120	\$309,935 00		\$12,350 40

MARKETABLE SECURITIES—FUNDED DEBT.

NAME OF CORPORATION AND SECURITY.	Par value of securities owned.	Cost or book value.	INTEREST ACCRUED.	
			Rate.	Amount.
Railway companies—active:				
Upper Coos Railroad.....	\$118,000	\$118,000 00	44 %	\$5,310 00
Maine Central Railroad Co. and European & North American Ry. Co.....	5,000	5,000 00	4 %	200 00
Washington County Ry. Co.....	223,000	199,282 50	34 %	7,805 00
Total.....	\$346,000	\$322,282 50		\$13,315 00

SUMMARY OF SECURITIES OWNED.
NOT HELD IN SINKING OR OTHER FUNDS.

KIND OF SECURITY.	Par value.	Dividends or interest.
STOCKS:		
Stocks of respondent "In treasury" and "Pledged as collateral".....	\$137	.....
Stocks of railway companies—active.....	3,925,620	\$12,350 40
Stocks of other than railway companies—active.....	110,000	.....
Total.....	\$4,035,757	\$12,350 40
FUNDED DEBT.		
Funded debt of respondent "In treasury" and "Pledged as collateral".....	85,500	5,130 00
Funded debt of railway companies—active.....	346,000	13,315 00
Total.....	\$431,500	\$18,445 00

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the commission? No.

SINKING AND OTHER 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	\$9,760 00	\$71 50	\$16,521 50	\$210 00
Maine Central Railroad improvement bonds—A.....	3,000	4,723 29	27 80	7,751 09	25 00
Maine Central Railroad improvement bonds—B.....	3,750	5,473 00	56 94	9,279 94	.....
Total.....	\$13,440	\$19,956 29	\$156 24	\$38,552 53	\$285 00

ASSETS ON JUNE 30, 1910.

NAME OF FUND AND SECURITY.	SECURITIES IN FUND.		Cash in fund.	Total.
	Par value.	Cost or book value.		
SINKING AND REDEMPTION FUNDS.				
Maine Central collateral trust bonds....	\$239,500	\$251,009 78	\$1,194 36	\$252,204 09
Maine Central improvement bonds—A...	107,700	112,226 99	5,394 62	117,621 61
Maine Central improvement bonds—B...	124,100	131,803 42	9,082 77	140,886 19
Total.....	\$471,300	\$495,040 14	\$15,671 75	\$510,711 89

RESERVES.

DESIGNATION.	Amount.
OPERATING RESERVES:	
Improvement fund.....	\$36,470 96
Rail suspense.....	13,992 14
Personal injury fund.....	99,922 15
Damage to property fund.....	125,000 00
Total.....	\$275,385 25

DESIGNATION.	AMOUNT.	DESIGNATION.	AMOUNT.
RESERVES FROM INCOME OR SURPLUS:			
Invested in sinking and redemption funds—		Not specifically invested.	
Sinking funds.			
M. C. collateral trust bonds.....	\$252,204 09	Contingent fund.....	\$493,895 39
M. C. improvement bonds—series A.....	117,621 61		
M. C. improvement bonds—series B.....	140,886 19		
Total.....	\$510,711 89		\$493,895 39

OPERATING EXPENSES—ENTIRE LINE.

ACCOUNT.	Amount.	Ratio to total of general account, (Per cent.)	Ratio to total operating expenses, (Per cent.)
MAINTENANCE OF WAY AND STRUCTURES.			
Superintendence.....	\$51,418 08	03.94	00.84
Ballast	35,988 41	02.75	00.59
Ties	186,213 72	14.27	08.05
Rails	109,249 20	08.37	01.79
Other track material.....	67,784 70	05.19	01.11
Roadway and track.....	583,429 47	44.69	09.56
Removal of snow, sand and ice.....	48,748 95	03.74	00.80
Bridges, trestles and culverts.....	101,377 05	07.77	01.66
Over and under grade crossings.....	2,783 02	00.21	00.05
Grade crossings, fences, cattle guards and signs.....	38,773 72	02.97	00.64
Signals and interlocking plants.....	31,037 99	02.38	00.51
Telegraph and telephone lines.....	2,495 01	00.19	00.04
Buildings, fixtures and grounds.....	124,704 81	09.55	02.04
Docks and wharves.....	23,573 33	01.81	00.39
Roadway tools and supplies.....	21,607 45	01.66	00.35
Injuries to persons.....	1,738 00	00.13	00.04
Stationery and printing.....	2,274 34	00.17	00.04
Other expenses.....	133 39	00.01	
Maintaining joint tracks, yards and other facilities, Dr.	1,875 14	00.14	00.08
Maintaining joint tracks, yards and other facilities—Cr.	129,771 50	09.94	02.13
Total maintenance of way and structures.....	\$1,305,384 28	100 00	21.39
MAINTENANCE OF EQUIPMENT.			
Superintendence.....	\$33,711 32	02.63	00.55
Steam locomotives—repairs.....	368,893 29	28.68	06.05
Steam locomotives—renewals.....	400 00	00.03	00.01
Steam locomotives—depreciation.....	88,221 55	06.88	01.45
Passenger-train cars—repairs.....	126,940 83	09.89	02.08
Passenger-train cars—depreciation.....	35,582 70	02.77	00.58
Freight-train cars—repairs.....	353,975 38	27.67	05.80
Freight-train cars—renewals.....	4,801 69	00.37	00.08
Freight-train cars—depreciation.....	181,364 85	14.14	02.97
Floating equipment—repairs.....	14,591 00	01.14	00.24
Floating equipment—renewals.....	12,740 21	00.99	00.21
Floating equipment—depreciation.....	13,151 28	01.08	00.22
Work equipment—repairs.....	12,833 38	01.00	00.21
Work equipment—renewals.....	278 79	00.02	
Work equipment—depreciation.....	7,979 78	00.62	00.13
Shop machinery and tools.....	27,137 83	02.12	00.44
Injuries to persons.....	1,454 60	00.11	00.02
Stationery and printing.....	4,277 18	00.33	00.07
Other expenses.....	200 00	00.02	
Maintaining joint equipment at terminals—Cr.	5,621 35	00.44	00.09
Total maintenance of equipment.....	\$1,282,914 31	100 00	21.02
TRAFFIC EXPENSES.			
Superintendence.....	\$41,001 09	43.46	00.67
Outside agencies.....	13,124 49	13.91	00.22
Advertising.....	21,035 82	22.30	00.34
Traffic associations.....	1,760 11	01.87	00.03
Fast freight lines.....	2,250 08	02.39	00.04
Industrial and immigration bureaus.....	2,585 03	02.74	00.04
Stationery and printing.....	12,560 66	13.31	00.21
Other expenses.....	15 87	00.02	
Total traffic expenses.....	\$94,333 18	100.00	01.55
TRANSPORTATION EXPENSES.			
Superintendence.....	\$45,287 15	01.44	00.74
Dispatching trains.....	22,788 80	00.72	00.37
Station employees.....	534,936 54	17.00	08.77
Weighting and car-service associations.....	93 54		
Station supplies and expenses.....	72,066 41	02.29	01.18
Yardmasters and their clerks.....	40,771 58	01.30	00.67
Yard conductors and brakemen.....	141,249 36	04.49	02.31

OPERATING EXPENSES—CONCLUDED.

ACCOUNT.	Amount.	Ratio to total of general account. (Per cent.)	Ratio to total operating expenses. (Per cent.)
Yard switch and signal tenders.....	24,685 14	00.78	00.41
Yard supplies and expenses.....	6,571 75	00.21	00.11
Yard enginemn.....	88,192 06	02.80	01.45
Enginehouse expenses—yard.....	35,939 37	01.14	00.59
Fuel for yard locomotives.....	152,850 18	04.86	02.50
Water for yard locomotives.....	6,893 26	00.22	00.11
Lubricants for yard locomotives.....	1,531 19	00.05	00.03
Other supplies for yard locomotives.....	1,750 59	00.06	00.03
Operating joint yards and terminals—Dr.....	8,310 04	00.26	00.14
Operating joint yards and terminals—Cr.....	94,600 46	03.01	01.55
Road enginemn.....	331,508 25	10.54	05.43
Enginehouse expenses—road.....	128,794 56	04.09	02.11
Fuel for road locomotives.....	712,390 40	22.64	11.67
Water for road locomotives.....	33,624 35	01.07	00.55
Lubricants for road locomotives.....	6,906 78	00.22	00.12
Other supplies for road locomotives.....	10,999 90	00.35	00.18
Road trainmen.....	376,947 78	11.98	06.18
Train supplies and expenses.....	100,329 74	03.19	01.64
Interlockers and block and other signals—operation.....	66,526 10	02.11	01.09
Crossing flagmen and gatemen.....	55,510 36	01.77	00.91
Drawbridge operation.....	1,750 86	00.05	00.03
Clearing wrecks.....	8,660 68	00.27	00.14
Telegraph and telephone—operation.....	5,342 78	00.17	00.09
Operating floating equipment.....	19,806 91	00.63	00.32
Stationery and printing.....	33,962 21	01.08	00.56
Other expenses.....	2,431 52	00.08	00.04
Loss and damage—freight.....	24,060 33	00.77	00.39
Loss and damage—baggage.....	388 70	00.01	00.01
Damage to property.....	139,886 20	04.45	02.29
Damage to stock on right of way.....	1,964 97	00.06	00.03
Injuries to persons.....	22,840 93	00.73	00.37
Operating joint tracks and facilities—Dr.....	1,859 34	00.06	00.03
Operating joint tracks and facilities—Cr.....	29,409 49	00.93	00.48
Total transportation expenses.....	\$3,146,370 66	100.00	51.56
GENERAL EXPENSES.			
Salaries and expenses of general officers.....	\$51,817 89	18.96	00.85
Salaries and expenses of clerks and attendants.....	88,650 56	32.44	01.45
General office supplies and expenses.....	6,973 38	02.55	00.11
Law expenses.....	36,893 66	13.50	00.61
Insurance.....	67,135 40	24.57	01.10
Pensions.....	2,160 00	00.79	00.04
Stationery and printing.....	11,848 22	04.33	00.19
Other expenses.....	7,805 28	02.86	00.13
Total general expenses.....	\$273,284 39	100.00	04.48
RECAPITULATION OF EXPENSES.			
Maintenance of way and structures.....	\$1,305,384 28		21.39
Maintenance of equipment.....	1,282,914 31		21.02
Traffic expenses.....	94,333 18		01.55
Transportation expenses.....	3,146,370 66		51.56
General expenses.....	273,284 39		04.48
Total operating expenses.....	\$6,102,286 82		100.00

Ratio of operating expenses to operating revenues, 68.39 per cent.

SUMMARY OF REVENUES AND EXPENSES OF OUTSIDE OPERATIONS AND OTHER PROPERTIES.

OUTSIDE OPERATIONS.

Total revenues, \$216,783.65; total expenses, \$180,557.17; total net revenue, \$36,226.48.

RENTS RECEIVABLE.

FROM JOINT FACILITIES.

FACILITY LEASED.	LOCATION.	NAME OF LESSEE.	AMOUNT.
Trackage rights.....	Between Mattawamkeag and Vanceboro, Maine	Canadian Pacific Ry. Company.....	\$23,800

MISCELLANEOUS INCOME.

Rent of real estate: Gross income, \$9,263.88; expenses, \$1,213.82; net miscellaneous income, \$8,050.06.

RENTS PAYABLE.

FOR JOINT FACILITIES.

FACILITY LEASED.	LOCATION.	NAME OF LESSOR.	AMOUNT.
JOINT YARDS AND TERMINALS.			
Union Station.....	Portland, Maine	Portland Union Railway Station Co.....	\$8,700 00
Terminal facilities	Lunenburg, Vermont.....	St. Johnsbury and Lake Champlain Railroad..	392 52
Terminal division.	Portland, Maine	Boston & Maine R. R. . .	966 16
Total			\$10,058 68

RENTS PAYABLE.

FOR LEASE OF ROAD.

ROAD LEASED.	Guaranteed interest on bonds.	Guaranteed dividends on stock.	Cash.	Total.
European & North American Ry. Belfast & Moosehead Lake Railroad Company	\$40,000 00 .....	.....	\$125,500	\$165,500 00
Dexter & Newport Railroad Co.	7,000 00	\$6,100 00	36,000 00	36,000 00
Eastern Maine Railway Co .....	.....	.....	250 00	13,350 00
The Portland & Ogdensburg Ry.	95,355 00	87,850 76	9,500 00	9,500 00
Dexter & Piscataquis R. R. Co.	7,000 00 .....	.....	500 00	183,705 76
Upper Coos Railroad.....	45,185 00	21,000 00	6,350 00	13,350 00
The Hereford Railway Co.....	32,000 00	32,000 00	500 00	66,685 00
Portland & Rumford Falls R. R. . .	.....	.....	500 00	64,500 00
Additions and betterments to leased lines.....	.....	.....	328,000 00	328,000 00
Total	\$226,540 00	\$146,950 76	\$643,568 10	\$1,017,058 86

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, Me..	Rumford Falls Power Co.....	600 00
Wharf No. 1.....	Portland, Maine	Boston & Maine R. R.....	3,000 00
Other rentals			2,202 95
Total			\$11,502 95

HIRE OF EQUIPMENT.

EQUIPMENT INTERCHANGED.

KIND OF EQUIPMENT.	BASIS OF COMPENSATION.				Total Compensation.
	Locomotive-Days or Car-Days.		Locomotive-Miles or Car-Miles.		
	Number.	Rate.	Number.	Rate.	
ACCRUED ON EQUIPMENT BORROWED.					
Passenger locomotives.....	560				\$1,369 74
Freight locomotives.....	217				1,085 00
Passenger-train cars.....			2,369,180		52,939 53
Freight-train cars.....	837,883		5,301,790		268,200 57
Total.....	838,660		7,664,970		\$328,594 84
ACCRUED ON EQUIPMENT LOANED.					
Passenger locomotives.....	157				\$787 50
Freight locomotives.....	783				4,029 27
Work locomotives.....	1,062				5,434 03
Passenger-train cars.....	9		2,327,888		52,694 11
Freight-train cars.....	627,516		7,919,666		221,021 25
Work cars.....	14,521				6,470 38
Total.....	644,048		10,247,774		\$290,486 54

PRIVATE CARS.

CARS USED.		Number car-miles.	COMPENSATION.	
Name of owner.	Description.		Rate.	Amount.
The Pullman Company	Parlor & sleeping cars	1,651,983	2 cts.	\$33,039 66
Miscellaneous		1,336,860		9,826 52
Total		2,988,843		\$42,866 18

RECAPITULATION OF HIRE OF EQUIPMENT.

ACCOUNT.	Amount receivable.	Amount payable.
Equipmentinterchanged.....	\$290,436 54	\$323,594 84
Private cars		42,866 18
Total.....	\$290,436 54	\$366,461 02
Balance.....		\$76,024 48

IMPORTANT CHANGES DURING THE YEAR—ENTIRE LINE.

Decrease of .02 miles account straightening line between Etna and Hermon Pond.

\$5,000,000 two-year 4½ per cent coupon notes issued April 1st, 1910.

BONDS PURCHASED FOR SINKING FUNDS.

COLLATERAL TRUST BONDS.

\$9,000 Portland & Ogdensburg Railway 4½%.

\$6,000 Maine Central and European and North American Railway 4%.

\$5,000 Fitchburg Railroad 3½%.

IMPROVEMENT BONDS, SERIES "A".

\$9,000 Boston & Maine Railroad 3½%.

\$3,000 Fitchburg Railroad 3½%.

IMPROVEMENT BONDS SERIES "B".

\$4,000 Maine Central Railroad consolidated 7%.

STOCK SCRIP PURCHASED FOR TREASURY.

\$50.00 Maine Central stock scrip.

\$86.87 Portland & Kennebec stock scrip.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
		PROPERTY INVESTMENT.			
		Road and equip-			
		ment—			
		Investment to June			
		30, 1907—			
\$14,562,748 85		Road.....	\$14,562,748 85		
2,617,687 98	\$17,180,436 78	Equipment.....	2,617,687 98	\$17,180,436 78	
		Investment since			
		June 30, 1907—			
775,373 08		Road.....	\$1,942,007 61		
520,789 04		Equipment.....	664,758 58		
	1,296,162 12			2,606,761 19	\$1,310,599 07
	\$18,476,598 90			\$19,787,197 97	\$1,310,599 07
	670,649 68	Reserve for accrued		999,471 56	328,821 88
		depreciation—Cr.			
	\$17,805,949 22	Total.....		\$18,787,726 41	\$981,777 19
		SECURITIES OF PRO-			
		PRIETARY, AFFIL-			
		IATED AND CON-			
		TROLLED COS.—			
		UNPLEGDED.			
	695,229 00	Stocks.....		695,229 00	
		WORKING			
		ASSETS.			
\$1,461,635 00		Cash.....	\$609,540 61		
		Securities issued or			
		assumed—held in			
		treasury—			
85,500 00		Stocks.....	136 67		
		Funded debt.....	85,500 00		
	\$1,547,135 60			695,177 28	*851,958 32
		Marketable secur-			
		ities—			
\$309,935 00		Stocks.....	309,935 00		
322,282 50		Funded debt.....	322,282 50		
	632,217 50			632,217 50	
\$1,918 50		Loans and bills re-			
298,577 67		ceivable.....	\$5,063,191 00		
		Traffic and car-			
		service balances			
		due from other			
172,592 01		companies.....	273,462 63		
		Net balance due			
296,779 93		from Agents and	190,522 24		
		conductors.....			
998,298 54		Miscellaneous ac-	662,686 57		
		counts receivable..			
22,204 10	1,730,370 75	Materials and sup-	1,225,979 75		
		plies.....			
		Other working	29,925 65	7,445,767 84	5,715,397 09
		assets.....			
	\$3,909,723 85	Total.....		\$8,773,162 62	\$4,863,438 77

*Decrease.

COMPARATIVE GENERAL BALANCE SHEET—CONTINUED.

JUNE 30, 1909.		ASSETS—CON- CLUDED.	JUNE 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
	\$433 00	DEFERRED DEBIT ITEMS.			
		Working funds.....		\$433 00	
\$45,691 62		Rents and insur- ance paid in advance.....	\$46,211 00		
38,000 00		Unextinguished discount on fund- ed debt.....	95,625 00	141,896 00	58,144 38
	88,691 62				
\$477,394 36		Cash and securities in sinking and redemption funds	510,711 89		
4,848 34		Other deferred debit items.....	2,703 27	513,415 16	31,172 46
	482,242 70				
	\$566,367 32	Total.....		\$655,684 16	\$89,316 84
	\$22,977,269 39	Grand total.....		\$28,911,802 19	\$5,934,532 80
LIABILITIES.					
STOCK.					
	\$4,976,300 00	Capital Stock— Common stock not held by company		\$4,976,300 00	
	19,400 00	Stock liability for conversion of out- standing securi- ties of constituent companies.....		19,400 00	
	\$4,995,700 00	Total.....		\$4,995,700 00	
MORTGAGE, BOND- ED, AND SECURED DEBT.					
Funded debt—					
10,773,192 00		Mortgage bonds— Held by company..	\$238,800 00		
		Not held by com- pany.....	10,534,392 00	10,773,192 00	
	669,000 00	Collateral trust bonds— Held by company..	4,000 00		
		Not held by com- pany.....	665,000 00	669,000 00	
	2,000,000 00	Plain bonds, debentures and notes not held by com- pany.....		7,000,000 00	
	450,000 00	Miscellaneous fund- ed obligations— Held by company..	61,000 00		
		Not held by com- pany.....	389,000 00	450,000 00	
	\$13,892,192 00	Total.....		\$18,892,192 00	\$5,000,000 00

COMPARATIVE GENERAL BALANCE SHEET—CONCLUDED.

JUNE 30, 1909.		LIABILITIES.	JUNE 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
		WORKING LIABILITIES.			
\$95,483 25		Traffic and car-service balances due to other companies	\$213,132 66		
571,554 87		Audited vouchers and wages unpaid	1,129,146 08		
37,197 44		Miscellaneous accounts payable	39,114 10		
274,496 29		Matured interest, dividends and rents unpaid	272,029 79		
3,300 00		Matured mortgage, bonded, and secured debt unpaid	3,100 00		
5,004 16		Other working liabilities	4,004 16		
	986,986 01	Total		\$1,660,526 74	\$678,540 73
		ACCRUED LIABILITIES NOT DUE.			
	240,557 57	Unmatured interest, dividends and rents payable		296,807 57	
	17,424 51	Taxes accrued		24,829 36	
	\$257,982 08	Total		\$321,636 93	\$63,654 85
		DEFERRED CREDIT ITEMS.			
	157,942 27	Operating reserves		275,385 25	
	118,415 10	Other deferred credit items		112,438 48	
	\$276,357 37	Total		\$387,823 73	\$111,466 36
		APPROPRIATED SURPLUS.			
	549,555 34	Additions to property since June 30, 1907, through income		767,043 44	
	477,394 86	Reserves from income or surplus —			
		Invested in sinking and redemption funds		510,711 89	
	482,011 43	Not specifically invested		493,895 39	
	\$1,508,961 13	Total		\$1,771,650 72	\$262,689 59
	\$1,059,090 80	Profit and loss		\$882,272 07	*\$176,813 73
	\$22,977,269 39	Grand total		\$28,911,802 19	\$5,934,532 80

* Decrease.

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	\$68,850 28	\$18 86
Other officers.....	40	12,921	61,929 24	4 79
General office clerks.....	289	97,210	194,032 92	2 00
Station agents.....	235	75,973	141,475 56	1 86
Other Station men.....	604	185,890	303,796 30	1 63
Enginemen.....	245	70,387	281,675 95	4 00
Firemen.....	244	68,637	172,661 95	2 52
Conductors.....	226	62,967	211,817 81	3 37
Other trainmen.....	492	142,695	344,721 49	2 42
Machinists.....	189	55,898	118,064 90	2 11
Carpenters.....	420	113,109	230,945 97	2 04
Other shopmen.....	142	43,387	93,856 25	2 15
Section foremen.....	198	63,880	138,093 45	2 16
Other trackmen.....	1,646	361,584	619,167 21	1 71
Switch tenders, crossing tenders, and watchmen.....	279	76,043	108,750 32	1 43
Telegraph operators and dispatchers.....	159	49,264	101,886 10	2 07
Employees—account floating equipment.....	108	23,651	44,953 23	1 99
All other employees and laborers.....	1,345	325,054	632,839 24	1 95
Total (including "general officers").....	\$6,871	1,832,100	\$3,869,983 17	\$2 11
Less "general officers".....	10	3,650	68,850 28	18 86
Total (excluding "general officers")....	\$6,861	1,828,450	\$3,801,132 89	\$2 08
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures.....	2,448	574,073	\$1,083,120 96	\$1 89
Maintenance of equipment.....	859	254,868	532,400 10	2 09
Traffic expenses.....	32	11,790	39,900 81	3 38
Transportation expenses.....	3,061	890,422	1,953,555 35	2 19
General expenses.....	164	57,174	152,116 05	2 66
Outside operations.....	277	43,973	108,889 90	2 48

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM.	Column for number passengers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
PASSENGER TRAFFIC.				
Number of passengers carried earning revenue.....	4,085,870...			
Number of passengers carried one mile.....	142,223,727.....			
Number of passengers carried one mile per mile of road.....	152,610.....			
Average distance carried, miles.....	34.81.....			
Total passenger revenue.....		2,922,757	95	
Average amount received from each passenger.....			71	533
Average receipts per passenger per mile.....			02	055
Total passenger service train revenue.....		3,359,344	14	
Passenger service train revenue per mile of road.....		3,604	68	
Passenger service train revenue per train-mile.....		1	39	459
FREIGHT TRAFFIC.				
Number of tons carried of freight earning revenue....	6,255,400.....			
Number of tons carried one mile.....	553,090,797.....			
Number of tons carried one mile per mile of road.....	596,702.....			
Average distance haul of one ton, miles.....	88.90.....			
Total freight revenue.....		5,451,480	49	
Average amount received for each ton of freight.....			87	148
Average receipts per ton per mile.....			00	980
Freight revenue per mile of road.....		5,849	60	
Freight revenue per train-mile.....		2	84	681
TOTAL TRAFFIC.				
Operating revenues.....		8,922,312	22	
Operating revenues per mile of road.....		9,573	91	
Operating revenues per train-mile.....		2	09	932
Operating expenses.....		6,102,286	82	
Operating expenses per mile of road.....		6,547	94	
Operating expenses per train-mile.....		1	43	580
Net operating revenue.....		2,820,025	40	
Net operating revenue per mile of road.....		3,025	97	
Average number of passengers per car-mile.....	17.....			
Average number of passengers per train-mile.....	59.....			
Average number of passenger cars per train-mile.....	4.97.....			
Average number of tons of freight per loaded car-mile.....	16.15.....			
Average number of tons of freight per train-mile.....	290.40.....			
Average number of freight cars per train-mile.....	25.06.....			
Average number of loaded cars per train-mile.....	17.99.....			
Average number of empty cars per train-mile.....	6.14.....			
Average mileage operated during year.....	931.94.....			

Locomotive mileage includes 15,458 miles made by Washington County Railway locomotives between Washington Jct. and Bangor, also 21,273 miles made by Bangor & Aroostook Railroad locomotives between Northern Maine Jct. and Bangor in Maine Central Railroad service.

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

CLASSIFICATION.	Item.	Total.
Locomotive Mileage :		
Revenue service—		
Freight locomotive-miles.....	1,983,300	
Passenger locomotive-miles.....	2,386,343	
Mixed locomotive-miles.....	81,639	
Special locomotive-miles.....	2,082	
Switching locomotive-miles.....	1,108,107	
Total revenue locomotive mileage.....		5,556,581
Nonrevenue service locomotive-miles.....		421,736
Car Mileage :		
Revenue service—		
Freight car-miles—		
Loaded.....	34,442,059	
Empty.....	11,749,347	
Caboose.....	1,808,518	
Total freight car-miles.....		47,994,924
Passenger car-miles—		
Passenger.....	6,449,678	
Sleeping, parlor and observation.....	1,687,711	
Other passenger-train cars.....	3,844,641	
Total passenger car-miles.....		11,982,030
Special car-miles—		
Freight—loaded.....	20,626	
Caboose.....	1,653	
Passenger.....	514	
Total special car-miles.....		22,793
Total revenue car mileage.....		59,999,747
Nonrevenue service car-miles.....		2,847,181
Train mileage :		
Revenue service—		
Freight train-miles.....	1,889,273	
Passenger train-miles.....	2,333,164	
Mixed train-miles.....	75,671	
Special train-miles.....	1,979	
Total revenue train mileage.....		4,250,087
Nonrevenue service train-miles.....		298,955

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.		Freight received from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of Agriculture.	Grain.....	233,912	271,541	04.34
	Flour.....	64,545	67,981	01.09
	Other mill products.....	67,721	77,405	01.25
	Hay.....	14,339	33,716	00.54
	Tobacco.....	205	212	
	Cotton.....	20,683	21,253	00.34
	Fruit and vegetables.....	374,124	523,433	08.45
	Other products of agriculture.....	6,071	15,602	00.25
Total.....		781,600	1,016,143	16.24
Products of Animals.	Live stock.....	6,526	21,703	00.35
	Dressed meats.....	6,756	9,376	00.15
	Other packing-house products.....	12,700	16,615	00.27
	Poultry, game, and fish.....	9,720	13,028	00.21
	Wool.....	3,546	4,410	00.07
	Hides and leather.....	12,494	15,632	00.25
Other products of animals.....	931	17,749	00.28	
Total.....		52,673	98,519	01.58
Products of Mines.	Anthracite coal.....	138,909	138,909	02.22
	Bituminous coal.....	642,191	642,191	10.27
	Coke.....	3,550	3,994	00.06
	Ores.....	10,440	11,420	00.13
	Stone, sand, and other like articles.....	41,931	172,312	02.75
Other products of mines.....	12,090	50,458	00.81	
Total.....		849,111	1,019,224	16.29
Products of Forests.	Lumber.....	522,125	1,066,176	17.04
	Other products of forests.....	297,258	1,041,396	16.65
Total.....		819,383	2,107,572	33.69
Manufac- tures.	Petroleum and other oils.....	10,502	30,523	00.49
	Sugar.....	12,767	15,171	00.24
	Naval stores.....	146	527	00.01
	Iron, pig and bloom.....	8,933	16,797	00.27
	Iron and steel rails.....	19,754	24,763	00.40
	Other castings and machinery.....	18,520	27,582	00.44
	Bar and sheet metal.....	5,093	5,729	00.09
	Cement, brick, and lime.....	43,978	156,137	02.50
	Agricultural implements.....	3,316	4,065	00.07
	Wagons, carriages, tools, etc.....	1,764	2,735	00.04
	Wines, liquors, and beers.....	927	1,127	00.02
	Household goods and furniture.....	4,718	13,122	00.21
Other manufactures.....	380,463	1,092,023	17.45	
Total.....		510,821	1,390,307	22.23
Merchandise.....	187,444	420,362	06.72	
Miscellaneous: Other commodities not mentioned above.....	122,936	203,273	03.25	
Total tonnage—Entire line.....		3,323,968	6,255,400	100.00

MAINE CENTRAL RAILROAD.

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DESCRIPTION OF EQUIPMENT—ENTIRE LINE.

ITEM.	Number on June 30, 1909.	Number added during year.	Number retired during year.	Number on June 30, 1910.	Number fitted with—	
					Train brake.	Automatic coupler.
Locomotives—owned or leased:						
Passenger.....	73	2	3	72	72	72
Freight.....	85	5	.....	90	90	90
Switching.....	43	2	6	39	39	39
Total locomotives in service.....	201	9	9	201	201	201
Less locomotives leased:	56	.....	.....	56	56	56
Total locomotives owned.....	145	9	9	145	145	145
Cars—owned or leased.						
In passenger service:						
First-class cars.....	157	.....	3	154	154	154
Second-class cars.....	11	.....	.....	11	11	11
Combination cars.....	22	.....	.....	22	22	22
Dining cars.....	3	1	.....	4	4	4
Baggage, express, and postal cars.....	86	3	1	88	88	88
Other cars in passenger service, observation...	2	.....	.....	2	2	2
Total.....	281	4	4	281	281	281
In freight service:						
Box cars.....	3,801	2	77	3,726	3,715	3,726
Flat cars.....	2,040	112	164	1,988	1,988	1,988
Stock cars.....	91	.....	2	89	89	89
Coal cars.....	961	100	48	1,013	1,013	1,013
Refrigerator cars.....	26	.....	2	24	24	24
Other cars in freight service.....	190	.....	.....	190	.....	.....
Total.....	7,109	214	293	7,030	6,829	6,840
In company's service:						
Officers' and pay cars...	2	.....	.....	2	2	2
Gravel cars.....	56	20	36	40	20	20
Derrick cars.....	28	3	1	25	20	24
Caboose cars.....	86	6	1	91	91	91
Other road cars.....	365	49	40	374	279	366
Total.....	532	78	78	532	412	503
Total cars in service	7,922	296	375	7,843	7,522	7,624
Less cars leased.....	1,897	.....	.....	1,897	1,675	1,694
Total cars owned....	6,025	296	375	5,946	.....	.....
Cars contributed to fast freight line service.....	33	.....	2	31	31	31

Equipment owned includes 4 first class, 10 second class and 4 baggage cars in passenger service owned jointly by B. & M., M. C., & C. P. Ry.

Maine Central Railroad proportion of ownership, 55.21 per cent.

MILEAGE--ENTIRE LINE.
MILEAGE OF ROAD OPERATED (ALL TRACKS.)

LINE IN USE.	LINE OWNED.		Line operated under lease.	Line operated under track-age rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs					Iron.	Steel.
Miles of single track.....	392.34	7.84	531.51	.25	931.94		1.26	980.43
Miles of second track.....	50.98		8.65		59.63	7.83		59.63
Miles of yard track and sidings.....	171.73	.86	166.40		338.99	14.05	10.46	328.53
Total mileage operated (all tracks).....	615.05	8.70	706.56	.25	1,330.56	21.88	11.72	1,318.59

MILEAGE OF LINE OPERATED--BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Line operated under lease.	Line operated under track-age rights.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Maine.....	392.34	7.84	365.35		765.53	1.26	764.27
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).....	392.34	7.84	531.51	.25	981.94	1.26	980.43

MAINE CENTRAL RAILROAD.

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MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (SINGLE TRACK.)

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	RAILS.
	Main line.	Branches and spurs.		Steel.
Maine.....	392.34	7.84	400.18	400.18

MILEAGE—STATE OF MAINE.

MILEAGE OF ROAD OPERATED. (ALL TRACKS).

LINE IN USE.	LINE OWNED.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track	392.84	7.84	365.35	765.53	.....	1.26	764.27
Miles of second track	50.98	.....	8.65	59.63	7.83	.....	59.63
Miles of yard track and sidings.....	171.73	.86	127.22	299.81	11.74	7.87	291.94
Total mileage operated (all tracks).	615.05	8.70	501.22	1,124.97	19.57	9.13	1,115.84

MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (SINGLE TRACKS.)

STATE OF MAINE.	LINE OWNED.		Total mileage owned.	RAILS.
	Main line.	Branches and spurs.		Steel.
Maine.....	392.34	7.84	400.18	400.18

RENEWALS OF RAILS AND TIES—STATE OF MAINE.

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RAILROAD COMMISSIONERS' REPORT.

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	3.82	80	30.02	Cedar cross ties	376,879	45.1
	8,578.85	85	30.02	Hemlock cross ties	8,828	29.2
				Hackmatack cross ties	1,500	37.4
Total steel	8,582.67		30.02	Hard pine switch ties	15,751	113.1
				Hard pine bridge and other ties	2,081	149.1
				Total	405,039	47.9

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.
	Anthractite.	Bituminous.					
REVENUE SERVICE.							
Freight		139,838		140,073	140,622	1,983,304	141.81
Passenger		88,938		163,576	89,854	2,349,732	76.48
Mixed		3,601			3,601	81,639	88.22
Special		78			78	2,082	74.45
Switching	9,851	36,223	1,989	2,609	48,078	1,103,107	87.17
Nonrevenue service		18,939		12,080	19,007	421,672	90.15
Total	9,851	287,617	1,989	318,338	301,240	5,941,536	101.40
Average cost at distributing point	\$3 69	\$3 01	\$3 77	\$0 24	\$3 05		

Consumption of fuel and miles run do not include 15,458 miles made by Washington County Ry. locomotive between Washington Jct. and Bangor, and 21,278 miles made by Bangor & Aroostook Railroad locomotives between Northern Maine Jct. and Bangor in Maine Central Railroad service. It is estimated by this Company that 200 gallons of fuel oil is equal to one gross ton of bituminous coal.

ACCIDENTS TO PERSONS—STATE OF MAINE.

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.											
	Train-men.		Switch tenders, crossing tenders and watchmen.		Station men.		Track-men.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or Uncoupling.....		11										11
Collisions.....										1		1
Derailments.....		2										2
Parting of trains.....										1		1
Falling from trains, locomotives, or cars.....		18								2		20
Jumping on or off trains, locomotives, or cars.....		6						1		3		10
Struck by trains, locomotives, or cars.....	1	3		1		1	1			1	2	6
Overhead obstructions.....	1	2				1			1	4	2	3
Other causes.....	1	31		1		1		1	1	4	2	33
Total.....	2	73		2		2	1	2	1	12	4	91

KIND OF ACCIDENT.	Passengers.	Postal clerks, express messengers, pullman employees, etc.	OTHER PERSONS.								
			Trespassing.		Not trespassing.		Total.				
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			
Collisions.....	1										
Falling from trains, locomotives, or cars.....	5						1				1
Jumping on or off trains, locomotives, or cars.....	7						8				8
Struck by trains, locomotives, or cars:											
At highway crossings.....							6				6
At stations.....					6		10		7		17
At other points along track.....					4		4		1		5
Other causes.....	16		2		1		6		2		8
Total.....	29		2		11		35		9		44

ACCIDENTS TO PERSONS—CONCLUDED.

SUMMARY. [Tables A and B.]	TOTAL.	
	Killed.	Injured.
TABLE A.		
Railway employees.....	4	91
Passengers.....		29
Postal clerks, etc.....		3
Other persons.....	13	44
TABLE B.		
Railway employees.....		108
Passengers.....		16
Other persons.....	1	10
Grand total.....	18	300

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.										Passengers.		Other persons.		
	Station men.		Shop-men.		Track-men.		Other employees.		Total.		Killed.	Injured.	Killed.	Injured.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.					
Handling traffic.....		5					1		2		8				1
Handling tools, machinery, etc.....				25		2		5		32					
Handling supplies, etc.....				9		6		8		23					1
Getting on or off locomotives or cars at rest.....				1				1		2				7	
Other causes.....		2		10		9		22		43			9	1	8
Total.....		7		45		18		38		108			16	1	10

CHARACTERISTICS OF ROAD—ENTIRE LINE.

BRIDGES, TRESTLES, TUNNELS, ETC.

MAINE CENTRAL RAILROAD.

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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	25	72	Bridges.....	21	15	5
Iron.....	202	26,167	22	1,025	Trestles.....	19	14	10
Wooden.....	8	1,141	26	377	Total.....	40		
Reinforced concrete.....	1	25	25	25	OVERHEAD RAILWAY CROSSINGS.			
Total.....	214	27,490			Bridges.....	2	15	8
TRESTLES.					Trestles.....	4	20	10
Steel.....	4	1,158	45	518	Total.....	6		
Wooden.....	37	8,164	24	1,332				

Gage of track, 4 feet, 8½ inches—931.69 mil-s.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

TOTAL.		OPERATED BY ANOTHER COMPANY.		
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	6,623.90	Western Union Telegraph Company.....	Western Union Telegraph Company.
63.40	63.40	International Telegraph Company.....	Western Union Telegraph Company.
57.98	57.98	Commercial Cable Co.....	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 Co.

**Report of the Monson Railroad Company for the Year
Ending June 30, 1910.**

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, 1911.
Harry W. Waite.....	80 Broad St. Boston, Mass..	
Fred H. 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.....		
General Manager.....	Fred H. Crane.....	Monson, Maine.
	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. June 15, 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, 1910? 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 stocks 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, 1910? 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, \$70,000.00. Issued as bonus, total number of shares outstanding, 700.

FUNDED DEBT.

DESIGNATION OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.			
	Date of issue.	Date of Maturity.				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 & Oct. 1	\$4,200	.....

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds: Total par value outstanding, \$70,000; total par value not held by respondent, \$70,000. Interest: Amount accrued during year, charged to income, \$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

SECURITY FOR FUNDED DEBT.

DESIGNATION OF BOND OR OBLIGATION.	ROAD OR TRACKS MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
*Mortgage bond.....	Monson Jct.... Monson.....	Monson..... Slate quarries.	6.16 2.00	\$8,579

* All rolling stock, track, buildings and land owned by railroad company, mortgaged.

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	Amount— entire line.
Investment to June 30, 1907:	
Road	\$60,886 68
Equipment	18,839 95
Total.....	\$79,726 63
Cost per mile of line.....	\$9,770 42

INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenues.....	\$12,331 11		
Operating expenses.....	11,187 06		
Net operating revenue.....		\$1,144 05	
Total net revenue.....		\$1,144 05	
Taxes accrued.....		95 01	
Operating income.....			\$1,049 04
Gross corporate income.....			\$1,049 04
Interest accrued on funded debt.....			4,200 00
Net corporate loss.....			\$3,150 96
Balance for year carried forward to debit of profit and loss.....			\$3,150 96

PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance June 30, 1909.....	\$158,649 77	Balance debit, June 30, 1910, carried to general balance sheet.....	\$161,800 73
Balance for year brought forward from income account.	3,150 96		
	\$161,800 73		\$161,800 73

OPERATING REVENUES:

ACCOUNT.	Total revenues.
REVENUE FROM TRANSPORTATION.	
Freight revenue.....	\$8,800 14
Passenger revenue.....	2,600 62
Excess baggage revenue.....	167 59
Mail revenue.....	342 42
Express revenue.....	415 34
Total passenger service train revenue.....	\$3,525 97
Total operating revenues.....	\$12,326 11

OPERATING EXPENSES.

ACCOUNT.	Amount.	Ratio to total of General account— Per cent.	Ratio to total operating expenses— Per cent.
MAINTENANCE OF WAY AND STRUCTURES.			
Maintenance of roadway and track.....	\$4,548 54	99.82	40.65
Maintenance of buildings, docks and wharves.....	30 95	00.68	00.27
Total.....	\$4,579 49	100.00	40.92
MAINTENANCE OF EQUIPMENT.			
Locomotives—repairs.....	\$334 33	49.60	02.99
Cars—repairs.....	339 79	50.40	03.04
Total.....	\$674 12	100.00	06.03
TRANSPORTATION EXPENSES.			
Superintendence and dispatching trains.....	\$900 00	17.82	08.05
Station service.....	137 50	02.72	01.23
Road enginemen and motormen.....	1,298 38	25.53	11.53
Fuel for road locomotives.....	1,046 33	20.71	09.85
Other road locomotive supplies and expenses.....	74 34	01.47	00.67
Road trainmen.....	147 00	02.91	01.31
All other transportation expenses.....	1,456 74	28.84	13.02
Total.....	\$5,051 29	100.00	45.16
GENERAL EXPENSES.			
Administration.....	\$500 00	58.68	04.47
Insurance.....	70 00	07.94	06.25
Other general expenses.....	312 16	35.38	02.80
Total.....	\$882 16	100.00	07.89
RECAPITULATION OF EXPENSES.			
Maintenance of way and structures.....	\$4,579 49	.....	40.92
Maintenance of equipment.....	674 12	.....	06.03
Transportation expenses.....	5,051 29	.....	45.16
General expenses.....	882 16	.....	07.89
Total operating expenses.....	\$11,187 06	.....	100.00

Ratio of operating expenses to operating revenues, 90.72 per cent.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1909.		ASSETS.	June 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
		PROPERTY INVESTMENT.			
		Road and Equip-			
		ment—			
		Investment to June			
		30, 1907—			
	\$60,886 68	Road.....		\$60,886 68	
	18,839 95	Equipment.....		18,839 95	
	\$79,726 63	Total.....		\$79,726 63	
		WORKING ASSETS.			
	49 55	Cash.....		2,010 78	\$1,961 23
	5,465 99	Loans and bills re-			
		ceivable.....		4,553 80	*912 19
	\$5,515 54	Total.....		\$6,564 58	1,049 04
	158,649 77	PROFIT AND LOSS.			
		Balance.....		161,800 73	3,150 96
	\$243,891 94	Grand total..		\$248,091 94	\$4,200 00
		LIABILITIES.			
		STOCK.			
		Capital stock—			
	\$70,000 00	Common stock.....		\$70,000 00	
		MORTGAGE, BONDED			
		AND SECURED			
		DEBT.			
	70,000 00	Funded debt—			
		Mortgage bonds....		70,000 00	
		WORKING LIABILI-			
		TIES.			
	103,891 94	Matured interest,			
		dividends,			
		and rents unpaid		108,091 94	4,200 00
	\$243,891 94	Grand total..		\$248,091 94	\$4,200 00

* Decrease.

EMPLOYEES AND SALARIES.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1	313	\$500 00	\$1 60
Station agents.....	1	313	137 50	44
Enginemen.....	2	321½	646 00	2 09
Firemen.....	2	328½	643 38	1 96
Conductors, Supt. and mail clerk.....	1	313	1,122 00	3 58
Machinists.....	1	116	321 00	2 75
Section foremen.....	1	310	620 00	2 00
Other trackmen.....	4	1,581	2,859 97	1 81
Total (including "general officers")...	13	3,596	\$6,849 85	\$1 90
Less ("general officers").....	1	313	500 00	1 60
Total (excluding "general officers")...	12	3,283	\$6,349 85	\$1 93
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures.....	5	1,891	\$3,479 97	\$1 84
Maintenance of equipment.....	1	116	321 00	2 75
Traffic expenses.....	1	313	500 00	1 60
Transportation expenses.....	6	1,276	2,548 88	2 00

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.....	9,955			
Number of passengers carried one mile.....	61,323			
Number of passengers carried one mile per mile of road.....	7,515			
Average distance carried, miles.....	6.16			
Total passenger revenue.....		\$2,600	62	
Average amount received from each passenger.....			26	122
Average receipts per passenger per mile.....			04	240
Total passenger service train revenue.....		3,525	97	
Passenger service train revenue per mile of road.....		432	10	
Passenger service train revenue per train-mile.....			24	486
FREIGHT TRAFFIC.				
Number of tons carried of freight earning revenue....	10,304			
Number of tons carried one mile.....	63,478			
Number of tons carried one mile per mile of road.....	7,778			
Average distance haul of one ton, miles.....	6.16			
Total freight revenue.....		8,800	14	
Average amount received for each ton of freight.....			85	405
Average receipts per ton per mile.....			13	864
Freight revenue per mile of road.....		1,078	45	
Freight revenue per train-mile.....			48	619
TOTAL TRAFFIC.				
Operating revenues.....		12,331	11	
Operating revenues per mile of road.....		1,511	17	
Operating revenues per train-mile.....			68	127
Operating expenses.....		11,187	06	
Operating expenses per mile of road.....		1,370	96	
Operating expenses per train-mile.....			61	807
Net operating revenue.....		1,049	04	
Net operating revenue per mile of road.....		128	56	
Average number of passengers per car-mile.....	4			
Average number of passengers per train-mile.....	4			
Average number of passenger cars per train-mile.....	1			
Average number of tons of freight per loaded car-mile.....	5.74			
Average number of tons of freight per train-mile.....	3.51			
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.....		18,100
CAR MILEAGE.		
Revenue service:		
Freight car-miles—		
Loaded.....		11,050
Empty.....		7,050
Total freight car-miles.....		18,100
Passenger car-miles—		
Passenger.....		14,400
TRAIN MILEAGE.		
Revenue service:		
Freight train-miles.....		8,700
Mixed train-miles.....		14,400
Total revenue train mileage.....		18,100

FREIGHT TRAFFIC MOVEMENT.
(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road and delivered to consignees.	Freight originating on this road and delivered to other carriers.	Freight received from connecting roads and other carriers.	Total freight tonnage.	
	Whole tons.	Whole tons.	Whole tons.	Whole tons.	Per cent.
Products of Agriculture.	Grain		394	394	08.82
	Flour		180	180	01.75
	Other mill products.....		120	120	01.16
	Fruit and Vegetables....	38		38	00.37
Total.....	38		694	732	07.10
Products of Animals.	Hides and leather.....	3		3	00.03
Products of Mines.	Anthracite coal.....		156	156	01.52
	Bituminous coal.....		750	750	07.23
	Stone, sand and other like articles.....		492	492	04.77
	Other products of mines.		4,917	4,917	47.72
Total.....		4,917	1,398	6,315	61.29
Products of Forests.	Lumber.....	1,627	58	1,680	16.30
Manufactures.	Petroleum and other oils.		65	65	00.63
	Sugar.....		41	41	00.40
	Other castings and machinery.....		41	41	00.40
	Cement, brick and lime.		105	105	01.02
	Household goods and furniture.....	14	19	33	00.32
Total.....		14	271	285	02.77
Merchandise.....			1,235	1,235	11.99
Miscellaneous; Other commodities not mentioned above.....		54		54	00.52
Total tonnage.....	41	6,612	8,651	10,304	100.00

DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1909.	Number on June 30, 1910.
LOCOMOTIVES—OWNED OR LEASED.		
Passenger.....	2	2
Freight.....		
Total locomotives owned and in service.....	2	2
CARS—OWNED OR LEASED.		
In passenger service:		
Combination cars.....	1	1
In freight service:		
Box cars.....	8	8
Flat cars.....	14	14
Total.....	22	22
Total cars owned and in service.....	23	23

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS.)

LINE IN USE.	LINE OWNED.		Total mileage operated.	Rails— steel.
	Main line.	Branches and spurs.		
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— main line.	Total mileage owned.	Rails— steel.
Maine.....	6.36	6.36	6.36

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.
Steel.....	29.6.	30	22.40	Cedar	861	15

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL-TONS.	WOOD—CORDS.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Bituminous.	Hard,			
REVENUE SERVICE.					
Mixed.....	178	50	211	18,100	23.82
Average cost at distributing point.....	\$4 84	\$3 08	\$4 80		

MONSON RAILROAD.

CHARACTERISTICS OF ROAD.
BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length.	Minimum length.	Maximum length.
		Feet.	Feet.	Feet.
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.	Northern Telegraph Co.....

**Report of the Sandy River and Rangeley Lakes Railroad for the Year
Ending June 30, 1910.**

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 163 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, 1910.
Josiah S. Maxcy	Gardiner, Maine.....	October 6, 1910.
William D. Sewall.....	Bath, Maine	October 6, 1910.

PRINCIPAL OFFICERS.

TITLE.	NAME.	OFFICIAL ADDRESS.
Chairman of the board	Weston Lewis.....	Gardiner, Maine.
President		
First Vice-President and General Manager	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 6, 1909.

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 of record at the date required in answer to Question 2. 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, 1910? No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1910? 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 and Rangeley Lakes Railroad	Farmington.....	Rangeley.....	47.00	84.40
	Strong.....	Bigelow.....	31.00	
	Madrid.....	No. Six.....	6.40	
	Mt. Abram Jet....	Mt. Abram.....	1.70	
	Kingfield.....	Alder Stream.....	2.30	
Eustis Railroad	Eustis Junction...	Berlin Mills Camps, Redington.....	15.00	15.00
	Total mileage operated .	.....	.....	103.40

ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

NAME OF OWNING COMPANY.	Miles of line.	Lease or Agreement—Concise Summary of Provisions.
Eustis Railroad	15.00	Operated by mutual agreement between the officers of this company and the receiver of the Eustis Railroad; the Sandy River and Rangeley Lakes Railroad paying the interest on the receiver's certificates of the Eustis Railroad and all expenses of operation and taking all the earnings.

CAPITAL STOCK.

KIND.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.	DIVIDENDS DECLARED DURING YEAR.	
						Rate %	Amount.
Common	2,416	\$100	\$241,600	\$241,600	\$241,600	4	\$9,664 00
PURPOSE OF THE ISSUE.					Total number of shares outstanding	Total cash realized.	
Issued for purchase of railway or other property					2,416	\$241,600	

FUNDED DEBT.

DESIGNATION OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT.		Total par value not held by respondent.	Rate %.	INTEREST.		
	Date of issue.	Date of maturity.			In treasury.	Pledged as collateral.			When payable.	Amount accrued during the year.	Amount paid during the year.
MORTGAGE BONDS. First.....	Feb. 1, 1908	Feb. 1, 1928	\$1,000,000	\$780,000	\$28,000	\$147,000	\$555,000	4	Feb. 1 & Aug. 1	*\$20,307 12	†\$20,200 00

* "Amount of interest accrued during year" represents actual amount paid out, and amount accrued July 1, 1910, less amount received on bonds sold during the year.

† "Amount paid during year" is actual amount paid out.

RECAPITULATION OF FUNDED DEBT.

KIND OF BOND OR OBLIGATION.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT.		Total par value not held by respondent.	INTEREST.	
		In treasury.	Pledged as collateral.		Amount accrued during the year—Charged to income.	Amount paid during the year.
Mortgage bonds	\$780,000	\$28,000	\$147,000	\$555,000	\$20,307 12	\$20,200 00

RECAPITULATION OF FUNDED DEBT.

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.....	*\$52,000	*\$46,600	\$730,000	\$540,100

* Bonds sold.

RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			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		\$10,991

SECURITY FOR FUNDED DEBT.

DESIGNATION OF BOND OR OBLIGATION.	ROAD OR TRACKS MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds.....	Farmington...	Rangeley.....	47.00	.....
	Strong.....	Bigelow.....	31.00	.....
	Madrid.....	No. 81x.....	6.40	.....
	Mt. Abram Jct.	Mt. Abram.....	1.70	.....
	Kingfield.....	Alder Stream....	2.30	.....
			88.40	\$8,258

All equipment mortgaged.

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR.

ACCOUNT.	Through issue of securities.
Right of way and station grounds.....	\$87 50
Bridges, trestles and culverts.....	4,776 40
Improved frogs and switches.....	168 58
Track fastenings and other material.....	2,102 57
Sidings and spur tracks.....	1,448 33
Shops, enginehouses and turntables.....	9,877 00
Shop machinery and tools.....	991 75
Total.....	\$19,452 13

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907.

ACCOUNT.	Expenditures for new lines of extensions during the year—through issue of securities.	Expenditures for additions and repairs during the year.	Total expenditures, July 1, 1907, to June 30, 1909.	Total expenditures, July 1, 1907, to June 30, 1910.
ROAD.				
Engineering.....	\$3,214 04			
Right of way and station grounds.....	538 00			
Grading.....	4,761 57			
Total.....	\$8,513 61	\$19,452 13	\$6,325 34	\$34,291 08
EQUIPMENT.				
Steam locomotives.....	\$2,429 02		\$5,736 00	\$8,165 02
GENERAL EXPENDITURES.				
Interest and commissions.....	5,400 00		10,222 55	15,622 55
RECAPITULATION.				
Road.....			6,325 34	34,291 08
Equipment.....			5,736 00	8,165 02
General expenditures.....			10,222 55	15,622 55
Total.....			\$22,283 89	\$58,078 65

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	AMOUNT.
	State of Maine.
INVESTMENT TO JUNE 30, 1907:	
Road.....	\$809,944 35
Equipment.....	151,272 28
INVESTMENT SINCE JUNE 30, 1907.	58,078 65
Total.....	\$1,019,295 28
Reserve for accrued depreciation—Cr.	6,553 00
Net total.....	\$1,012,742 28
Cost per mile of line.....	\$9,794 41

SANDY RIVER AND RANGELEY LAKES RAILROAD. 221

INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenues.....	\$162,653 98		
Operating expenses.....	109,433 82		
Net operating revenue.....		\$53,220 11	
Total net revenue.....		\$53,220 11	
Taxes accrued.....		1,727 48	
Operating income.....			\$51,492 68
Miscellaneous income.....			\$81 25
Gross corporate income.....			\$51,573 93
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Rents accrued for lease of other roads.....		\$550 00	
Interest accrued on funded debt.....		20,307 12	
Other interest.....		12,291 72	
Total deductions.....			33,148 84
Net corporate income.....			\$18,425 09
DISPOSITION OF NET CORPORATE INCOME.			
Dividends declared:			
On Common Stock—			
4 per cent. payable quarterly.....			9,664 00
Balance for year carried forward to credit of profit and loss.....			\$8,761 09

PROFIT AND LOSS ACCOUNT.

	DEBIT.		CREDIT.
Deductions for year.....	\$100 00	Balance June 30, 1909.....	\$25,115 37
Balance credit, June 30, 1910, carried to general balance sheet.....	\$33,776 46	Balance for year brought forward from income account.....	8,761 09
	\$33,876 46		\$33,876 46

OPERATING REVENUES.

ACCOUNT.	Total receipts.	Total deductions.	Total revenues.
REVENUE FROM TRANSPORTATION.			
Freight revenue.....	\$99,044 04	\$175 22	\$98,868 82
Passenger revenue.....	50,853 03	153 69	50,699 34
Excess baggage revenue.....	605 29		605 29
Parlor and chair car revenue.....	275 10		275 10
Mail revenue.....	3,991 22		3,991 22
Express revenue.....	8,187 96		8,187 96
Other passenger-train revenue.....	163 80	137 60	26 20
Total passenger service train revenue.....			\$63,785 11
Total revenue from transportation.....			\$162,653 93
Total operating revenues.....			162,653 93

SECURITIES OWNED.

NAME OF CORPORATION AND SECURITY.	Par value of securities owned.	Cost or book value.
Other than railway companies—active:		
Rangleley Tavern Corporation.....	\$3,000	\$3,000 00
Phillips Woolen Co.....	200	200 00
Hudson Lumber Co.....	100	100 00
Other than railway companies—inactive:		
Phillips Hotel Co.....	500	500 00
Total.....	\$3,800	\$3,800 00

SUMMARY OF SECURITIES OWNED.

NOT HELD IN SINKING OR OTHER FUNDS.

KIND OF SECURITY.	Par value.
STOCKS:	
Stocks of other than railway companies—active.....	\$3,300
Stocks of other than railway companies—inactive.....	500
Total.....	\$3,800
FUNDED DEBT:	
Funded debt of respondent "In treasury" and "Pledged as collateral...."	175,000
Total.....	\$178,800

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Commission? No.

OPERATING EXPENSES.

ACCOUNT.	AMOUNT.	Ratio to Total of General Account.	Ratio to Total Operating Expenses.
		Per cent.	Per cent.
MAINTENANCE OF WAY AND STRUCTURES.			
Superintendence.....	\$952 67	02.91	00.87
Maintenance of roadway and track	29,197 18	89.26	26.68
Maintenance of track structures.....	517 99	01.58	00.47
Maintenance of buildings, docks, and wharves.....	990 09	03.03	00.91
Other maintenance of way and structures expenses.....	1,053 84	03.22	00.96
Total.....	32,711 27	100.00	29.89
MAINTENANCE OF EQUIPMENT.			
Superintendence.....	1,275 00	07.86	01.17
Locomotives—repairs.....	4,805 44	29.62	04.39
Cars—repairs.....	6,817 38	38.93	05.77
Equipment—depreciation.....	3,168 00	19.52	02.90
Other maintenance of equipment expenses.....	660 86	04.07	03.60
Total.....	\$16,226 68	100.00	14.83
Traffic expenses.....	3,065 97	100.00	02.80
TRANSPORTATION EXPENSES.			
Superintendence and dispatching trains.....	1,666 08	08.27	01 52
Station service.....	6,923 70	13 59	06.33
Other yard employees.....	419 28	00.82	03.38
All other yard expenses.....	101 88	00.20	00.09
Operating joint yards and terminals—Dr.....	286 33	00.56	00.26
Road enginemen and motormen.....	10,989 71	21.57	10.04
Fuel for road locomotives.....	11,819 66	22.22	10.34
Other road locomotive supplies and expenses.....	1,591 63	3.12	01.46
Road trainmen.....	11,558 56	22.39	10.56
Train supplies and expenses.....	1,056 52	02.07	00.97
Injuries to persons.....	21 50	00.05	00.02
Loss and damage.....	366 62	00.72	00.34
All other transportation expenses.....	4,646 65	09.12	04.25
Total.....	\$50,948 08	100.00	46.55
GENERAL EXPENSES.			
Administration.....	4,763 98	73.50	04.85
Insurance.....	780 85	12.04	00.72
Other general expenses.....	937 49	14.46	00.86
Total.....	\$6,481 82	100.00	05.93
OPERATING EXPENSES.			
Maintenance of way and structures.....	32,711 27	.....	29.89
Maintenance of equipment.....	16,226 68	.....	14.83
Traffic expenses.....	3,065 97	.....	02.80
Transportation expenses.....	50,948 03	.....	43.55
General expenses.....	6,481 82	.....	05.93
Total operating expenses.....	\$109,433 82	.....	100.00

Ratio of operating expenses to operating revenues 67.23 per cent.

MISCELLANEOUS INCOME.

SOURCE OF INCOME.	Gross income.	Expenses.	Net miscellaneous income.
Rent of house at Bigelow	\$55 00	.....	\$55 00
Rent of house at Phillips	28 00	\$1 75	26 25
Total	\$83 00	\$1 75	\$81 25

RENTS PAYABLE,
FOR LEASE OF ROAD.

ROAD LEASED.	Guaranteed interest on bonds.	Cash.	Total.
Eustis Railroad	\$500 00	\$50 00	\$550 00

IMPORTANT CHANGES DURING THE YEAR.

Sold \$52,000 First Mortgage Bonds of the Company during the year and applied proceeds to payment of notes.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1909.		ASSETS.	June 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
		PROPERTY INVESTMENT.			
		Road and equipment—			
		Investment to June 30, 1907—			
	\$809,914 35	Road.....		\$809,944 35	
	151,272 28	Equipment.....		151,272 28	
		Investment since June 30, 1907—			
	6,325 34	Road.....		34,291 08	\$27,965 74
	5,736 00	Equipment.....		8,165 02	2,429 02
	10,222 55	General expenditures.....		15,622 55	5,400 00
	\$938,500 52			\$1,019,295 28	\$85,794 76
	\$6,281 00	Reserve for accrued depreciation—Cr.....		\$6,553 00	\$272 00
	\$977,219 52	Total.....		\$1,012,742 28	\$85,522 76
		SECURITIES ISSUED OR ASSUMED—PLEGGED.			
	157,000 00	Funded debt.....		147,000 00	*10,000 00
		WORKING ASSETS.			
	\$5,585 86	Cash.....		\$2,808 85	*\$2,727 01
		Securities issued or assumed—held in treasury—			
	70,000 00	Funded debt.....		28,000 00	*42,000 00
		Marketable securities—			
	3,800 00	Stocks.....		3,800 00	
		Loans and bills receivable.....		450 00	450 00
	9,237 36	Traffic and car-service balances due from other companies.....		4,913 58	*4,325 78
	2,360 38	Net balance due from agents and conductors.....		2,203 03	*157 35
	2,837 10	Miscellaneous accounts receivable.....		192 29	*2,644 81
	2,633 30	Materials and supplies.....		2,805 00	171 70
	3,316 65	Other working assets.....		7,750 22	4,433 57
	\$1,238,940 17	Grand total.....		\$1,212,665 25	*\$21,274 92

* Decrease.

COMPARATIVE GENERAL BALANCE SHEET—CONCLUDED.

June 30, 1909.		LIABILITIES.	June 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
		STOCK.			
	\$241,600 00	Capital stock— Common stock not held by company		\$241,600 00	
	730,000 00	MORTGAGE, BOND- ED AND SECURED DEBT. Funded debt— Mortgage bonds held by company	\$175,000 00		
		Mortgage bonds not held by company	555,000 00	730,000 00	
		WORKING LIABILITIES.			
	223,000 00	Loans and bills payable		192,000 00	*\$31,000 00
	2 81	Traffic and car-ser- vice balances due to other com- panies		81 50	78 69
	3,972 47	Audited vouchers and wages unpaid		4,878 24	905 77
	1,866 19	Other working li- abilities		1,079 05	*787 14
	8,383 33	ACCRUED LIABILI- TIES NOT DUE. Unmatured inter- est, dividends and rents payable		9,250 00	866 67
	25,115 37	PROFIT AND LOSS. Balance		33,776 46	8,661 09
	\$1,233,940 17	Grand total.....		\$1,212,565 25	*\$21,274 92

* Decrease.

EMPLOYEES AND SALARIES.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	2	626	\$3,700 00	\$5 91
Other officers.....	4	1,252	4,600 00	3 67
General office clerks.....	1	312	420 00	1 34
Station agents.....	9	2,822	5,805 40	2 06
Other station men.....	4	835	968 30	1 09
Enginemen.....	9	3,049	6,218 72	2 04
Firemen.....	9	3,000	4,883 10	1 63
Conductors.....	9	2,718	5,489 76	2 00
Other Trainmen.....	12	3,803	6,191 30	1 63
Machinists.....	3	639	1,445 69	2 26
Carpenters.....	1	982	2,058 39	2 10
Other shopmen.....	8	2,654	4,669 83	1 76
Section foremen.....	14	4,343	7,850 81	1 81
Other trackmen.....	29	8,722	13,767 77	1 58
Switch tenders, crossing tenders, and watchmen.....	6	1,854	2,648 20	1 43
All other employees and laborers.....	98	6,027	10,578 18	1 76
Total (including "general officers").....	213	43,690	81,245 45	1 86
Less "general officers".....	2	626	3,700 00	5 91
Total (excluding "general officers")..	211	43,064	77,545 45	1 80
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures.....	136	19,092	32,196 76	1 69
Maintenance of equipment.....	12	4 27	8,173 91	1 91
Transportation expenses.....	58	13,182	32,154 78	1 77
General expenses.....	7	2,191	8,720 00	3 98

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.....	62,433...			
Number of passengers carried one mile.....	1,378,756...			
Number of passengers carried one mile per mile of road.....	13,334.....			
Average distance carried, miles.....	22.08.....			
Total passenger revenue.....		50,699	34	
Average amount received from each passenger.....			81	206
Average receipts per passenger per mile.....			03	677
Total passenger service train revenue.....		63,786	11	
Passenger service train revenue per mile of road.....		616	88	
Passenger service train revenue per train-mile.....			72	859
FREIGHT TRAFFIC.				
Number of tons carried of freight earning revenue.....	70,233...			
Number of tons carried one mile.....	1,626,777.....			
Number of tons carried one mile per mile of road.....	15,733.....			
Average distance haul of one ton, miles.....	23.16.....			
Total freight revenue.....		98,368	82	
Average amount received for each ton of freight.....			140	773
Average receipts per ton per mile.....			06	078
Freight revenue per mile of road.....		956	18	
Freight revenue per train-mile.....			155	481
TOTAL TRAFFIC.				
Operating revenues.....		162,653	93	
Operating revenues per mile of road.....		1,573	06	
Operating revenues per train-mile.....			107	193
Operating expenses.....		109,433	82	
Operating expenses per mile of road.....		1,058	35	
Operating expenses per train-mile.....			72	119
Net operating revenue.....		53,220	11	
Net operating revenue per mile of road.....		514	70	
Average number of passengers per car-mile.....	5.....			
Average number of passengers per train-mile.....	16.....			
Average number of passenger cars per train-mile.....	4.10.....			
Average number of tons of freight per loaded car-mile.....	5.90.....			
Average number of tons of freight per train-mile.....	25.63.....			
Average number of freight cars per train-mile.....	7.27.....			
Average number of loaded cars per train-mile.....	4.34.....			
Average number of empty cars per train-mile.....	1.93.....			
Average mileage operated during year.....	103.40.....			

TRAFFIC AND MILEAGE STATISTICS.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue service—		
Freight locomotive-miles.....	68,589	
Passenger locomotive-miles.....	88,151	
Total revenue locomotive mileage.....		151,740
Nonrevenue service locomotive-miles.....	25,335	
CAR MILEAGE.		
Freight car-miles—		
Loaded.....	275,799	
Empty.....	123,004	
Caboose.....	63,589	
Total freight car-miles.....		462,392
Passenger car-miles—		
Passenger.....	264,453	
Sleeping parlor and observation.....	8,930	
Other passenger-train cars.....	88,151	
Total passenger car-miles.....		361,534
Total revenue car mileage.....		823,926
Nonrevenue service car-miles.....		152,010
TRAIN MILEAGE.		
Revenue service—		
Freight train-miles.....	68,589	
Passenger train-miles.....	83,151	
Total revenue train mileage.....		151,740
Nonrevenue service train-miles.....		25,33

FREIGHT TRAFFIC MOVEMENT.

[Company's Material Excluded.]

COMMODITY.	Freight originating on this road. — Delivered to other carriers.	Total freight tonnage.		
		Whole tons.	Whole tons.	Per cent.
Products of Agriculture. { Grain.....		5,230	5,230	7.45
{ Flour.....		886	886	1.26
Total.....		6,116	6,116	8.71
Products of Mines. { Anthracite coal.....		1,324	1,324	1.89
Products of Forests. { Lumber.....	36,565		36,565	52.06
{ Other products of forests...	5,832		5,832	8.30
Total.....	42,397		42,397	60.36
Miscellaneous: Other commodities not mentioned above.....	11,310	9,086	20,396	29.04
Total tonnage.....	53,707	16,526	70,233	100.00

DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1909.	Number added during year.	Number on June 30, 1910.	NUMBER FITTED WITH—	
				Train brake.	Auto-matic Coupler.
LOCOMOTIVES—OWNED OR LEASED.					
Passenger.....	8	1	9	9	9
Freight.....	8		8	8	8
Total locomotives in service.....	16		17	17	17
Less locomotives leased.....	3		3		
Total locomotives owned.....	13		14		
CARS—OWNED OR LEASED.					
In Passenger Service—					
First-class cars.....	7		7	7	7
Combination cars.....	4		4	4	4
Parlor cars.....	1		1	1	1
Baggage, express and postal cars.....	3		3	3	3
Other cars in passenger service.....	1		1	1	1
Total.....	16		16	16	16
In Freight Service—					
Box cars.....	73		73		
Flat cars.....	175		175		
Other cars in freight service.....	14		14		
Total.....	262		262		
In Company's Service—					
Caboose cars.....	6		6		
Other road cars.....	4		4		
Total.....	10		10		
Total cars in service.....	298		298	16	16
Less cars leased.....	25		25		
Total cars owned.....	273		273	16	16

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS.)

LINE IN USE.	LINE OWNED.		Line operated under contract etc.	Total mileage operated.	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

SANDY RIVER AND RANGELEY LAKES RAILROAD. 231

MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (SINGLE TRACK.)

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	RAILS.	
	Main lin..	Branches and spurs.		Iron.	Steel.
State of Maine.....	84.40	4.00	88.40	1.70	86.70

RENEWALS OF TIES.

Kind.	NEW TIES LAID DURING YEAR.	
	Number.	Average price at dis- tributing point. Cents.
Cedar.....	24,615	18

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—tons. Bituminous.	Total fuel consumed— tons	Miles run.	Average pounds consumed per mile.
REVENUE SERVICE.				
Freight.....	1,429	1,429	63,589	44.04
Passenger.....	1,047	1,047	88,151	23.75
Nonrevenue service.....	431	431	26,335	34.02
Total.....	2,907	2,907	177,075	32.83
Average cost at distributing point	\$3 95			

ACCIDENTS TO PERSONS.

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

KIND OF ACCIDENT.	OTHER PERSONS.	
	Trespassing— killed.	Total—killed.
Struck by trains, locomotives or cars :— At other points along track	1	1

CHARACTERISTICS OF ROAD.
BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length.	Minimum Length.	Maximum length.	ITEM.	Number.	Height of lowest above surface of rail.	
		Feet.	Feet.	Feet.			Feet.	In.
BRIDGES:					OVERHEAD HIGHWAY CROSSINGS:			
Iron	2	262	105	157	Bridges.....	2	18	
Wooden	26	955.4	4.8	200	Trestles.....	3	15	
Total.....	28	1217.4			Total.....	5		
Trestles.....	7	518	80	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 Telegraph Co.....	Western Union Telegraph Co.

**Report of the Sebesticook and Moosehead Railroad Company for the
Year Ending June 30, 1910.**

HISTORY.

Exact name of common carrier making this report. Sebesticook & 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.

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, 1908, under the laws of the State of Maine, by which the bondholders 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.

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	Rufus Burns	Pittsfield, Maine.
Treasurer		
General Manager		
General Superintendent		
Traffic Manager		
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. January 20, 1908.
Date of last closing of stock books before end of year for which this report is made. December 29, 1903.

Total number of stockholders of record at the date required in answer to Question 2. 6.

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, 1910? No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1910? No.

ROAD OPERATED.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Sebasticook and Moosehead	Pittsfield	Mainstream ...	15	15

CAPITAL STOCK.

KIND.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.
CAPITAL STOCK. Common	8,000	\$50	\$400,000	\$180,000	\$180,000

FUNDED DEBT.

DESIGNATION OF BOND OR OBLIGATION.	TERM.		Total par value authorized.
	Date of issue.	Date of maturity.	
MORTGAGE BONDS: First mortgage	October, 1895	October, 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.	AMOUNT PER MILE OF LINE.	
		Miles.	Amount.
Capital stock.....	\$180,000	15	\$12,000

RECEIVERS' CERTIFICATES.

DATE ISSUED.	Amount issued.	Amount outstanding.	Principal—amount paid during the year.	INTEREST.	
				Amount accrued during the year—charged to income.	Amount paid during the year.
1900	\$27,500 00	\$19,500 00	\$8,000 00	\$1,560 00	\$1,560 00
1901	17,500 00	12,000 00			
1902	3,500 00	3,000 00			
1903	500 00	500 00			
1904	1,000 00				
Total.....	\$50,000 00	\$35,000 00	\$8,000 00	\$1,560 00	\$1,560 00

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR.

ACCOUNT.	From current funds.	Total.
Right of way and station grounds.....	\$325 00	\$325 00

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	Amount—entire line.
Investment to June 30, 1907:	
Road.....	\$217,925 00
Equipment.....	12,075 00
Investment since June 30, 1907 (from current fund).....	325 00
Total.....	\$230,325 00
Reserve for accrued depreciation—Cr.....	1,207 50
Net total.....	\$229,117 50
Cost per mile of line.....	\$15,274 50

INCOME ACCOUNT.

OPERATING INCOME.			
Rail operations:			
Operating revenues.....	\$37,680 40		
Operating expenses.....	20,464 18		
Net operating revenue.....		\$17,216 22	
Taxes accrued.....		317 52	
Operating income.....			\$16,898 70
Gross corporate income.....			\$16,898 70
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Other Rents—Debits:			
Hire of equipment—balance.....	\$2,125 32		
Other interest, receivers' certificates...	1,560 00		
Total deductions.....			\$3,685 32
Net corporate income.....			\$13,213 38
Balance for year carried forward to credit of profit and loss.....			\$13,213 38

PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Deduction for year: uncollected bills.....	\$8 40	Balance June 30, 1909.....	\$13,871 96
Balance credit, June 30, 1910, carried to general balance sheet.....	27,371 94	Balance for year brought forward from income account...	13,213 38
		Additions for year: gravel sold.	295 00
	\$27,380 34		\$27,380 34

OPERATING REVENUES.

ACCOUNT.	Total revenues.
REVENUE FROM TRANSPORTATION.	
Freight revenue.....	\$24,275 29
Passenger revenue.....	\$8,300 53
Mail revenue.....	760 80
Express revenue.....	2,601 12
Total passenger service train revenue.....	\$11,662 45
Switching revenue.....	574 50
Special Service train revenue.....	846 10
Total revenue from transportation.....	\$36,858 34
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.	
Parcel-room receipts.....	1 70
Storage—freight.....	36 84
Car service.....	479 00
Miscellaneous.....	304 52
Total revenue from operations other than transportation.....	\$822 06
Total operating revenues.....	\$37,680 40

OPERATING EXPENSES.

ACCOUNT.	AMOUNT.	Ratio to Total of General Account.	Ratio to Operating Expenses.
MAINTENANCE OF WAY AND STRUCTURES.			
Superintendence.....	\$201 57	02.18	00.98
Maintenance of Roadway and track.....	7,737 12	83.82	37.81
Maintenance of track structures.....	47 78	00.52	00.23
Maintenance of buildings, docks, and wharves.....	656 98	07.12	03.21
Other maintenance of way and structures expenses.....	586 74	06.36	02.86
Total.....	\$9,230 19	100.00	45.09
MAINTENANCE OF EQUIPMENT.			
Superintendence.....	\$201 57	15.91	00.99
Locomotives—repairs.....	381 95	31.15	01.86
Cars—repairs.....	79 92	06.30	00.39
Equipment—depreciation.....	603 75	47.64	02.95
Total.....	\$1,267 19	100 00	06.19
TRAFFIC EXPENSES.			
Traffic expenses.....	\$331 91	100 00	01.62
TRANSPORTATION EXPENSES.			
Superintendence and dispatching trains.....	\$201 57	02.51	00.98
Station service.....	1,895 52	23.60	09.25
All other yard expenses.....	552 03	06.87	02.69
Road engine-men and motormen.....	1,481 03	18.45	07.24
Fuel for road locomotives.....	2,595 85	32.31	12.63
Other road locomotive supplies and expenses.....	194 63	02.42	00.95
Road trainmen.....	980 37	12.20	04.84
Train supplies and expenses.....	120 18	01.49	00.53
All other transportation expenses.....	12 20	00.15	00.06
Total.....	\$8,034 41	100.00	39.28
GENERAL EXPENSES.			
Administration.....	\$1,257 04	78.54	06.14
Insurance.....	123 78	07.78	00.61
Other general expenses.....	219 71	13.78	01.07
Total.....	\$1,600 48	100.00	07.82
RECAPITULATION OF EXPENSES.			
Maintenance of way and structures.....	\$9,230 19	.....	45.09
Maintenance of equipment.....	1,267 19	.....	06.19
Traffic expenses.....	331 91	.....	01.62
Transportation expenses.....	8,034 41	.....	39.28
General expenses.....	1,600 48	.....	07.82
Total operating expenses.....	\$20,464 18	.....	100.00

Ratio of operating expenses to operating revenues, 54.31 per cent.

HIRE OF EQUIPMENT.
EQUIPMENT INTERCHANGED.

KIND OF EQUIPMENT.	BASIS OF COMPENSATION.		Total compensation.
	Locomotive-days or Car-days		
	Number.	Rate.	
ACCRUED ON EQUIPMENT BORROWED.			
Passenger-train cars.....	2	\$3 00	\$6 00
Freight-train cars.....	8,014	20-25 & 30 cts.	2,106 10
Total			\$2,112 10

PRIVATE CARS.

CARS USED.		Number car-miles.	COMPENSATION.	
Name of Owner.	Description.		Rate.	Amount.
Eastman Car Line.....	Heater car.....	490	1 cent	\$4 80
Stark Heater Co.....	Heater car.....	378	2 cent	2 34
E. C. C.....	Heater car.....	640	4 cent	4 80
Union Tank Line.....	Oil car.....	48	1 cent	56
National Despatch.....	Heater car.....	30	1 cent	15
M. D. Transportation Co.....	Heater car.....	12	1 cent	19
Total		1,598		\$18 12

RECAPITULATION OF HIRE OF EQUIPMENT.

ACCOUNT.	Amount payable.
Equipment interchanged.....	\$2,112 10
Private cars.....	13 12
Total	\$2,125 12
Balance.....	2,125 12

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
		PROPERTY INVESTMENT.			
		Road and equipment—			
		Investment to June 30, 1907—			
\$217,925 00		Road.....	\$218,250 00		
12,075 00		Equipment.....	12,075 00		
	\$280,000 00			\$280,325 00	\$325 00
	603 75	Reserve for accrued depreciation—Cr.....		1,207 50	603 75
	\$229,396 25	Total.....		\$229,117 50	*\$278 25
		SECURITIES ISSUED OR ASSUMED—PLEGGED.			
	300,000 00	Funded debt.....		300,000 00	
	8,778 46	WORKING ASSETS.			
		Cash.....		13,472 51	4,694 06.
44 43		Net balance due from agents and conductors.....	\$100 00		
10 58		Miscellaneous accounts receivable.....	241 51		
33 50	88 51	Materials and supplies.....	387 88	729 39	640 88
	\$3,866 97	Total.....		\$14,201 90	\$5,334 93
	588,263 22	Grand total..		\$543,319 40	\$5,056 18
		LIABILITIES.			
	180,000 00	Capital stock.....		\$180,000 00	
	300,000 00	Funded debt.....		300,000 00	
	43,000 00	Receivers' certificates.....		35,000 00	*8,000 00
	\$343,000 00	Total.....		\$335,000 00	*\$8,000 00
		WORKING LIABILITIES.			
357 89		Traffic and car-service balances due to other companies.....	243 71		*114 18
173 37		Miscellaneous accounts payable.....	3 75		*169 62
	\$531 26	Total.....		247 46	*283 80
	860 00	ACCRUED LIABILITIES NOT DUE.			
		Unmatured interest, dividends, and rents payable.....		700 00	*160 00
	13,371 98	PROFIT AND LOSS.			
		Balance.....		27,371 94	13,499 98
	\$538,263 22	Grand total..		\$543,319 40	\$5,056 18

* Decrease.

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 81
General office clerks.....	1	313	463 00	1 51
Station agents.....	3	946	1,463 05	1 51
Other station men.....	4	1,266	240 33	1 11
Enginemen.....	1	343 7-10	859 19	2 51
Firemen.....	1	340	595 34	1 71
Conductors.....	1	329 5-10	614 75	1 81
Other trainmen.....	1	314 5-10	365 62	1 11
Section foremen.....	3	926 6-10	1,760 54	1 91
Other trackmen.....	9	2,303 1-10	3,703 13	1 61
Switch tenders, crossing tenders, and watchmen.....	1	363	554 50	1 51
All other employees and laborers.....	9	660 5-10	1,111 52	1 61
Total (including "General officers").....	35	8,418 9-10	\$12,641 02	\$1 51
Less "general officers".....	1	313	900 00	2 81
Total, excluding ("general officers").....	34	8,105 9-10	\$11,741 02	\$1 41
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures.....	21	3,953 2-10	6,755 19	1 71
Maintenance of equipment.....		62	180 00	2 91
Traffic expenses.....		63	180 00	2 81
Transportation expenses.....	12	3,964 7-10	4,877 83	1 21
General expenses.....	2	376	648 00	1 71

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.....	23,017			
Number of passengers carried one mile.....	216,317			
Number of passengers carried one mile per mile of road.....	14,425			
Average distance carried, miles.....	9.49			
Total passenger revenue.....		\$8,300	53	
Average amount received from each passenger.....				36 062
Average receipts per passenger per mile.....				03 836
Total passenger service train revenue.....		11,662	45	
Passenger service train revenue per mile of road.....		777	49	
Possenger service train revenue per train-mile.....				62 299
FREIGHT TRAFFIC.				
Number of tons carried of freight earning revenue..	51,201			
Number of tons carried one mile.....	588,912			
Number of tons carried one mile per mile of road...	39,261			
Average distance haul of one ton, miles.....	11.51			
Total freight revenue.....		24,275	29	
Average amount received for each ton of freight.....				47 412
Average receipts per ton per mile.....				04 122
Freight revenue per mile of road.....		1,618	35	
Freight revenue per train-mile.....				1 29 676
TOTAL TRAFFIC.				
Operating revenues.....		37,680	40	
Operating revenues per mile of road.....		2,512	03	
Operating revenues per train-mile.....				1 91 640
Operating expenses.....		20,464	18	
Operating expenses per mile of road.....		1,364	28	
Operating expenses per train-mile.....				15 494
Net operating revenue.....		17,216	22	
Net operating revenue per mile of road.....		1,148	08	
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	12.83			
Average number of tons of freight per train-mile.....	31.45			
Average number of freight cars per train-mile.....	3.34			
Average number of loaded cars per train-mile.....	2.45			
Average number of empty cars per train-mile.....	.89			
Average mileage operated during year.....	15.00			

TRAFFIC AND MILEAGE STATISTICS.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service:		
Mixed locomotive-miles.....	18,720	
Special locomotive-miles.....	942	
Switching locomotive-miles.....	101	
Total revenue locomotive mileage.....		19,763
Nonrevenue service locomotive-miles.....	60	60
CAR MILEAGE.		
Revenue Service:		
Freight car-miles—		
Loaded.....	45,872	
Empty.....	16,579	
Total freight car-miles.....		62,451
Passenger car-miles—		
Passenger.....	18,720	
Total passenger car-miles.....		18,720
Special car-miles—		
Passenger.....	1,078	
Total special car-miles.....		1,078
Total revenue car-mileage.....		82,249
Nonrevenue service car-miles.....	60	60
TRAIN MILEAGE.		
Revenue Service:		
Mixed train-miles.....	18,720	
Special train-miles.....	942	
Total revenue train mileage.....		19,662
Nonrevenue service train-miles.....	60	60

FREIGHT TRAFFIC MOVEMENT.

[Company's Material Excluded.]

COMMODITY.		Freight received from connecting roads and other carriers.	Total freight tonnage.	
			Whole tons.	Per cent.
Products of Agriculture.	Grain	1,514	1,514	02.96
	Flour	252	252	00.49
	Other mill products	306	306	00.59
	Hay	98	111	00.22
	Tobacco	5	5	00.01
	Fruit and vegetables	5,998	6,018	11.75
	Other products of agriculture	214	214	00.42
Total		6,310	8,420	16.44
Products of Animals.	Live stock	427	427	00.83
	Other packing-house products	25	25	00.04
	Wool	6	168	00.33
	Hides and leather	5	5	00.01
Total		438	625	01.21
Products of Mines.	Anthracite coal	327	327	00.64
	Bituminous coal	2,739	2,739	05.35
	Coke	58	58	00.11
	Stone, sand and other like articles	1,497	1,497	02.94
	Other products of mines	22	22	00.04
Total		1,497	4,643	09.08
Products of Forests.	Lumber	11,763	12,174	23.78
	Other products of forests	10,740	19,515	38.12
	Total		22,503	31,689	61.90
Manufactures.	Petroleum and other oils	66	66	00.13
	Sugar	60	60	00.12
	Iron, pig and bloom	112	112	00.22
	Other castings and machinery	104	104	00.20
	Cement, brick and lime	131	131	00.25
	Agricultural implements	12	12	00.02
	Wagons, carriages, tools, etc.	2	2	00.01
	Wines, liquors and beers	3	3	00.01
	Household goods and furniture	48	63	00.12
	Other manufactures	177	177	00.34
Total		160	730	01.42
Miscellaneous:	Other commodities not mentioned above	964	5,094	09.95
Total tonnage		31,872	51,201	100.00

DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1909.	Number on June 30, 1910.	NUMBER FITTED WITH—	
			Train brake.	Automatic coupler.
Locomotives owned and in service.....	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.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	Line owned —main line.	Total mileage operated.	Rails—Steel.
Miles of single track.....	15.00	15.00	15.00
Miles of yard track and sidings.....	1.37	1.37	1.37
Total mileage operated (all tracks).....	16.37	16.37	16.37

NEW TIES LAID DURING YEAR.

KIND.	Number.	Average price at distributing point. Cents.
Cedar.....	3,117	29½

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL-TONS.	Miles run.	Average pounds consumed per mile.
	Bituminous.		
REVENUE SERVICE.			
Mixed.....	53,404	18,720	57.05
Special.....	2,687	942	57.04
Switching.....	288	101	57.08
Nonrevenue service.....	171	60	57.00
Total.....	56,550	19,823	57.05
Average cost at distributing point.....	\$4 72		

CHARACTERISTICS OF ROAD.
BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate Length.	Minimum Length.	Maximum Length.
		Feet.	Feet.	Feet.
BRIDGES.				
Iron.....	2	183	60	123

Gage of track, 4 feet, 8½ inches. 15.00 miles.

**Report of the Somerset Railway Company for the Year Ending
June 30, 1910.**

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.
Samuel Hemingway.....	New Haven, Conn.....	
Edward P. Ricker.....	South Poland, Maine.....	
Henry B. Cleaves.....	Portland, Maine.....	
John F. Hill.....	Augusta, Maine.....	
Wm. M. Ayers.....	Oakland, Maine.....	
Weston Lewis.....	Gardiner, Maine.....	
Seth M. Carter.....	Auburn, Maine.....	
Morris McDonald.....	Portland, Maine.....	
Frederic C. Dumaine.....	Concord, Mass.....	
Charles S. Mellen.....	New Haven, Conn.....	

PRINCIPAL OFFICERS.

TITLE.	Name.	Official Address.
President.....	Lucius Tuttle.....	Portland, Me.....
Vice President.....	Morris McDonald.....	Portland, Me.....
Second Vice President & Comp. Clerk of Corporation.....	Geo. S. Hobbs.....	Portland, Me.....
Treasurer.....	Henry B. Cleaves.....	Portland, Me.....
Chief Engineer.....	Geo. W. York.....	Portland, Me.....
Superintendent.....	Theodore L. Dunn.....	Portland, Me.....
General Freight Agent.....	Geo. H. Foster.....	Oakland, Me.....
General Passenger Agent.....	Wm. K. Sanderson.....	Portland, Me.....
	Frederic E. Boothby.....	Portland, Me.....

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors. October 20, 1909.
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. 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, 1910? 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 per cent.

Whether control was direct or indirect. Direct.

Did any individual, association or corporation, as trustee, control the respondent on June 30, 1910? No.

ROAD OPERATED.

NAME.	TERMINI.		Miles of the for each road named.	Miles of the 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	
	Bomerset 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 not held by respondent.
CAPITAL STOCK.					
Common.....	7,366,4876	\$100	\$736,649	\$706,900	\$706,900
Somerset Railway stock.....				100	100
Somerset Railroad bonds and coupons..				29,649	29,649
Total.....	7,366,4876		\$736,649	\$736,649	\$736,649

PURPOSE OF THE ISSUE.	Total number of shares outstanding.
Issued for reorganization, common.....	7,069
Somerset Railway stock.....	1
Somerset Railroad bonds and coupons.....	296,4876
Total.....	7,366,4876

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.

DESIGNATION OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.			
	Date of issue.	Date of maturity.				Rate \$.	When payable.	Amount accrued during year.	Amount paid during year.
MORTGAGE BONDS.									
Somerset Ry., 1st mortgage.....	July 1, 1837	July 1, 1917	\$225,000	\$225,000	\$225,000	5	January & July..	\$11,250	\$11,212 50
Somerset Ry., consol. mortgage.....	July 2, 1900	July 2, 1953	420,000	172,500	172,500	4	January & July..	6,900	6,900 00
Somerset Ry., 1st mortgage and ref....	July 1, 1905	July 1, 1955	1,500,000	864,000	864,000	4	January & July..	34,560	34,660 00
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	76,125 00
Total			\$3,645,000	\$2,761,500	\$2,761,500			\$127,710	\$128,897 50

SOMERSET RAILWAY.

RAILROAD COMMISSIONERS' REPORT.

RECAPITULATION OF FUNDED DEBT.

KIND OF BOND OR OBLIGATION.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.	
			Amount accrued during year, charged to income.	Amount paid during year.
Mortgage bonds.....	\$1,261,500	\$1,261,500	\$52,710	\$52,772 50
Plain bonds, debentures and notes.....	1,500,000	1,500,000	75,000	76,125 00
Total.....	\$2,761,500	\$2,761,500	\$127,710	\$128,897 50
PURPOSE OF THE ISSUE.		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 LINE.	
		To railways.	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

SECURITY FOR FUNDED DEBT.

DESIGNATION 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 DURING THE YEAR

ACCOUNT.	From current funds.	Total.
Right of way and station grounds.....	\$100 00	\$100 00
Real estate	100 00	100 00
Bridges, trestles and culverts	2,115 48	2,115 48
Increased weight of rail.....	60 96	60 96
Track fastenings and other material.....	2,315 96	2,315 96
Ballast.....	6,014 52	6,014 52
Sidings and spur tracks	3,297 62	3,297 62
Station buildings and fixtures	389 20	389 20
Reconstruction of road purchased.....	*3,071 03	*3,071 03
Equipment	*3,008 00	*3,008 00
Total—entire line	\$8,264 71	\$8,264 71

* Credits.

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907.

ACCOUNT.	Expenditures for additions and betterments during the year.	Total expenditures, July 1, 1907, to June 30, 1908.	Total expenditures, July 1, 1907, to June 30, 1910.
ROAD.			
Engineering		\$1,772 58	\$1,772 58
Right of way and station grounds.....	\$100 00	2,145 42	2,245 42
Real estate.....	100 00	277 94	377 94
Grading.....	*213 93	21,927 09	21,713 16
Bridges, trestles and culverts.....	2,115 48	82,302 91	84,418 39
Ties.....	155 07	2,183 05	2,398 12
Rails.....	906 70	40,678 89	41,585 59
Frogs and switches.....	334 42	1,485 23	1,819 65
Track fastenings and other material.....	2,624 81	1,311 17	3,935 98
Ballast.....	6,470 33	22,430 42	28,900 75
Track laying and surfacing.....	1,411 66	22,374 19	23,785 85
Roadway tools.....		61 52	61 52
Station buildings and fixtures.....	339 20	18,932 31	14,271 51
Shops, enginehouses and turntables.....		9,939 61	9,939 61
Shop machinery and tools.....		2,314 29	2,314 29
Water stations.....		777 36	777 36
Fuel stations.....		1,684 16	1,684 16
Dock and wharf property.....		4,845 72	4,845 72
Miscellaneous structures.....		12,993 60	12,993 60
Rent of equipment.....		1,477 00	1,477 00
Repairs of equipment.....		117 71	117 71
Cost of road purchased.....	*3,071 03	132,587 80	129,516 77
Total.....	\$11,272 71	\$379,619 97	\$390,892 68
EQUIPMENT.			
Steam locomotives.....		*\$4,131 31	*\$4,131 31
Passenger-train cars.....		*600 00	*600 00
Freight-train cars.....	*1,875 63	54,955 82	53,080 19
Work equipment.....	*1,132 37	821 63	*810 74
Floating equipment.....		*700 00	*700 00
Total.....	*\$3,008 00	\$50,346 14	\$47,338 14
GENERAL EXPENDITURES.			
Insurance.....		\$704 62	\$704 62
Interest and commissions.....		6,292 00	6,292 00
Total.....		\$6,996 62	\$6,996 62
RECAPITULATION.			
Road.....	\$11,272 71	\$379,619 97	\$390,892 68
Equipment.....	*3,008 00	50,346 14	47,338 14
General expenditures.....		6,996 62	6,996 62
Total—entire line.....	\$8,264 71	\$436,962 73	\$446,227 44

* Credit.

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	Amount— Entire line.
INVESTMENT TO JUNE 30, 1907.	
Road.....	\$2,668,022 01
Equipment.....	323,168 12
Investment since June 30, 1907	445,227 44
Total.....	\$3,436,417 57
Reserve for accrued depreciation—Cr.....	44,395 98
Net total	\$3,392,021 59
Cost per mile of line	36,089 18

INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenues.....	\$330,063 79		
Operating expenses.....	253,003 13		
Net operating revenue.....		\$77,060 66	
Total net revenue.....		\$77,060 66	
Taxes accrued		1,283 48	
Operating income.....			\$75,777 18
OTHER INCOME.			
Interest on other securities, loans, and accounts.....		\$396 42	
Miscellaneous income		274 50	
Total other income.....			\$670 92
Gross corporate income.....			\$76,448 10
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Other Rents—Debits:			
Hire of equipment—balance.....		\$1,527 97	
Interest accrued on funded debt.....		127,710 00	
Other interest.....		1,185 94	
Total deductions.....			\$130,423 91
Net corporate loss.....			\$53,975 81
Balance for year carried forward to debit of profit and loss.....			\$53,975 81

PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance June 30, 1909.....	\$74,915 55	*Additions for Year:	
Balance for year brought forward from income account.....	53,975 81	Sundry items.....	\$1,646 29
For depreciation of equipment prior to July 1st, 1907	412 01	Balance debit, June 30, 1910, carried to general balance sheet	127,657 08
	<u>\$129,303 37</u>		<u>\$129,303 37</u>

*Additions for year:	
Adjustment of inventories,	\$1,594 66
Sundry items,	51 63
	<u>\$1,646 29</u>

OPERATING REVENUES.

ACCOUNT.	Total revenues.
Revenue from Transportation :	
Freight revenue.....	\$213,411 65
Passenger revenue.....	102,104 26
Excess baggage revenue.....	1,097 60
Mail revenue.....	5,703 05
Express revenue.....	4,926 04
Other passenger-train revenue.....	98 20
Total passenger service train revenue.....	<u>\$113,929 15</u>
Switching revenue.....	240 00
Special service train revenue.....	196 00
Total revenue from transportation.....	<u>\$327,776 80</u>
Revenue from Operations Other than Transportation :	
Station and train privileges.....	360 35
Parcel-room receipts.....	29 40
Storage—baggage.....	85 10
Car service.....	826 00
Telegraph and telephone service.....	637 82
Rents of buildings and other property.....	224 91
Miscellaneous.....	123 41
Total revenue from operations other than transportation.....	<u>\$2,286 99</u>
Total operating revenues.....	<u>\$330,063 79</u>

OPERATING EXPENSES.

ACCOUNT.	Amount.	Ratio to total of general account. (Per cent.)	Ratio to total operating expenses (Per cent.)
MAINTENANCE OF WAY AND STRUCTURES.			
Superintendence.....	\$3,041 70	04.04	01.20
Ballast.....	253 54	00.34	00.10
Ties.....	10,432 69	13.85	04.12
Rails.....	1,168 92	01.55	00.46
Other track material.....	2,658 94	03.53	01.05
Roadway and track.....	42,017 72	55.74	16.60
Removal of snow, sand and ice.....	3,837 40	05.09	01.52
Bridges, trestles and culverts.....	612 29	00.81	00.25
Over and under grade crossings.....	68 24	00.09	00.03
Grade crossings, fences, cattle guards and signs.....	2,414 76	03.20	00.95
Signals and interlocking plants.....	7 58	00.01	
Telegraph and telephone lines.....	1,420 32	01.88	00.56
Buildings, fixtures and grounds.....	6,581 84	08.73	02.60
Docks and wharves.....	2 33		
Roadway tools and supplies.....	592 69	00.79	00.23
Injuries to persons.....	197 00	00.26	00.08
Stationery and printing.....	68 97	00.09	00.03
Other expenses.....	50		
Total.....	\$75,377 43	100.00	29.78
MAINTENANCE OF EQUIPMENT.			
Superintendence.....	2,754 56	05.10	01.09
Steam locomotives—repairs.....	15,862 89	29.35	06.27
Steam locomotives—depreciation.....	4,500 96	08.33	01.78
Passenger-train cars—repairs.....	3,424 73	06.34	01.35
Passenger-train cars—depreciation.....	848 40	01.56	00.34
Freight-train cars—repairs.....	12,489 82	23.11	04.94
Freight-train cars—renewals.....	426 91	00.79	00.17
Freight-train cars—depreciation.....	9,041 55	16.73	03.57
Work equipment—repairs.....	2,369 05	04.38	00.94
Work equipment—renewals.....	9 3 06	01.71	00.37
Work equipment—depreciation.....	990 33	01.83	00.39
Shop machinery and tools.....	227 44	00.42	00.09
Injuries to persons.....	56 00	00.11	00.02
Stationery and printing.....	131 13	00.24	00.05
Total.....	\$54,046 23	100.00	21.37
TRAFFIC EXPENSES.			
Superintendence.....	\$659 34	35.28	00.26
Outside agencies.....	16 37	00.88	00.01
Advertising.....	910 79	48.73	00.36
Industrial and immigration bureaus.....	17 80	00.92	00.01
Stationery and printing.....	265 25	14.19	00.10
Total.....	\$1,869 05	100.00	00.74

OPERATING EXPENSES—CONCLUDED.

ACCOUNT.	Amount.	Ratio to total of general account. (Per cent.)	Ratio to total operating expenses. (Per cent.)
TRANSPORTATION EXPENSES.			
Superintendences.....	\$1,865 09	01.64	00.74
Dispatching train.....	330 02	00.30	00.13
Station employees.....	11,946 92	10.51	04.72
Station supplies and expenses.....	2,181 52	01.92	00.86
Yard supplies and expenses.....	146 00	00.13	00.06
Yard enginemen.....	998 60	00.87	00.39
Enginehouse expenses—yard.....	4 88	00.01	
Fuel for yard locomotives.....	4,023 48	03.54	01.59
Lubricants for yard locomotives.....	57 92	00.05	00.02
Other supplies for yard locomotives.....	18		
Operating joint yards and terminals—Dr.....	439 79	00.39	00.17
Road enginemen.....	12,075 48	10.63	04.77
Enginehouse expenses—road.....	5,203 92	04.59	02.06
Fuel for road locomotives.....	43,793 57	38.55	17.31
Water for road locomotives.....	2,403 64	02.12	00.95
Lubricants for road locomotives.....	485 51	00.43	00.19
Other supplies for road locomotives.....	334 54	00.29	00.13
Road trainmen.....	15,742 20	13.86	06.22
Train supplies and expenses.....	2,901 17	02.55	01.15
Interlockers and block and other signals—operation.....	2 79		
Crossing flagmen and gatemen.....	814 84	00.72	00.32
Clearing wrecks.....	399 89	00.35	00.16
Telegraph and telephone—operation.....	140 92	00.12	00.06
Stationery and printing.....	1,314 85	01.16	00.52
Other expenses.....	15 75	00.01	00.01
Loss and damage—freight.....	625 89	00.55	00.25
Damage to property.....	3,038 56	02.68	01.20
Damage to stock on right of way.....	95 00	00.08	00.04
Injuries to persons.....	993 91	00.88	00.40
Operating joint tracks and facilities—Dr.....	1,210 00	01.07	00.48
Total.....	\$113,589 83	100.00	44.90
GENERAL EXPENSES.			
Salaries and expenses of general officers.....	211 54	02.61	00.08
Salaries and expenses of clerks and attendants.....	2,776 62	34.23	01.10
Law expenses.....	953 52	11.82	00.38
Insurance.....	2,989 31	36.85	01.18
Stationery and printing.....	195 20	02.41	00.08
Other expenses.....	979 40	12.08	00.39
Total general expenses.....	\$8,110 59	100.00	03.21
RECAPITULATION OF EXPENSES.			
Maintenance of way and structures.....	75,377 43		29.78
Maintenance of equipment.....	54,046 23		21.37
Traffic expenses.....	1,869 05		00.74
Transportation expenses.....	113,599 83		44.90
General expenses.....	8,110 59		03.21
Total operating expenses.....	\$253,003 13		100.00

Ratio of operating expenses to operating revenues, 76.65 per cent.

MISCELLANEOUS INCOME.

SOURCE OF INCOME.	Gross income.	Expenses.	Net miscellaneous income.
Rented property not used in operation of road.....	\$761 54	\$487 04	\$274 50

HIRE OF EQUIPMENT.

EQUIPMENT INTERCHANGED.

KIND OF EQUIPMENT.	BASIS OF COMPENSATION.				Total Compensation.
	Locomotive-Days or Car-Days.		Locomotive-Miles or Car-Miles.		
	Number.	Rate.	Number.	Rate.	
ACCRUED ON EQUIPMENT BORROWED.					
Passenger locomotives.....	73				\$365 00
Freight locomotives.....	80				400 00
Passenger-train cars.....			25,850		541 17
Freight-train cars.....	42,330		321,045		8,971 99
Work cars.....	464				158 00
Total.....	42,947		346,895		\$10,436 16
ACCRUED ON EQUIPMENT LOANED.					
Work locomotives.....	5				\$34 00
Passenger-train cars.....			660		9 90
Freight-train cars.....	32,496		411,932		7,034 70
Work cars.....	404				2,672 00
Total.....	32,905		412,642		\$9,750 60

HIRE OF EQUIPMENT—CONCLUDED.
PRIVATE CARS.

CARS USED.		Number car-miles.	COMPENSATION.	
Name of owner.	Description.		Rate. Cents.	Amount.
The Pullman Company	Parlor & sleeping	38,584	2	\$771 68
Armour Car Lines	Freight	708	3	5 31
Chicago, New York, Boston Ref. Co.	Freight	81	3	61
Gulf Refining Co.	Freight	3,475	3	26 06
Morris & Co.	Freight	43	3	32
Merchants' Despatch Trans- portation Co.	Freight	153	3	1 15
National Despatch Line	Freight	137	6-10	82
Starks Heater Car Co.	Freight	2,168	3	16 26
Swift Refrigerator Co.	Freight	727	3	5 45
Union Tank Line	Freight	1,967	3	14 75
Total .....	.....	48,043		\$842 41

RECAPITULATION OF HIRE OF EQUIPMENT.

ACCOUNT.	Amount receivable.	Amount payable.
Equipment interchanged	\$9,750 60	\$10,436 16
Private cars		842 41
Total	\$9,750 60	\$11,278 57
Balance		\$1,527 97

SOMERSET RAILWAY.

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COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
		PROPERTY INVESTMENT.			
		Road and equip- ment—			
		Investment to June 30, 1907—			
\$2,668,022 01		Road.....	\$2,668,022 01		
323,168 12	\$2,991,190 13	Equipment.....	323,168 12	\$2,991,190 13	
		Investment since June 30, 1907—			
\$379,619 97		Road.....	\$390,892 68		
50,346 14		Equipment.....	47,338 14		
6,996 62	496,962 73	General expendi- tures.....	6,996 62	445,227 44	\$8,264 71
	\$3,428,152 86	Reserve for accrued depreciation—Cr.....		\$3,436,417 57	\$8,264 71
	29,477 03			44,895 98	14,918 95
	\$3,398,675 83	Total.....		\$3,392,021 59	*\$6,654 24
		WORKING ASSETS.			
	\$34,072 00	Cash.....		\$48,430 84	\$14,358 84
\$3,184 63		Traffic and car- service balances due from other companies.....	\$5,571 48		
14,128 43		Net balance due from Agents and conductors.....	6,327 91		
36,563 86		Miscellaneous ac- counts receivable..	39,525 08		
61,876 60		Materials and sup- plies.....	42,309 06		
47 40	115,800 92	Other working assets.....	4 65	93,738 18	*22,062 74
	\$149,872 92	Total.....		\$142,169 02	*\$7,703 90
		DEFERRED DEBIT ITEMS.			
	\$1,828 53	Rents and insur- ance paid in advance.....		\$1,716 50	*\$112 03
	\$74,915 55	PROFIT AND LOSS.			
		Balance.....		127,657 08	52,741 53
	\$3,625,292 83	Grand total..		\$3,663,564 19	\$38,271 36

* Decrease.

COMPARATIVE GENERAL BALANCE SHEET—CONCLUDED.

JUNE 30, 1909.		LIABILITIES.	JUNE 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
		STOCK.			
	\$706,900 00	Capital Stock—			
	29,748 76	Common stock not held by company		\$706,900 00	
		Stock liability for conversion of outstanding securities of constituent companies		29,748 76	
	\$736,648 76	Total		\$736,648 76	
		MORTGAGE, BONDED, AND SECURED DEBT.			
	\$1,261,500 00	Funded debt—			
		Mortgage bonds— not held by company		\$1,261,500 00	
	1,500,000 00	Plain bonds, debentures and notes— not held by company		1,500,000 00	
	\$2,761,500 00	Total		\$2,761,500 00	
		WORKING LIABILITIES.			
		Loans and bills payable		\$100,000 00	
	\$38,404 84	Traffic and car-service balances due to other companies		\$2,167 58	
	48,070 64	Audited vouchers and wages unpaid		26,232 62	
	504 17	Miscellaneous accounts payable		682 43	
	31,175 00	Matured interest, dividends and rents unpaid		29,987 50	
	\$118,154 65	Total		\$159,070 13	\$40,915 48
		ACCRUED LIABILITIES NOT DUE.			
	6,250 00	Unmatured interest, dividends and rents payable		\$6,250 00	
	262 65	Taxes accrued		95 30	
	\$6,512 65	Total		\$6,345 30	*\$167 35
		DEFERRED CREDIT ITEMS.			
	\$2,476 77	Other deferred credit items			*\$2,476 77
	\$3,625,292 83	Grand total		\$3,663,564 19	\$38,271 36

*Decrease.

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	\$4,090 00	\$3 93
General office clerks.....	1	521	795 00	1 53
Station agents.....	12	3,943	7,842 20	1 99
Other Station men.....	6	2,299	3,709 79	1 61
Enginemen.....	8	2,889	8,942 80	3 10
Firemen.....	10	2,637	5,450 00	2 07
Conductors.....	7	2,289	7,116 45	3 11
Other trainmen.....	19	5,158	10,144 06	1 97
Machinists.....	7	2,459	4,836 05	1 97
Carpenters.....	14	4,575	8,804 55	1 92
Other shopmen.....	8	2,005	3,984 75	1 99
Section foremen.....	18	6,011	12,986 70	2 16
Other trackmen.....	86	23,848	40,784 45	1 71
Switch tenders, crossing tenders, and watchmen.....	3	1,098	1,519 05	1 38
Telegraph operators and dispatchers.....		159	337 15	2 12
All other employees and laborers.....	32	9,686	17,858 63	1 84
Total (including "general officers").....	244	70,619	\$139,151 16	\$1 97
Less "general officers".....	10			
Total (excluding "general officers").....	234	70,619	\$139,151 16	\$1 97
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures.....	115	34,882	\$64,525 41	\$1 85
Maintenance of equipment.....	32	10,195	20,282 65	1 99
Transportation expenses.....	87	25,542	54,343 10	2 13
General expenses.....	10			

Ten general officers receiving pay from the Maine Central Railroad Co. employed in similar capacities with this company without compensation work 3,950 days.

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	120,030			
Number of passengers carried one mile	3,439,329			
Number of passengers carried one mile per mile of road	36,592			
Average distance carried, miles	28.65			
Total passenger revenue		102,104	26	
Average amount received from each passenger			85	066
Average receipts per passenger per mile			02	966
Total passenger service train revenue		113,929	15	
Passenger service train revenue per mile of road		1,212	14	
Passenger service train revenue per train-mile			90	572
FREIGHT TRAFFIC.				
Number of tons carried of freight earning revenue	315,816			
Number of tons carried one mile	9,056,553			
Number of tons carried one mile per mile of road	96,357			
Average distant haul of one ton	28.68			
Total freight revenue		213,411	65	
Average amount received for each ton of freight			67	575
Average receipts per ton per mile			02	856
Freight revenue per mile of road		2,270	58	
Freight revenue per train-mile			247	574
TOTAL TRAFFIC.				
Operating revenues		330,063	79	
Operating revenues per mile of road		3,511	69	
Operating revenues per train-mile		1	71	431
Operating expenses		253,003	13	
Operating expenses per mile of road		2,691	81	
Operating expenses per train-mile		1	31	407
Net operating revenue		77,060	66	
Net operating revenue per mile of road			819	88
Average number of passengers per car-mile	13			
Average number of passengers per train-mile	27			
Average number of passenger cars per train-mile	2.67			
Average number of tons of freight per loaded car-mile	13.81			
Average number of tons of freight per train-mile	105.06			
Average number of freight cars per train-mile	11.78			
Average number of loaded cars per train-mile	7.61			
Average number of empty cars per train-mile	3.17			
Average mileage operated during year	93.99			

TRAFFIC AND MILEAGE STATISTICS.

CLASSIFICATION.	Item.	Total.
Locomotive Mileage:		
Revenue service—		
Freight locomotive-miles.....	68,048	
Passenger locomotive-miles.....	106,156	
Mixed locomotive-miles.....	19,700	
Special locomotive-miles.....	890	
Switching locomotive-miles.....	28,419	
Total revenue locomotive mileage.....		222,683
Nonrevenue service locomotive-miles.....		22,413
Car Mileage:		
Revenue service—		
Freight car-miles—		
Loaded.....	655,762	
Empty.....	278,695	
Caboose.....	86,121	
Total freight car-miles.....		1,015,578
Passenger car-miles—		
Passenger.....	217,063	
Sleeping, parlor and observation.....	38,766	
Other passenger-train cars.....	79,532	
Total passenger car-miles.....		335,361
Special car-miles—		
Passenger.....		478
Total revenue car mileage.....		1,351,417
Nonrevenue service car-miles.....		209,075
Train mileage:		
Revenue service—		
Freight train-miles.....	66,449	
Passenger train-miles.....	106,037	
Mixed train-miles.....	19,752	
Special train-miles.....	296	
Total revenue train mileage.....		192,534
Nonrevenue service train-miles.....		18,568

FREIGHT TRAFFIC MOVEMENT.
(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.		Freight received from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of Agriculture	Grain.....	5,854	6,913	02.19
	Flour.....	1,654	1,964	00.62
	Other mill products.....	1,438	1,641	00.52
	Hay.....	791	3,144	00.99
	Tobacco.....	6	6	00.01
	Fruit and vegetables.....	81	7,548	02.39
	Other products of agriculture.....	58	110	00.03
	Total.....	9,882	21,826	06.75
Products of Animals.	Live stock.....	252	846	00.27
	Dressed meats.....	63	124	00.04
	Other packing-house products.....	102	122	00.04
	Poultry, game, and fish.....	14	15	00.01
	Wool.....	328	349	00.11
	Hides and leather.....	15	37	00.01
	Other products of animals.....	31	48	00.01
	Total.....	805	1,541	00.49
Products of Mines.	Anthracite coal.....	3,529	3,529	01.11
	Bituminous coal.....	22,387	22,387	07.09
	Coke.....	114	131	00.04
	Stone, sand, and other like articles.....	255	12,724	04.03
	Other products of mines.....	2,837	2,367	00.91
	Total.....	29,122	41,638	13.18
Products of Forests.	Lumber.....	2,125	38,272	12.12
	Other products of forests.....	125	104,651	33.14
	Total.....	2,250	142,923	45.26
Manufactures.	Petroleum and other oils.....	1,784	1,788	00.56
	Sugar.....	209	225	00.07
	Iron, pig and bloom.....	65	699	00.22
	Iron and steel rails.....	17	205	00.06
	Other castings and machinery.....	1,655	2,360	00.75
	Bar and sheet metal.....	155	195	00.06
	Cement, brick, and lime.....	7,627	7,937	02.52
	Agricultural implements.....	39	40	00.01
	Wagons, carriages, tools, etc.....	72	92	00.03
	Wines, liquors, and beers.....	10	11	00.01
	Household goods and furniture.....	159	412	00.13
	Other manufactures.....	1,113	78,473	24.85
	Total.....	12,905	92,437	29.27
Merchandise.....		7,286	9,787	03.10
Miscellaneous: Other commodities not mentioned above.....		5,311	6,164	01.95
	Total tonnage—Entire line.....	67,561	315,816	100.00

DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1909.	Number added during year.	Number retired during year.	Number on June 30, 1910.	NUMBER FITTED WITH—	
					Train brake.	Auto-matic coupler.
LOCOMOTIVES—OWNED OR LEASED.						
Passenger.....	5	2		7	7	7
Freight.....	6		2	4	4	4
Total locomotives owned and in service.....	11	2	2	11	11	11
CARS—OWNED OR LEASED.						
In Passenger Service:						
First-class cars.....	7			7	7	7
Combination cars.....	2			2	2	2
Baggage, express, and postal cars....	4			4	4	4
Total.....	13			13	13	13
In Freight Service:						
Box cars.....	103			103	103	103
Flat cars.....	93		5	88	88	88
Coal cars.....	50			50	50	50
Other cars in freight service.....	300			300		
Total.....	546		5	541	241	241
In Company's Service:						
Derrick cars.....	1			1	1	1
Caboose cars.....	4			4	4	4
Other road cars.....	33		1	32	32	32
Total.....	38		1	37	37	37
Total cars owned and in service..	597		6	591	291	291

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	LINE OWNED.		Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.		Iron.	Steel.
Miles of single track.....	90.67	3.32	93.99	.06	93.93
Miles of yard track and sidings.....	17.89		17.89	1.28	16.61
Total mileage operated (all tracks).....	108.56	3.32	111.88	1.34	110.54

MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	RAILS.	
	Main line.	Branches and spurs.		Iron.	Steel.
Maine.....	90.67	3.32	93.99	.06	93.93

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.
Steel:	1.77	70	31.09	Cedar ties.....	25,281	36.4
	77.24	75	31.09	Hard pine switch.....	1,064	84.5
				Hard pine bridge.....	377	192.
Total steel.....	79.01		31.09	Total.....	26,742	40.5

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		Fuel oil—gallons.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.				
REVENUE SERVICE.						
Freight.....		4,659 711	122,432	5,344,949	68,048	157.09
Passenger.....		3,594,1109	195,005	4,686,1165	106,156	88.30
Mixed.....		770,1869	32,594	953 882	19,700	96.80
Spectal.....		61500	1,114	121977	360	72.16
Switching.....		1,160,1687	25,408	1,308 256	28,419	91.71
Nonrevenue service.....		635,1924	48,659	906 905	22,418	81.06
Total.....		10,828 760	425,212	13,209,1134	245,096	107.79
Average cost at distributing point.....		\$3.652	\$0.027	\$3.848		

It is estimated by this company that 200 gallons of fuel oil equals one gross ton of bituminous coal.

ACCIDENTS TO PERSONS.

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.							
	Train-men.		Track-men.		Other em- ployees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or uncoupling.....		1						1
Falling from trains, locomotives, or cars.....	1					1	1	2
Jumping on or off trains, locomotives, or cars.....		2						2
Other causes.....		1		2		1		4
Total.....	1	4		2		2	1	8

KIND OF ACCIDENT.	OTHER PERSONS.			
	Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.
Other causes.....		1		1
Total.....		1		1

SUMMARY. [Tables A and B.]		TOTAL.	
		Killed.	Injured.
TABLE A.			
Railway employees.....		1	8
Other persons.....			1
TABLE B.			
Railway employees.....			6
Grand total.....		1	15

RAILROAD COMMISSIONERS' REPORT.

ACCIDENTS TO PERSONS—CONCLUDED.

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.							
	Shop-men.		Track-men.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Handling tools, machinery, etc	2 .....	.....	3 .....	.....	.....	.....	5
Handling supplies, etc.....	1 .....	.....	1
Total.....	2 .....	.....	3 .....	.....	1 .....	.....	6

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 RAILWAY CROSSINGS.			
Iron.....	19	2,233	25	579	Bridges.....	1	21	
Wooden.....	1	607	607	607				
Total.....	20	2,840						
TRESTLES.								
Steel.....	1	500	500	500				
Wood.....	1	337	337	337				

Gage of track, 4 feet, 8½ inches—93.99 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

TOTAL.		OPERATED BY ANOTHER COMPANY.			
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 Company.	

SOMERSET RAILWAY.

Report of the Washington County Railway Company for the Year Ending June 30, 1910.

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.
Joseph W. Symonds.....	Portland, Maine.....	
George A. Curran.....	Calais, Maine.....	
Samuel Hemingway.....	New Haven, Conn.....	
William P. Frye.....	Lewiston, Maine.....	
Franklin A. Wilson.....	Bangor, Maine.....	
Charles S. Mellen.....	New Haven, Conn.....	
Morris McDonald.....	Portland, Maine.....	
William M. Nash.....	Cherryfield, Maine.....	
Weston Lewis.....	Gardiner, Maine.....	
Edward P. Ricker.....	South Poland, Maine.....	
Frederic C. Dumaine.....	Concord, Mass.....	

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 Asnault.....	Calais, Maine.
General Freight Agent.....	William K. Sanderson.....	Portland, Maine.
General Passenger Agent.....	Frederic E. Boothby.....	Portland, Maine.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors. October 20, 1909.
 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. 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, 1910? 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 per cent.

Whether control was direct or indirect. Direct.

Did any individual, association or corporation, as trustee, control the respondent on June 30, 1910? 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	.....
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	.....
Total.....				31.19
				183.68

CAPITAL STOCK.

KIND.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.
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.

DESIGNATION OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.			
	Date of issue.	Date of maturity.				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. and July ...	\$87,500 00	\$87,220

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.

KIND OF BOND OR OBLIGATION.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.	
			Amount accrued during year— Charged to income.	Amount paid during year.
Mortgage bonds.....	\$2,500,000	\$2,500,000	\$87,500	\$87,220

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.	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		\$36,028

SECURITY FOR FUNDED DEBT.

DESIGNATION OF BOND OR OBLIGATION.	ROAD OR TRACKS MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Washington County Railway Co., first mortgage bonds....	Calais	Washington Jc	} 138.78	\$18,014
	Ayers Junction	Eastport.....		
	St. Croix Jct...	Princeton		
	Woodland Jct.	Woodland		
	Ind'str'l tracks			

All equipment mortgaged.

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR.

ACCOUNT.	From current funds.	From special appropriations.	Total.
Right of way and station grounds.....	\$100 00	\$1,020 00	\$1,120 00
Widening cuts and fills.....		1,131 88	1,131 88
Protection of banks.....		44 24	44 24
Bridges, trestles and culverts.....		5,976 68	5,976 68
Increased weight of rail.....		240 00	240 00
Track fastenings and other material.....		1,292 79	1,292 79
Sidings and spur tracks.....		2,760 92	2,760 92
Block and other signal apparatus.....		98 94	98 94
Station buildings and fixtures.....		9,640 30	9,640 30
Shops, enginehouses, and turntables.....		2,345 88	2,345 88
Water and fuel stations.....		3,568 05	3,568 05
Equipment.....		2,200 00	2,200 00
Total—entire line.....	\$100 00	\$30,319 68	\$30,419 68

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907.

ACCOUNT.	Expenditures for additions and betterments during the year.	Total expenditures, July 1, 1907, to June 30, 1909.	Total expenditures, July 1, 1907, to June 30, 1910.
ROAD.			
Right of way and station grounds.....	\$1,120 00	\$1,040 00	\$2,160 00
Real estate.....		*10 00	*10 00
Grading.....	1,569 52	2,933 87	4,503 39
Bridges, trestles, and culverts.....	5,976 68	6,553 43	12,580 11
Ties.....	695 40	1,477 83	2,173 23
Rails.....	1,085 99	1,298 26	2,384 25
Frogs and switches.....	243 63	816 81	1,060 49
Track fastenings and other material.....	1,436 79	97 13	1,533 92
Track laying and surfacing.....	438 46	1,218 96	1,657 41
Crossings and signs.....		1,373 88	1,373 88
Interlocking and other signal apparatus.....	98 94		98 94
Station buildings and fixtures.....	9,640 30	5,303 66	14,943 96
Shops, enginehouses, and turntables.....	2,345 88	22,025 11	24,370 99
Shop machinery and tools.....		1,719 19	1,719 19
Water stations.....		368 39	368 39
Fuel stations.....	3,568 05		3,568 05
Miscellaneous structures.....		346 19	346 19
Total.....	\$28,219 68	\$46,562 71	\$74,782 39
EQUIPMENT.			
Steam locomotives.....	1,200 00	*1,212 41	*12 41
Passenger-train cars.....		825 50	825 50
Freight-train cars.....	1,000 00	2,950 56	3,950 56
Work equipment.....		170 83	170 83
Total.....	\$2,200 00	\$2,734 48	\$4,934 48
RECAPITULATION,			
Road.....	28,219 68	46,562 71	74,782 39
Equipment.....	2,200 00	2,734 48	4,934 48
Total—entire line.....	\$30,419 68	\$49,297 19	\$79,716 87

*Credit.

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	Amount—entire line.
Investment to June 30, 1907:	
Road.....	\$4,782,444 73
Equipment.....	196,050 99
Investment since June 30, 1907.....	79,716 87
Total.....	\$5,058,212 59
Reserve for accrued depreciation—Cr.....	31,986 40
Net total.....	\$5,026,226 19
Cost per mile of line.....	36,217 22

INCOME ACCOUNT.

Operating Income:			
Rail Operations:			
Operating revenues.....	\$483,018 77		
Operating expenses.....	346,226 18		
Net operating revenue.....		\$136,792 59	
Total net revenue.....		\$136,792 59	
Taxes accrued.....		3,289 10	
Operating income.....			\$133,503 49
Other Income:			
Interest on other securities, loans and accounts.....		\$1,466 59	
Miscellaneous income.....		85 03	
Total other income.....			1,551 62
Gross corporate income.....			\$135,055 11
Deductions from Gross Corporate Income:			
Other rents—debts:			
Hire of equipment—Balance.....	\$6,486 58		
Miscellaneous rents.....	100 00		
Interest accrued on funded debt.....		\$6,586 58 87,500 00	
Total deductions.....			\$94,086 58
Net corporate income.....			40,968 53
Appropriations for additions and better- ments:			
Expended during the year.....			30,319 68
Balance for year carried forward to credit of profit and loss.....			\$10,648 85

PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance June 30, 1909.....	\$16,047 85	Balance for year brought for- ward from income account..	\$10,648 85
DEDUCTION FOR YEAR.		Balance debit, June 30, 1910, carried to general balance sheet.....	5,661 47
For depreciation of equip- ment, prior to July 1, 1907...	175 00		
Sundry items.....	87 47		
	\$16,310 32		\$16,310 32

OPERATING REVENUES—ENTIRE LINE.

ACCOUNT.	Total revenues.
REVENUE FROM TRANSPORTATION.	
Freight revenue.....	\$275,238 24
Passenger revenue.....	\$170,586 74
Excess baggage revenue.....	3,582 18
Mall revenue.....	16,147 74
Express revenue.....	10,041 44
Other passenger-train revenue.....	316 71
Total passenger service train revenue.....	\$200,674 81
Switching revenue.....	5,677 46
Special service train revenue.....	93 00
Miscellaneous transportation revenue.....	15 90
Total revenue from transportation.....	\$481,699 29
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.	
Station and train privileges.....	\$592 80
Parcel-room receipts.....	58 40
Storage—baggage.....	128 35
Car service.....	474 58
Rents of buildings and other property.....	23 00
Miscellaneous.....	42 35
Total revenue from operations other than transportation.....	\$1,319 48
Total operating revenues—entire line.....	\$483,018 77

OPERATING EXPENSES—ENTIRE LINE.

ACCOUNT.	Amount.	Ratio to total of general account— Per cent.	Ratio to total operating expenses— Per cent.
MAINTENANCE OF WAY AND STRUCTURES.			
Superintendence.....	1,969 51	01.79	00.57
Ballast.....	4,776 75	04.34	01.38
Ties.....	22,268 98	20.21	06.43
Rails.....	434 88	00.39	00.13
Other track material.....	2,029 68	01.84	00.58
Roadway and track.....	49,021 07	44.48	14.16
Removal of snow, sand, and ice.....	2,069 39	01.88	00.60
Bridges, trestles, and culverts.....	10,809 15	09.81	03.12
Over and under grade crossings.....	140 16	00.13	00.04
Grade crossings, fences, cattle guards, and signs.....	1,886 64	01.71	00.55
Signals and interlocking plants.....	2 31		
Telegraph and telephone lines.....	5 55	00.01	
Buildings, fixtures, and grounds.....	11,820 04	10.74	03.41
Docks and wharves.....	607 20	00.55	00.18
Roadway tools and supplies.....	2,286 57	02.08	00.66
Stationery and printing.....	29 35	00.03	00.01
Other expenses.....	4 96		
Maintaining joint tracks, yards, and other facilities— Dr.....	16 08	00.01	
Total.....	\$110,173 27	100.00	31.82
MAINTENANCE OF EQUIPMENT.			
Superintendence.....	2,402 58	04.58	00.70
Steam locomotives—repairs.....	16,309 57	31.13	04.70
Steam locomotives—depreciation.....	3,604 68	06.88	01.04
Passenger-train cars—repairs.....	7,047 03	13.46	02.04
Passenger-train cars—depreciation.....	1,588 56	03.03	00.46
Freight-train cars—repairs.....	13,584 07	25.93	03.92
Freight-train cars—renewals.....	212 50	00.41	00.06
Freight-train cars—depreciation.....	5,021 17	09.58	01.45
Work equipment—repairs.....	1,264 79	02.42	00.37
Work equipment—depreciation.....	656 16	01.25	00.19
Shop machinery and tools.....	620 32	01.18	00.18
Stationery and printing.....	79 51	00.15	00.02
Total.....	\$52,390 94	100.00	15.13
TRAFFIC EXPENSES.			
Superintendence.....	\$2,453 01	54.26	00.71
Outside agencies.....	11 38	00.25	
Advertising.....	1,247 07	27.59	00.36
Industrial and immigration bureaus.....	58 19	01.29	00.02
Stationery and printing.....	750 87	16.61	00.22
Total.....	\$4,520 52	100.00	01.31
TRANSPORTATION EXPENSES.			
Superintendence.....	\$4,569 44	02.75	01.32
Dispatching trains.....	2,204 75	01.33	00.64
Station employees.....	25,682 47	15.47	07.42
Station supplies and expenses.....	4,177 98	02.52	01.21
Yard conductors and brakemen.....	2,132 90	01.28	00.61
Yard switch and signal tenders.....	91 28	00.05	00.03
Yard supplies and expenses.....	175 66	00.11	00.04
Yard enginem.....	2,870 11	01.73	00.83
Enginehouse expenses—yard.....	768 01	00.46	00.21
Fuel for yard locomotives.....	3,828 34	02.32	01.11
Water for yard locomotives.....	54 74	00.03	00.02
Lubricants for yard locomotives.....	40 31	00.02	00.01
Other supplies for yard locomotives.....	19 16	00.01	00.01
Operating joint yards and terminals—Dr.....	19 94	00.01	00.01
Road enginem.....	22,317 59	13.45	06.44
Enginehouse expenses—road.....	9,049 57	05.45	02.61
Fuel for road locomotives.....	49,560 06	29.85	14.31
Water for road locomotives.....	1,629 35	00.98	00.47

OPERATING EXPENSES—ENTIRE LINE—CONCLUDED.

ACCOUNT.	AMOUNT.	Ratio to total of general account— Per cent.	Ratio to total operating expenses— Per cent.
TRANSPORTATION EXPENSES—CONCLUDED.			
Lubricants for road locomotives.....	549 42	00.33	00.16
Other supplies for road locomotives.....	649 23	00.39	00.19
Road trainmen.....	23,146 62	13.94	06.69
Train supplies and expenses.....	7,303 13	04.40	02.11
Interlockers and block and other signals—operation.....	1 17		
Crossing flagmen and gatemen.....	351 94	00.21	00.10
Clearing wrecks.....	54 14	00.03	00.02
Stationery and printing.....	2,684 14	01.62	00.77
Other expenses.....	128 76	00.08	00.04
Loss and damage—freight.....	1,252 35	00.75	00.36
Loss and damage—baggage.....	31 00	00.02	00.01
Damage to property.....	991 98	00.60	00.29
Damage to stock on right of way.....	160 28	00.10	00.05
Injuries to persons.....	620 10	00.37	00.18
Operating joint tracks and facilities—Dr.....	119 44	00.07	00.03
Operating joint tracks and facilities—Cr.....	1,210 80	00.73	00.35
Total.....	\$166,024 56	100.00	47.95
GENERAL EXPENSES.			
Salaries and expenses of general officers.....	\$173 94	01.33	00.05
Salaries and expenses of clerks and attendants.....	4,846 04	36.95	01.40
General office supplies and expenses.....	25		
Law expenses.....	2,615 95	19.94	00.76
Insurance.....	4,395 81	33.51	01.27
Stationery and printing.....	251 45	01.92	00.07
Other expenses.....	833 45	06.35	00.24
Total.....	\$13,116 89	100.00	03.79
RECAPITULATION OF EXPENSES.			
Maintenance of way and structures.....	110,173 27		31.82
Maintenance of equipment.....	52,390 94		15.13
Traffic expenses.....	4,520 52		01.31
Transportation expenses.....	166,024 56		47.95
General expenses.....	13,116 89		03.79
Total operating expenses.....	\$346,226 18		100.00

Ratio of operating expenses to operating revenues, 71.63 per cent.

MISCELLANEOUS INCOME.

SOURCE OF INCOME.	Gross income.	Expenses.	Net miscellaneous income.
Rent of real estate	\$176 00	\$90 97	\$85 03

RENTS PAYABLE.

MISCELLANEOUS RENTS.

DESCRIPTION OF PROPERTY.	Location.	Name of lessor.	Amount.
Land for tracks	St. Stephen, N. B....	Heirs of Stephen and Joshua Hall	\$100 00

HIRE OF EQUIPMENT.

EQUIPMENT INTERCHANGED.

KIND OF EQUIPMENT.	BASIS OF COMPENSATION.		Total compensation.
	Locomotive-days or car-days—number.	Locomotive-miles or car-miles—number.	
ACCRUED ON EQUIPMENT BORROWED.			
Freight locomotives	76.5	.....	\$382 50
Work locomotives	76	.....	880 00
Passenger-train cars .....	.....	182,661	2,582 97
Freight-train cars	47,187	502,242	12,290 49
Total	47,339.5	684,908	\$15,635 96
ACCRUED ON EQUIPMENT LOANED.			
Passenger locomotives	232	.....	\$580 00
Work locomotives	12	.....	58 00
Passenger-train cars .....	.....	123,635	2,101 00
Freight-train cars	25,863	356,076	7,073 41
Work cars	450	.....	955 90
Total	26,557	479,711	\$10,768 31

\$197.90 accrued on equipment loaned was on owned equipment used in additions and betterment work.

HIRE OF EQUIPMENT—CONCLUDED.

PRIVATE CARS.

CARS USED.		Number car-miles.	COMPENSATION.	
Name of Owner.	Description.		Rate.	Amount.
Armour Car Lines.....	Freight.....	2,713	3c	\$20 95
Arms Palace Horse Car Company..	Freight.....	204	10c	1 22
American Cotton Oil Company	Freight.....	204	3c	1 53
Chicago Refrigerator Car Company	Freight.....	235	3c	1 76
Cutting Car Company.....	Freight.....	162	10c	1 97
Conewango Refinery Company.....	Freight.....	204	3c	1 53
Merchants Despatch Trans. Co.....	Freight.....	739	3c	5 54
National Despatch Line.....	Freight.....	563	10c	3 38
National Car Line Company.....	Freight.....	16	3c	12
Stark's Heater Car Company.....	Freight.....	6,577	3c	49 33
Southern Cotton Oil Company.....	Freight.....	407	3c	3 05
Swift Ref. Line.....	Freight.....	1,492	3c	11 19
Union Tank Line.....	Freight.....	13,493	3c	101 20
The Pullman Company.....	Parlor and sleeping.	70,888	2c	1,417 76
Total.....		97,897		\$1,618 93

RECAPITULATION OF HIRE OF EQUIPMENT.

ACCOUNT.	Amount receivable.	Amount payable.
Equipment interchanged.....	\$10,768 31	\$15,635 96
Private cars.....		1,618 93
Total.....	\$10,768 31	\$17,254 89
Balance.....		\$6,486 58

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1909.		ASSETS.	June 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
		PROPERTY INVESTMENT.			
		Road and Equip-			
		ment—			
		Investment to June			
		30, 1907—			
\$4,782,444 73		Road.....	\$4,782,444 73		
196,050 99	\$4,978,495 72	Equipment.....	196,050 99	\$4,978,495 72	
		Investment since			
		June 30, 1907—			
\$46,562 71		Road.....	74,782 39		
2,784 48	\$49,297 19	Equipment	4,934 48	\$79,716 87	\$30,419 68
	\$5,027,792 91				
	21,228 33	Reserve for ac-		\$5,058,212 59	\$30,419 68
		crued deprecia-			
		tion—Cr.....		31,986 40	10,758 07
	\$5,006,564 58	Total.....		\$5,026,226 19	\$19,661 61
	\$79,467 42	WORKING ASSETS.			
		Cash.....		\$97,627 50	
\$5,862 09		Traffic and car-			
		service balances			
		due from other			
		companies.....	\$6,099 17		
9,183 62		Net balance due			
		from agents and			
		conductors.....	12,890 87		
11,559 13		Miscellaneous ac-			
		counts receivable			
		Materials and sup-			
		plies	12,379 94		
46,892 19		Other working			
		assets	30,029 12		
3 41	73,500 44		42	61,399 52	
	\$152,967 86	Total.....		\$159,027 02	\$6,059 16
	\$2,909 33	DEFERRED DEBIT			
		ITEMS.			
		Rents and insur-			
		ance paid in ad-			
		vance		\$2,400 46	*\$508 87
	\$5,162,441 77	Grand total..		\$5,187,653 67	\$25,211 90

* Decrease.

COMPARATIVE GENERAL BALANCE SHEET—CONCLUDED.

JUNE 30, 1909.		LIABILITIES.	JUNE 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
	\$2,500,000 00	STOCK. Capital stock— Common stock, not held by company		\$2,500,000 00	
	\$2,500,000 00	MORTGAGE, BONDED AND SECURED DEBT. Funded debt— Mortgage bonds, not held by com- pany		\$2,500,000 00	
	\$45,600 46	WORKING LIABILI- TIES. Traffic and car- service balances due to other com- panies		\$28,288 06	
	40,276 12	Audited vouchers and wages unpaid		41,233 58	
	688 84	Miscellaneous ac- counts payable		1,099 04	
	43,995 00	Matured interest, dividends, and rents unpaid		44,275 00	
	\$130,560 42	Total		\$114,835 68	*\$15,724 74
	\$540 99	ACCRUED LIABILI- TIES NOT DUE. Taxes accrued		\$771 57	\$230 58
\$47,388 21		APPROPRIATED SURPLUS. Additions to prop- erty since June 30, 1907, through in- come	\$77,707 89		
16,047 85		PROFIT AND LOSS. Balance—debit balance	5,661 47		
	31,340 86	Net appropriated surplus		\$72,046 42	\$40,706 06
	\$5,162,441 77	Grand total		\$5,187,653 67	\$25,211 90

* Decrease.

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	\$2,400 00	\$6 58
Other officers.....	3	1,042	3,480 00	3 29
General office clerks.....	4	1,405	2,600 80	1 85
Station agents.....	21	7,056	13,811 45	1 96
Other station men.....	20	7,712	10,723 50	1 39
Enginemen.....	15	4,514	16,523 85	3 66
Firemen.....	15	4,495	10,584 75	2 34
Conductors.....	10	3,379	10,808 50	3 20
Other trainmen.....	23	7,112	15,325 35	2 15
Machinists.....	1	398	957 60	2 60
Carpenters.....	20	6,334	12,899 45	2 04
Other shopmen.....	11	3,727	7,309 70	1 96
Section foremen.....	22	6,971	15,066 75	2 16
Other trackmen.....	109	22,175	37,894 65	1 71
Switch tenders, crossing tenders, and watchmen.....	2	749	852 92	1 14
Telegraph operators and dispatchers.....	4	785	2,198 60	2 80
All other employees and laborers.....	63	16,472	27,634 38	1 68
Total (including "general officers")...	354	\$94,681	\$190,975 25	2 02
Less ("general officers").....	11	365	2,400 00	6 58
Total (excluding "general officers")...	343	\$94,296	\$188,575 25	\$2 00
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures.....	175	37,915	\$72,258 40	\$1 91
Maintenance of equipment.....	25	8,322	16,492 35	1 98
Traffic expenses.....	1	365	1,080 00	2 96
Transportation expenses.....	143	48,059	101,144 50	2 10
General expenses.....	10			

Ten general officers receiving pay from the Maine Central Railroad Co. employed in similar capacities with this company without compensation worked 3,650 days.

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM.	Column for number passengers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
PASSENGER TRAFFIC.				
Number of passengers carried earning revenue.....	284,737.....			
Number of passengers carried one mile.....	7,455,127.....			
Number of passengers carried one mile per mile of road.....	58,719.....			
Average distance carried, miles.....	26.18.....			
Total passenger revenue.....		170,586	74	
Average amount received from each passenger.....			59	910
Average receipts per passenger per mile.....			02	288
Total passenger service train revenue.....		200,674	81	
Passenger service train revenue per mile of road.....		1,445	99	
Passenger service train revenue per train-mile.....			1	01 475
FREIGHT TRAFFIC.				
Number of tons carried of freight earning revenue.....	805,949.....			
Number of tons carried one mile.....	19,079,474.....			
Number of tons carried one mile per mile of road.....	187,480.....			
Average distance haul of one ton, miles.....	62.36.....			
Total freight revenue.....		275,238	12	
Average amount received for each ton of freight.....			89	962
Average receipts per ton per mile.....			01	443
Freight revenue per mile of road.....		1,983	27	
Freight revenue per train-mile.....			1	67 994
TOTAL TRAFFIC.				
Operating revenues.....		483,018	77	
Operating revenues per mile of road.....		3,480	46	
Operating revenues per train-mile.....			145	846
Operating expenses.....		346,226	18	
Operating expenses per mile of road.....		2,494	78	
Operating expenses per train-mile.....			1	04 542
Net operating revenue.....		136,792	59	
Net operating revenue per mile of road.....		985	68	
Average number of passengers per car-mile.....	14.....			
Average number of passengers per train-mile.....	38.....			
Average number of passenger cars per train-mile.....	3.79.....			
Average number of tons of freight per loaded car-mile.....	14.48.....			
Average number of tons of freight per train-mile.....	116.45.....			
Average number of freight cars per train-mile.....	10.35.....			
Average number of loaded cars per train-mile.....	8.04.....			
Average number of empty cars per train-mile.....	1.50.....			
Average mileage operated during year.....	138.78.....			

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue service:		
Freight locomotive-miles.....	135,678	.....
Passenger locomotive-miles.....	170,210	.....
Mixed locomotive-miles.....	31,899	.....
Special locomotive-miles.....	96	.....
Switching locomotive-miles.....	33,175	.....
Total revenue locomotive-mileage.....		371,058
Nonrevenue service locomotive-miles.....		12,713
CAR MILEAGE.		
Revenue service:		
Freight car-miles—		
Loaded.....	1,317,521	.....
Empty.....	244,951	.....
Caboose.....	133,622	.....
Total freight car-miles.....		1,696,094
Passenger car-miles—		
Passenger.....	469,572	.....
Sleeping, parlor, and observation.....	70,684	.....
Other passenger-train cars.....	208,570	.....
Total passenger car-miles.....		748,826
Special car-miles—		
Passenger.....	230	.....
Total special car-miles.....		230
Total revenue car mileage.....		2,445,150
Nonrevenue service car-miles.....		183,572
TRAIN MILEAGE.		
Revenue service:		
Freight train-miles.....	133,334	.....
Passenger train-miles.....	167,254	.....
Mixed train-miles.....	30,504	.....
Special train-miles.....	92	.....
Total revenue train mileage.....		331,184
Nonrevenue service train-miles.....		14,780

Locomotive mileage does not include 15,458 miles made by Washington County Railway locomotives between Washington Junction and Bangor in Maine Central Railroad service.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight received from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
		Whole tons.	Whole tons. Per cent.
Products of Agriculture.	Grain	9,490	9,915 03.24
	Flour	3,283	3,821 01.25
	Other mill products	2,825	3,066 01.01
	Hay	1,011	1,167 00.88
	Tobacco	91	95 00.03
	Cotton	277	300 00.10
	Fruit and vegetables	555	7,140 02.33
Other products of agriculture	304	362 00.12	
Total	17,836	25,896 08.46	
Products of Animals.	Live stock	154	451 00.15
	Dressed meats	152	213 00.07
	Other packing-house products	977	1,795 00.59
	Poultry, game and fish	611	10,151 03.32
	Wool	5	141 00.05
	Hides and leather	73	170 00.05
Other products of animals	104	158 00.04	
Total	2,076	13,059 04.27	
Products of Mines.	Anthracite coal	852	852 00.28
	Bituminous coal	41,872	41,872 13.69
	Coke	1	1 00.00
	Stone, sand and other like articles	2,073	4,845 01.58
Other products of mines	4,116	4,157 01.36	
Total	48,913	51,727 16.91	
Products of Forests.	Lumber	1,531	37,905 12.39
	Other products of forests	722	84,585 27.65
Total	2,253	122,490 40.04	
Manufactures.	Petroleum and other oils	2,671	2,734 00.90
	Sugar	541	586 00.19
	Naval stores	28	38 00.01
	Iron, pig and bloom	1,182	1,663 00.54
	Iron and steel rails	24	42 00.01
	Other castings and machinery	721	1,162 00.38
	Bar and sheet metal	2,955	3,923 01.28
	Cement, brick and lime	5,069	5,387 01.76
	Agricultural implements	48	71 00.02
	Wagons, carriages, tools, etc.	86	111 00.04
	Wines, liquors and beers	113	113 00.04
	Household goods and furniture	283	555 00.18
Other manufactures	2,818	54,637 17.86	
Total	16,539	71,022 23.21	
Merchandise	10,907	14,457 04.72	
Miscellaneous: Other commodities not mentioned above	4,115	7,298 02.39	
Total tonnage—entire line	102,639	305,949 100.00	

DESCRIPTION OF EQUIPMENT—ENTIRE LINE.

ITEM.	Number on June 30, 1909.	Number added during year.	Number retired during year.	Number on June 30, 1910.	Number fitted with—	
					Train brake.	Automatic coupler.
Locomotives—owned or leased:						
Passenger.....	5			5	5	5
Freight.....	7	1	1	7	7	7
Switching.....	1	1		2	2	2
Total locomotives owned and in service.....	13	2	1	14	14	14
Cars—owned or leased.						
In passenger service:						
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
In freight service:						
Box cars.....	133			133	133	133
Flat cars.....	184			184	184	184
Coal cars.....	25	10		35	35	35
Other cars in freight service.....	188		50	138		
Total.....	475	10	50	435	302	302
In company's service:						
Derrick cars.....	1			1	1	1
Caboose cars.....	5			5	5	5
Other road cars.....	21			21	14	15
Total.....	27			27	20	21
Total cars owned and in service.....	524	10	50	484	344	345

MILEAGE—ENTIRE LINE.

MILEAGE OF ROAD OPERATED (ALL TRACKS.)

LINE IN USE.	LINE OWNED.		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....	12.87	4.15	17.02	1.38	.38	16.64
Total mileage operated (all tracks).	115.36	40.44	155.80	1.38	.38	155.42

MILEAGE OF LINE OPERATED—BY STATES AND TERRITORIES (SINGLE TRACK.)

STATE OR TERRITORY.	LINE OWNED.		Total mileage operated.	RAILS.
	Main line.	Branches and spurs.		Steel.
Maine.....	102.49	31.19	133.68	133.68
New Brunswick, Canada.....	.....	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 TRACKS.)

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	RAILS.
	Main line.	Branches and spurs.		Steel.
Maine.....	102.49	31.19	133.68	133.68
New Brunswick, Canada.....	.....	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.		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	12.87	4.01	16.88	1.38	.36	16.52
Total mileage operated (all tracks).	115.36	35.20	150.56	1.38	.36	150.20

NEW TIES LAID DURING YEAR—STATE OF MAINE.

KIND.	Number.	Average price at distributing point. Cents.
Cedar cross ties	41,170	48.1
Hackmatack cross ties	167	36.5
Hard pine switch ties	420	111.3
Hemlock ties	429	82.6
Hard pine bridge ties	1,247	129.4
Total	43,433	51.3

CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE.

LOCOMOTIVES.	COAL-TONS.	Total fuel consumed—tons.	Miles run,	Average pounds consumed per mile.
	Bituminous.			
REVENUE SERVICE.				
Freight	7,695,115 1/2	7,695,115 1/2	135,734	113.39
Passenger	6,250,193 3/4	6,250,193 3/4	185,543	67.38
Mixed	1,445 1/2	1,445 1/2	31,899	90.60
Special	4 5/22	4 5/22	96	88.77
Switching	1,200,104 1/2	1,200,104 1/2	33,175	72.37
Nonrevenue service	736,111 6/8	736,111 6/8	12,777	115.30
Total	17,332,194 0/8	17,332,194 0/8	399,229	86.83
Average cost at distributing point...	\$3.333			

Locomotive mileage includes 15,463 miles made by Washington County Railway locomotives between Washington Junction and Bangor in Maine Central Railroad service.

ACCIDENTS TO PERSONS—STATE OF MAINE.

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

KIND OF ACCIDENT.	Trainmen— injured.	Total— injured.
Coupling or uncoupling.....	1	1
Other causes.....	1	1
Total	2	2

KIND OF ACCIDENT.	Passengers— injured.
Jumping on or off trains, locomotives or cars.....	1
Total.....	1

SUMMARY.

TABLES A AND B.	Total— injured.
TABLE A.	
Railway employees.....	2
Passengers.....	1
TABLE B.	
Passengers.....	2
Grand total.....	5

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

KIND OF ACCIDENT.	Passengers— injured.
Getting on or off locomotives or cars at rest.....	1
Other causes.....	1
Total.....	2

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.			
Iron	15	1,993	27	469	Bridges.....	1	18	2
TRESTLES.					OVERHEAD RAILWAY CROSSINGS.			
Wood	35	5,130	26	900	Bridges, St. Ry.....	1	18	2

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 Telegraph Company.....	Western Union Telegraph Company.

Report of the Wiscasset, Waterville and Farmington Railway Company for the Year Ending June 30, 1910.

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 4th, 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, N. Y.....	} October 19th, 1910.
Llewellyn Libby.....	Albion, Maine.....	
Samuel J. Sewall.....	Wiscasset, Maine.....	
Norman L. Bassett.....	Augusta, Maine.....	
William D. Patterson.....	Wiscasset, Maine.....	

PRINCIPAL OFFICERS.

TITLE.	Name.	Official Address.
President.....	Carson C. Peck.....	New York, N. Y.
Clerk.....	Norman L. Bassett.....	Augusta, Maine.
Treasurer.....	William D. Patterson.....	Wiscasset, Maine.
General Manager.....	Samuel J. Sewall.....	Wiscasset, Maine.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors. Third Wednesday of October, 1909.

Date of last closing of stock books before end of year for which this report is made. Third Wednesday of October, 1909.

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, 1910? No.

Did any individual, association or corporation, as trustee, control the respondent on June 30, 1910? 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.....	Albion.....	43.50	
	Weeks Mills.....	Winslow.....	13.96	
Total.....			57.46	

CAPITAL STOCK.

KIND.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.
Common	1,000	\$100	\$100,000	\$100,000	\$100,000
Preferred	2,000	100	200,000	200,000	200,000
Total.....	3,000		\$300,000	\$300,000	\$300,000

PURPOSE OF THE ISSUE.	Total number of shares outstanding.	Total cash realized.
Issued for cash.....	1,000	\$100,000
Issued for property and franchises of Wiscasset, Waterville and Farmington Railroad Company.....	2,000	.....
Total.....	3,000	\$100,000

RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	ASSIGNMENT.	AMOUNT PER MILE OF LINE.	
		To railways.	Miles.	Amount.
Capital stock.....	\$300,000	\$300,000	57.46	\$5,221 02

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR

ACCOUNT.	From current funds.
Right of way and station grounds	\$558 38
Bridges, trestles and culverts	735 41
Total	\$1,293 79

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907.

ACCOUNT.	Total expenditures, July 1, 1907, to June 30, 1909.	Total expenditures, July 1, 1907, to June 30, 1910.
ROAD.		
Engineering	\$430 00	\$988 38
Right of way and station grounds	1,150 00	1,150 00
Bridges, trestles and culverts	10,356 36	11,091 77
ties	3,735 71	3,735 71
Rails	1,504 43	1,504 43
Ballast	19,456 05	19,456 05
Station buildings and fixtures	1,496 64	1,496 64
General office buildings and fixtures	444 98	444 98
Shops, enginehouses and turntables	2,735 01	2,735 01
Shop machinery and tools	5,233 72	5,233 72
Water stations	1,981 10	1,981 10
Dock and wharf property	3,676 47	3,676 47
Total	\$52,200 47	\$53,494 26
EQUIPMENT.		
Steam locomotives	13,578 55	13,578 55
Passenger-train cars	984 00	984 00
Freight-train cars	3,885 00	3,885 00
Total	\$18,447 55	\$18,447 55
RECAPITULATION.		
Road	\$52,200 47	\$53,494 26
Equipment	18,447 55	18,447 55
Total	\$70,648 02	\$71,941 81

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	Amount—entire line.
Investment to June 30, 1907	\$230,050 03
Investment since June 30, 1907	71,941 81
Total	\$301,991 84
Cost per mile of line	\$5,255 69

INCOME ACCOUNT.

OPERATING INCOME.			
Rail operations:			
Operating revenues.....	\$56,679 56		
Operating expenses.....	50,721 80		
Net operating revenue.....		\$5,957 76	
Taxes accrued.....		476 92	
Operating income.....			\$5,480 84
OTHER INCOME.			
Miscellaneous rents.....	\$528 35		
Miscellaneous income.....	17 86		
Total other income.....			\$546 21
Gross corporate income.....			6,027 05
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Other rents—Debits:			
Miscellaneous rents.....			\$589 72
Net corporate income.....			\$5,487 33
Balance for year carried forward to credit of profit and loss.....			\$5,487 33

PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance credit, June 30, 1910, carried to general balance sheet.....	\$10,648 67	Balance June 30, 1909.....	\$5,156 34
		Balance for year brought forward from income account...	5,487 33
	\$10,648 67		\$10,643 67

OPERATING REVENUES.

ACCOUNT.	Total receipts.	Total deductions.	Total revenues.
REVENUE FROM TRANSPORTATION.			
Freight revenue.....	\$45,341 40	\$235 03	\$45,106 37
Passenger revenue.....	\$6,651 35	\$7 67	\$6,643 68
Mail revenue.....	2,161 17		2,161 17
Express revenue.....	2,768 04		2,768 04
Total passenger service train revenue....	\$11,580 86	\$7 67	\$11,573 19
Total operating revenues.....			\$56,679 56

Does the respondent own or control any railway, securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Commission? No.

OPERATING EXPENSES.

ACCOUNT.	AMOUNT.	Ratio to Total of General Account.	Ratio to Total Operating Expenses.
MAINTENANCE OF WAY AND STRUCTURES.			
Maintenance of Roadway and track.....	\$19,906 96	91.73	39.24
Maintenance of track structures.....	1,540 46	07.09	03.03
Maintenance of buildings, docks, and wharves.....	258 58	01.16	00.49
Total.....	\$21,701 00		42.78
MAINTENANCE OF EQUIPMENT.			
Locomotives—repairs.....	\$3,949 85	52.78	07.78
Cars—repairs.....	3,511 25	47.03	06.93
Other maintenance of equipment expenses.....	18 74	00.18	00.02
Total.....	\$7,482 84		14.75
TRANSPORTATION EXPENSES.			
Station service.....	\$5,661 05	30.84	11.16
Road enginemen and motormen.....	3,004 98	16.38	05.92
Fuel for road locomotives.....	3,970 26	21.64	07.82
Other road locomotive supplies and expenses.....	337 22	01.83	00.66
Road trainmen.....	2,814 52	15.88	05.54
Train supplies and expenses.....	30 76	00.16	00.06
Loss and damage.....	391 83	02.13	00.77
All other transportation expenses.....	2,133 92	11.57	04.20
Total.....	\$18,344 54		36.16
GENERAL EXPENSES.			
Administration.....	\$2,268 19	71.02	04.47
Insurance.....	507 00	15.87	00.99
Other general expenses.....	418 23	13.09	00.82
Total.....	\$3,193 42		06.29
RECAPITULATION OF EXPENSES.			
Maintenance of way and structures.....	\$21,701 00		
Maintenance of equipment.....	7,482 84		
Transportation expenses.....	18,344 54		
General expenses.....	3,193 42		
Total operating expenses.....	\$50,721 80		

Ratio of operating expenses to operating revenues, 89.00 per cent.

WISCASSET, WATERVILLE AND FARMINGTON RAILROAD. 299

RENTS RECEIVABLE.

MISCELLANEOUS RENTS.

DESCRIPTION OF PROPERTY.	LOCATION.	NAME OF LESSEE.	AMOUNT.
Whaleship wharf....	Wiscasset.....	Various.....	\$353 85
Land.....	Vassalboro.....	Kennebec Light & Heat Co.....	175 00
		Total.....	\$528 85

MISCELLANEOUS INCOME.

SOURCE OF INCOME.	Gross Income.	Net Miscellaneous Income.
Sale of old brass.....	\$17 86	\$17 86

RENTS PAYABLE.

MISCELLANEOUS RENTS.

DESCRIPTION OF PROPERTY.	LOCATION.	NAME OF LESSOR.	AMOUNT.
Whaleship wharf.....	Wiscasset.....	Corson C. Peck	\$539 72

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1909.		ASSETS.	June 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
	\$300,698 05	PROPERTY INVESTMENT. Road and equipment.....		\$301,991 84	\$1,293 79
		Investment to June 30, 1907.....	\$230,050 03		
		Investments since June 30, 1907. Road.....	53,494 26		
		Equipment.....	18,447 55		
	\$300,698 05	Total.....		\$301,991 84	\$1,293 79
	\$5,871 41	WORKING ASSETS. Cash.....		\$6,887 33	\$1,015 92
	950 97	Net balance due from agents and conductors.....		249 69	*701 28
	489 85	Miscellaneous accounts receivable.....		922 96	433 11
	499 40	Materials and supplies.....		2,974 83	2,475 43
	\$7,811 63	Total.....		\$11,034 81	
	\$308,509 68	Grand total..		\$313,026 65	\$4,516 97
	\$100,000	LIABILITIES. STOCK. Common stock not held by company.....		\$100,000	
	200,000	Preferred stock not held by company.....		200,000	
	\$3,353 34	WORKING LIABILITIES. Audited vouchers and wages unpaid.....		\$2,382 98	*\$970 36
	5,156 34	PROFIT AND LOSS. Balance.....		\$10,643 67	\$5,487 33
	\$308,509 68	Grand total..		\$313,026 65	\$4,516 97

*Decrease.

WISCASSET, WATERVILLE AND FARMINGTON RAILROAD. 301

EMPLOYEES AND SALARIES.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	2	622	\$1,465 01	\$2 35
General office clerks.....	1	324½	694 15	2 13
Station agents.....	12	3,744	2,913 22	77
Enginemen.....	5	998½	1,917 98	1 90
Firemen.....	3	776	1,087 00	1 42
Conductors.....	4	925	1,720 77	1 86
Other Trainmen.....	4	715½	1,098 75	1 62
Machinists.....	1	307	736 80	2 40
Carpenters.....	2	615	1,230 00	2 00
Other shopmen.....	5	1,003	2,036 87	1 89
Section foremen.....	9	3,100	4,539 01	1 47
Other trackmen.....	50	9,139½	11,914 44	1 30
Switch tenders, crossing tenders, and watchmen.....	3	769	1,261 77	1 64
All other employees and laborers.....		29½	59 00	2 00
Total (including "general officers")...	101	23,068½	\$32,669 47	1 41
Less "general officers".....	2	622	1,465 01	2 35
Total (excluding "general officers")...	99	22,446½	\$31,204 46	\$1 89
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures.....	59	12,268½	\$16,512 15	\$1 34
Maintenance of equipment.....	11	2,694	5,265 44	1 95
Transportation expenses.....	28	7,159	8,732 72	1 22
General expenses.....	3	746½	2,159 16	2 28

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.....	12,274..		
Number of passengers carried one mile.....	170,613..		
Number of passengers carried one mile per mile of road.....	2,969..		
	13.90		
Average distance carried, miles.....			
Total passenger revenue.....		6,643	98
Average amount received from each passenger.....			54 130
Average receipts per passenger per mile.....			03 894
Total passenger service train revenue.....		11,573	19
Passenger service train revenue per mile of road.....		201	41 367
FREIGHT TRAFFIC.			
Number of tons carried of freight earning revenue..	27,679.		
Number of tons carried one mile.....	694,326.		
Number of tons carried one mile per mile of road...	12,083.		
Average distance haul of one ton, miles.....	25.08		
Total freight revenue.....		45,341	40
Average amount received for each ton of freight.....			1 63 811
Average receipts per ton per mile.....			06 581
Freight revenue per mile of road.....		789	09 5
TOTAL TRAFFIC.			
Operating revenues.....		57,468	47
Operating revenues per mile of road.....		1,000	14 74
Operating expenses.....		50,721	80
Operating expenses per mile of road.....		882	74
Net operating revenue.....		5,946	39
Net operating revenue per mile of road.....		103	48
Average mileage operated during year.....	57.46		

TRAFFIC AND MILEAGE STATISTICS.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service:		
Freight locomotive-miles.....	4,656	
Mixed locomotive-miles.....	55,784	
Total revenue locomotive mileage.....		60,440
Nonrevenue service locomotive-miles.....		5,838
CAR MILEAGE.		
Revenue Service:		
Freight car-miles—		
Loaded.....	45,330	
Empty.....	15,110	
Total freight car-miles.....		60,440
Passenger car-miles—		
Passenger.....	55,784	
Total passenger car-miles.....		55,784
Total revenue car-mileage.....		60,440
TRAIN MILEAGE.		
Revenue Service :		
Freight train-miles.....	4,656	
Mixed train-miles.....	55,784	
Total revenue train mileage.....		60,440
Nonrevenue service train-miles.....		5,838

DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1909.	Number added during year.	Number retired during year.	Number on June 30, 1910.	NUMBER FITTED WITH—	
					Train brake.	Automatic Coupler.
LOCOMOTIVES—OWNED OR LEASED.						
Passenger.....	4			4	2	2
Freight.....	2			2	1	1
Switching.....	1			1		
Total locomotives owned and in service.....	7			7	3	3
CARS—OWNED OR LEASED.						
In Passenger Service—						
First-class cars.....	3			3		
Combination cars.....	2			2		
Baggage, express and postal cars..	1			1		
Total.....	6			6		
In Freight Service—						
Box cars.....	36	5		41		
Flat cars.....	45		5	40		
Total.....	81	5	5	81		
In Company's Service—						
Caboose cars.....	1			1		
Other road cars.....	4			4		
Total.....	5			5		
Total cars owned and in service	92			92		

WISCASSET, WATERVILLE AND FARMINGTON RAILROAD. 305

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	LINE OWNED.		Total mileage operated.
	Main line.	Branches and spurs.	
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 TIES.

Kind.	NEW TIES LAID DURING YEAR.	
	Number.	Average price at distributing point. Cents.
Hemlock.....	5,618	11½
Cedar.....	11,590	16½
Total.....	17,208	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—tons. Bituminous.	Miles run.	Average pounds consumed per mile.
REVENUE SERVICE.			
Freight.....	80	4,656	34
Mixed.....	973	55,784	34
Nonrevenue service.....	92	5,838	34
Total.....	1,145	66,278	34
Average cost at distributing point.....	\$3 69		

CHARACTERISTICS OF ROAD.
BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length.	Minimum Length.	Maximum length.	ITEM.	Number.	Height of lowest above surface of rail.	
		Feet.	Feet.	Feet.			Feet.	In.
BRIDGES.					OVERHEAD HIGHWAY CROSSINGS.			
Iron	1	112.8			Bridges.....	2	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, 1910.**

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 26, 1910.
Frederic C. Dumaine.....	Concord, Mass.....	
J. W. Symonds.....	Portland, Maine.....	
J. E. Staples.....	York Village, Maine.....	
E. S. Marshall.....	York, Maine.....	
Charles S. Mellen.....	New Haven, Conn.....	
S. W. Junkins.....	York Corner, Maine.....	

PRINCIPAL OFFICERS.

TITLE.	Name.	Official Address.
President.....	Lucius Tuttle.....	Boston, Mass.
Clerk.....	F. D. Marshall.....	Portland, Maine.
Treasurer.....	Herbert E. Fisher.....	Boston, Mass.
Auditor.....	Wm. J. Hobbs.....	Boston, Mass.
Chief Engineer.....	J. P. Snow.....	Boston, Mass.
Superintendent.....	Henry Scannel.....	Boston, Mass.
General Traffic Manager.....	Wm. F. Berry.....	Boston, Mass.
General Freight Agent.....	T. A. Dugan.....	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. November 29, 1909.

Date of last closing of stock books before end of year for which this report is made. Do not close.

Total number of stockholders, June 30, 1910? 80.

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, 1910? 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 per cent 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.

KIND.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.	DIVIDENDS DECLARED DURING YEAR.	
						Rate %	Amount.
CAPITAL STOCK.							
Common.....	*6,000	\$50	\$300,000	\$300,000	\$300,000	2	\$6,000
PURPOSE OF THE ISSUE.					Total number of shares outstanding.	Total cash realized.	
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 to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock.....	\$300,000	\$300,000	11.51	\$26,064

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR.

ACCOUNT.	From current funds.	Total.
Sidings and spur tracks.....	\$329 15	\$329 15

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907.

ACCOUNT.	Expenditures for additions and betterments during the year.	Total expenditures, July 1, 1907, to June 30, 1909,	Total expenditures, July 1, 1907, to June 30, 1910.
ROAD.			
Engineering.....		\$60 00	\$60 00
Grading.....		198 37	198 37
Bridges, trestles and culverts.....		96 07	96 07
Ties.....	\$90 75		90 75
Rails.....	59 26		59 26
Progs and switches.....	32 65		32 65
Track fastenings and other material.....	18 39		18 39
Track laying and surfacing.....	115 35		115 35
Fencing right of way.....		59 63	59 63
Crossings and signs.....	12 75		12 75
Total.....	\$329 15	\$414 07	\$748 22
RECAPITULATION.			
Road.....	\$329 15	\$414 07	\$748 22

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	Amount— Entire line.
INVESTMENT TO JUNE 30, 1907.	
Road.....	\$300,000 00
Investment since June 30, 1907	748 22
Total.....	\$300,748 22
Cost per mile of line	\$26,128 86

INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenues.....	\$48,524 08		
Operating expenses.....	29,733 22		
Net operating revenue.....		\$18,790 81	
Total net revenue.....		\$18,790 81	
Taxes accrued		880 94	
Operating income.....		\$12,909 87	
OTHER INCOME.			
Other rents—Credits :			
Miscellaneous rents		\$462 66	
Interest on other securities, loans, and accounts.....		1,161 41	
Total other income.....			\$1,624 07
Gross corporate income.....			\$14,533 94
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Other Rents—Debits:			
Hire of equipment—balance.....		\$5,389 79	
Net corporate income.....			\$9,144 15
DISPOSITION OF NET CORPORATE INCOME.			
Dividends declared :			
On Common Stock— 2 per cent. payable Dec. 31, 1909.....		\$6,000 00	
Appropriations for additions and betterments :			
Expended during the year.....		329 15	6,329 15
Balance for year carried forward to credit of profit and loss.....			\$2,815 00

PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance credit, June 30, 1910, carried to general balance sheet	\$38,677 19	Balance June 30, 1909	\$85,862 19
		Balance for year brought forward from income account.....	2,815 00
	\$38,677 19		\$88,677 19

OPERATING REVENUES.

ACCOUNT.	Total revenues.
Revenue from Transportation :	
Freight revenue.....	\$15,864 06
Passenger revenue.....	26,351 95
Excess baggage revenue.....	150 37
Express revenue.....	843 97
Total passenger service train revenue.....	\$27,346 29
Special service train revenue.....	100 00
Total revenue from transportation.....	\$43,310 35
Revenue from Operations Other than Transportation :	
Storage—baggage.....	22 20
Car service.....	31 75
Telegraph and telephone service.....	159 73
Total revenue from operations other than transportation.....	\$213 68
Total operating revenues.....	\$43,524 03

OPERATING EXPENSES.

ACCOUNT.	Amount.	Ratio to total of general account. (Per cent.)	Ratio to total operating expenses. (Per cent.)
MAINTENANCE OF WAY AND STRUCTURES.			
Superintendence.....	\$130 23	00.98	00.44
Ties.....	2,727 78	20.47	09.18
Rails.....	425 84	03.20	01.43
Other track material.....	270 58	02.03	00.91
Roadway and track.....	4,644 80	34.86	15.62
Removal of snow, sand and ice.....	16 30	00.12	00.06
Bridges, trestles and culverts.....	1,214 11	09.11	04.08
Over and under grade crossings.....	1,576 50	11.83	05.30
Grade crossings, fences, cattle guards and signs.....	1,591 23	11.94	05.35
Snow and sand fences and snowsheds.....	2 85	00.02	00.01
Telegraph and telephone lines.....	21 76	00.16	00.07
Buildings, fixtures and grounds.....	694 76	05.21	02.34
Roadway tools and supplies.....	9 11	00.07	00.03
Total.....	\$13,325 85	100.00	44.82
TRAFFIC EXPENSES.			
Superintendence.....	\$3 58	01.05	00.01
Advertising.....	149 73	43.93	00.51
Stationery and printing.....	187 55	55.02	00.63
Total.....	\$340 86	100.00	01.15

OPERATING EXPENSES—CONCLUDED.

ACCOUNT.	Amount.	Ratio to total of general account. (Per cent.)	Ratio to total operating expenses. (Per cent.)
TRANSPORTATION EXPENSES.			
Station employees.....	\$3,537 81	22.42	11.90
Station supplies and expenses.....	281 07	01.78	00.95
Road engineers.....	2,543 83	16.12	08.56
Enginehouse expenses—road.....	455 82	02.89	01.53
Fuel for road locomotives.....	3,665 23	23.32	12.33
Water for road locomotives.....	265 34	01.68	00.89
Lubricants for road locomotives.....	54 19	00.34	00.18
Other supplies for road locomotives.....	11 31	00.07	00.04
Road trainmen.....	3,107 47	19.69	10.45
Train supplies and expenses.....	211 31	01.34	00.71
Crossing flagmen and gatemen.....	859 58	05.32	02.82
Drawbridge operation.....	329 94	02.09	01.11
Clearing wrecks.....	35		
Stationery and printing.....	195 65	01.24	00.66
Other expenses.....	6 94	00.04	00.02
Loss and damage—freight.....	112 97	00.72	00.38
Loss and damage—baggage.....	1 83	00.01	00.01
Damage to property.....	137 50	00.87	00.46
Damage to stock on right of way.....	25 00	00.16	00.08
Total.....	\$15,783 14	100.00	53.08
GENERAL EXPENSES.			
Salaries and expenses of clerks and attendants.....	\$8 52	03.01	00.03
General office supplies and expenses.....	60	00.21	
Insurance.....	143 56	50.66	00.48
Stationery and printing.....	16 19	05.71	00.05
Other expenses.....	114 50	40.41	00.39
Total.....	\$283 37	100.00	00.95
RECAPITULATION OF EXPENSES.			
Maintenance of way and structures.....	\$13,325 85		44.82
Traffic expenses.....	340 86		01.15
Transportation expenses.....	15,783 14		53.08
General expenses.....	283 37		00.95
Total operating expenses.....	\$29,733 22		100.00

Ratio of operating expenses to operating revenues, 63.31 per cent.

RENTS RECEIVABLE.

MISCELLANEOUS RENTS.

DESCRIPTION OF PROPERTY.	Location.	Name of Lessee.	Amount.
Land.....	York, Maine	W. Woolf.....	\$96 00
Land.....	York, Maine	H. D. Philbrick	40 00
Land.....	York, Maine	F. H. Ellis.....	200 00
Land.....	York, Maine	A. C. Farwell	50 00
Land.....	York, Maine	D. E. Holland.....	50 00
Land.....	York, Maine	Various	26 66
Total.....			\$462 66

HIRE OF EQUIPMENT.

EQUIPMENT INTERCHANGED.

KIND OF EQUIPMENT.	BASIS OF COMPENSATION.				Total compensation.
	Locomotive-days or car-days.		Locomotive-miles or car-miles.		
	Number.	Rate.	Number.	Rate.	
ACCRUED ON EQUIPMENT BORROWED.					
Passenger locomotives .. }	332	\$7 00			\$2,324 00
Freight locomotives					
Passenger-train cars.....	1,641	75c	56,116	1 $\frac{1}{2}$ -2-3c	2,190 61
Freight-train cars	2,601	20-25-30-35-50-75c	28,135	1 $\frac{1}{10}$ -1-1c	789 86
Total.....	4,574		84,251		\$5,304 47

PRIVATE CARS.

CARS USED.		Number car-miles.	COMPENSATION.	
NAME OF OWNER.	Description.		Rate.	Amount.
Pullman Company	Parlor cars.....	4,266	2c	\$85 32

RECAPITULATION OF HIRE OF EQUIPMENT.

ACCOUNT.	Amount payable.
Equipment interchanged	\$5,304 47
Private cars	85 32
Total	\$5,389 79
Balance	\$5,389 79

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
		PROPERTY INVESTMENT.			
		Road and equipment—			
\$300,000 00		Investment to June 30, 1907—	\$300,000 00		
		Road.....			
414 07		Investment since June 30, 1907—	743 22		329 15
		Road.....			
	\$300,414 07	Total.....		\$300,743 22	\$329 15
		WORKING ASSETS.			
	\$14,906 96	Cash.....		\$11,024 60	* 3,882 36
	20,000 00	Loans and bills receivable.....		20,000 00	
	955 23	Miscellaneous accounts receivable.....		7,653 59	6,698 36
	\$35,862 19	Total.....		\$38,678 19	\$2,816 00
	\$336,276 26	Grand total..		\$339,421 41	\$3,145 15
		LIABILITIES.			
		STOCK.			
\$300,000 00		Capital stock.....			
		Common stock, not held by company	\$300,000 00		
		WORKING LIABILITIES.			
		Matured interest, dividends, and rents unpaid....		\$1 00	\$1 00
		APPROPRIATED SURPLUS.			
	\$414 07	Additions to property since June 30, 1907, through income.....		743 22	329 15
		PROFIT AND LOSS.			
	35,862 19	Balance.....		38,677 19	2,815 00
	\$336,276 26	Grand total..		\$339,421 41	\$3,145 15

* Decrease.

EMPLOYEES AND SALARIES.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensa- tion.	Average daily compen- sation.
General officers.....	9			
Station agents.....	7	1,221	\$2,753 76	\$2 26
Other station men.....	5	759	1,207 33	1 59
Enginemen.....	3	414	1,594 02	3 85
Firemen.....	3	412	949 81	2 31
Conductors.....	1	261	1,270 15	4 87
Other trainmen.....	2	532	1,603 60	3 01
Carpenters.....	2	478	1,207 60	2 53
Other shopmen.....	2	105	234 68	2 24
Section foremen.....	3	587	1,369 45	2 33
Other trackmen.....	9	3,045	5,306 64	1 74
Switch tenders, crossing tenders and watch- men.....	2	476	739 74	1 55
Telegraph operators and dispatchers.....	1	77	168 13	2 18
All other employees and laborers.....	1	80	40 00	50
Total (including "general officers")	50	8,447	\$18,444 91	\$2 19
Less "general officers".....	9			
Total (excluding "general officers")...	41	8,447	\$18,444 91	\$2 19
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures.....	16	4,246	\$8,202 16	\$1 93
Transportation expenses.....	25	4,201	10,242 75	2 44
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	230,999...			
Number of passengers carried one mile	1,035,183...			
Number of passengers carried one mile per mile of road	89,938...			
Average distance carried, miles	4.48			
Total passenger revenue		26,351	95	
Average amount received from each passenger				11 407
Average receipts per passenger per mile				02 546
Total passenger service train revenue		27,346	29	
Passenger service train revenue per mile of road		2,375	87	
Passenger service train revenue per train-mile				99 644
FREIGHT TRAFFIC.				
Number of tons carried of freight earning revenue	26,591...			
Number of tons carried one mile	193,712...			
Number of tons carried one mile per mile of road	16,830...			
Average distance haul of one ton, miles	7.28			
Total freight revenue		15,864	06	
Average amount received for each ton of freight				59 660
Average receipts per ton per mile				08 190
Freight revenue per mile of road		1,378	28	
Freight revenue per train-mile				2 42 162
TOTAL TRAFFIC.				
Operating revenues		43,524	03	
Operating revenues per mile of road		3,781	41	
Operating revenues per train-mile				1 41 005
Operating expenses		29,733	22	
Operating expenses per mile of road		2,583	25	
Operating expenses per train-mile				96 327
Net operating revenue		13,790	81	
Net operating revenue per mile of road		1,198	16	
Average number of passengers per car-mile	18...			
Average number of passengers per train-mile	38...			
Average number of passenger cars per train-mile	2.60			
Average number of tons of freight per loaded car-mile	6.63			
Average number of tons of freight per train-mile	29.57			
Average number of freight cars per train-mile	7.00			
Average number of loaded cars per train-mile	4.46			
Average number of empty cars per train-mile	2.20			
Average mileage operated during year	11.51			

TRAFFIC AND MILEAGE STATISTICS.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue service—		
Freight locomotive-miles	3,616	
Passenger locomotive-miles	24,839	
Mixed locomotive-miles	3,252	
Special locomotive-miles	54	
Total revenue locomotive mileage		31,761
Nonrevenue service locomotive-miles		1,021
CAR MILEAGE.		
Revenue Service:		
Freight car-miles—		
Loaded	29,204	
Empty	14,419	
Caboose	2,217	
Total freight car-miles		45,840
Passenger car-miles—		
Passenger	53,583	
Sleeping, parlor and observation	4,266	
Other passenger-train cars	13,476	
Total passenger car-miles		71,325
Special car-miles—		
Passenger	8	
Total special car-miles		8
Total revenue car mileage		117,173
Nonrevenue service car-miles		1,163
TRAIN MILEAGE.		
Revenue service—		
Freight train-miles	3,419	
Passenger train-miles	24,312	
Mixed train-miles	3,132	
Special train-miles	4	
Total revenue train mileage		30,867
Nonrevenue service train-miles		218

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	69	127	196	00.74
	Flour	5	16	21	00.08
	Other mill products	4	6	10	00.04
	Hay	8		8	00.03
	Tobacco		1	1	
	Fruit and vegetables	66	26	92	00.34
Total		152	176	328	01.23
Products of Animals.	Live stock	157	4	161	00.61
	Dressed meats	17	7	24	00.09
	Other packing-house products	22	5	27	00.10
	Poultry, game and fish	29		29	00.11
	Wool	1		1	
Total		226	16	242	00.91
Products of Mines.	Anthracite coal		362	362	01.36
	Bituminous coal		331	331	01.25
	Stone, sand and other like articles	271	68	339	01.27
Total		271	761	1,032	03.88
Products of Forests.	Lumber	15,234	137	15,371	57.80
	Other products of forests	42		42	00.16
Total		15,276	137	15,413	57.96
Manufactures.	Petroleum and other oils		55	55	00.21
	Naval stores	748	3,775	4,523	17.01
	Iron, pig and bloom	1,224	46	1,270	04.78
	Iron and steel rails	227	11	238	00.90
	Other castings and machinery	379	186	1,065	04.01
	Bar and sheet metal	152	46	198	00.74
	Cement, brick and lime	246	281	527	01.98
	Agricultural implements	21	6	27	00.10
	Wagons, carriages, tools, etc.	213	11	224	00.84
	Wines, liquors and beers	1		1	
	Household goods and furniture	312	8	320	01.20
	Other manufactures	15		15	00.06
Total		4,038	4,425	8,463	31.83
Merchandise	479	1	480	01.81	
Miscellaneous: Other commodities not mentioned above	479	154	633	02.38	
Total tonnage		20,921	5,670	26,591	100.00

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS.)

LINE IN USE.	LINE OWNED.		Total mileage operated.	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.....	1.21		1.21	66	.55
Total mileage operated (all tracks).....	12.38	34	12.72	66	12.06

MILEAGE OF LINE OPERATED—BY STATES AND TERRITORIES (SINGLE TRACK.)

STATE OR TERRITORY.	LINE OWNED.		Total mileage operated.	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.	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.
Steel (Relay).....	79.75	65 to 75	20.00	Chestnut.....	2,243	57.5
				Oak.....	87	45.3
				Cedar.....	2,962	49.3
				Switch (60 feet).....	72	119.2
				Total.....	5,364	53.6

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL-TONS.		Coke—tons.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Bituminous.					
REVENUE SERVICE.						
Freight.....	170			170	3,616	94.08
Passenger.....	864	131		995	24,839	80.12
Mixed.....	131			131	3,252	80.57
Special.....	2			2	54	74.07
Nonrevenue service.....	40			40	1,021	80.31
Total.....	1,207	131		1,338	32,782	81.63
Average cost at distributing point.....	\$2 70	\$3 07		\$2 74		

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.			
Wooden	2	63	11	52	Bridges.....	1	20	6
Trestles	8	1,720	24	722	Trestles.....	1	19	
					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	22.94	Western Union Telegraph Co.....	Western Union Telegraph Co.

YORK HARBOR AND BEACH RAILROAD.



ABSTRACT

OF THE

RETURNS OF STREET RAILWAY COMPANIES

FOR THE

Year Ending June 30, 1910

**Report of the Aroostook Valley Railroad Company for 10 Days Ending
June 30, 1910.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1910.

Gross earnings from operation.....	\$846 65	
Operating expenses	477 34	
Net earnings from operation.....		\$369 31
Gross income less operating expenses		\$369 31
DEDUCTIONS FROM INCOME.		
Taxes—on real and personal property	\$4 00	
Interest—on funded debt.....	407 00	
		411 00
Deficit at close of year.....		\$41 69

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers		\$846 65

OPERATING EXPENSES.

MAINTENANCE.		
Way and structures—		
Maintenance of track and roadway		\$115 50
TRANSPORTATION.		
Operation of power plant—		
Hired power		151 87
Operation of cars—		
Wages of conductors	\$26 40	
Wages of motormen	26 40	
Wages of miscellaneous car service employees	8 00	
Wages of car house employees	36 66	
Total.....		97 46
GENERAL.		
Salaries of clerks	\$67 76	
Printing and stationery	7 50	
Miscellaneous office expenses	2 00	
Advertising and attractions	4 00	
Miscellaneous general expenses.....	15 75	
Rent of land and buildings.....	4 50	
Insurance.....	11 00	
Total.....		112 51
Grand total.....		\$477 34

RAILROAD COMMISSIONER'S REPORT.

COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business June 30, 1910.)

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		YEAR ENDING JUNE 30, 1910.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
		Construction and equipment		\$420,327 11		
		CURRENT ASSETS, AS FOLLOWS.				
		Cash		1,957 67		
		Bills receivable		43,878 45		
		Accounts receivable		5,514 42		
		Material and supplies		451 93		
		Deficit		41 69		
		Total		\$472,171 27		
		LIABILITIES.				
		Capital stock		\$64,800 00		
		Funded debt		351,500 00		
		CURRENT LIABILITIES AS FOLLOWS.				
		Loans and notes payable		20,074 99		
		Accounts payable		35,796 28		
		Total		\$472,171 27		

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1910.
Organization	\$48,650 00
Engineering and superintendence.....	13,413 80
Right of way	18,422 35
Track and roadway construction	189,644 91
Electric line construction.....	50,370 13
Buildings and fixtures used in operation of road,—car barn.....	2,125 19
Substation equipment.....	11,993 79
Cars	13,896 14
Electric equipment of cars.....	18,006 21
Snow plow	4,000 00
Interest and discount.....	35,435 96
Miscellaneous: General expense	14,368 63
Total	\$420,327 11
Cost of construction and equipment per mile of road owned.....	28,021 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.
Common.....	\$100,000	648	\$100	\$64,800

Total number of stockholders 106.

Total number of stockholders in this State 101.

Amount of stock held in this State \$54,300.

FUNDED DEBT.

DESCRIPTION.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.	INTEREST.		
						Rate %	When payable.	Accrued during year.
1st mortg. bonds.....	August 2, 1909 ...	20	August 1, 1929....	\$300,000	\$300,000	4 1/2	Aug. and Feby..	\$407 00
Debenture bonds.....	June 1, 1909.....	20	June 1, 1929.....	150,000	51,500	6	Dec. and June...	*
Total.....				\$450,000	\$351,500			\$407 00

Per mile of single track owned. 15 miles. { Capital stock outstanding. \$4,320 00.
 { Funded debt outstanding. 23,433 33.
 { Total..... \$27,753 33.

* No interest until 1911.

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owned.	Total operated.
Length of road (first main track).....	14.16	14.16
Length of sidings and turnouts.....	.84	.84
Total computed as single track.....	15.00	15.00

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	2	2	4
Open passenger cars.....		3	3
Total passenger cars.....	2	5	7
Freight cars.....		17	17
Snow plows.....	1		1
Total.....	3	22	25

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	1,504.8
Passenger car hours.....	132
Fare passengers carried.....	17,293
Average fare, revenue passengers.....	\$0.0489
Car earnings per car mile.....	\$0.562
Car earnings per car hour.....	\$6.41
Operating expenses per car mile.....	\$0.317
Operating expenses and taxes per car mile.....	.317
Operating expenses per car hour.....	\$3.616
Operating expenses and taxes per car hour.....	3.646
Operating expenses per cent. of gross earnings.....	56.00
Operating expenses and taxes per cent. of gross earnings.....	56.00
Average number employes, including officials, during year.....	12
Aggregate amount of salaries and wages paid.....	\$280 00

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Aroostook Valley Railroad Company, Presque Isle, Maine.

OFFICERS OF THE COMPANY.

NAME.	TITLE.	OFFICIAL ADDRESS.
A. R. Gould.....	President and General Manager.....	Presque Isle, Maine.
W. B. Gould.....	Vice-President.....	Presque Isle, Maine.
A. E. Irving.....	Secretary.....	Presque Isle, Maine.
H. N. Crandall.....	Treasurer.....	Presque Isle, Maine.
F. D. Oliver.....	Auditor.....	Bangor, Maine.
C. K. Howard.....	Superintendent.....	Presque Isle, Maine.

DIRECTORS OF THE COMPANY.

NAME.	RESIDENCE.
A. R. Gould.....	Presque Isle, Maine.
C. F. Daggett.....	Presque Isle, Maine.
W. B. Gould.....	Presque Isle, Maine.
A. E. Irving.....	Presque Isle, Maine.
E. M. Hines.....	Washburn, Maine.

Date of close of fiscal year. June 30.

Date of stockholders' annual meeting. June 30.

Report of Atlantic Shore Line Railway for the Year Ending June 30, 1910.

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1910.

Gross earnings from operation.....		\$353,366 83	
Operating expenses.....		265,060 68	
Net earnings from operation.....			\$88,306 15
Gross income less operating expenses.....			\$88,306 15
	DEDUCTIONS FROM INCOME.		
Taxes..	{		
On real and personal property.....			
On capital stock.....			
On earnings.....		\$5,011 14	
Miscellaneous.....	}		
Interest {			
On funded debt.....	\$138,560 00		
On floating debt.....	9,351 13	147,911 13	
			152,922 27
Net deficit.....			\$64,616 12
Deficit for year.....			\$64,616 12
Deficit at beginning of year.....	34,378 09		
	PROFIT OR LOSS ADJUSTMENTS DURING YEAR.		
Debits, adjusting entries.....	489 85		34,867 94
Deficit at close of year.....			\$99,484 06

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.			
Passengers.....	\$283,932 31		
Chartered cars.....	1,998 04		
Freight.....	38,461 53		
Mail.....	5,723 95		
Express.....	6,586 92		
Other car earnings: Newspapers.....	1,354 24		
Baggage.....	996 54		
Miscellaneous.....	94 85		
			\$339,147 88
MISCELLANEOUS EARNINGS.			
Advertising.....	\$919 98		
Rent of land and buildings.....	1,245 22		
Sale of power.....	11,508 29		
Other miscellaneous earnings: Eliot bridge receipts.....	427 63		
Miscellaneous.....	117 83		
			\$14,218 95
Total.....			\$353,366 83

OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway.....	\$34,866 41	
Maintenance of electric line.....	4,570 94	
Maintenance of buildings and fixtures.....	6,944 42	
Total.....		\$46,381 77
Equipment:		
Maintenance of steam plant... }	\$3,818 19	
Maintenance of electric plant. }		
Maintenance of cars.....	17,394 82	
Maintenance of electric equipment of cars.....	13,898 41	
Maintenance of miscellaneous equipment.....	1,561 88	
Miscellaneous shop expenses.....	558 38	
Total.....		36,726 68
TRANSPORTATION		
Operation of Power Plant:		
Power plant wages.....	\$11,908 57	
Fuel for power.....	12,688 38	
Water for power.....	722 68	
Lubricants and waste for power plant.....	286 54	
Miscellaneous supplies and expenses of power plant.....	1,416 01	
Hired power.....	19,280 25	
Total.....		\$46,277 38
Freight and express service.....		\$17,910 03
Operation of Cars:		
Superintendence of transportation.....	\$5,807 05	
Wages of conductors }	42,181 02	
Wages of motormen }		
Wages of miscellaneous car service employees.....	134 79	
Wages of car house employees and expenses.....	6,993 32	
Maintenance of signal and interlocking system.....	538 02	
Miscellaneous car service expenses.....	7,951 45	
Mail car employees.....	636 10	
Cleaning and sanding track.....	2,336 10	
Removal of snow and ice.....	2,912 52	
Total.....		\$69,490 37
Maintenance of ferry.....		\$13,570 07
GENERAL.		
Salaries of general officers and expenses.....	\$9,866 36	
Salaries of clerks and expenses.....	2,711 15	
Printing and stationery.....	182 27	
Miscellaneous office expenses.....	1,273 73	
Stores expenses.....	457 78	
Advertising and attractions.....	2,089 02	
Miscellaneous general expenses.....	2,597 68	
Damages.....	8,809 62	
Legal expenses in connection with damages.....	484 66	
Insurance.....	6,232 11	
Total.....		34,704 38
Grand total.....		\$265,060 68

ATLANTIC SHORE LINE RAILWAY.

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COMPARATIVE GENERAL BALANCE SHEET.
 (Showing Condition at Close of Business, June 30, 1910.)

June 30, 1909.		ASSETS.	June 30, 1910.		YEAR ENDING JUNE 30, 1910.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
.....	\$6,053,382 19	Construction and equipment .....	.....	\$6,053,382 19	.....	.....
		CURRENT ASSETS, AS FOLLOWS.				
.....	8,158 69	Cash .....	.....	3,641 75	.....	\$4,516 94
.....	24,032 86	Accounts receivable .....	.....	12,441 53	.....	11,591 33
.....	9,572 02	Material and supplies .....	.....	9,812 56	\$240 54	.....
.....	1,445 61	Prepaid accounts .....	.....	4,878 50	3,432 89	.....
		Miscellaneous:				
.....	238,000 00	Bonds pledged as collateral .....	.....	238,000 00	.....	.....
.....	5,800 00	Notes pledged as collateral .....	.....	.....	.....	5,800 00
		Sinking and Other Special Funds:				
.....	13,350 00	Sinking fund, M. R. R. .....	.....	13,950 00	600 00	.....
.....	3,000 00	Sinking fund, A. L. & P. Co. ....	.....	3,117 83	117 83	.....
.....	34,378 09	Deficit .....	.....	99,484 06	65,105 97	.....
	\$6,391,119 46	Total		\$6,438,708 42	\$47,588 96	.....
		LIABILITIES.				
.....	\$1,000,000 00	Capital stock, preferred .....	.....	\$1,000,000 00	.....	.....
.....	2,000,000 00	Capital stock, common .....	.....	2,000,000 00	.....	.....
.....	2,935,060 00	Funded debt .....	.....	3,265,000 00	\$330,000 00	.....
		CURRENT LIABILITIES AS FOLLOWS:				
.....	374,862 54	Loans and notes payable .....	.....	2,220 38	.....	\$372,642 21
.....	39,779 25	Accounts payable .....	.....	31,095 11	.....	8,684 14
.....	.....	Matured interest on funded debt unpaid .....	.....	79,217 50	79,217 50	.....
		ACCRUED LIABILITIES AS FOLLOWS:				
.....	3 86	Taxes accrued and not yet due .....	.....	.....	.....	3 86
.....	20,308 75	Interest on funded debt accrued and not yet due .....	.....	23,778 75	3,465 00	.....
.....	4,015 63	Miscellaneous interest accrued and not yet due .....	.....	30 76	.....	3,984 87
.....	31 89	Rentals accrued and not yet due .....	.....	.....	.....	31 89
.....	47 60	Miscellaneous .....	.....	210 00	162 40	.....
.....	13,519 69	Reserve for replacement .....	.....	.....	.....	13,519 69
.....	3,550 25	Reserve for pending litigation .....	.....	7,067 33	3,517 08	.....
.....	.....	Reserve for depreciation .....	.....	27,394 94	27,394 94	.....
.....	.....	Outstanding tickets .....	.....	2,698 70	2,698 70	.....
	\$6,391,119 46	Total		\$6,438,708 42	\$47,588 96	.....

CONSTRUCTION AND EQUIPMENT.

Total cost to June 30, 1909, \$6,053,382 19; Total cost to June 30, 1910, \$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
Preferred.....	\$1,000,000	10,000	\$100	\$1,000,000
Common.....	2,000,000	20,000	100	2,000,000
Total	\$3,000,000	30,000		\$3,000,000

Total number of stockholders, 349.

Total number of stockholders in this state, 55.

Amount of stock held in this state, \$1,703,650.

FUNDED DEBT.

DESCRIPTION.	Date of issue.	Date of maturity.	Amount authorized.	Amount outstanding.	INTEREST.		
					Rate %	When payable.	Accrued during year.
A. S. L. Railway Refund.....	Apr. 2, 1906.....	Apr. 2, 1926.....	\$3,000,000	\$1,191,500	4	Oct. & Apr.....	\$38,280 00
A. S. L. Railway, 1st consol.....	Apr. 1, 1904.....	Apr. 1, 1934.....	1,000,000	361,500	5	Oct. & Apr.....	18,075 00
S. and C. P. Railway, 1st mtg.....	Jan. 1, 1898.....	Jan. 1, 1928.....	250,000	246,000	5	Jan. & July.....	12,300 00
M. R. R. 1st mtg.....	Dec. 15, 1892.....	Dec. 15, 1912.....	100,000	59,000	6	June & Dec.....	2,940 00
A. S. L. Railway 1st mtg.....	Jan. 1, 1904.....	Jan. 1, 1924.....	125,000	120,000	5	Jan. & July.....	6,000 00
P. K. and Y. St. Railway, 1st mtg.....	Mar. 1, 1897.....	Mar. 1, 1917.....	200,000	200,000	6	Sept. & Mar.....	12,000 00
P. D. and Y. St. Railway, 1st mtg.....	June 1, 1903.....	June 1, 1923.....	650,000	450,000	4	June & Dec.....	20,250 00
P. D. and Y. St. Railway, 2nd mtg.....	Mar. 16, 1905.....	Apr. 1, 1925.....	100,000	57,000	5	June & Dec.....	2,850 00
A. L. and P. Co., 1st mtg.....	July 1, 1905.....	July 1, 1935.....	250,000	250,000	5	Jan. & July.....	12,500 00
A. S. L. Railway, 2nd mtg.....	Oct. 27, 1909.....	Apr. 27, 1910.....	500,000	330,000	6	Jan. & Apr.....	13,365 00
Total.....				\$3,265,000			\$138,560 00

Per mile of single track owned 95.164 miles	{	Capital stock outstanding, \$31,524 52
		Funded debt outstanding, 34,309 19
		Total \$65,833 71

ATLANTIC SHORE LINE RAILWAY.

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owned.	Leased.	Total operated.
Length of road (first main track).....	87.627	2.783	90.41
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.....	17	7	24
Open passenger cars.....	24	3	27
Total passenger cars.....	41	10	51
Freight cars.....		2	2
Mail cars.....	1		1
Express cars.....	2		2
Single truck, side dumps.....		12	12
Combination cars.....	4	2	6
Work cars.....	3	1	4
Snow plows.....		7	7
Electric locomotives.....	3		3
Miscellaneous; — Flat cars.....		1	1
Gondola coal cars.....		6	6
Ferry boats.....		1	1
Steamers.....		1	1
Portable sub-stations.....		1	1
Total.....	54	44	98

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	1,208,265
Freight, mail, and express car mileage.....	190,870
Total car mileage.....	1,398,635
Passenger car hours.....	107,418
Freight, mail and express car hours.....	23,925
Total car hours.....	131,343
Fare passengers carried.....	3,398,608
Transfer passengers carried.....	973,667
Total passengers carried.....	4,272,270
Average fare, revenue passengers.....	\$0.0835
Average fare, all passengers (including transfer passengers).....	.0664
Car earnings per car mile.....	\$0.253
Miscellaneous earnings per car mile.....	.010
Gross earnings per car mile.....	\$0.263
Car earnings per car hour.....	\$2.582
Miscellaneous earnings per car hour.....	.108
Gross earnings per car hour.....	\$2.69
Operating expenses per car mile.....	\$0.198
Operating expenses and taxes per car mile.....	.21
Operating expenses per car hour.....	\$2.01
Operating expenses and taxes per car hour.....	\$2.05
Operating expenses per cent. of gross earnings.....	75.01
Operating expenses and taxes per cent. of gross earnings.....	76.42
Average number employes, including officials, during year.....	250
Aggregate amount of salaries and wages paid.....	\$148,675.19

SUMMARY OF ACCIDENTS DURING YEAR.

	Injured.	Total.
Passengers.....	30	30
Employees.....	5	5
Others.....	1	1
Total.....	36	36

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Atlantic Shore Line Railway, Sanford, Maine.

OFFICERS OF THE COMPANY.

NAME.	TITLE.	OFFICIAL ADDRESS.
George 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.
Sterling T. Dow.....	Asst. Treasurer.....	Sanford, Maine.
L. H. McCray.....	Superintendent.....	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, 2nd Tuesday in August.

**Report of the Auburn and Turner Railroad Company for the
Year Ending June 10, 1910.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1910.

Gross earnings from operation.....	\$19,608 88	
Operating expenses.....	14,153 45	
Net earnings from operation.....		\$5,455 43
MISCELLANEOUS INCOME.		
Interest on deposits.....	\$23 32	
Note held in payment of stock subscription paid with interest.....	132 25	155 57
Gross income less operating expenses.....		\$5,611 00
DEDUCTIONS FROM INCOME.		
Taxes on real and personal property.....	\$110 05	
Other deductions from income:		
Receiver's expense.....	295 36	
Receiver's fees.....	4,000 00	4,405 41
Net income.....		\$1,205 59
Surplus for year.....		\$1,205 59
Surplus at beginning of year.....		8,594 98
Surplus at close of year.....		\$9,800 52

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....	\$11,559 10	
Freight.....	7,233 08	
Mail.....	448 82	\$19,246 00
MISCELLANEOUS EARNINGS.		
Advertising.....	\$55 50	
Sale of power.....	105 98	
Other miscellaneous earnings:		
L. A. & W. St. Railway, labor of freight motorman.....	201 40	362 88
Total.....		\$19,608 88

OPERATING EXPENSES.

MAINTENANCE.		
Way and structures:		
Maintenance of track and roadway.....	\$221 81	
Maintenance of electric line.....	128 00	
Maintenance of buildings and fixtures.....	17 80	
Total.....		\$367 61
Equipment:		
Maintenance of electric plant.....	\$17 20	
Maintenance of cars.....	455 64	
Maintenance of electric equipment of cars.....	187 94	
Total.....		610 78
TRANSPORTATION.		
Operation of power plant:		
Power plant wages.....	\$960 00	
Hired power.....	4,917 80	
Total.....		5,877 80
Operation of cars:		
Wages of conductors.....	\$1,501 55	
Wages of motormen.....	1,489 45	
Removal of snow and ice.....	151 56	
Total.....		3,142 56
GENERAL.		
Salaries of general officers.....	\$840 00	
Salaries of clerks.....	360 00	
Miscellaneous office expenses.....	186 31	
Advertising and attractions.....	217 16	
Miscellaneous general expenses.....	787 73	
Rent of land and buildings.....	65 00	
Rent of tracks and terminals.....	1,188 00	
Insurance.....	561 00	
Total.....		4,155 20
Grand total.....		\$14,153 45

COMPARATIVE GENERAL BALANCE SHEET.
(Showing Condition at Close of Business June 30, 1910.)

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		YEAR ENDING JUNE 30, 1910.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$231,352 29	Construction and equipment.....		\$233,390 36	\$2,038 07	
		CURRENT ASSETS AS FOLLOWS.				
\$2,029 51		Cash.....	\$997 45			\$1,032 06
720 49		Accounts receivable.....	856 47		135 98	
695 60		Material and supplies.....	695 60			
	3,445 60			2,549 52		
	\$234,797 89	Total.....		\$235,939 88	\$1,141 99	
		LIABILITIES.				
\$35,000 00		Capital stock, preferred.....	\$35,000 00			
65,000 00		Capital stock, common.....	65,000 00			
125,000 00	\$225,000 00	Funded debt.....	125,000 00	\$225,000 00		
		CURRENT LIABILITIES AS FOLLOWS.				
\$1,079 36		Accounts payable....	\$1,079 36			
60 00	1,139 36	Dividends unpaid....	60 00	1,139 36		
		ACCRUED LIABILITIES AS FOLLOWS.				
	63 60	Taxes accrued and not yet due.....				\$63 60
	8,594 93	Surplus.....		9,800 52	\$1,205 59	
	\$234,797 89	Total.....		\$235,939 88	\$1,141 99	

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1909.	Additions during year.	Total cost to June 30, 1910.
Track and roadway construction.....		\$892 60	
Electric line construction.....		331 45	
Buildings and fixtures used in operation of road.....		433 44	
Shop tools and machinery.....		112 50	
Cars.....		251 60	
Miscellaneous equipment.....		16 48	
Total.....	\$231,352 29	\$2,088 07	\$233,390 36
Cost of construction and equipment per mile of road owned.....	\$25,705 81		\$25,932 26

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

DESCRIPTION.	Total par value authorized.	Number of shares issued.	Par value per share.	Total par value issued.	Dividends during year. —Rate %.
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. 88.

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. and July...	\$6,250 00

Per mile of single track owned. 9 miles.

{	Capital stock outstanding, \$11,111.
{	Funded debt outstanding, 13,889.
{	Total..... \$15,000.

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owned.	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		5
{ Motor, flat.....	1		
{ Trailer, flat.....		3	
Work cars.....		1	1
Snow plows.....	1		1
Total	7	4	11

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	75,823
Freight, mail, and express car mileage.....	26,025
Total car mileage.....	101,848
Passenger car hours.....	4,593
Freight, mail, and express car hours.....	2,109
Total car hours.....	6,702
Fare passengers carried.....	74,093
Total passengers carried.....	74,093
Average fare, revenue passengers.....	\$0.156
Average fare, all passengers (including transfer passengers).....	.156
Car earnings per car mile.....	.189
Miscellaneous earnings per car mile.....	.0085
Gross earnings per car mile.....	\$0.1925
Car earnings per car hour.....	\$2.871
Miscellaneous earnings per car hour.....	.054
Gross earnings per car hour.....	\$2.925
Operating expenses per car mile.....	.189
Operating expenses and taxes per car mile.....	.140
Operating expenses per car hour.....	\$2.11
Operating expenses and taxes per car hour.....	2.12
Operating expenses per cent. of gross earnings.....	72.20
Operating expenses and taxes per cent. of gross earnings.....	72.70
Average number employes, including officials, during year.....	9
Aggregate amount of salaries and wages paid.....	\$5,790.51

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Auburn & 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 23, 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. L. Bradford.....	Auburn, Maine.

Date of close of fiscal year. June 30, 1910.

Date of stockholders' annual meeting. December 1, 1910.

**Report of the Bangor Railway and Electric Company for the Year
Ending June 30, 1910.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1910.

Gross earnings from operation		\$288,483 51	
Operating expenses		170,857 45	
Net earnings from operation			\$118,126 06
MISCELLANEOUS INCOME.			
Interest on deposits		\$1,285 92	
Income from securities owned		65,022 44	
Discounted bills, checking packages, etc		628 60	
Net receipts from light, power and water department		111,507 91	178,444 87
Gross income less operating expenses			\$296,570 98
DEDUCTIONS FROM INCOME.			
Taxes } On real and personal property	\$12,149 83		
} On earnings	1,120 61	\$13,270 44	
Interest } On funded debt	\$125,986 83		
} On floating debt	932 89	126,869 72	
Other deductions from income:			
Rent of water power	\$6,800 00		
Discount on bonds	3,210 00	10,010 00	150,150 16
Net income			\$146,420 77
DEDUCTIONS FROM NET INCOME.			
Reserves for renewals, depreciations, etc		\$23,356 82	
Dividends 6% on common stock		89,938 08	113,294 90
Surplus for year			\$33,125 87
Surplus at beginning of year		\$60,823 04	
PROFIT OR LOSS ADJUSTMENTS DURING YEAR.			
Credits:			
Supplies adjustment	\$38 10		
Corrections to plant account	262 50	300 60	
Debits:			
Depreciations and miscellaneous		33,892 07	27,236 57
Surplus at close of year			\$60,362 44

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.			
Passengers		\$258,326 33	
Chartered cars		587 00	
Freight		26,363 88	
Mail		1,452 98	
Other car earnings		291 60	
			\$287,001 88
MISCELLANEOUS EARNINGS.			
Advertising		\$702 00	
Rent of land and buildings		154 62	
Other miscellaneous earnings:			
Carrying papers and use of gravel car		625 01	1,481 63
Total			\$288,483 51

OPERATING EXPENSES.

MAINTENANCE.		
Way and structures—		
Maintenance of track and roadway	\$15,105 64	
Maintenance of electric line	2,623 81	
Maintenance of buildings and fixtures	372 65	
Total.....		\$18,102 10
Equipment—		
Maintenance of steam plant.....	\$400 12	
Maintenance of electric plant.....	5,949 31	
Maintenance of water power plant.....	3,279 70	
Maintenance of cars.....	7,530 28	
Maintenance of electric equipment of cars.....	6,173 35	
Maintenance of miscellaneous equipment.....	330 50	
Miscellaneous shop expenses.....	1,860 54	
Total.....		\$25,523 80
TRANSPORTATION.		
Operation of power plant—		
Power plant wages	\$3,235 92	
Fuel for power.....	986 70	
Lubricants and waste for power plant.....	95 47	
Miscellaneous supplies and expenses of power plant.....	137 23	
Hired power.....	16,737 60	
Total.....		\$21,192 92
Operation of cars—		
Superintendence of transportation.....	\$2,849 21	
Wages of conductors	23,151 38	
Wages of motormen	24,021 98	
Wages of miscellaneous car service employees.....	4,123 28	
Wages of car house employees	2,184 78	
Car service supplies	1,362 66	
Miscellaneous car service expenses	2,186 63	
Hired equipment.....	1,568 04	
Cleaning and sanding track.....	1,531 33	
Removal of snow and ice.....	1,523 80	
Total.....		\$64,515 09
GENERAL.		
Salaries of general officers.....	\$9,393 07	
Salaries of clerks	5,159 15	
Detectives	449 75	
Miscellaneous office expenses	2,062 84	
Stores expenses.....	321 03	
Stable expenses.....	525 42	
Advertising and attractions	5,345 25	
Miscellaneous general expenses.....	3,921 41	
Damages.....	5,473 39	
Miscellaneous legal expenses	2,232 00	
Rent of land and buildings.....	2,175 59	
Insurance	3,443 64	
Total.....		\$41,023 54
Grand total.....		\$170,357 45

RAILROAD COMMISSIONER'S REPORT.

COMPARATIVE GENERAL BALANCE SHEET.
 (Showing Condition at Close of Business June 30, 1910.)

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		YEAR ENDING JUNE 30, 1910.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$2,821,371 95	Construction and equipment		\$2,853,257 63	\$31,885 68	
	994,869 96	OTHER PERMANENT INVESTMENTS AS FOLLOWS. Stocks and bonds of other companies		1,162,214 40	167,344 44	
		Unfinished constructions		18,430 09	18,430 09	
		CURRENT ASSETS, AS FOLLOWS.				
\$91,383 18		Cash	\$37,248 20			\$54,134 98
18,838 65		Bills receivable	227 51			18,611 14
64,008 76		Accounts receivable	47,230 02			16,778 74
30,344 62		Material and supplies	31,920 71		1,576 09	
12,735 81		Prepaid accounts	9,787 25			2,998 56
64,760 00		Miscellaneous		126,363 69		64,760 00
	282,071 02	Discount on bonds		50,000 00	50,000 00	
		Total		\$4,210,265 81	\$111,952 88	
	\$4,098,312 93					
		LIABILITIES.				
	\$1,499,968 00	Capital stock, common		\$1,499,968 00		
	2,451,000 00	Funded debt		2,526,000 00	\$75,000 00	
		CURRENT LIABILITIES AS FOLLOWS.				
	40,279 86	Accounts payable		41,218 88	939 02	
	18,737 10	Dividends unpaid		22,646 22	3,909 12	
	440 66	Ticket sales		74 38		\$366 28
		ACCRUED LIABILITIES AS FOLLOWS.				
	685 17	Taxes accrued and not yet due		16 12		619 05
	7,573 59	Interest on funded debt accrued and not yet due		7,650 00	76 41	
	18,850 51	Rentals accrued and not yet due		516 66	516 66	
	60,828 04	Reserves		51,813 11	32,962 60	
		Surplus		60,362 44		465 60
	\$4,098,312 93	Total		\$4,210,265 81	\$111,952 88	

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1909.	Additions during year.	Deductions during year.	Total cost to June 30, 1910.
Track and roadway construction		\$3,821 05	\$381 20	
Buildings and fixtures used in operation of road		98 28		
Power plant equipment		2,217 56	1,132 53	
Cars			4,600 00	
Electric equipment of cars		3,317 16	108 60	
Miscellaneous		28,916 89	262 43	
Total	\$2,821,371 95	\$38,370 44	\$6,484 76	\$2,853,257 63

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 ⁸⁸ / ₁₀₀	\$100	\$1,500,000	6	\$89,938 08

Total number of stockholders, 104.

Total number of stockholders in this state, 30.

Amount of stock held in this state, \$356,000.00.

FUNDED DEBT.

DESCRIPTION.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.	INTEREST.		
						Rate %.	When payable.	Accrued during year.
First consolidated mortgage bonds.....	April 1st, 1905.....	30	July 1st, 1935.....	\$2,000,000	\$1,926,000	5	Jan. & July.....	\$95,936.83
Public Works Co. first mortgage.....	April 1st, 1899.....	30	April 1st, 1929.....	600,000	600,000	5	April & Oct.....	30,000.00
Total.....				\$2,600,000	\$2,526,000			\$125,936.83

Per mile of single track owned 63.285 miles	{	Capital stock outstanding,	\$23,701 79
		Funded debt outstanding,	89,914 67
		Total.....	\$63,616 46

This includes the Light, Power and Water Departments, and Securities owned, a fair estimate for the railway is \$30,000.00.

DESCRIPTION OF ROAD AND EQUIPMENT.
TRACK.

	Owned.	Total operated.
Length of road (first main track).....	57.224	57.224
Length of second main track.....	2.731	2.731
Total length of main track.....	59.955	59.955
Length of sidings and turnouts.....	3.330	3.330
Total computed as single track.....	63.285	63.285

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	26		26
Open passenger cars.....	24	1	25
Total passenger cars.....	50	1	51
Freight cars.....	2	20	22
Work cars.....	2		2
Snow plows.....	6	1	7
Sprinklers.....	1		1
Total.....	61	22	83

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	1,119,068
Freight, mail, and express car mileage.....	34,686
Total car mileage.....	1,153,754
Passenger car hours.....	114,087
Freight, mail and express car hours.....	6,895
Total car hours.....	120,982
Fare passengers carried.....	5,242,648
Transfer passengers carried.....	466,480
Total passengers carried.....	5,709,128
Average fare, revenue passengers.....	\$0.0456
Average fare, all passengers (including transfer passengers).....	.0408
Car earnings per car mile.....	\$0.2489
Miscellaneous earnings per car mile.....	.0018
Gross earnings per car mile.....	\$0.2507
Car earnings per car hour.....	\$2.374
Miscellaneous earnings per car hour.....	.012
Gross earnings per car hour.....	\$2.386
Operating expenses per car mile.....	\$0.1477
Operating expenses and taxes per car mile.....	.1592
Operating expenses per car hour.....	\$1.409
Operating expenses and taxes per car hour.....	\$1.518
Operating expenses per cent. of gross earnings.....	59.00
Operating expenses and taxes per cent. of gross earnings.....	63.70
Average number employes, including officials, during year.....	258
Aggregate amount of salaries and wages paid.....	\$148,799 92

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Employees.....		1	1
Others.....	2	3	5
Total.....	2	4	6

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Bangor Railway & 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.
Frank Silliman, Jr	General Manager.....	Bangor, Maine.
Howard Corning	Vice-President	Philadelphia, Pa.
C. A. Pearson, Jr	Treasurer and Clerk.....	Bangor, Maine.
C. H. Johnson	Auditor.....	Philadelphia, Pa.
	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. D. 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, 1910.

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1910.

Gross earnings from operation.....		\$13,472 55	
Operating expenses.....		12,749 34	
Net earnings from operation.....			\$723 21
Gross income less operating expenses.....			\$723 21
DEDUCTIONS FROM INCOME.			
Taxes	{		
	{ On real and personal property }		
	{ On capital stock..... }	\$153 60	
	{ On earnings..... }		
	{ Miscellaneous..... }		
Interest—on funded debt.....		1,650 00	1,803 60
Net loss.....			\$1,080 39
Deficit for year.....			\$1,080 39
Deficit at beginning of year.....			725 23
Deficit at close of year.....			\$1,805 62

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.			
Passengers.....		\$2,790 60	
Freight.....		10,651 95	
			\$13,442 55
MISCELLANEOUS EARNINGS.			
Sale of power.....			30 00
Total.....			\$13,472 55

OPERATING EXPENSES.

MAINTENANCE.			
Way and Structures:			
Maintenance of track and roadway.....		\$2,058 02	
Maintenance of electric line.....		290 44	
Maintenance of buildings and fixtures.....		1,062 26	
Total.....			\$3,410 72
Equipment:			
Maintenance of electric plant.....		\$199 59	
Maintenance of cars.....		1,539 60	
Maintenance of electric equipment of cars.....		463 28	
Maintenance of miscellaneous equipment.....		194 40	
Total.....			\$2,396 87
TRANSPORTATION.			
Operation of Power Plant:			
Power plant wages.....		\$182 00	
Water for power.....		500 00	
Lubricants and waste.....		43 78	
Hired power.....		710 00	
Total.....			\$1,435 78
Operation of Cars:			
Superintendence of transportation.....		\$451 52	
Wages of conductors.....		4,306 42	
Wages of motormen.....			
Miscellaneous car service expenses.....		11 50	
Removal of snow and ice.....		60 75	
Total.....			\$4,880 19
GENERAL.			
Salaries of clerks.....		\$156 50	
Printing and stationery.....		2 00	
Miscellaneous office expenses.....		25 11	
Damages.....		106 48	
Legal expenses in connection with damages.....		2 00	
Miscellaneous legal expenses.....		5 50	
Rent of land and buildings.....		208 44	
Rent of tracks and terminals.....			
Insurance.....		169 80	
Total.....			\$675 78
Grand total.....			\$12,749 34

COMPARATIVE GENERAL BALANCE SHEET.
(Showing Condition at Close of Business June 30, 1910.)

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		YEAR ENDING JUNE 30, 1910.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$53,686 95	Construction and equipment		\$53,686 95		
		CURRENT ASSETS				
		AS FOLLOWS:				
	290 89	Cash.....		1,312 91	\$1,022 02	
	84 82	Accounts receivable.....		84 23	49 41	
	2,907 28	Material and supplies.....		2,384 22		\$523 06
	88 58	Prepaid accounts.....		130 69	42 16	
	725 28	Deficit.....		1,805 62	1,080 39	
	\$57,733 70	Total.....		\$59,404 62	\$1,670 92	
		LIABILITIES.				
	\$20,000 00	Capital stock, common.....		\$20,000 00		
	33,000 00	Real estate mortgages.....		33,000 00		
		CURRENT LIABILITIES				
		AS FOLLOWS:				
	4,733 70	Accounts payable.....		6,404 62	\$1,670 92	
	\$57,733 70	Total.....		\$59,404 62	\$1,670 92	

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1909.	Total cost to June 30, 1910.
Organization.....		
Engineering and superintendence.....	\$34,294 92	\$34,294 92
Right of way.....		
Real estate used in operation of road, land.....	1,247 00	1,247 00
Power plant equipment.....	4,260 92	4,260 92
CARS.....		
Electric equipment of cars.....	13,884 11	13,884 11
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.
Common.....	\$20,000	800	\$25	\$20,000

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	\$33,000	5	Semi-annually...	\$137 50
Per mile of single track owned, 4.795 miles		{ Capital stock outstanding..... \$4,171 00 { Funded debt outstanding..... 6,882 00 { <u>\$11,053 00</u>						

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owned.	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
Total passenger cars.....	1		1
Freight cars.....		6	6
Work cars.....	2		2
Snow plows.....	1		1
Total.....	4	6	10

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	40,560
Freight, mail and express car mileage.....	40,150
Total car mileage.....	80,610
Passenger car hours.....	6,296
Freight, mail and express car hours.....	7,912
Total car hours.....	14,208
Fare passengers carried.....	55,812
Passengers carried, passes.....	3,501
Total passengers carried.....	59,313
Average fare, revenue passengers.....	\$0.05
Average fare, all passengers (including transfer passengers).....	.047
Car earnings per car mile, passenger.....	.069
Car earnings per car mile, freight.....	.265
Gross earnings per car mile.....	\$0.334
Car earnings per car hour.....	\$0.946
Miscellaneous earnings per car hour.....	.002
Gross earnings per car hour.....	\$0.948
Operating expenses per car mile.....	\$0.158
Operating expenses and taxes per car mile.....	\$0.160
Operating expenses per car hour.....	\$0.898
Operating expenses and taxes per car hour.....	\$0.908
Operating expenses per cent. of gross earnings.....	94.60
Operating expenses and taxes per cent. of gross earnings.....	95.80
Average number employes, including officials, during year.....	21
Aggregate amount of salaries and wages paid.....	\$7,289 13

SUMMARY OF ACCIDENTS DURING YEAR.

	Injured.	Total.
Passengers.....	1	1

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Benton & 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.....	Fairfield, Maine.
Edward F. Parker.....	Benton Station, Maine.
E. C. Herring.....	Fairfield, Maine.

Date of close of fiscal year. June 30, 1910.

Date of stockholders' annual meeting. Third Thursday of June.

**Report of the Biddeford and Saco Railroad Company for the Year
Ending June 30, 1910.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1910.

Gross earnings from operation.....	\$68,002 33	
Operating expenses.....	49,818 28	
Net earnings from operation.....		\$18,184 05
MISCELLANEOUS INCOME.		
Interest on deposits.....		416 71
Gross income less operating expenses.....		\$18,600 76
DEDUCTIONS FROM INCOME.		
Taxes { On real and personal property.....	\$1,211 52	
{ On earnings.....	101 79	
	1,313 31	
Interest—on funded debt.....	6,000 00	
Net income.....		\$7,813 31
		\$11,287 45
DEDUCTIONS FROM NET INCOME.		
* Dividends 7½ % on \$100,000 common stock.....		7,500 00
Surplus for year.....		\$3,787 45
Surplus at beginning of year.....		13,746 93
Surplus at close of year.....		\$17,534 38

* This increase in dividend was occasioned by changing from an annual to a semi annual basis. The regular dividend of 5% was paid on October 1, 1909. The first semi annual dividend of 2½ % on April 1, 1910.

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS		
Passengers.....	\$61,207 45	
Express.....	437 88	
		\$61,644 33
MISCELLANEOUS EARNINGS.		
Advertising.....	\$300 00	
Sale of power.....	6,057 50	
Total.....		\$6,357 50
		\$68,002 33

OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway.....	\$3,311 98	
Maintenance of electric line.....	1,306 91	
Maintenance of buildings and fixtures.....	58 83	
Total.....		\$4,672 22
Equipment:		
Maintenance of steam plant.....	\$1,466 21	
Maintenance of electric plant.....	48 08	
Maintenance of cars.....	1,462 34	
Maintenance of electric equipment of cars.....	1,791 60	
Maintenance of miscellaneous equipment.....	73 23	
Total.....		\$4,841 46
TRANSPORTATION.		
Operation of power plant:		
Power plant wages.....	\$3,863 40	
Fuel for power.....	14,804 77	
Water for power.....	764 05	
Lubricants and waste for power plant.....	497 66	
Miscellaneous supplies and expenses of power plant.....	124 07	
Total.....		\$20,053 95
Operation of cars:		
Wages of conductors.....	\$6,250 82	
Wages of motormen.....	6,181 10	
Wages of car house employees.....	1,388 39	
Car service supplies.....	212 25	
Cleaning and sanding track.....	273 56	
Removal of snow and ice.....	490 70	
Total.....		\$14,796 82
GENERAL.		
Salaries of general officers.....	\$2,600 00	
Printing and stationery.....	107 66	
Stable expenses.....	81 62	
Advertising and attractions.....	157 42	
Miscellaneous general expenses.....	776 89	
Damages.....	47 75	
Rent of land and buildings.....	186 00	
Insurance.....	1,496 49	
Total.....		\$5,453 88
Grand total.....		\$49,818 28

RAILROAD COMMISSIONER'S REPORT.

COMPARATIVE GENERAL BALANCE SHEET.
 (Showing Condition at Close of Business June 30, 1910.)

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		YEAR ENDING JUNE 30, 1910.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$257,731 39	Construction and equipment		\$257,873 01	\$141 62	
		CURRENT ASSETS AS FOLLOWS.				
	6,015 54	Cash.....		7,538 30	1,522 76	
		Material and supplies		2,123 07	2,123 07	
	\$263,746 93	Total		\$267,534 38	\$3,787 45	
		LIABILITIES.				
	\$100,000 00	Capital stock, common.....		\$100,000 00		
	150,000 00	Funded debt....		150,000 00		
	13,746 93	Surplus.....		17,534 38	3,787 45	
	\$263,746 93	Total.....		\$267,534 38	\$3,787 45	

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30 1909.	Additions during year.	Deductions during year.	Total cost to June 30 1910.
Track and roadway construction.....	\$110,206 95			\$110,206 95
Electric line construction.....	12,071 33	\$72 19		12,143 52
Real estate used in operation of road. } Buildings and fixtures used in operation of road. }	17,209 44			17,209 44
Power plant equipment.....	36,414 15	219 48		36,633 58
Car.	78,324 12			78,324 12
Electric equipment of cars.....				
Miscellaneous equipment.....	3,505 40		\$150 00	3,355 40
Total.....	\$257,731 39	\$291 62	\$150 00	\$257,873 01
Cost of construction and equipment per mile of road owned.....	\$33,863 00			\$33,881 62

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK,

DESCRIPTION.	Total par value authorized.	Number of shares issued.	Par value per share.	Total par value issued.	DIVIDENDS DURING YEAR.	
					Rate	Amount.
Common.....	\$100,000 00	2,000	\$50	\$100,000	7½	\$7,500 00

Total number of stockholders, 39.
 Total number of stockholders in this State, 32.
 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 mort. gold bond.....	1900	40	June 1, 1940.....	\$300,000 00	\$150,000 00	4	June and Dec....	\$6,000 00

Per mile of single track owned, 8.146 miles {

Capital stock outstanding,	\$12,275 76
Funded debt outstanding,	18,413 94
Total.....	\$30,686 70

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owned.	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.....	319,090
Freight, mail and express car mileage.....	2,207
Total car mileage.....	321,297
Passenger car hours.....	33,004
Freight, mail and express car hours.....	275
Total car hours.....	33,279
Fare passengers carried.....	980,717
Transfer passengers carried.....	106,182
Total passengers carried.....	1,086,899
Average fare, revenue passengers.....	\$0.0657
Average fare, all passengers (including transfer passengers).....	.0590
Car earnings per car mile.....	.1918
Miscellaneous earnings per car mile.....	.0197
Gross earnings per car mile.....	\$0.2116
Car earnings per car hour.....	\$1.855
Miscellaneous earnings per car hour.....	.191
Gross earnings per car hour.....	\$2.046
Operating expenses per car mile.....	\$0.1550
Operating expenses and taxes per car mile.....	\$0.1590
Operating expenses per car hour.....	\$1.497
Operating expenses and taxes per car hour.....	\$1.536
Operating expenses per cent. of gross earnings.....	73.00
Operating expenses and taxes per cent. of gross earnings.....	75.00
Average number employees, including officials, during year.....	38
Aggregate amount of salaries and wages paid.....	\$24,790 66

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 a 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.
Charles M. Durell.....	Superintendent.....	Biddeford, Maine.

DIRECTORS OF THE COMPANY.

NAME.	RESIDENCE.
Charles H. Prescott.....	Saco, Maine.
Harry P. Garland.....	Saco, Maine.
Carlos Heard.....	Biddeford, Maine.
Walter G. Davis.....	Portland, Maine.
Charles F. Libby.....	Portland, Maine.
Ammi Whitney.....	Portland, Maine.
Fred E. Richards.....	Portland, Maine.
Fred N. Dow.....	Portland, Maine.
Charles F. Berry.....	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, 1910.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1910.

Gross earnings from operation.....	\$29,660 70	.....
Operating expenses.....	25,991 69	.....
Net earnings from operation.....		\$8,669 01
Gross income less operating expenses.....		\$8,669 01
DEDUCTIONS FROM INCOME.		
Taxes.. { On real and personal property.....	\$405 20	.....
{ On earnings.....	165 61	.....
	\$570 81	.....
Interest on funded debt.....	5,000 00	.....
		5,570 81
Deficit for year.....		\$1,901 80
Deficit at beginning of year.....		22,027 82
Deficit at close of year.....		\$23,929 62

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....		\$29,800 70
MISCELLANEOUS EARNINGS.		
Advertising.....	\$150 00	.....
Sale of power.....	210 00	.....
		360 00
Total.....		\$29,660 70

OPERATING EXPENSES.

MAINTENANCE.		
Way and structures:		
Maintenance of track and roadway.....	\$3,415 88	
Maintenance of electric line.....	164 50	
Maintenance of buildings and fixtures.....	961 63	
Total.....		\$4,532 01
Equipment:		
Maintenance of steam plant.....	\$189 88	
Maintenance of electric plant.....	270 19	
Maintenance of cars.....	859 73	
Maintenance of electric equipment of cars.....	975 90	
Maintenance of miscellaneous equipment.....	61 82	
Miscellaneous shop expenses.....	224 60	
Total.....		\$2,581 62
TRANSPORTATION.		
Operation of power plant:		
Power plant wages.....	\$952 50	
Fuel for power.....	4,591 80	
Water for power.....	442 95	
Lubricants and waste for power plant.....	217 84	
Total.....		\$6,205 09
Operation of cars:		
Superintendence of transportation.....	\$355 00	
Wages of conductors.....	2,763 90	
Wages of motormen.....	2,759 70	
Wages of car house employees.....	1,941 95	
Car service supplies.....	18 12	
Removal of snow and ice.....	356 31	
Total.....		\$8,194 98
GENERAL.		
Salaries of general officers.....	\$1,845 00	
Salaries of clerks.....	193 00	
Miscellaneous office expenses.....	204 45	
Miscellaneous general expenses.....	173 95	
Damages.....	73 00	
Legal expenses in connection with damages.....	500 00	
Miscellaneous legal expenses.....	500 00	
Insurance.....	988 59	
Total.....		\$4,477 99
Grand total.....		\$25,991 69

COMPARATIVE GENERAL BALANCE SHEET.
(Showing Condition at Close of Business June 30, 1910.)

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		YEAR ENDING JUNE 30, 1910.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$200,000 00	Construction and equipment		\$200,000 00		
		CURRENT ASSETS, AS FOLLOWS.				
	1,682 18	Cash.....		2,097 88	\$465 70	
	22,027 82	Deficit.....		23,929 62	1,901 80	
	\$223,660 00	Total		\$226,027 50	\$2,367 50	
		LIABILITIES.				
	\$100,000 00	Capital stock, common.....		\$100,000 00		
	100,000 00	Funded debt.....		100,000 00		
		CURRENT LIABILITIES AS FOLLOWS.				
	13,660 00	Accounts payable.....		11,015 00		\$2,645 00
	10,000 00	Matured interest on funded debt unpaid		15,012 50	\$5,012 50	
	\$223,660 00	Total		\$226,027 50	\$2,367 50	

RAILROAD COMMISSIONER'S REPORT.

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1910.
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.	Per value per share.	Total par value issued.
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, 1918.....	\$100,000	\$100,000	5	Jan. & July.....	\$5,000 00						
Per mile of single track owned, *7 miles	<table border="0"> <tr> <td>Capital stock outstanding.....</td> <td>\$14,444 44</td> </tr> <tr> <td>Funded debt outstanding.....</td> <td>14,444 44</td> </tr> <tr> <td>Total.....</td> <td>\$28,888 88</td> </tr> </table>								Capital stock outstanding.....	\$14,444 44	Funded debt outstanding.....	14,444 44	Total.....	\$28,888 88
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.	Total operated.
Length of road (first main track).....	4	3	7
Railway located outside of Maine.....		3	3

CARS, ETC.

	With 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.....	587,538
Transfer passengers carried.....	26,800
Total passengers carried.....	613,838
Average fare, revenue passengers.....	\$0.0499
Average fare, all passengers (including transfer passengers).....	.0481
Car earnings per car mile.....	\$0.1630
Miscellaneous earnings per car mile.....	.001
Gross earnings per car mile.....	\$0.1642
Car earnings per car hour.....	\$4.64
Miscellaneous earnings per car hour.....	.056
Gross earnings per car hour.....	\$4.696
Operating expenses per car mile.....	\$0.141
Operating expenses and taxes per car mile.....	.145
Operating expenses per car hour.....	\$4.05
Operating expenses and taxes per car hour.....	\$4.130
Operating expenses per cent. of gross earnings.....	87.50
Operating expenses and taxes per cent. of gross earnings.....	89.50
Average number of employees, including officials, during year.....	27
Aggregate amount of salaries and wages paid.....	\$12,825 50

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 and Supt.....	Calais, Maine.
Benjamin Y. Curran.....	Treas. and Gen. Manager...	Calais, Maine.

DIRECTORS OF THE COMPANY.

NAME.	RESIDENCE.
George A. Curran	Calais, Maine.
Charles F. Pray.....	Calais, Maine.
Benjamin Y. Curran.....	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, 1910.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1910.

Gross earnings from operation	\$8,057 00	
Operating expenses	4,282 78	
Net earnings from operation		\$3,794 22
Gross income less operating expenses		\$3,794 22
DEDUCTIONS FROM INCOME.		
Taxes—on real and personal property	\$85 50	
Interest } On funded debt	1,375 00	
} On floating debt	115 00	
		1,525 50
Net income		\$2,268 72
Surplus for year		\$2,268 72
Surplus at beginning of year		5,098 00
Surplus at close of year		\$7,366 72

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers	\$7,350 00	
Freight	462 00	
		\$7,812 00
MISCELLANEOUS EARNINGS.		
Rent of tracks		245 00
Total		\$8,057 00

OPERATING EXPENSES.

MAINTENANCE.			
Way and structures—			
Maintenance of track and roadway.....		\$150 00	
Maintenance of electric line.....		10 00	
Total.....			\$160 00
Equipment.....			
Maintenance of cars.....		\$60 00	
Maintenance of electric equipment of cars.....		300 00	
Total.....			360 00
TRANSPORTATION.			
Operation of power plant.....			
Hired power.....			915 23
Operation of cars—			
Wages of conductors.....	}	\$1,705 50	
Wages of motormen.....			
Wages of miscellaneous car service employees.....		900 00	
Miscellaneous car service expenses.....		91 40	
Removal of snow and ice.....		30 65	
Total.....			2,727 55
GENERAL.			
Insurance.....			
			100 00
Grand total.....			\$4,262 78

COMPARATIVE GENERAL BALANCE SHEET.
(Showing Condition at Close of Business June 30, 1910.)

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		YEAR ENDING JUNE 30, 1910.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$69,178 50	Construction and equipment.....		\$69,878 50	\$700 00	
	444 50	CURRENT ASSETS, AS FOLLOWS.				
		Material and supplies.....		494 50	50 00	
	\$69,623 00	Total.....		\$70,373 00	\$750 00	
		LIABILITIES.				
	\$30,000 00	Capital stock, common.....		\$30,000 00		
	30,000 00	Funded debt.....		30,000 00		
	2,250 00	CURRENT LIABILITIES AS FOLLOWS.				
		Loans and notes payable.....		1,465 64		\$784 36
	2,275 00	Accounts payable.....		1,540 64		784 36
	5,098 00	Surplus.....		7,866 72	2,268 72	
	\$69,623 00	Total.....		\$70,373 00	\$750 00	

RAILROAD COMMISSIONER'S REPORT.

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1909.	Additions during year.	Total cost to June 30, 1910.
Organization.....	\$200 00		
Engineering and superintendence	200 00		
Track and roadway construction.....	57,978 50	\$600 00	
Electric line construction	4,000 00	100 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	\$700 00	\$69,878 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.
Common.....	\$30,000	300	\$100	\$30,000

Total number of stockholders, 6.

Total number of stockholders in this state, 6.

Amount of stock held in this state, \$30,000.

FUNDED DEBT.

DESCRIPTION.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.	INTEREST.		
						Rate.	When payable.	Accrued during year.
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, 3.43 miles. {

Capital stock outstanding,	\$8,746 35
Funded debt outstanding,	8,746 35
Total.....	\$17,492 70

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owned.	Total operated.
Length of road (first main track).....	3.10	3.10
Length of sidings and turnouts.....	.33	.33
Total computed as single track.....	3.43	3.43

CARS, ETC.

	With 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.

Passenger car mileage.....	73,000
Freight, mail, and express car mileage.....	2,000
Total car mileage.....	75,000
Passenger car hours.....	6,205
Freight, mail, and express car hours.....	400
Total car hours.....	6,605
Fare passengers carried.....	151,000
Average fare, all passengers (including transfer passengers).....	\$0.05
Car earnings per car mile.....	.103
Car earnings per car hour.....	1.20
Operating expenses per car hour.....	.53
Operating expenses per cent. of gross earnings.....	52.90
Average number employes, including officials, during year.....	4
Aggregate amount of salaries and wages paid.....	\$2,780 00

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Fairfield and Shawmut Railway, Fairfield, Maine.

OFFICERS OF THE COMPANY.

NAME.	Title.	Official Address.
A. F. Gerald	President and General Manager	Fairfield, Maine.
H. D. Eaton	Secretary	Waterville, Maine.
W. T. Haines	Treasurer	Waterville, Maine.
Edward Prue	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, 1910.

**Report of the Fryeburg Horse Railroad Company for the Year Ending
June 30, 1909.**

INCOME ACCOUNT FOR THE YEAR ENDING JUNE 30, 1910.

* 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, 1910.)

JUNE 30, 1909.		ASSETS.	June 30, 1910.		YEAR ENDING JUNE 30, 1910.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$5,175 00	Construction and equipment.....		\$5,175 00		
		LIABILITIES.				
.....	\$5,175 00	Capital stock, common.....		\$5,175 00		

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

DESCRIPTION.	Total par value authorized.	Number of shares issued.	Par value per share	Total par value issued.
Common.....	\$250,000 00	207	\$25	\$5,175 00

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.	Total operated.
Length of road (first main track).....	3	3

CARS, ETC.

	Without electric equipment.	Total number.
Closed passenger cars.....	3	3
Open passenger cars.....	3	3
Total passenger cars.....	6	6

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Fryeburg Horse Railroad Company, Fryeburg, Maine.

OFFICERS OF THE COMPANY.

NAME.	TITLE.	OFFICIAL ADDRESS.
Edward E. Hastings.....	Secretary and Treasurer....	Fryeburg, Maine.

DIRECTORS OF THE COMPANY.

NAME.	RESIDENCE.
Geo. E. Macomber.....	Augusta, Maine.
Fred J. Allen.....	Sanford, Maine.
Edward E. Hastings.....	Fryeburg, Maine.
A. Crosby Kennett.....	Conway, N. H.

Date of close of fiscal year. June 30, 1910.

Date of stockholders' annual meeting. 1st Tuesday in June.

**Report of the Lewiston, Augusta and Waterville Street Railway
for the Year Ending June 30, 1910.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1910.

Gross earnings from operation.....		\$517,492 08	
Operating expenses.....		308,537 99	
Net earnings from operation.....			\$208,954 09
MISCELLANEOUS INCOME.			
Interest on deposits.....		\$426 08	
Income from securities owned.....		8,288 12	
			8,714 20
Gross income less operating expenses.....			\$217,668 29
DEDUCTIONS FROM INCOME.			
Taxes	{ On real and personal property		
	{ On capital stock.....		
	{ On earnings.....	\$6,339 11	
	{ Miscellaneous.....		
Interest	{ On funded debt.....	156,146 54	
	{ On floating debt.....	15,090 37	\$177,576 02
OTHER DEDUCTIONS FROM INCOME.			
Terminal rental.....		350 00	177,926 02
Net income.....			\$39,742 27
DEDUCTIONS FROM NET INCOME.			
Reserve for extraordinary renewals, depreciation, etc.....			19,608 22
Surplus for year.....			\$20,134 05
Surplus at beginning of year.....		\$67,238 78	
PROFIT OR LOSS ADJUSTMENTS DURING YEAR.			
Credits.....		151 95	
Debits:			
Miscellaneous.....	\$567 58		
Loss on securities sold.....	5,957 20	6,524 78	60,865 95
Surplus at close of year.....			\$81,000 00

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.			
Passengers.....		\$491,902 96	
Freight and express.....		15,664 24	
Mail.....		1,523 73	\$509,090 93
MISCELLANEOUS EARNINGS.			
Advertising.....		\$1,419 96	
Rent of land and buildings.....		885 87	
Sale of power.....		5,841 76	
Other miscellaneous earnings.....		758 56	8,401 15
Total.....			\$517,492 08

LEWISTON, AUGUSTA AND WATERVILLE STREET RAILWAY. 385

OPERATING EXPENSES.

MAINTENANCE.		
Way and structures:		
Maintenance of track and roadway.....	\$11,619 92	
Maintenance of electric line.....	5,489 71	
Maintenance of buildings and fixtures.....	518 47	
Total.....		\$17,628 10
Equipment:		
Maintenance of steam plant.....	\$111 39	
Maintenance of electric plant.....	968 18	
Maintenance of cars.....	16,670 56	
Maintenance of electric equipment of cars.....	13,607 97	
Maintenance of miscellaneous equipment.....	1,947 10	
Miscellaneous shop expenses.....	1,931 09	
Total.....		35,236 29
TRANSPORTATION.		
Operation of power plant:		
Power plant wages.....	\$13,263 11	
Fuel for power.....	2,748 44	
Lubricants and waste for power plant.....	115 98	
Miscellaneous supplies and expenses of power plant.....	744 24	
Hired power.....	66,297 71	
Total.....		88,169 48
Operation of cars:		
Superintendence of transportation.....	\$3,805 55	
Wages of conductors.....	79,252 88	
Wages of motormen.....	2,785 68	
Wages of miscellaneous car service employees.....	4,251 87	
Wages of car house employees.....	5,138 32	
Car service supplies.....	9,385 06	
Miscellaneous car service expenses.....	3,502 76	
Cleaning and sanding track.....	3,416 92	
Removal of snow and ice.....		
Total.....		111,549 04
GENERAL.		
Salaries of general officers.....	\$11,867 28	
Salaries of clerks.....	3,095 92	
Printing and stationery.....	1,704 78	
Miscellaneous office expenses.....	1,241 12	
Stores expenses.....	459 57	
Stable expenses.....	10,273 94	
Advertising and attractions.....	5,603 29	
Miscellaneous general expenses.....	18,233 32	
Damages.....	1,627 15	
Legal expenses in connection with damages.....	6,849 31	
Rent of land and buildings.....		
Insurance.....		
Total.....		60,955 08
Grand total.....		\$308,637 99

COMPARATIVE GENERAL BALANCE SHEET.
(Showing Condition at Close of Business June 30, 1910.)

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		YEAR ENDING JUNE 30, 1910.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$6,340,564 81	Construction and equipment..		\$6,413,410 82	\$72,846 01	
		OTHER PERMANENT INVESTMENTS AS FOLLOWS.				
	209,237 83	Stocks and bonds of other companies.....		1,000 00		\$208,237 83
		Undistributed estimates.....		6,317 12	6,317 12	
		CURRENT ASSETS AS FOLLOWS.				
	28,337 52	Cash.....		111,966 30	83,628 78	
	5,775 71	Accounts receivable.....		8,761 97	2,986 26	
	27,739 59	Material and supplies.....		39,913 20	12,173 61	
	12,432 45	Prepaid accounts.....		12,516 77	84 32	
	325,000 00	Bonds in treasury.....		300,000 00		25,000 00
	21,000 00	Discount on bonds sold....		24,000 00	3,000 00	
	\$6,970,087 91	Total.....		\$6,917,886 18		\$52,201 73
		LIABILITIES.				
	\$3,000,000 00	Capital stock, preferred.....		\$600,000 00	\$600,000 00	
	3,500,000 00	Capital stock, common.....		2,400,000 00		\$600,000 00
		Funded debt.....		3,500,000 00		
		CURRENT LIABILITIES AS FOLLOWS.				
	286,000 00	Loans and notes payable.....		25,000 00		261,000 00
	48,382 78	Accounts payable.....		26,683 18		21,699 60
	16,140 00	Matured interest on funded debt unpaid.....		20,335 00	4,195 00	
	1,234 64	Miscellaneous: Tickets outstanding.....		83 00		1,151 64
		ACCRUED LIABILITIES AS FOLLOWS.				
	35,375 00	Interest on funded debt accrued and not yet due.....		35,687 49	312 49	
	3,817 34	Miscellaneous interest accrued and not yet due.....				3,817 34
		Miscellaneous: Damages.....		132 83	132 83	
	79 39	Legal expenses.....				79 39
		Special reconstruction reserve.....		206,362 88	206,362 88	
	11,819 98	Reserves.....		22,601 80	10,781 82	
	67,238 78	Surplus.....		81,000 00	13,761 22	
	\$6,970,087 91	Total.....		\$6,917,886 18		\$52,201 73

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1909.	Additions during year.	Deductions during year.	Total cost to June 30, 1910.
Organization	\$6,287,427 47	.....	\$8,680 51	\$6,228,746 96
Track and roadway construction } ..	50,265 81	\$49,765 64	.....	100,080 95
Electric line construction..... }	725 68	1,000 00	.....	1,725 68
Real estate used in operation of road	.....	.....	.....	.....
Buildings and fixtures used in opera- tion of road.....	.....	4,095 46	.....	4,095 46
Power plant equipment.....	39,101 21	11,869 65	.....	50,470 86
Shop tools and machinery.....	300 00	1,871 65	.....	2,171 65
Cars.....	6,651 50	13,860 50	.....	20,012 00
Electric equipment of cars }	5,238 39	.....	.....	5,238 39
Miscellaneous equipment.....	855 25	63 62	.....	918 87
Miscellaneous .....	.....	.....	.....	.....
Total.....	\$6,840,564 81	\$81,526 52	\$8,680 51	\$6,418,410 82
Cost of construction and equipment per mile of road owned.....	.....	.....	.....	\$47,250 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.
Preferred	\$600,000	6,000	\$100	\$600,000
Common	2,400,000	24,000	100	2,400,000
Total.....	\$3,000,000	30,000	.....	\$3,000,000

Total number of stockholders, 132.

Total number of stockholders in this state, 18.

Amount of stock held in this state, \$17,340.00.

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. and G. general.....	March 1, 1905....	30	January 1, 1935..	\$125,000	\$100,000	5	Jan. and July ...	\$5,000 00
*A. W. and G. first.....	July 1, 1902.....	50	July 1, 1952.....	150,000	73,000	4	Jan. and July ...	2,920 00
A. W. and G. preferred stock.....	.....	.....	.....	.....	77,000	4	Jan. and July ...	3,080 00
*A. H. and G. general.....	July 1, 1901.....	50	July 1, 1951.....	250,000	60,500	4	Jan. and July ...	2,420 00
A. H. and G. first.....	July 1, 1890.....	20	July 1, 1910.....	100,000	10,500	6	Jan. and July ...	630 00
A. H. and G. preferred stock.....	.....	.....	.....	.....	179,000	4	Jan. and July ...	7,160 00
Bath Street Railway first.....	July 1, 1893.....	20	July 1, 1913.....	70,000	70,000	5	Jan. and July ...	3,500 00.
L. and A. H. R. R. first.....	June 1, 1891.....	20	June 1, 1911.....	85,000	85,000	5	June and Dec...	4,250 00
L. B. and B. first.....	March 1, 1898....	20	March 1, 1918....	1,000,000	945,000	5	March and Sept..	42,250 00
L. A. and W. first.....	April 1, 1907.....	30	April 1, 1937.....	5,000,000	2,000,000	5	April and Oct...	80,000 00
Total.....	.....	.....	.....	.....	\$3,500,000	.....	.....	\$151,210 00

* NOTE — Augusta, Winthrop and Gardiner Railway, first mortgage, 4% convertible gold bonds and Augusta, Hallowell and 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, 135.69 miles	}	Capital stock outstanding, \$22,000
		Funded debt outstanding, 26,000
		Total..... \$48,000

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owned.	Total operated.
Length of road (first main track)	130.847	130.847
Length of second main track	1.654	1.654
Total length of main track	132.501	132.501
Length of sidings and turnouts	3.189	3.189
Total computed as single track	135.690	135.690

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars	40	5	45
Open passenger cars	41		41
Total passenger cars	81	5	86
Express cars	5		5
Work cars	3		3
Snow plows	2	10	12
Miscellaneous :—			
Parlor	1		1
Sprinkler	1		1
Express trailer		6	6
Total	93	21	114

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	2,860,564.01
Freight, mail and express car mileage	76,506.74
Total car mileage	2,487,070.75
Passenger car hours	204,171
Freight, mail and express car hours	12,706
Total car hours	216,877
Fare passengers carried	10,116,476
Transfer passengers carried	629,515
Total passengers carried	10,745,991
Average fare, revenue passengers	\$0.0486
Average fare, all passengers (including transfer passengers) .....	.0451
Car earnings per car mile	\$0.2084
Miscellaneous earnings per car mile .....	.0145
Gross earnings per car mile	\$0.2229
Car earnings per car hour	\$2.41
Miscellaneous earnings per car hour .....	.16
Gross earnings per car hour	\$2.57
Operating expenses per car mile	\$0.1307
Operating expenses and taxes per car mile .....	.1383
Operating expenses per car hour	\$1.51
Operating expenses and taxes per car hour	1.54
Operating expenses per cent. of gross earnings	59.98
Operating expenses and taxes per cent. of gross earnings	61.20
Average number employees, including officials, during year	477
Aggregate amount of salaries and wages paid	\$204,194 61

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Passengers	1	8	9
Employees	2	2	2
Others	2	9	11
Total	3	19	22

LEWISTON, AUGUSTA AND WATERVILLE STREET RAILWAY. 391

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Lewiston, Augusta and Waterville Street Railway, Lewiston, Maine.

HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES NOW OPERATED.

During October, 1902, the Auburn, Mechanic Falls and Norway Street Railway was organized and on April 3, 1907, it changed its name by authority of the 73d legislature to Lewiston, Augusta and Waterville Street Railway and on April 24, 1907, it acquired by purchase all the property and franchises and assets of the Lewiston, Brunswick and Bath Street Railway and the Augusta, Winthrop and Gardiner Railway.

OFFICERS OF THE COMPANY.

NAME.	TITLE.	OFFICIAL ADDRESS.
J. R. Graham	President	Bangor, Maine.
H. L. Clark and Frank Silliman, Jr.	Vice-Presidents	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, 1910.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1910.

Gross earnings from operation.....	\$10,690 08	.....
Operating expenses.....	6,709 00	.....
Net earnings from operation.....		\$3,981 08
MISCELLANEOUS INCOME.		
Interest on deposits.....	\$57 75	.....
Net earnings from lighting department.....	6,040 34	6,098 09
Gross income less operating expenses.....		\$10,079 17
DEDUCTIONS FROM INCOME.		
Taxes on real and personal property.....	966 78	.....
Interest on funded debt.....	4,920 00	.....
		\$5,886 78
Net income.....		\$4,192 39
Surplus for year.....		\$4,192 39
Surplus at beginning of year.....		13,092 95
Surplus at close of year.....		\$17,285 34

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....	\$9,947 90	.....
Mail.....	199 96	.....
Express.....	422 22	.....
		\$10,570 08
MISCELLANEOUS EARNINGS.		
Advertising.....		120 00
Total.....		\$10,690 08

OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway.....	\$647 92	
Maintenance of electric line.....	121 04	
Maintenance of buildings and fixtures.....	67 26	
Total.....		\$886 22
Equipment:		
Maintenance of cars.....	\$1,016 91	
Maintenance of electric equipment of cars.....	580 84	
Total.....		1,597 75
TRANSPORTATION.		
Operation of Power Plant:		
Cost of power after deducting amount used by lighting plant.....		545 56
Operation of cars:		
Wages of conductors.....	\$966 89	
Wages of motormen.....	965 37	
Miscellaneous car service expenses.....	167 22	
Removal of snow and ice.....	319 58	
Total.....		\$2,419 00
GENERAL.		
Salaries of general officers.....	\$599 96	
Miscellaneous office expenses.....	92 08	
Miscellaneous general expenses.....	274 07	
Insurance.....	344 41	
Total.....		1,310 47
Grand total.....		\$6,709 00

COMPARATIVE GENERAL BALANCE SHEET.
(Showing Condition at Close of Business June 30, 1910.)

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		YEAR ENDING JUNE 30, 1910.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$43,551 71		Construction and equipment	\$43,607 47		\$55 76	
\$500 00		OTHER PERMANENT INVESTMENTS AS FOLLOWS:				
		Stocks and bonds of other companies.....	500 00			
129,867 63		Electric light plant.....	130,371 72		504 09	
	\$173,919 34			\$174,479 19		
		CURRENT ASSETS, AS FOLLOWS:				
\$2,096 46		Cash.....	\$4,951 23		\$2,854 77	
2,158 35		Accounts receivable.....	2,363 37		205 02	
5,326 79		Material and supplies.....	4,971 06			
241 88		Prepaid accounts	220 18			\$355 73 21 70
	\$9,823 48			\$12,505 84		
	\$183,742 82	Total.....		\$186,985 03	\$3,242 21	
		LIABILITIES.				
\$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:				
	\$723 20	Accounts payable.....		\$633 02		\$90 18
		ACCRUED LIABILITIES AS FOLLOWS:				
	1,926 67	Interest on funded debt accrued and not yet due....		1,066 67		860 00
	13,092 95	Surplus.....		17,285 34	4,192 39	
	\$183,742 82	Total.....		\$186,985 03	\$3,242 21	

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1909.	Additions during year.	Total cost to June 30, 1910.
Electric light plant and stock in other Co's.....	\$130,387 63	\$504 09	\$130,871 72
Railway construction and equipment	43,551 71	55 76	43,607 47
Total.....	\$173,919 34	\$559 85	\$174,479 19
Cost of construction and equipment per mile of road owned.....	\$20,446 81		\$20,472 99

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

DESCRIPTION.	Total par value authorized.	Number of shares issued.	Par value per share.	Total par value issued.
Common.....	\$100,000	500	\$100	\$50,000

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 mortgage	1896	20	1916	\$18,000	\$18,000	4	January & July	\$720 00
Norway & Paris St. Ry. 2nd mortgage	1905	20	1925	20,000	20,000	5	January & July	1,000 00
Oxford Light Co., 1st mortgage.....	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	Includes Oxford Light Co. Bonds.
		Funded Debt outstanding, 55,140 18	
		Total..... \$78,504 66	

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owned.	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.	Total number.
Closed passenger cars.....	3	3
Open passenger cars.....	2	2
Total passenger cars.....	5	5
Snow plows.....	1	1
Total.....	6	6

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	44,102
Passenger car hours.....	6,014
Fare passengers carried.....	198,958
Average fare, revenue passengers.....	.05
Car earnings per car mile.....	\$0.2397
Miscellaneous earnings per car mile.....	.0027
Gross earnings per car mile.....	\$0.2424
Car earnings per car hour.....	\$1.76
Miscellaneous earnings per car hour.....	.02
Gross earnings per car hour.....	\$1.78
Operating expenses per car mile.....	\$0.152
Operating expenses and taxes per car mile.....	0.174
Operating expenses per car hour.....	1.115
Operating expenses and taxes per car hour.....	1.276
Operating expenses per cent. of gross earnings.....	62.75
Operating expenses and taxes per cent. of gross earnings.....	71.80
Average number employes, including officials, during year.....	8
Aggregate amount of salaries and wages paid.....	\$3,904 59

RAILROAD COMMISSIONER'S REPORT.

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Norway and 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 & Supt....	Norway, Maine.

DIRECTORS OF THE COMPANY.

NAME.	RESIDENCE.
Geo. E. Macomber.....	Augusta, Maine.
Percy V. Hill.....	Augusta, Maine.
Guy P. Gannett.....	Augusta, Maine.
E. H. Morrill.....	Augusta, Maine.
Freeland Howe.....	Norway, Maine.
H. B. Young.....	Norway, Maine.
E. B. Beal.....	Norway, Maine.

Date of close of fiscal year. June 30.

Date of stockholders' annual meeting. 3rd Wednesday in August.

**Report of the Portland and Brunswick Street Railway for the Year
Ending June 30, 1910.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1910.

Gross earnings from operation.....	\$47,647 20	
Operating expenses.....	38,849 83	
Net earnings from operation.....		\$8,797 87
Gross income less operating expenses.....		\$8,797 87
DEDUCTIONS FROM INCOME.		
Taxes.....		
{ On real and personal property.....		
{ On capital stock.....		
{ On earnings.....	\$1,162 75	
{ Miscellaneous.....		
Interest.....		
{ On funded debt.....	11,250 00	
{ On floating debt.....	2,202 95	\$14,615 70
Deficit for year.....		\$5,817 83
Deficit at beginning of year.....	\$16,251 97	
PROFIT OR LOSS ADJUSTMENTS DURING YEAR.		
Debits:		
Depreciation through sale of property.....	62,694 92	
		78,946 89
Deficit at close of year.....		\$84,764 72

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....	\$42,356 60	
Express.....	3,058 71	
		\$45,415 31
MISCELLANEOUS EARNINGS.		
Advertising.....	\$400 00	
Sale of power.....	1,881 89	
		2,281 89
Total.....		\$47,647 20

OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway.....	\$3,066 33	
Maintenance of electric line	355 74	
Maintenance of buildings and fixtures.....	31 20	
Total.....		\$3,453 27
Equipment:		
Maintenance of steam plant }	\$653 42	
Maintenance of electric plant }		
Maintenance of cars.....	2,246 52	
Maintenance of electric equipment of cars.....	3,192 51	
Total.....		6,092 45
TRANSPORTATION.		
Operation of power plant:		
Power plant wages.....	\$2,384 25	
Fuel for power.....	4,005 85	
Lubricants and waste for power plant.....	165 80	
Miscellaneous supplies and expenses of power plant.....	391 02	
Hired power.....	8,402 90	
Total.....		15,349 32
Operation of cars:		
Wages of conductors }	6,483 74	
Wages of motormen. }		
Wages of miscellaneous car service employees.....	224 97	
Wages of car house employees.....		
Car service supplies.....	1,801 72	
Miscellaneous car service expenses }		
Removal of snow and ice.....	158 99	
Total.....		8,169 42
GENERAL.		
Salaries of general officers.....	\$2,608 69	
Salaries of clerks.....		
Printing and stationery.....	385 56	
Miscellaneous office expenses.....		
Advertising and attractions.....	72 68	
Miscellaneous general expenses.....	469 40	
Damages.....	855 00	
Miscellaneous legal expenses.....	5 00	
Rent of land and buildings.....	267 54	
Insurance.....	1,171 00	
Total.....		5,784 87
Grand total.....		\$38,849 38

COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business, June 30, 1910.)

June 30, 1909.		ASSETS.	June 30, 1910.		YEAR ENDING JUNE 30, 1910.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$572,138 57	Construction and equipment		\$499,005 80		\$73,127 77
		CURRENT ASSETS, AS FOLLOWS.				
	442 36	Cash		5,520 10	5,077 74	
	6,328 72	Accounts receivable		6,996 82	668 10	
	200 00	Material and supplies.....		800 00	\$600 00	
	16,251 97	Deficit.....		84,764 72	68,512 75	
	\$595,356 62	Total		\$597,087 44	\$1,780 82	
		LIABILITIES.				
	\$300,000 00	Capital stock, common		\$300,000 00		
	225,000 00	Funded debt.....		225,000 00		
		CURRENT LIABILITIES AS FOLLOWS:				
	41,108 56	Loans and notes payable.....		30,659 56		\$10,450 00
	4,675 41	Accounts payable.....		4,221 38		454 03
	18,612 50	Matured interest on funded debt unpaid		29,862 50	11,250 00	
	2,215 15	Miscellaneous matured interest unpaid.....		3,600 00	1,384 85	
		ACCRUED LIABILITIES AS FOLLOWS:				
	3,750 00	Interest on funded debt accrued and not yet due.....		3,750 00		
	\$595,356 62	Total		\$597,087 44	\$1,780 82	

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1909.	Additions during year.	Total cost to June 30, 1910.
Organization.....			
Engineering and superintendence.....	\$301,547 06		\$301,547 06
Right of way.....			
Track and roadway construction.....			
Electric line construction.....	55,916 56	\$25 00	55,941 56
Real estate used in operation of road.....			
Buildings and fixtures used in operation of road.....	91,607 53		91,607 53
Investment real estate.....	73,694 92	*73,694 92	
Cars.....	21,882 50	542 15	22,424 65
Electric equipment of cars.....	26,175 00		26,175 00
Miscellaneous equipment.....	1,310 00		1,310 00
Total.....	\$572,133 57	*\$73,127 77	\$499,005 80

* Deductions during year.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

DESCRIPTION.	Total par value authorized.	Number of shares issued.	Par value per share.	Total par value issued.
Common.....	\$300,000	3000	\$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.
1st mortgage.....	March 1902.....	20	March 1922.....	\$225,000	\$225,000	5	Mch. and Sept..	\$11,250

Per mile of single track owned, 16.40 miles. { Capital stock outstanding, \$18,292 68.
 { Funded debt outstanding, 18,719 52.
 { Total..... \$32,012 20.

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owned.	Total operated.
Length of road (first main track).....	15.80	15.80
Length of sidings and turnouts.....	.60	.60
Total computed as single track.....	16.40	16.40

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	5		5
Open passenger cars.....	5		5
Total passenger cars.....	10		10
Work cars.....	1	1	2
Snow plows.....	2		2
Total.....	13	1	14

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	252,000
Freight, mail, and express car mileage.....	17,450
Total car mileage.....	269,450
Passenger car hours.....	15,760
Freight, mail, and express car hours.....	1,090
Total car hours.....	16,840
Fare passengers carried.....	847,132
Average fare, revenue passengers.....	\$0.050
Car earnings per car mile.....	\$0.169
Miscellaneous earnings per car mile.....	.008
Gross earnings per car mile.....	\$0.177
Car earnings per car hour.....	\$2.697
Miscellaneous earnings per car hour.....	.183
Gross earnings per car hour.....	\$2.880
Operating expenses per car mile.....	\$0.144
Operating expenses and taxes per car mile.....	.148
Operating expenses per car hour.....	\$2.307
Operating expenses and taxes per car hour.....	\$2.376
Operating expenses per cent. of gross earnings.....	81.58
Operating expenses and taxes per cent. of gross earnings.....	83.97
Average number employes, including officials, during year.....	25
Aggregate amount of salaries and wages paid.....	\$17,175 06

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Portland & Brunswick Street Railway, Waterville, Maine.

HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES NOW OPERATED.

Incorporated 1901.

OFFICERS OF THE COMPANY.

NAME.	TITLE.	OFFICIAL ADDRESS.
Edward J. Lawrence	President.....	Waterville, Maine.
Lewis G. Whipple.....	Secretary.....	Waterville, Maine.
Charles F. Johnson.....	Treasurer.....	Waterville, Maine.
Arthur E. Reynolds.....	Superintendent	Freeport, 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, 1910.

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1910.

Gross earnings from operation.....		\$369,925 40	
Operating expenses.....		646,667 30	
Net earnings from operation.....			\$223,258 10
MISCELLANEOUS INCOME.			
Income from securities owned.....			30 00
Gross income less operating expenses.....			\$223,288 10
DEDUCTIONS FROM INCOME.			
Taxes { On real and personal property.....	\$8,952 97		
United States income tax.....	1,083 31		
State of Maine.....	12,170 21		
Miscellaneous, sprinkling.....	3,106 66	\$25,298 15	
Interest { On funded debt.....	\$89,750 00		
On floating debt.....	15,587 51	105,337 51	
Net income.....			130,630 66
DEDUCTIONS FROM NET INCOME.			
Dividends 2% on \$1,998,800, {			
2% on \$1,999,000, { common stock.....			79,956 00
Surplus for year.....			\$12,701 44
Surplus at beginning of year.....			148,236 70
Surplus at close of year.....			\$160,988 14

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.			
Passengers.....		\$848,835 48	
Mail.....		314 80	
Express.....		9,813 98	
Sprinkling cars.....		2,823 34	
			\$861,787 60
MISCELLANEOUS EARNINGS.			
Advertising.....		\$5,000 00	
Rent of land and buildings.....		3,086 27	
Miscellaneous earnings.....		101 53	
			8,137 80
Total.....			\$869,925 40

PORTLAND RAILROAD.

407

OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway.....	\$48,949 40	
Maintenance of electric line.....	13,908 56	
Maintenance of buildings and fixtures.....	9,232 05	
Total.....		\$72,085 01
Equipment:		
Maintenance of steam plant.....	\$1,339 42	
Maintenance of electric plant.....	1,520 61	
Maintenance of cars.....	41,351 03	
Maintenance of electric equipment of cars.....	29,069 98	
Maintenance of miscellaneous equipment.....	366 48	
Miscellaneous shop expenses.....	1,335 90	
Total.....		\$74,993 42
TRANSPORTATION		
Operation of Power Plant:		
Power plant wages.....	\$22,661 92	
Fuel for power.....	87,730 39	
Water for power.....	6,125 46	
Lubricants and waste for power plant.....	2,050 48	
Miscellaneous supplies and expenses of power plant.....	956 02	
Hired power.....	24,367 50	
Total.....		\$148,891 77
Operation of Cars:		
Superintendence of transportation.....	\$10,686 82	
Wages of conductors.....	98,957 00	
Wages of motormen.....	105,132 07	
Wages of car house employees.....	19,547 79	
Car service supplies.....	2,391 58	
Miscellaneous car service expenses.....	7,121 75	
Cleaning and sanding track.....	9,137 58	
Removal of snow and ice.....	15,845 14	
Total.....		\$268,819 73
GENERAL.		
Salaries of general officers.....	\$14,106 29	
Salaries of clerks.....		
Printing and stationery.....	1,014 07	
Miscellaneous office expenses.....	1,325 73	
Stores expenses.....	211 10	
Stable expenses.....	6,979 80	
Advertising and attractions.....	14,206 86	
Miscellaneous general expenses.....	9,400 98	
Damages.....	16,145 08	
Legal expenses in connection with damages.....	6,611 98	
Miscellaneous legal expenses.....	400 00	
Rent of land and buildings.....	4,180 73	
Rent of tracks and terminals.....	2,750 00	
Insurance.....	9,544 85	
Total.....		\$86,877 37
Grand total.....		\$646,667 30

RAILROAD COMMISSIONERS' REPORT.

COMPARATIVE GENERAL BALANCE SHEET.
(Showing Condition at Close of Business June 30, 1910.)

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		YEAR ENDING JUNE 30, 1910.	
Item.	Total		Item.	Total.	Increase.	Decrease.
	\$2,876,541 35	Construction and equipment		\$3,069,456 24	\$192,914 89	
	1,715,273 89	Construction and equipment, leased lines		1,755,025 31	89,751 92	
	1,000 00	OTHER PERMANENT INVESTMENTS AS FOLLOWS: Stocks and bonds of other companies..		1,000 00		
	2,460 27	CURRENT ASSETS, AS FOLLOWS: Cash		17,494 90	15,034 63	
	\$4,595,275 01	Total		\$4,842,976 45	\$247,701 44	
	\$1,999,538 31	LIABILITIES. Capital stock common		\$1,999,538 31		
	2,250,000 00	Funded debt		2,250,000 00		
	197,500 00	CURRENT LIABILITIES AS FOLLOWS: Loans and notes payable		432,500 00	235,000 00	
	148,236 70	Surplus		160,938 14	12,701 44	
	\$4,595,275 01	Total		\$4,842,976 45	\$247,701 44	

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1909.	Additions during year.	Total cost to June 30, 1910.
Organization			
Engineering and superintendence }	\$1,496,214 31	\$99,676 67	\$1,595,890 98
Right of way			
Track and roadway construction. }			
Electric line construction.	163,323 58	3,034 89	166,358 47
Real estate used in operation of road }			
Buildings and fixtures used in operation of road.	514,149 25	20,172 69	534,321 94
Power plant equipment.	266,414 66	40,360 05	306,774 71
Shop tools and machinery.	10,054 87	925 83	10,980 70
Cars.	420,363 18	25,946 76	446,309 94
Electric equipment of cars }			
Miscellaneous equipment.	6,021 50	2,798 00	8,819 50
Total	\$2,876,541 35	\$192,914 89	\$3,069,456 24

CONSTRUCTION AND EQUIPMENT, LEASED LINES.

ACCOUNT.	Balance June 30, 1909.	Additions during year.	Total cost to June 30, 1910.	Balance June 30, 1910.
Organization.....	\$1,715,273 39	\$39,751 92	\$1,755,025 31	\$1,755,025 31
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.....				
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	19,990	\$100	\$1,999,000 00	4%	\$79,956 00
Scrp.....				538 81	.....
Total	\$2,000,000			\$1,999,538 81	.....	\$79,956 00

Total number of stockholders, 216.

Total number of stockholders in this State. 176.

Amount of stock held in this State, \$1,737,800.00.

FUNDED DEBT.

DESCRIPTION.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.	INTEREST.		
						Rate.	When payable.	Accrued during year.
Portland Railroad Co., first mortgage.....	May 1, 1893.....	20	May 1, 1913.....	\$500,000	\$500,000	4½%	May & November	\$22,500 00
Portland Railroad Co., first consolidated mortgage.....	July 1, 1901.....	30-50	July 1, 1951.....	3,000,000	1,350,000	3½%	January & July.	47,250 00
Portland & Cape Elizabeth Railway Co., first mortgage.....	Nov. 1, 1895.....	20	Nov. 1, 1915.....	400,000	400,000	5%	May & November	20,000 00
Total				\$3,900,000	\$2,250,000			\$89,750 00

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owned.	Leased.	Total operated.
Length of road (first main track).....	50.02	31.59	81.61
Length of second main track.....	10.13	2.50	12.63
Total length of main track.....	60.15	34.09	94.24
Length of sidings and turnouts.....	4.89	2.88	7.77
Total computed as single track.....	65.04	36.97	102.01

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	95		95
Open passenger cars.....	103		103
Total passenger cars.....	198		198
Express cars.....	4		4
Work cars.....	8	11	19
Snow plows.....	18	2	20
Total.....	30	13	43

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	3,598,419
Freight, mail and express car mileage.....	64,357
Total car mileage.....	3,662,776
Passenger car hours.....	416,970
Freight, mail and express car hours.....	7,476
Total car hours.....	424,446
Fare passengers carried.....	16,758,941
Transfer passengers carried.....	2,578,398
Total passengers carried.....	19,337,339
Average fare, revenue passengers.....	\$0.05
Average fare, all passengers (including transfer passengers).....	.044
Car earnings per car mile.....	\$0.239
Miscellaneous earnings per car mile.....	.002
Gross earnings per car mile.....	\$0.241
Car earnings per car hour.....	\$2.06
Miscellaneous earnings per car hour.....	.02
Gross earnings per car hour.....	\$2.08
Operating expenses per car mile.....	\$0.179
Operating expenses and taxes per car mile.....	.186
Operating expenses per car hour.....	\$1.55
Operating expenses and taxes per car hour.....	\$1.81
Operating expenses per cent. of gross earnings.....	74.00
Operating expenses and taxes per cent. of gross earnings.....	77.00
Average number employes, including officials, during year.....	608
Aggregate amount of salaries and wages paid.....	\$393,380 66

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Passengers.....		38	38
Others.....	1	14	15
Total.....	1	52	53

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Portland Railroad Company, 451 Congress Street, Portland, Maine.

OFFICERS OF THE COMPANY.

NAME.	Title.	Official Address.
Charles F. Libby	President	Portland, Maine.
Charles F. Berry	Treasurer and General Manager	Portland, Maine.

DIRECTORS OF THE COMPANY.

NAME.	Residence.
Charles F. Libby	Portland, Maine.
Amni 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, 1910.

Date of stockholders' annual meeting. September 7, 1910.

**Report of the Rockland, South Thomaston and St. George Street Railway
Company for the Year Ending June 30, 1910.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1910.

Gross earnings from operation	\$9,207 82	
Operating expenses	7,744 18	
Net earnings from operation		\$1,463 69
Gross income less operating expenses		\$1,463 69
DEDUCTIONS FROM INCOME.		
Taxes { On capital stock	\$14 81	
Miscellaneous	3 30	
Interest—on real estate mortgages	300 00	
		317 61
Net income		\$1,146 08
Surplus for year		\$1,146 08
Deficit at beginning of year	\$541 96	
PROFIT OR LOSS ADJUSTMENTS DURING YEAR.		
Credits:		
Adjustment of account	80 67	
		461 29
Surplus at close of year		\$684 79

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers	\$9,145 75	
Chartered cars	45 85	
		\$9,191 60
MISCELLANEOUS EARNINGS.		
Advertising	\$14 50	
Other miscellaneous earnings:		
Carrying Sunday papers	1 72	
		16 22
Total		\$9,207 82

ROCKLAND, SOUTH THOMASTON AND ST. GEORGE RAILWAY. 415

OPERATING EXPENSES.

MAINTENANCE.		
Way and structures—		
Maintenance of track and roadway	\$1,118 73	
Maintenance of electric line	408 95	
Maintenance of buildings and fixtures	19 50	
Total		\$1,542 18
Equipment—		
Maintenance of cars	408 21	
Maintenance of electric equipment of cars	728 91	
Total		1,127 12
TRANSPORTATION.		
Operation of power plant—		
Hired power		1,011 79
Operation of cars—		
Superintendence of transportation	\$275 00	
Wages of conductors	369 54	
Wages of motormen	369 55	
Wages of car house employees	60 00	
Car service supplies	35 56	
Hired equipment	138 90	
Cleaning and sanding track	51 25	
Total		1,299 80
GENERAL.		
Salaries of general officers	\$90 00	
Printing and stationery	81 57	
Miscellaneous office expenses	40 48	
Advertising and attractions	30 00	
Miscellaneous general expenses	228 98	
Damages	107 41	
Rent of tracks and terminals	2,094 18	
Insurance	95 62	
Total		2,768 24
Grand total		\$7,744 13

COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business June 30, 1910.)

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		YEAR ENDING JUNE 30, 1910.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
		Construction and equipment.....		\$85,759 79		
		Reorganization loss.....		98,059 99		
		CURRENT ASSETS AS FOLLOWS.				
		Cash.....		\$258 85		
		Total.....		\$134,078 13		
		LIABILITIES.				
		Capital stock, com- mon.....		\$122,400 00		
		Real estate mort- gages.....		10,075 00		
		CURRENT LIABIL- ITIES AS FOLLOWS.				
		Accounts payable...		726 91		
		ACCRUED LIABIL- ITIES AS FOLLOWS.				
		Miscellaneous inter- est accrued and not yet due.....		191 43		
		Surplus.....		684 79		
		Total.....		\$134,078 13		

ROCKLAND, SOUTH THOMASTON AND ST. GEORGE RAILWAY. 417

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1909.	Additions during year.	Total cost to June 30, 1910.
Reorganization.....	\$25,000 00		\$25,000 00
Track and roadway construction.....	448 02	\$3,098 68	3,546 70
Electric line construction.....	100 00	609 35	709 35
Buildings and fixtures used in operation of road.....		2,208 74	2,208 74
Shop tools and machinery.....		300 00	300 00
Cars.....	2,750 00	1,250 00	4,000 00
Total.....	\$28,298 02	\$7,461 77	\$35,759 79

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

DESCRIPTION.	Total par value authorized.	Number of shares issued.	Par value per share.	Total par value issued
Common.....	\$122,400	1,224	\$100	\$122,400

Total number of stockholders, 27.

Total number of stockholders in this state, 28.

Amount of stock held in this state, \$120,537.

MORTGAGE DEBT.

DESCRIPTION.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.	INTEREST.		
						Rate.	When payable.	Accrued during year.
Mortgage.....	March 4, 1910	2	March 4, 1912	\$10,075 00	\$10,075 00	6%	Sept. and March.	\$191 43

Per mile of single track owned 4.317 miles	{	Capital stock outstanding, \$28,353
		Funded debt outstanding. 2,333
		Total..... \$30,686

ROCKLAND, SOUTH THOMASTON AND ST. GEORGE RAILWAY. 419

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owned.	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.
Closed passenger cars.....	2		2
Open passenger cars.....	2		2
Total passenger cars.....	4		4
Work cars.....		1	1
Total.....	4	1	5

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	40,508
Passenger car hours.....	2,970
Fare passengers carried.....	182,915
Average fare, revenue passengers.....	\$0.05
Car earnings per car mile.....	\$0.2218
Miscellaneous earnings per car mile.....	.0002
Gross earnings per car mile.....	\$0.222
Car earnings per car hour.....	\$3.085
Miscellaneous earnings per car hour.....	.025
Gross earnings per car hour.....	\$3.110
Operating expenses per car mile.....	\$0.1910
Operating expenses and taxes per car mile.....	.1914
Operating expenses per car hour.....	\$2.608
Operating expenses and taxes per car hour.....	\$2.614
Operating expenses per cent. of gross earnings.....	84.17
Operating expenses and taxes per cent. of gross earnings.....	84.18
Average number employes, including officials, during year.....	7
Aggregate amount of salaries and wages paid.....	\$1,983 80

SUMMARY OF ACCIDENTS DURING YEAR.

	Injured.	Total.
Passengers.....	3	3

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Rockland, South Thomaston and St. George Railway, Rockland, Maine.

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 who completed road. Sold by receivers November 1, 1908 for \$25,000 to bond holders; payment in bonds. New corporation organized which took over road. Power is bought from Rockland, Thomaston and Camden Street Railway Company also trackage right in Rockland hired, operated in connection with Rockland, Thomaston and Camden Street Railway.

OFFICERS OF THE COMPANY.

NAME.	TITLE.	OFFICIAL ADDRESS.
John L. Donahue.....	President.....	Rockland, Maine.
M. A. Johnson.....	Vice President.....	Rockland, Maine.
John F. Sullivan.....	Secretary.....	Rockland, Maine.
D. M. Murphy.....	Treasurer.....	Rockland, Maine.
John T. Berry.....	Superintendent.....	Rockland, Maine.

DIRECTORS OF THE COMPANY.

NAME.	RESIDENCE.
A. S. Black.....	Rockland, Maine.
H. M. Wise.....	Rockland, Maine.
D. M. Murphy.....	Rockland, Maine.
N. B. Cobb.....	Rockland, Maine.
A. S. Littlefield.....	Rockland, Maine.
John L. Donahue.....	Rockland, Maine.
C. E. Bicknell.....	Rockland, Maine.
F. M. Smith.....	South Thomaston, Maine.
C. E. Meservey.....	South Thomaston, Maine.
M. A. Johnson.....	Boston, Mass.
Lewis Herzog.....	Scarsdale, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, 2nd Wednesday in July.

**Report of the Rockland, Thomaston and Camden Street Railway for
the Year Ending June 30, 1910.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1910.

Gross earnings from operation.....	\$114,990 06	
Operating expenses.....	82,398 24	
Net earnings from operation.....		\$32,591 82
MISCELLANEOUS INCOME.		
Interest on deposits.....	\$600 00	
Other miscellaneous income:		
Net gas and electric earnings.....	29,897 49	30,497 49
Gross income less operating expenses.....		\$63,089 31
DEDUCTIONS FROM INCOME.		
*Taxes on earnings.....	\$1,653 04	
Interest { On funded debt.....	\$32,000 00	
{ On floating debt.....	37 50	
	32,037 50	33,690 54
Net income.....		\$29,398 77
Dividends 5% on \$400,000, common stock.....		20,000 00
Surplus for year.....		\$9,398 77
Surplus at beginning of year.....	\$50,341 79	
PROFIT OR LOSS ADJUSTMENTS DURING YEAR.		
Debits:		
Power house expenses and wharf.....	8,671 71	41,670 08
Surplus at close of year.....		\$51,068 85

* Railway only.

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....	\$89,457 51	
Chartered cars.....	611 81	
Freight.....	17,734 93	
Mail.....	2,572 75	
Express.....	3,158 59	
		\$113,310 59
MISCELLANEOUS EARNINGS.		
Advertising.....	\$360 00	
Sale of power.....	1,186 87	
Other miscellaneous earnings.....	152 60	1,679 47
Total.....		\$114,990 06

OPERATING EXPENSES.

MAINTENANCE.		
Way and structures:		
Maintenance of track and roadway.....	\$9,383 18	
Maintenance of electric line.....	4,849 06	
Maintenance of buildings and fixtures.....	728 85	
Total.....		\$14,960 59
Equipment:		
Maintenance of steam plant.....	\$2,334 46	
Maintenance of electric plant.....	3,294 24	
Maintenance of cars.....	2,861 31	
Maintenance of electric equipment of cars.....	1,737 80	
Miscellaneous shop expenses.....	512 26	
Total.....		10,740 07
TRANSPORTATION.		
Operation of power plant:		
Power plant wages.....	5,148 73	
Fuel for power.....	6,635 35	
Water for power.....	406 41	
Lubricants and waste for power plant.....	419 57	
Miscellaneous supplies and expenses of power plant.....	749 57	
Total.....		13,359 63
Operation of cars:		
Superintendence of transportation.....	\$1,200 00	
Wages of conductors.....	8,969 20	
Wages of motormen.....	3,946 71	
Wages of car house employees.....	3,162 71	
Car service supplies.....	221 91	
Cleaning and sanding track.....	6,376 34	
Removal of snow and ice.....	1,016 19	
Total.....		29,893 06
*GENERAL.		
Salaries of general officers.....	\$1,383 86	
Salaries of clerks.....	1,573 30	
Printing and stationery.....	1,820 86	
Miscellaneous office expenses.....	62 96	
Advertising and attractions.....	5,750 53	
Miscellaneous general expenses and Oakland Damages.....	1,677 68	
Legal expenses in connection with damages.....	1,176 20	
Insurance.....		
Total.....		13,444 89
Grand total.....		\$82,398 24

* Railway department only.

ROCKLAND, THOMASTON AND CAMDEN STREET RAILWAY. 423

COMPARATIVE GENERAL BALANCE SHEET.
(Showing Condition at Close of Business June 30, 1910.)

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		YEAR ENDING JUNE 30, 1910.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$681,600 19	ASSETS.				
		Construction and equipment		\$682,050 57	\$450 38	
		OTHER PERMANENT INVESTMENTS AS FOLLOWS.				
\$1,688 66		Waldo Street Railway	\$1,688 66			
586,470 22	588,108 88	*Gas and electric plant	586,470 22	588,153 88	45 00	
		CURRENT ASSETS, AS FOLLOWS.				
3,105 35		Cash,	896 17			
15,000 00		Bills receivable	15,000 00			
13,620 28		Accounts receivable	10,047 80			
19,187 42		Material and supplies	17,350 08			
488 18	51,401 23	Prepaid accounts	221 27	43,515 32		\$7,885 91
	\$1,271,110 30	Total		\$1,263,719 77		\$7,390 53
		LIABILITIES.				
\$400,000 00		Capital stock, common	\$400,000 00			
800,000 00	\$1,200,000 00	Funded debt	800,000 00	\$1,200,000 00		
		CURRENT LIABILITIES AS FOLLOWS.				
	20,768 51	Accounts payable		12,650 92		\$8,117 59
	50,941 79	Surplus		51,068 85	\$727 06	
	\$1,271,110 30	Total		\$1,263,719 77		\$7,390 53

* Does not include gas and electric supplies.

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1909.	Additions during year.	Total cost to June 30, 1910.
Organization.....	\$768 86		\$768 86
Engineering and superintendence.....	2,567 55		2,567 55
Right of way.....	302,461 49	\$353 30	302,814 79
Track and roadway construction.....	75,188 82	37 99	75,176 81
Electric line construction.....	31,997 71	59 09	32,056 80
Buildings and fixtures used in operation of road.....	12,900 85		12,900 85
Investment real estate.....	82,333 60		82,333 60
Power plant equipment.....	2,000 00		2,000 00
Shop tools and machinery.....	51,283 76		51,283 76
Cars.....	55,096 94		55,096 94
Electric equipment of cars.....	15,065 61		15,065 61
Miscellaneous equipment.....			
*Total.....	\$631,600 19	\$450 38	\$632,050 57
Cost of construction and equipment per mile of road owned.....	\$26,521 00		\$26,417 00

* Without Waldo Street Railway.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

DESCRIPTION.	Total par value authorized.	Number of shares issued.	Par value per share.	Total par value issued.	DIVIDENDS DURING YEAR.	
					% Rate	Amount.
Common.....	\$400,000 00	4,000	\$100	\$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.
First mortgage	Jan. 1, 1901.....	20	Jan. 1, 1921.....	\$800,000	\$800,000	4	July 1 & Jan. 1.

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owned.	Total operated.
Length of road (first main track).....	21.167	21.167
Length of second main track.....	.308	.808
Total length of main track.....	21.475	21.475
Length of sidings and turnouts.....	2.450	2.450
Total computed as single track.....	23.925	23.925

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.....	2	5	7
Mail cars.....	1		1
Work cars.....	2		2
Snow plows.....	1	2	3
Miscellaneous: Rock, dump and hand cars.....		60	60
Total.....	23	69	92

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	429,780
Freight, mail, and express car mileage.....	41,235
Total car mileage.....	471,015
Passenger car hours.....	45,609
Freight, mail, and express car hours.....	9,979
Total car hours.....	55,588
Fare passengers carried.....	1,789,150
Average fare, revenue passengers.....	\$0.05
Car earnings per car mile.....	\$0.2405
Miscellaneous earnings per car mile.....	.0085
Gross earnings per car mile.....	\$0.2440
Car earnings per car hour.....	\$2.030
Miscellaneous earnings per car hour.....	.030
Gross earnings per car hour.....	\$2.060
Operating expenses per car mile.....	\$0.174
Operating expenses and taxes per car mile.....	.178
Operating expenses per car hour.....	\$1.48
Operating expenses and taxes per car hour.....	1.51
Operating expenses per cent. of gross earnings.....	71.60
Operating expenses and taxes per cent. of gross earnings.....	73.00
Average number employees, including officials, during year.....	70
Aggregate amount of salaries and wages paid.....	43,844 90

SUMMARY OF ACCIDENTS DURING YEAR.

One person was slightly injured.

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, 1910.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1910.

Gross earnings from operation.....	\$24,648 92	
Operating expenses	17,188 58	
Net earnings from operation.....		\$7,460 39
MISCELLANEOUS INCOME.		
Other miscellaneous income:		
Steamer.....		126 98
Gross income less operating expenses		\$7,587 37
DEDUCTIONS FROM INCOME.		
Taxes { On real and personal property.....	\$26 20	
{ Miscellaneous; State tax.....	101 19	\$127 39
Interest—on floating debt.....	2,487 20	
Other deductions from income:		
Lakewood Park.....	1,937 64	
Theatre expense.....	1,235 35	\$5,787 58
Net income.....		\$1,799 79
Surplus for year.....		\$1,799 79
Surplus at beginning of year.....		11,852 10
Surplus at close of year.....		\$13,151 89

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....	\$22,562 85	
Freight.....	1,816 31	
Mail.....	119 76	\$24,498 92
MISCELLANEOUS EARNINGS.		
Advertising.....		150 00
Total.....		\$24,648 92

OPERATING EXPENSES.

MAINTENANCE.		
Way and structures—		
Maintenance of track and roadway	\$2,979 28	
Maintenance of electric line	1,582 87	
Maintenance of buildings and fixtures	67 48	
Total		\$4,579 38
Equipment—		
Maintenance of cars	\$1,102 08	
Maintenance of electric equipment of cars	853 52	
Maintenance of miscellaneous equipment	106 95	
Miscellaneous shop expenses	40 00	
Total		\$2,102 55
TRANSPORTATION.		
Operation of power plant—		
Hired power		\$2,472 61
Operation of cars—		
Wages of conductors	\$1,576 01	
Wages of motormen	1,576 00	
Wages of car house employees	1,036 00	
Car service supplies	122 47	
Miscellaneous car service expenses	275 56	
Cleaning and sanding track	137 50	
Removal of snow and ice	950 87	
Total		\$5,074 41
GENERAL.		
Salaries of general officers	\$1,000 00	
Salaries of clerks	319 97	
Printing and stationery	80 75	
Miscellaneous office expenses	280 41	
Advertising and attractions	511 75	
Miscellaneous general expenses	197 79	
Damages	94 70	
Rent of land and buildings	199 92	
Insurance	324 29	
Total		\$2,959 58
Grand total		\$17,188 53

COMPARATIVE GENERAL BALANCE SHEET.
(Showing Condition at Close of Business June 30, 1910.)

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		YEAR ENDING JUNE 30, 1910.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$134,906 17	Construction and equipment.....		\$135,951 23	\$1,045 06	
		OTHER PERMANENT INVESTMENTS AS FOLLOWS.				
	22,849 95	Expenditures at Lakewood Park.....		23,356 95	507 00	
		CURRENT ASSETS, AS FOLLOWS.				
\$59 62		Cash.....	\$79 22		19 60	
150 00		Bills receivable.....	591 62		441 62	
1,000 00		Material and supplies.....	1,000 00			
275 00		Prepaid accounts—insurance.....	275 00			
	\$1,484 62			1,945 84		
	\$159,240 74	Total.....		\$161,254 02	\$2,013 28	
		LIABILITIES.				
	\$30,000 00	Capital stock, common.....		\$30,000 00		
	75,000 00	Funded debt.....		75,000 00		
		CURRENT LIABILITIES AS FOLLOWS.				
	41,118 74	Loans and notes payable.....		42,118 74	\$1,000 00	
	1,769 90	Accounts payable.....		988 89		\$786 51
	11,852 10	Surplus.....		13,161 89	1,799 79	
	\$159,240 74	Total.....		\$161,254 02	\$2,013 28	

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1909.	Additions during year.	Total cost to June 30, 1910.
Right of way.....	\$98,221 04	\$522 08	\$98,743 07
Buildings and fixtures used in operation of road	9,442 48	.....	9,442 48
Cars.....	26,422 16	427 00	26,849 16
Telephone construction.....	605 85	.....	605 85
Miscellaneous—office furnishings.....	214 64	96 08	310 67
Total	\$134,906 17	1,045 06	\$135,951 23
Cost of construction and equipment per mile of road owned.....	\$11,057 88	.....	\$11,148 58

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

DESCRIPTION.	Total par value authorized.	Number of shares issued.	Par value per share.	Total par value issued.
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. \$30,000.00.

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..

By general consent of the bond holders, interest on these bonds is deferred until such time as the road is able to pay interest on same.

Per mile of single track owned. 12.68 miles.	{	Capital stock outstanding, \$2,365 98.
		Funded debt outstanding, 5,914 82.
		Total..... \$8,280 75.

DESCRIPTION OF ROAD AND EQUIPMENT.
TRACK.

	Owned.	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.....	98,106
Freight, mail, and express car mileage.....	4,500
Total car mileage.....	102,606
Passenger car hours.....	8,041
Freight, mail and express car hours.....	360
Total car hours.....	8,401
Fare passengers carried.....	160,890
Average fare, revenue passengers.....	\$0.140
Average fare, all passengers (including transfer passengers).....	.140
Car earnings per car mile.....	.239
Miscellaneous earnings per car mile.....	.001
Gross earnings per car mile.....	\$0.240
Car earnings per car hour.....	\$2.91
Miscellaneous earnings per car hour.....	.017
Gross earnings per car hour.....	\$2.927
Operating expenses per car mile.....	\$0.167
Operating expenses and taxes per car mile.....	.168
Operating expenses per car hour.....	\$2.04
Operating expenses and taxes per car hour.....	2.06
Operating expenses per cent. of gross earnings.....	69.00
Operating expenses and taxes per cent. of gross earnings.....	70.00
Average number employes, including officials, during year.....	14
Aggregate amount of salaries and wages paid.....	\$8,000 00

RAILROAD COMMISSIONERS' REPORT.

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Somerset Traction Co. Skowhegan, Maine.

OFFICERS OF THE COMPANY.

NAME.	TITLE.	OFFICIAL ADDRESS.
F. W. Briggs.....	President.....	Pittsfield, Maine.
H. L. Swett.....	Secretary and Gen. Mgr.....	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.
H. L. Swett.....	Skowhegan, Maine.

Date of close of fiscal year. June 30.

Date of stockholders' annual meeting. Second Tuesday in June.

**Report of the Waterville and Oakland Street Railway for the
Year Ending June 30, 1910.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1910.

Gross earnings from operation	\$28,200 72	
Operating expenses	22,516 15	
Net earnings from operation		\$5,684 57
Gross income less operating expenses		\$5,684 57
DEDUCTIONS FROM INCOME.		
Taxes—on real and personal property	\$719 43	
Interest { On funded debt.....	6,250 00	
{ On floating debt	79 24	
		7,048 67
Net deficit		\$1,364 10
Deficit for year		\$1,364 10
Surplus at beginning of year.....	\$2,532 74	
PROFIT OR LOSS ADJUSTMENTS DURING YEAR.		
Debits:		
Depreciation and uncollectable accounts	51,977 18	49,444 44
Deficit at close of year.....		\$50,808 54

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....	\$28,015 06	
Freight.....	34 00	
		\$28,049 06
MISCELLANEOUS EARNINGS.		
Advertising.....		151 66
Total.....		\$28,200 72

OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway.....	\$1,883 11	
Maintenance of electric line.....	48 18	
Maintenance of buildings and fixtures.....	99 39	
Total.....		\$2,030 68
Equipment:		
Maintenance of electric plant.....	\$514 89	
Maintenance of cars.....	885 89	
Maintenance of electric equipment of cars.....	1,163 80	
Total.....		2,564 58
TRANSPORTATION.		
Operation of Power Plant:		
Power plant wages.....	\$1,074 79	
Water for power.....	1,591 15	
Lubricants and waste for power plant.....	44 20	
Miscellaneous supplies and expenses of power plant.....	156 33	
Hired power.....	1,959 46	
Total.....		4,825 93
Operation of Cars:		
Wages of conductors.....	\$4,503 35	
Wages of motormen.....		
Wages of miscellaneous car service employees.....		
Wages of car house employees.....	888 76	
Car service supplies.....		
Miscellaneous car service expenses.....		
Hired equipment.....	50 00	
Removal of snow and ice.....	221 95	
Total.....		5,664 06
GENERAL.		
Salaries of general officers.....	\$2,429 60	
Salaries of clerks.....		
Miscellaneous office expenses.....	162 71	
Advertising and attractions.....	2,345 16	
Miscellaneous general expenses.....	322 92	
Damages.....	384 15	
Legal expenses in connection with damages.....	50 00	
Rent of land and buildings.....	250 92	
Rent of tracks and terminals.....	400 00	
Insurance.....	1,085 44	
Total.....		\$7,430 90
Grand total.....		\$22,516 15

COMPARATIVE GENERAL BALANCE SHEET.

(Showing Condition at Close of Business June 30, 1910.)

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		YEAR ENDING JUNE 30, 1910.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$230,841 94	Construction and equipment		\$183,078 57		\$47,763 37
		CURRENT ASSETS AS FOLLOWS:				
	2,805 86	Cash		2,869 26	\$63 40	
	12,275 33	Accounts receivable		3,590 73		8,684 60
		Deficit		50,808 54	50,808 54	
	\$245,923 13	Total		\$240,347 10		\$5,576 03
		LIABILITIES.				
	\$100,000 00	Capital stock, common		\$100,000 00		
	125,000 00	Funded debt		125,000 00		
		CURRENT LIABILITIES AS FOLLOWS:				
	4,628 82	Loans and notes payable		9,371 81	\$4,742 99	
	3,144 07	Accounts payable		4,375 29	1,231 22	
	8,875 00	Matured interest on funded debt unpaid				8,875 00
	180 00	Miscellaneous matured interest, unpaid				180 00
		ACCRUED LIABILITIES AS FOLLOWS:				
	1,562 50	Interest on funded debt accrued and not yet due		1,562 50		
		Miscellaneous interest accrued and not yet due		37 50	37 50	
	2,532 74	Surplus				2,532 74
	\$245,923 13	Total		\$240,347 10		\$5 576 03

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1909.	Additions during year.	Deductions during year.	Total cost to June 30, 1910.
Organization				
Engineering and superintendence.....	\$99,174 53	\$18 25		\$99,192 78
Right of way				
Track and roadway construction.....				
Electric line construction.....	13,109 20			13,109 20
Real estate used in operation of road..	31,269 99	194 85	9,000 00	22,464 84
Buildings and fixtures used in operation of road.....				
Investment real estate	50,688 47		38,976 47	11,712 00
Cars	19,137 50			19,137 50
Electric equipment of cars.....	17,462 25			17,462 25
Total.....	\$230,841 94	\$213 10	\$47,976 47	\$183,078 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.
Common	\$100,000	1,000	\$100	\$100,000

Total number of stockholders, 8.

Total number of stockholders in this state, 6.

Amount of stock held in this State, \$71,103.00.

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.....	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.	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	6	8
Combination closed and open passenger cars..	4		4
Total passenger cars.....	6	6	12
Work cars.....	1		1
Snow plows.....	1		1
Total.....	8	6	14

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	127,850
Passenger car hours.....	11,620
Fare passengers carried.....	560,300
Average fare, revenue passengers.....	\$0.05
Car earnings per car mile.....	.219
Miscellaneous earnings per car mile.....	.001
Gross earnings per car mile.....	\$0.220
Car earnings per car hour.....	\$2.414
Miscellaneous earnings per car hour.....	.013
Gross earnings per car hour.....	\$2.427
Operating expenses per car mile.....	\$0.176
Operating expenses and taxes per car mile.....	.182
Operating expenses per car hour.....	\$1.938
Operating expenses and taxes per car hour.....	\$1.999
Operating expenses per cent. of gross earnings.....	79.84
Operating expenses and taxes per cent. of gross earnings.....	82.39
Average number employes, including officials, during year.....	17
Aggregate amount of salaries and wages paid.....	\$11,409 79

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Waterville & 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.
Clarence A. Leighton.....	President.....	Waterville, Maine.
Lewis G. Whipple.....	Secretary & Clerk.....	Waterville, Maine.
Charles F. Johnson.....	Treasurer.....	Waterville, Maine.
Ralph J. Patterson.....	General Manager.....	Waterville, Maine.
Lester J. Choate.....	Superintendent.....	Waterville, Maine.

DIRECTORS OF THE COMPANY.

NAME.	RESIDENCE.
William S. Spaulding.....	Boston, Mass.
William A. Studley.....	Boston, Mass.
George K. Boutelle.....	Waterville, Maine.
Frederick C. Thayer.....	Waterville, Maine.
Clarence A. Leighton.....	Thomaston, Maine.
Charles F. Johnson.....	Waterville, Maine.
Ralph J. Patterson.....	Waterville, Maine.

Date of close of fiscal year. June 30.

Date of stockholders' annual meeting. 2nd Wednesday in July.

**Report of the Waterville and Fairfield Railway and Light Company for
the Year Ending June 30, 1910.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1910.

Gross earnings from operation.....	\$51,229 45	
Operating expenses.....	37,741 94	
Net earnings from operation.....		\$13,487 51
MISCELLANEOUS INCOME.		
Net lighting and power dept.....		11,814 77
Gross income less operating expenses.....		\$24,802 28
DEDUCTIONS FROM INCOME.		
Taxes { On real and personal property.....	\$907 05	
{ On earnings.....	548 65	
	\$1,455 60	
Interest { on funded debt.....	\$6,122 50	
{ on real estate mortgages.....	141 96	
{ on floating debt.....	3,877 18	
	10,141 59	\$11,597 19
Net income.....		\$13,205 09
Surplus for year.....		\$13,205 09
Deficit at beginning of year.....	\$14,167 25	
PROFIT OR LOSS ADJUSTMENTS DURING YEAR.		
Credits:		
Gain house wiring account.....	1,798 51	
Debits:		
Loss inc. lamp account.....	\$568 61	
Doubtful accounts charged off.....	1,050 44	
	1,619 05	
Deficit at close of year.....		13,987 79
		\$782 70

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS		
Passengers.....		\$49,423 80
MISCELLANEOUS EARNINGS.		
Advertising.....	\$210 00	
Rent of land and buildings.....	1,470 65	
Rent of equipment.....	125 00	\$1,805 65
Total.....		\$51,229 45

OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway.....	\$7,772 81	
Maintenance of buildings and fixtures.....	3,012 92	
Total.....		\$10,785 73
Equipment:		
Maintenance of cars.....	\$2,324 63	
Miscellaneous shop expenses.....	1,675 13	
Total.....		\$3,999 76
TRANSPORTATION.		
Operation of power plant:		
Power plant wages.....	\$2,928 00	
Water for power.....	788 45	
Lubricants and waste for power plant.....	136 64	
Miscellaneous supplies and expenses of power plant.....	966 22	
Hired power.....	1,150 00	
Total.....		\$5,919 31
Operation of cars:		
Wages of conductors.....	\$3,884 82	
Wages of motormen.....	3,884 83	
Wages of car house employees.....	3,605 98	
Removal of snow and ice.....	4 59	
Total.....		\$11,380 22
GENERAL.		
Salaries of general officers.....	\$2,324 96	
Salaries of clerks.....	1,056 25	
Miscellaneous office expenses.....	378 49	
Miscellaneous general expenses.....	862 28	
Damages.....	240 00	
Miscellaneous legal expenses.....	119 94	
Insurance.....	675 00	
Total.....		\$5,656 92
Grand total.....		\$37,741 94

RAILROAD COMMISSIONERS' REPORT.

COMPARATIVE GENERAL BALANCE SHEET.
 (Showing Condition at Close of Business June 30, 1910.)

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		YEAR ENDING JUNE 30, 1910.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$302,395 69	Construction and equipment.....		\$425,346 78	\$122,951 09	.....
		OTHER PERMANENT INVESTMENTS AS FOLLOWS.				
	200,000 00	Franchise.....		200,000 00	.....	.....
		CURRENT ASSETS. AS FOLLOWS.				
	\$4,978 14	Cash.....		6,812 32	1,834 18	.....
	511 50	Bills receivable..		405 00	.....	\$106 50
	12,959 31	Accounts receivable.....		16,966 94	4,007 63	.....
	6,834 19	Material and supplies.....		6,166 31	.....	667 88
	3,600 00	Class B. bonds in treasury.....		3,000 00	.....	.....
		Miscellaneous:				
		Coal account....		153 44	153 44	.....
		Water power account repairs dam, etc. Fairfield Junction mills.....		661 00	661 00	.....
	5,924 60	Sundry accounts to be charged off in monthly installments...		4,538 89	.....	1,385 71
	1,538 62	Doubtful accounts transferred from lighting ledger.....		948 28	.....	590 34
	14,167 25	Deficit.....		782 70	.....	13,384 55
	\$552,309 30	Total.....		\$665,781 66	\$113,472 36	.....

COMPARATIVE GENERAL BALANCE SHEET.
 (Showing Condition at Close of Business June 30, 1910.)

JUNE 30, 1909.		LIABILITIES.	June 30, 1910.		YEAR ENDING JUNE 30, 1910.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$200,000 00	Capital stock, common.....		\$200,000 00		
	240,000 00	Funded debt.....		240,000 00		
	4,731 90	Real estate mortgages.....		4,731 90		
		CURRENT LIABILITIES AS FOLLOWS.				
	6,570 00	Loans and notes payable.....		124,400 57	\$117,830 57	
	1,642 50	Accounts payable.....		2 50		\$1,640 00
	13,515 00	Rentals due and unpaid.....				13,515 00
		Miscellaneous:				
	170 00	Notes indorsed.....		115 00		55 00
	5,204 67	Vouchers payable.....		9,256 43	4,051 76	
		ACCRUED LIABILITIES AS FOLLOWS.				
	3,171 90	Taxes accrued.....		2,771 93		399 97
	1,178 33	Interest on funded debt accrued and not yet due.....		503 33		675 00
	76,125 00	Interest on class B. bonds in default.....		84,000 00	7,875 00	
	\$552,309 30	Total.....		\$665,781 66	\$113,472 36	

RAILROAD COMMISSIONERS' REPORT.

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1909.	Additions during year.	Deductions during year.	Total cost to June 30, 1910.
Track and roadway construction		\$1,962 92		
Electric line construction		652 54		
Real estate used in operation of road and light plant.....		48,112 13		
		230 00		
Power plant equipment.....		7,548 85	\$952 00	
		16,434 04		
Electric equipment of cars.....		854 08		
Miscellaneous—lighting department.....		40,540 55		
		7,067 98		
Stock in Central Maine Fair Association.....		500 00		
Total.....	\$302,995 69	\$123,908 09	\$952 00	\$426,346 78

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

DESCRIPTION.	Total par value authorized.	Number of shares issued.	Par value per share.	Total par value issued.
Common.....	\$200,000	2000	\$100	\$200,000

Total number of stockholders, 70.

Total number of stockholders in this state, 50.

Amount of stock held in this state, \$57,100.00.

FUNDED DEBT.

DESCRIPTION.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.	Interest.		
						Rate	When payable.	Accrued during year.
*Waterville & Fairfield.....					\$17,000	6	May & Nov.....	\$1,020 00
*Waterville Electric Light & Power Co.....					22,500	6	Jan. & June.....	1,300 00
Waterville & Fairfield Ry. & Light Company, class A.....	1897	20	1917	\$40,000	40,000	5	May & Nov.....	1,000 00
Class B., in default.....	1897	20	1917	160,000	157,500	5	May & Nov.....	7,875 00
Total.....								\$12,245 00

Per mile of single track owned, 5 miles	Capital stock outstanding,	\$40,000
	Funded debt outstanding,	48,000
	Total.....	\$88,000

* Taken up at maturity by one of the Directors and others and now constituting a floating debt of the company.

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owned.	Total operated.
Length of road (first main track).....	5.	5.
Length of sidings and turnouts.....	.10	.10
Total computed as single track.....	5.10	5.10

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.....	223,430
Passenger car hours.....	22,343
Fare passengers carried.....	988,476
Average fare, revenue passengers.....	\$0.05
Average fare, all passengers (including transfer passengers).....	.05
Car earnings per car mile.....	\$0.221
Miscellaneous earnings per car mile.....	.008
Gross earnings per car mile.....	\$0.229
Car earnings per car hour.....	\$2.21
Miscellaneous earnings per car hour.....	.08
Gross earnings per car hour.....	\$2.29
Operating expenses per car mile.....	\$0.1689
Operating expenses and taxes per car mile.....	.1754
Operating expenses per car hour.....	\$1.689
Operating expenses and taxes per car hour.....	1.754
Operating expenses per cent. of gross earnings.....	73.80
Operating expenses and taxes per cent. of gross earnings.....	76.50
Average number employes, including officials, during year.....	59
Aggregate amount of salaries and wages paid.....	\$25,616 20

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Waterville & Fairfield Railway & 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.
George K. Boutelle.....	Waterville, Maine.
Charles F. Johnson.....	Waterville, Maine.
Clarence A. Leighton.....	Thomaston, Maine.
Ralph J. Patterson.....	Waterville, Maine.
Fred'k C. Thayer.....	Waterville, Maine.

Date of close of fiscal year. June 30th.

Date of stockholders' annual meeting. First Tuesday in October.

EXPENSE ACCOUNT TO DECEMBER 31, 1910.

Appropriation		\$5,000 00
Expert engineering.....	\$85 00	
Express	177 26	
Expenses of Commissioners and Clerk.....	1,419 98	
Railway magazines, Maps, etc.....	224 24	
Office supplies.....	208 64	
Postage	230 00	
Printing blanks, etc.....	92 35	
Stationery.....	84 20	
Stenography.....	231 11	
Telegraph.....	8 65	
Telephone rent and tolls.....	268 95	
	\$3,025 38	
Printing and binding report (ordered paid by Governor and Council).....	\$1,448 52	
	\$4,473 90	
Balance.....	526 10	\$5,000 00

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Freight, equipped with automatic couplers	61
Crossings:	
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Highways, protected or unprotected	21
Railroads, steam or electric	20, 61
Deductions, Total	17
Engines, equipped with driving wheel brakes	61

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Equipped with air brakes	61
Emploees, number of	61
Expenses, total operating	14, 17, 60
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Taxes	17, 60
Dividends	60
Interest	17, 60
Other	60
Freight, tons carried	60
Length of haul	60
Income, gross	16, 59
Liabilities :	
Capital stock	58
Funded Debt	58
Other	58
Gross	58
Mileage	8, 61
Trains, revenue passenger	60
Trains, revenue freight	60
Trains, mixed, non-revenue	60
Passengers, carried	60
Average journey	60
Physical condition (inspection)	73
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Highways, protected or unprotected	21
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Trains, revenue freight	60
Trains, mixed, non-revenue	60
Passengers, carried	60
Average journey	60
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Passenger	15, 59
Freight	15, 59
Other	15, 59
Stockholders, whole number	61
Maine	61
Traffic, volume of	60

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Capital stock	58
Funded Debt	58
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Trains, revenue freight	60
Trains, mixed, non-revenue	60
Passengers carried	60
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Stockholders, whole number	61
Maine	61
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Highways, grade, over or under	20, 61
Highways, protected or unprotected	21
Railroads, steam or electric	20, 61
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Equipped with air brakes	61
Employes, number of	61
Expenses, total operating	14, 17, 60
Expenditures:	
Operating expenses	14, 17, 60
Taxes	17, 60
Interest	17, 60
Other	60
Freight, tons carried	60
Length of haul	60
Income, gross	16, 59
Liabilities:	
Capital stock	58
Funded Debt	58
Other	58
Gross	58
Mileage	8, 61
Trains, revenue passenger	60
Trains, revenue freight	60
Trains, mixed, non-revenue	60
Passengers, carried	60
Average journey	60
Physical condition (inspection)	75
Rates, passenger	60
Ratio, expenses to earnings	14
Revenues, total operating	15, 16, 59
Passenger	15, 59
Freight	15, 59
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Total	13
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Cars, freight equipped with grab irons	64
Equipped with automatic couplers	64
Crossings:	
Highways, grade, over or under	20, 64
Highways, protected or unprotected	21
Railroads, steam or electric	20, 64
Deductions, total	17
Engines, equipped with driving wheel brakes	64
Equipped with air brakes	64
Employes, number of	64
Expenses, total operating	14, 17, 63
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Operating expenses	14, 17, 63
Taxes	17, 63
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Other	63
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Funded debt	62
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Emploves, number of	64
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