

MAINE STATE LEGISLATURE

The following document is provided by the
LAW AND LEGISLATIVE DIGITAL LIBRARY
at the Maine State Law and Legislative Reference Library
<http://legislature.maine.gov/lawlib>



Reproduced from scanned originals with text recognition applied
(searchable text may contain some errors and/or omissions)

#

PUBLIC DOCUMENTS OF MAINE

1914

BEING THE

ANNUAL REPORTS

OF THE VARIOUS

Departments and Institutions

For the Year 1913

VOLUME III.

FIFTY-FIFTH 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, 1913, INCLUDING

PETITIONS, DECISIONS AND RULES OF THE BOARD

MADE DURING THE YEAR ENDING NOVEMBER 30,

1913.



WATERVILLE

SENTINEL PUBLISHING COMPANY

1913-1914.

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.

RULES OF THE BOARD OF RAILROAD COMMISSIONERS.

1. Regular sessions of the Board shall be held at the Commissioners' office at the State House 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, the gauge and route of the proposed railroad and accompanied with a map of the proposed route on an appropriate scale.
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. All hearings before the Board shall be governed, so far as applicable, by the rules of the Supreme Judicial Court of Maine, and the petitioner or applicant will in all cases be entitled to open and close.

STATE OF MAINE.

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

The fifty-fifth annual report of the Board of Railroad Commissioners is herewith submitted, comprising returns of the operation of fourteen steam railroads, one terminal company, fourteen electric railroads and one horse railroad.

There are five narrow, or two feet, gauge steam railroads in the state with a mileage of 197.11 miles, an increase over 1912 of 3.42 miles.

The total mileage of steam railroads, including narrow gauge roads, in Maine, on June 30, 1913, was 2,301.03 miles, an increase of 16.65 miles.

The gross increase is as follows:

Extension by the Maine Central Railroad Company from Harmony to Mainstream, 2.01 miles, and extension of industrial tracks .67 of a mile; Rangeley Lakes and Megantic Railroad, a new railroad from Oquossoc to Kennebago, 10.65 miles; an extension by the Sandy River and Rangeley Lakes Railroad to Mt. Abram township, .84 of a mile, and industrial tracks .81 of a mile, making a total of 16.98 miles.

The gross decrease is as follows:

Remeasurement of the Bridgton and Saco River Railroad, .23 of a mile; remeasurement of the Maine Central Railroad, Royal Junction to Waterville, .10 of a mile, making a total of .33 of a mile.

The net increase in mileage for the year ending June 30, 1913, was therefore 16.65 miles.

The total mileage of street railways in operation on June 30, 1913 was 485.09 miles. There was no increase in street railway mileage during the year.

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 & Aroostook Railroad:					
Aroostook Junction to Caribou.....	155.13	630.52	630.52	30.29	193.29
Old Town to Greenville.....	76.13				
Phair to Fort Fairfield.....	13.30				
Ashland Junction to Ashland.....	43.87				
Caribou to Van Buren.....	33.40				
Milo Jet. to Iron Works.....	19.03				
Patten Jet. to Patten.....	5.84				
Caribou to Limestone.....	15.67				
Ashland to Fort Kent.....	51.00				
Searsport to South Lagrange.....	54.13				
Schoodic Stream Jet. to Medway.....	9.46				
South Lagrange to Packards.....	27.96				
Cape Junet. to Cape Jellison Wharf	2.15				
Northern Maine Junction to Station	77				
Squa Pan to Stockholm.....	47.97				
Presque Isle to Mapleton.....	7.13				
Kent Jet. to St. Francis.....	16.56				
Van Buren to Fort Kent.....	43.72				
Oakfield Jet. to Ashland Jet.....	1.59				
Industrial tracks.....	5.68				
Boston & Maine Railroad, Portland Div. via Dover:		139.91	2,301.90	590.62	1,348.43
N. H. Line to Rigby, Maine.....	39.93				
Portland Div. via Portsmouth:					
N. H. Line to Rigby, Maine.....	47.37	177.98	11,601.17	970.20	3,213.20
Jewett, Maine, to So. Berwick....	2.92				
W. N. & Portland Division:					
N. H. Line to Westbrook.....	41.92	8.50	8.50	.50
Old Orchard Branch to Camp Ellis	3.27				
Kennebunk to Kennebunkport....	4.50				
†Portland Terminal Co.'s Tracks...	19.56	89.51	172.13	85.66
*Bridgton & Saco River Railroad:					
Harrison to Bridgton Jet.....	21.02				
Canadian Pacific Ry. (I. N. Ry. Me.):		11.30	5.00	5.00
Boundary to Mattawamkeag.....	144.50				
Boundary to Houlton.....	3.00				
Boundary to Presque Isle.....	29.20				
Greenville Branch.....	1.28				
Mattawamkeag to Vanceboro.....	†56.60	5.09	5.00
Georges Valley Railroad:					
Warren to Union.....	8.00				
Main Line to Lime Kilns.....	.50	6.21	12.57
Grand Trunk Railway (At. & St. L.):					
N. H. Line to Portland.....	82.60				
Lewiston Jet. to Lewiston.....	5.41	1.27
South Paris to Norway.....	1.50				
*Kennebec Central Railroad:					
Randolph to Togus.....	5.00	6.21	12.57
Lime Rock Railroad:					
Branches to quarries.....	6.21				
Trackage rights, M. C. R. R.....	1.27				

* Narrow (2 feet) gauge. ° Included in line operated. † Trackage rights.
 † 56.60 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.					
Maine Central Railroad:										
Portland Line to Bangor.....	130.04	1,204.08	†71.14	357.01	°438.34					
Royal Junction to Waterville.....	72.30									
Gardiner to Copsecook.....	1.15									
Waterville Freight Yard to Skowhegan.....	17.23									
Oakland to Kineo.....	90.61									
Austin Junction to Bingham.....	1.43									
Taunton to Somerset Jct.....	49									
Pittsfield to Harmony.....	17.76									
Brunswick to Leeds Junction.....	25.94									
Crowley's Junction to Lewiston.....	4.88									
Leeds Junction to Farmington.....	36.66									
Brunswick to Bath.....	8.90									
Woolwich to Rockland.....	47.13									
Rockland to Rockland Wharf.....	1.44									
Brewer Jct. to Mt. Desert Ferry.....	41.13									
Washington Jct. to Calais.....	102.49									
Ayer's Jct. to Eastport.....	16.48									
St. Croix Jct. to Princeton.....	12.75									
Woodland Jct. to Woodland.....	1.21									
Industrial tracks.....	8.24									
Burnham Jct. to Belfast.....	33.13									
Newport Jct. to Dexter.....	14.23									
Dexter to Foxcroft.....	16.54									
Bangor Jct. to Bucksport.....	18.80									
Industrial tracks.....	.27									
Bangor to Vanceboro.....	114.30									
Orono to Stillwater.....	3.01									
Enfield to Montague.....	3.03									
Montague to Howlands.....	.73									
Industrial tracks.....	5.00									
Rumford Jct. to Rumford Falls.....	52.86									
Canton to Livermore Falls.....	10.27									
Rumford Falls Jct. to R. F. & R. L. R. R.....	.72									
Industrial tracks.....	1.29									
Rumford Falls to Oquossoc.....	35.99									
Industrial tracks.....	.35									
Windham Line to New Hampshire Line.....	43.81									
Industrial tracks.....	.30									
†Portland Terminal Co.'s tracks.....	14.91									
*Monson Railroad:						8.16	8.16		°2.00	
Monson Jct. to Monson.....	6.16					31.15	31.15	13.85	70.15	°2.72
Monson to Slate Quarry.....	2.00									
Portland Terminal Company.....										
Rangleley Lakes & Megantic Railroad:		10.65	10.65		1.26					
Oquossoc to Kennebago.....										
*Sandy River & Rangleley Lakes Railroad:										
Farmington to Marbles.....	47.16	105.47	105.47	11.57	°58.31					
Strong to Bigelow.....	30.26									
Madrid to No. 6.....	5.33									
Mt. Abram Jct. to Mt. Abram.....	1.81									
Alder Stream Jct. to Alder Stream.....	2.26									
Brackett Jct. to Littlefield.....	4.27									
Eustis Jct. to Green's Farm.....	10.48									
Kingfield Switch to Kingfield Sta.....	.25									
Perham Jct. to S. W. Cor. Mt. Abraham Township.....	2.84									
Industrial Tracks.....	.81									
*Wiscasset, Waterville & Farmington Railroad:		57.46	57.46		3.75					
Wiscasset to Winslow.....	43.50	11.51	11.51	1.25	°.34					
Weeks Mills to Albion.....	13.96									
York Harbor & Beach Railroad:										
Kittery to York Beach.....	11.17									
Kittery Navy Yd. to U. S. Navy Yd.....	.34									
Total mileage.....	2,301.03	15,538.17	1,458.59	4,951.68	4,762.54					

* Narrow (2 feet) gauge.

° Included in line operated.

† Trackage rights.

‡ Includes .94 miles 3d track, and .98 miles of 4th track.

MILEAGE OF STEAM RAILROADS AND INCREASE
FROM 1836 TO JUNE 30, 1913.

As nearly as can be ascertained the mileage of the steam railroads in Maine, from the first road built in 1836 to 1913, is as follows:

	MILES.	INCREASE.		MILES.	INCREASE.
1836.....	12.00	.....	1884.....	1,132.27	69.00
1842.....	19.88	7.88	1885.....	1,132.27	.....
1843.....	72.39	52.51	1886.....	1,141.43	9.16
1847.....	75.39	3.00	1887.....	1,164.52	23.09
1848.....	132.16	56.77	1888.....	1,164.07	*.45
1849.....	211.49	79.33	1889.....	1,322.45	158.38
1850.....	232.59	21.10	1890.....	1,360.26	37.81
1851.....	280.61	48.02	1891.....	1,382.92	22.66
1852.....	319.74	39.13	1892.....	1,385.00	2.08
1853.....	330.74	11.00	1893.....	1,399.14	14.14
1854.....	333.74	3.00	1894.....	1,515.99	116.85
1855.....	352.84	19.10	1895.....	1,626.75	110.76
1856.....	370.75	17.91	1896.....	1,720.41	93.66
1857.....	390.82	20.07	1897.....	1,722.92	2.51
1859.....	411.29	20.47	1898.....	1,748.95	26.03
1861.....	441.99	30.70	1899.....	1,871.85	122.90
1867.....	444.49	2.50	1900.....	1,905.00	33.15
1868.....	516.45	71.96	1901.....	1,918.98	13.98
1869.....	601.65	85.20	1902.....	1,933.35	14.37
1870.....	650.20	48.55	1903.....	2,004.81	71.46
1871.....	772.63	122.43	1904.....	2,018.60	13.79
1873.....	814.63	42.00	1905.....	2,022.63	4.03
1874.....	846.43	31.80	1906.....	2,093.49	70.86
1875.....	865.71	19.28	1907.....	2,144.77	51.28
1876.....	881.33	15.62	1908.....	2,173.91	29.14
1879.....	911.23	29.90	1909.....	2,174.95	1.04
1880.....	1,023.32	112.09	1910.....	2,259.60	84.65
1881.....	1,036.15	12.83	1911.....	2,288.36	28.76
1882.....	1,051.64	15.49	1912.....	2,284.38	*3.98
1883.....	1,063.27	11.63	1913.....	2,301.03	16.65

* Decrease.

ASSETS AND LIABILITIES.

STEAM RAILROAD CORPORATIONS.

The gross assets of the companies, June 30, 1913, were \$228,582,538.38. The several classes of assets, and the increase or decrease of each class as compared with 1912 appear in the following table.

ASSETS.	1912.	1913.	Increase.
Property investment.....	\$163,275,292 40	\$163,372,801 57	\$97,509 17
Securities.....	14,586,514 75	27,617,317 04	13,030,802 29
Other investments.....	2,150,662 89	2,651,752 45	501,089 56
Working assets.....	28,353,132 55	27,178,019 96	**1,175,112 59
Accrued income not due.....	605 91	612 54	6 63
Deferred debit items.....	7,562,232 07	7,762,034 82	199,802 75
Gross assets.....	\$215,928,440 57	\$228,582,538 38	\$12,654,097 81

The gross liabilities at the same date, including capital stock, but excluding appropriated surplus, were \$214,279,611.94. The several kinds of liabilities, and the amount of each as compared with 1912 are shown in the following table.

LIABILITIES.	1912.	1913.	Increase.
Capital stock.....	\$66,518,090 70	\$81,297,182 37	\$14,779,091 67
Mortgage, bonded and secured debt.....	85,506,940 72	85,801,110 55	294,169 83
Working liabilities.....	42,241,975 99	41,693,974 07	**548,001 92
Accrued liabilities not due.....	2,088,915 80	2,138,985 98	50,070 18
Deferred credit items.....	3,274,759 04	3,348,358 97	73,599 93
Gross liabilities*.....	\$199,630,682 25	\$214,279,611 94	\$14,648,929 69
Appropriated surplus† ‡.....	\$11,058,824 77	\$11,036,670 95	.....
Surplus on June 30.....	16,297,758 32	14,302,926 44	.....

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

† Includes in Surplus. ‡ Includes "Premiums on Capital Stock" amounting to \$6,504,716.14 in 1912, and \$6,505,076.14 in 1913.

** Decrease.

A comparison of the foregoing tables shows that there was an increase over the previous year of \$12,654,097.81 in gross assets and an increase of \$14,648,929.69, in gross liabilities.

YEARS.	Gross assets.	*Gross liabilities.	†Surplus on June 30
1912.....	215,928,440 57	199,630,682 25	16,297,758 32
1913.....	228,582,538 85	214,279,611 94	14,302,926 44

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

† Includes "Appropriated Surplus," and "Premiums on Capital Stock". See table showing Liabilities on page 9.

CAPITAL STOCK AND DIVIDENDS.

STEAM RAILROAD CORPORATIONS.

The total amount of dividends declared during the year ending June 30, 1913, was \$2,906,593.63, an increase of \$165,082.51 over the year 1912. Ten of the fifteen railroad companies declared dividends varying in rate from four per cent to six per cent and five paid no dividends.

Two companies paid six per cent; one, five and a quarter per cent; two, five per cent; one, four and a quarter per cent; one, four per cent, and three, three per cent.

The amount of capital stock of the ten dividend paying companies was \$78,304,182.37, on which the average rate of dividend paid was 3.71+ per cent.

The following table gives the capital stock outstanding at the end of the year; the net income; the amount of dividends declared, and the average percentage of dividends to capital stock for the years 1912 and 1913.

YEARS.	Capital stock.	Net income.	Dividends declared.	Per cent. to capital stock.
1912.....	\$66,518,090 70	\$1,453,447 36	\$2,741,511 12	4.12+
1913.....	81,297,182.37	686,693 06	*2,906,593 63	3.57+

* Of the aggregate amount of dividends declared as shown by the foregoing table, it will be observed that the sum of \$2,219,900.57 was not earned during the year 1913.

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 1913.

RAILROADS.	Total maintenance of way and structures.	Total maintenance of equipment.	Total traffic expenses.	Total transportation expenses.	Total general expenses.	Total operating expenses.	RATIO.	
							1912.	1913.
Bangor & Aroostook R. R. Co.	\$493,448 74	\$413,675 62	\$37,385 87	\$1,117,522 14	\$157,063 50	\$2,219,095 87	64.23	68.23
Boston & Maine Railroad.	5,424,104 13	7,769,904 49	454,536 56	23,092,965 59	1,359,913 85	38,101,424 62	76.29	78.54
Bridgton & Saco River R. R.	8,031 61	6,394 02	392 69	21,367 16	2,612 26	38,797 74	70.67	67.99
Canadian Pacific Railway.	354,704 99	220,615 56	74,604 02	662,006 49	60,677 23	1,372,608 29	100.38	92.96
Georges Valley Railroad.	3,238 21	521 85	.....	7,539 15	791 40	12,090 61	75.14	76.55
Grand Trunk (A. St. L. R. R.).	311,998 38	263,299 38	55,638 40	923,813 23	50,067 69	1,604,817 08	86.46	91.02
Kennebec Central R. R. Co.	2,734 61	743 67	15 00	6,589 56	1,000 72	11,083 56	74.27	74.80
Lime Rock Railroad Co.	12,229 87	12,174 46	.....	21,956 90	5,028 77	51,390 00	64.59	57.46
Maine Central Railroad Co.	1,792,298 16	1,646,417 55	132,519 14	4,330,612 78	345,150 66	8,246,998 29	72.26	72.78
Monson Railroad Co.	3,022 10	1,597 98	.....	4,803 31	1,980 85	11,404 24	89.23	76.04
Portland Terminal Co.	2,678 24	1,164 65	194 36	23,473 35	5,820 49	33,331 09	21.32	36.55
Rangley Lakes & Megantic Railroad Co.	3,054 32	108 64	25 09	2,352 59	19 03	5,559 67	.....	109.45
Sandy River & Rangley Lakes Railroad.	37,764 31	23,629 86	2,343 16	64,846 79	3,150 98	131,735 10	71.24	74.74
Wiscasset, Waterville & Farmington Ry.	34,673 56	10,222 58	.....	25,954 22	5,262 43	76,112 79	98.00	95.60
York Harbor & Beach R. R. Co.	17,672 83	.....	151 09	18,078 69	260 67	36,163 28	60.07	80.33
Total.	\$8,501,654 06	\$10,370,470 31	\$757,805 38	\$30,323,881 95	\$1,998,800 53	\$51,952,612 23		

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

RAILROADS.	Freight revenue.	Passenger revenue.	Other passenger train revenue.	Total passenger train service revenue.	Switching revenue, etc.	Revenue other than transportation.	Total operating revenue.
Bangor & Aroostook R. R. Co.	\$2,452,468 46	\$626,929 17	\$110,713 55	\$737,642 72	\$9,234 32	\$53,075 84	\$3,252,421 34
Boston & Maine Railroad.	28,692,688 94	16,049,174 21	2,418,070 59	18,467,244 80	541,436 96	*812,186 65	48,513,507 35
Bridgton & Saco River R. R.	31,468 89	19,733 23	6,177 31	25,910 54	.....	106 69	57,486 12
Canadian Pacific Railway.	983,341 48	379,026 54	104,063 57	483,090 11	1,387 84	8,664 59	1,476,484 02
Georges Valley Railroad.	12,180 65	2,164 50	1,446 24	3,610 74	.....	1 00	15,792 39
Grand Trunk (A. St. L. R. R.)	1,251,870 19	369,916 48	72,987 85	442,904 33	13,359 62	55,103 03	1,763,237 17
Kennebec Central R. R. Co.	9,683 21	4,418 25	643 29	5,061 54	.....	71 51	14,816 26
Lime Rock Railroad Co.	89,433 85	.....	.....	.....	.....	.....	89,433 85
Maine Central Railroad Co.	7,126,071 27	3,511,171 49	540,053 06	4,051,224 55	56,619 4	97,420 37	11,331,406 03
Monson Railroad Co.	10,944 49	2,922 36	1,092 51	4,014 87	.....	39 50	14,998 86
Portland Terminal Co.	31,786 03	1,295 41	133 61	1,432 02	10,708 79	47,255 55	91,182 39
Rangeley Lakes & Megantic Railroad Co.	4,676 76	337 16	.....	337 16	.....	50 00	5,079 86
Randy River & Rangeley Lakes R. R.	113,139 80	49,800 18	12,173 81	61,973 99	841 63	311 44	176,266 66
Wassasset, Waterville & Farmington Ry.	66,157 59	6,387 40	5,669 67	12,057 07	.....	.....	78,914 66
York Harbor & Beach R. R. Co.	17,281 61	26,366 22	1,132 36	27,498 58	.....	236 10	45,016 29
Total.	\$40,893,893 22	\$21,049,645 60	\$3,274,357 42	\$24,324,003 02	\$633,709 00	\$1,074,438 21	\$66,926,043 45

* Includes joint facilities revenue, credit \$4,873.87.

The following, Table 1, gives the Total Operating Revenues, Net 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 Company.....	\$3,252,421 34	*\$1,321 78	\$212,326 48	\$3,463,426 04
Boston & Maine Railroad.....	48,513,507 35	187,913 41	1,356,228 49	50,057,649 25
Bridgton & Saco River Railroad Company.....	57,486 12		305 81	57,791 93
Canadian Pacific Railway.....	1,476,484 02			1,476,484 02
Georges Valley Railroad Company.....	15,792 39			15,792 39
Grand Trunk Railway (A. & St. L. R. R.).....	1,763,237 17		293 00	1,763,530 17
Kennebec Central Railroad Company.....	14,816 26			14,816 26
Lime Rock Railroad Company.....	89,433 85		2,360 36	91,794 21
Maine Central Railroad Company.....	11,331,406 03	*40,393 37	466,432 41	11,757,445 07
Monson Railroad Company.....	14,998 86			14,998 86
Portland Terminal Company.....	91,182 39	62,422 76	225,076 57	378,681 72
Rangleley Lakes & Megantic Railroad Company.....	5,079 86			5,079 86
Sandy River & Rangleley Lakes Railroad.....	176,266 86		1,685 95	177,952 81
Wiscasset, Waterville & Farmington Railway.....	78,914 66		583 99	79,498 65
York Harbor & Beach Railroad Company.....	45,016 29		1,916 59	46,932 88
Total.....	\$66,926,043 45	\$208,621 02	\$2,267,209 65	\$69,401,874 12

* Deficit.

The following, Table 2, gives the Operating Expenses, Taxes Accrued, Interest on Funded and other Interest, Other deductions from Corporate Income, Dividends, Rate Per Cent, Reserves, etc., and Total Deductions.

RAILROADS.	Operating expenses.	Taxes accrued.	Interest on funded and other interests.	Other deductions from corporate income.	Dividends.	Rate %.	Reserves, etc.	Total deductions.
Bangor & Aroostook R. R. Co.	\$2,219,095 87	\$110,586 96	\$971,345 62	\$246,740 31		*		\$3,547,765 76
Boston & Maine Railroad.	38,101,424 62	2,025,628 78	2,547,311 04	7,333,587 99		*		50,007,952 43
Bridgton & Saco River R. R.	38,797 74	927 10	6,800 00		5,368 13 54		4,000 71	55,893 68
Canadian & Pacific Railway.	1,372,608 29	124,038 90	145,940 00	29,221 84				1,671,809 03
Georges Valley Railroad.	12,090 61	133 34	3,120 00					15,343 95
Grand Trunk Ry. (A. St. L. R. R.).	1,604,817 08	156,281 97	206,280 00	112,372 28	329,040 00 6			2,408,791 33
Kennebec Central R. R. Co.	11,083 56	311 49	1,164 20		2,000 00 5			14,559 25
Lime Rock Railroad Co.	51,390 00	3,699 07	16,000 00		19,125 00 44			90,214 07
Maine Central Railroad Co.	8,246,998 29	548,621 57	695,272 19	1,127,574 35	1,010,277 00 6		100,435 00	11,729,178 40
Monson Railroad Co.	11,404 24	97 41	4,200 00	6 90				15,708 55
Portland Terminal Co.	33,331 09	40,789 75	186,555 33	62,430 67	50,000 00 5		4,360 00	377,466 84
Rangley Lakes & Megantic R. R. Co. ...	5,559 67		7,054 39	881 10				13,495 16
Sandy River & Rangley Lakes R. R. ...	131,735 10	1,701 71	34,052 92	1,903 34	11,687 50 4			181,080 57
Wiscasset, Waterville & Farmington Ry.	76,112 79	661 94						76,774 73
York Harbor & Beach R. R. Co.	36,163 28	1,411 20		7,863 17		*		45,437 65
Total	\$51,952,612 23	\$3,014,891 19	\$4,825,095 69	\$8,922,581 95	\$1,427,497 63	..	\$108,795 71	\$70,251,474 40

* See profit and loss account for amount paid.

The following, Table 3, gives the Balance June 30, 1912, Additions, Deductions and Balance June 30, 1913.

RAILROADS.	Balance for the year.	Balance June 30, 1912.	Additions.	Deductions.	Balance June 30, 1913.
Bangor & Aroostook Railroad Company	*\$84,342 72	\$236,405 14	\$143,483 31	†\$184,493 50	\$111,052 22
Boston & Maine Railroad	49,696 82	1,812,090 64	3,013 36	°1,879,096 46	*14,295 64
Bridgton & Saco River Railroad Company	1,898 25	14,177 89	1,092 06		17,168 20
Canadian Pacific Railway	*195,325 01		211,546 28	16,221 27	
Georges Valley Railroad Company	448 44	*73,559 70			*73,111 26
Grand Trunk Railway (A. & St. L. R. R.)	*645,261 16		645,261 16		
Kennebec Central Railroad Company	257 01	19,351 95			19,608 96
Lime Rock Railroad Company	1,580 14	122,890 93			124,471 07
Maine Central Railroad Company	28,266 67	3,149,045 20		28,827 26	3,145,484 61
Monson Railroad Company	*709 69	*165,488 88			*166,198 57
Portland Terminal Company	1,214 88	21,979 56		9,380 09	13,814 35
Rangley Lakes & Megantic Railroad Company	*8,415 30				*8,415 30
Sandy River & Rangley Lakes Railroad	*3,127 76	37,561 76		392 37	34,041 63
Wiscasset, Waterville & Farmington Railway	2,723 92	17,309 41			20,033 33
York Harbor & Beach Railroad Company	1,495 23	47,169 65		†9,000 00	39,664 88
Total	*849,600 28	\$5,238,933 55	\$1,004,396 17	\$2,127,410 95	\$3,266,318 49

* Deficit.

† Includes \$95,958.00 dividends.

‡ Dividends.

° Includes \$1,879,096.46 dividends.

Traffic and Mileage Statistics—1913.

RAILROADS.	Number of passengers carried.	Number of passengers carried one mile.	AVERAGE RECEIPTS PER PASSENGER PER MILE.		Tons of freight carried.	Tons of freight carried one mile.	AVERAGE RECEIPTS PER TON PER MILE.	
			1913. (Cents.)	1912. (Cents.)			1913. (Cents.)	1912. (Cents.)
STANDARD GAUGE ROADS.								
Bangor & Aroostook Railroad Co.....	781,519	27,143,462	2.309	2.265	1,620,065	213,939,597	1.146	1.121
Boston & Maine Railroad.....	49,918,103	904,059,166	1.775	1.782	25,473,568	2,721,196,610	1.054	1.089
Canadian Pacific Railway.....	251,318	25,984,796	1.459	1.280	1,209,995	191,942,573	0.512	0.502
Georges Valley Railroad.....	6,012	48,096	4.500	4.489	15,070	120,560	10.103	9.096
Grand Trunk Railway (A. & St. L. R. R.).....	367,141	11,463,490	2.012	1.936	1,336,137	85,032,600	0.782	0.814
Maine Central Railroad Co.....	4,766,403	168,639,687	2.082	2.066	7,282,464	656,351,489	1.086	1.088
Rangeley Lakes & Megantic R. R. Co.....	1,430	13,981	2.411	.....	11,712	26,675	17.532	.....
York Harbor & Beach R. R. Co.....	225,592	1,000,302	2.636	2.550	29,539	195,506	8.839	9.530
Total.....	56,317,518	1,138,352,980			36,978,550	3,868,805,610		
NARROW GAUGE ROADS.								
Bridgton & Saco River R. R.....	36,727	468,733	4.210	4.399	29,482	494,979	6.358	6.083
Kennebec Central R. R. Co.....	46,360	225,610	1.958	1.922	7,233	36,165	26.775	25.832
Monson Railroad Company.....	9,403	57,921	5.045	4.217	12,165	74,118	14,766	12.782
Sandy River & Rangeley Lakes R. R.....	57,153	1,281,538	3.886	3.805	80,276	1,745,553	6.482	5.940
Wiscasset, Waterville & Farmington Ry.....	13,239	190,140	3.359	3.430	34,096	786,482	8.628	9.750
Total.....	162,882	2,223,942			163,252	3,137,297		
Grand total.....	56,480,400	1,140,576,922			37,141,802	3,871,942,907		

RAILROAD COMMISSIONERS' REPORT.

PASSENGER AND FREIGHT RATES.

PASSENGER RATES.

Average passenger rate per mile on all standard gauge railroads doing business in Maine for the years 1897 to 1913 is shown in the following table:

Year.	Rate—Cents.
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
1911	1.848
1912	1.825
1913	1.829

The average passenger rate upon the five narrow gauge railroads for the year 1913 was 3.743 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 1897 to 1913.

Year.	Rate—Cents.
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
1911	1.063
1912	1.056
1913	1.032

The average freight rate per ton mile upon the five narrow gauge railroads for the year 1913 was 7.397 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, 1913.

RAILROADS.	Crossing high-ways at grade.	Crossing over highways.	Crossing under highways.	Crossing steam roads at grade.	Crossing over steam roads.	Crossing under steam roads.	Crossing street railways at grade.	Crossing over street railways.	Crossing under street railways.
Bangor & Aroostook Railroad Company..	278	20	3	1	3	1	2	1	1
Boston & Maine Railroad	112	32	17	4	.....	.....	3	6	3
Bridgton & Saco River Railroad Company	17	.....	.....	.....	.....	.....	.....	.....	.....
Canadian Pacific Railway	38	.....	1	1	2	2	.....	.....	.....
Georges Valley Railroad Company.....	4	.....	.....	.....	.....	.....	.....	.....	.....
Grand Trunk Railway (A. & St. L. R. R.)	82	5	3	3	.....	3	3	.....	2
Kennebec Central Railroad Company	5	.....	.....	.....	.....	.....	.....	.....	.....
Lime Rock Railroad Company	13	.....	.....	1	.....	.....	2	.....	.....
Maine Central Railroad Company	761	47	37	7	3	3	23	8	4
Monson Railroad Company.....	4	.....	.....	.....	.....	.....	.....	.....	.....
Portland Terminal Company.....	61	10	4	6	.....	.....	15	6	2
Rangeley Lakes & Megantic R. R. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sandy River & Rangeley Lakes R. R.....	34	.....	.....	.....	.....	.....	.....	.....	.....
Wiscasset, Waterville & Farmington Ry..	44	2	.....	1	.....	.....	1	.....	.....
York Harbor & Beach Railroad Company	17	2	.....	.....	.....	.....	.....	3	.....
Total	1470	118	65	24	8	9	49	24	12

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, 1913.

RAILROADS.	Protected by gates.	Protected by flagmen.	Protected by electric signals.	Unprotected.	Total.
Bangor & Aroostook Railroad Company.....	6	8	.....	264	278
Boston & Maine Railroad.....	9	20	3	80	112
Bridgton & Saco River Railroad Company.....	.....	.....	.....	17	17
Canadian Pacific Railway.....	1	1	.....	36	38
Georges Valley Railroad Company.....	.....	.....	.....	4	4
Grand Trunk Railway (A. & St. L. R. R.).....	2	.....	2	78	82
Kennebec Central Railroad Company.....	.....	.....	.....	5	5
Lime Rock Railroad Company.....	.....	1	.....	12	13
Maine Central Railroad Company.....	102	98	10	551	761
Monson Railroad Company.....	.....	.....	.....	4	4
Portland Terminal Company.....	30	9	.....	22	61
Rangeley Lakes & Megantic Railroad Company.....	.....	.....	.....	.....	.....
Sandy River & Rangeley Lakes Railroad.....	.....	.....	.....	34	34
Wiscasset, Waterville & Farmington Railway.....	.....	.....	.....	44	44
York Harbor & Beach Railroad Company.....	.....	3	.....	14	17
Total.....	150	140	15	1,165	1,470

ACCIDENTS UPON STEAM RAILROADS IN MAINE.

By referring to the two foregoing tables it will be seen that there were 305 protected grade crossings and 1,165 unprotected grade crossings in Maine on June 30, 1913.

The total number of persons killed and injured at stations and grade crossings by the steam railroads were fourteen (14) killed and one hundred and thirty-five (135) injured, divided as follows:—

Two persons were killed and one hundred and sixteen (116) injured at stations; three (3) killed and ten (10) injured at protected grade crossings and nine (9) were killed and nine (9) injured at unprotected grade crossings.

Reference is had to the following table showing number of passengers, employees, trespassers and others who were killed or injured at stations, and protected and unprotected grade crossings in Maine for the year ending June 30, 1913.

ACCIDENTS AT STATIONS AND GRADE CROSSINGS DURING THE YEAR ENDING JUNE 30, 1913.

	STATIONS.		PROTECTED CROSSINGS.		UNPROTECTED CROSSINGS.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....	.....	28	.....	.....	.....	.....	.....	28
Employees.....	2	73	1	1	.....	.....	3	74
Trespassers.....	.....	5	1	1	4	3	5	9
Others.....	.....	10	1	8	5	6	6	24
Total.....	2	116	3	10	9	9	14	135

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

Accidents in Maine resulting from the movement of trains, locomotives or cars, as compiled from the reports of the railroad companies for the year ending June 30, 1913, were three hundred and twenty-three (323),—fifty-six (56) killed and two hundred and sixty-seven (267) injured, classified as follows:

Railway employees, twenty-one (21) killed, one hundred eighty-four (184) injured; passengers, one (1) killed, thirty-one (31) injured; postal clerks, express messengers, Pullman employees, etc., four injured; other persons *thirty-four killed and *forty-eight (48) injured.

In 1912 there were sixty-five (65) persons killed and three hundred and five (305) injured.

During the year ending June 30, 1913, there was a decrease of nine (9) persons killed and thirty-eight (38) persons injured.

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

Accidents arising from causes other than those resulting from the movement of trains locomotives or cars were three hundred and nineteen (319) classified as follows:

Railway employees, two (2) killed, two hundred and seventy-eight (278) injured; passengers, twenty injured; other persons, nineteen (19) injured.

In 1912 there were two hundred and fifty persons injured. During the year ending June 30, 1913, there was an increase of two (2) persons killed and sixty-seven (67) injured.

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

* Of this number twenty-nine (29) persons were killed and thirty (30) persons were injured, while trespassing on the property of the railroads principally while walking on the tracks or stealing rides on trains.

ACCIDENTS TO PERSONS—STATE OF MAINE.

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

RAILROAD COMMISSIONERS' REPORT.

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.																
	Trainmen.		Switch tenders, crossing tenders and watchmen.		Station men.		Shopmen.		Trackmen.		Telegraph employees.		Other employees.		Total.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Coupling or uncoupling.....	4	14				2		1								4	17
Collisions.....	1	10				2						1		1		3	12
Derailments.....	1	3														1	3
Parting of trains.....		1															1
Falling from trains, locomotives or cars.....	1	35			1	1			6						2	2	44
Jumping on or off trains, locomotives or cars.....		14		1		2											17
Struck by trains, locomotives or cars.....		7	1	1			1	1	3	6	3	2			1	2	18
Overhead obstructions.....		5															5
Other causes.....	2	54		1				2		1		1		2	8	4	67
Total.....	9	143	1	3	1	5	1	4	3	13	3	4	3	12	21		184

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.					
	Killed.	Injured.	Killed.	Injured.	Trespassing.		Not trespassing.		Total.		Killed.	Injured.	Killed.	Injured.				
					Killed.	Injured.	Killed.	Injured.	Killed.	Injured.								
Collisions		5		2					1	1								
Falling from trains, locomotives or cars.....	1	7				1	4		1	1	5	1	184					
Jumping on or off trains, locomotives or cars.....		3				2	1		1	2	2	1	31					
STRUCK BY TRAINS, LOCOMOTIVES OR CARS:—																		
At highway crossings.....						5	7	5	8	10	15	4						
At stations.....							3		1		4							
At other points along track.....						20	11		2	20	13							
Other causes.....		16		2		1	4		4	1	8							
Total.....	1	31		4		29	30	5	18	34	48							
TABLE A.																		
Railway employees.....																	21	184
Passengers.....																	1	31
Postal clerks, etc.....																		4
Other persons.....																	34	48
Total.....																	56	267
TABLE B.																		
Railway employees.....																	2	278
Passengers.....																		20
Other persons.....																		19
Total.....																	2	317
Grand total.....																	58	584

ACCIDENTS TO PERSONS—STATE OF MAINE—CONCLUDED.

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.										Passengers.		Postal clerks, express messengers, pullman employees, etc.		Other persons.					
	Station men.		Shopmen.		Trackmen.		Other employees.		Total.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.										
Handling traffic.....	19	.....	1	.....	.....	.....	14	.....	34	.....	.....	.....	.....	.....	.....	2	
Handling tools, machinery, etc.....	2	.....	45	.....	4	.....	12	.....	63	.....	.....	.....	.....	.....	.....	.....
Handling supplies, etc.....	2	.....	14	.....	21	.....	23	.....	60	.....	.....	.....	.....	.....	.....	.....
Getting on or off locomotives or cars at rest.....	1	.....	.....	.....	7	.....	8	.....	11	.....	.....	.....	.....	.....
Other causes.....	19	.....	1	.....	40	.....	14	.....	1	.....	113	.....	9	.....	.....	17	
Total.....	42	1	101	39	1	96	2	278	20	19

The following table shows the railroads upon which accidents occurred resulting from the movement of trains, locomotives or cars in Maine, for the year 1913.

TABLE A.

RAILROADS.	Passengers.		Trainmen.		Other employees.		Postal clerks, express messengers, pullman employees, etc.		Other persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Bangor & Aroostook R. R. Co.		4		16	1	1			2	7	3	28
Boston & Maine Railroad			1	1	1	1			3	2	3	3
Canadian Pacific Railway Co.			1	4	3	3			4	7	3	3
Grand Trunk Railway		3	2	5	1	3			4	7	2	15
Maine Central Railroad Company	1	23	3	95	5	31		3	19	28	27	180
Portland Terminal Company		1	2	2	1	2		1	1	3	4	28
Sandy River & Rangeley Lakes R. R.				2								2
Total	1	31	9	143	12	41		4	34	48	56	267

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 1913.

TABLE B.

RAILROADS.	Station men.		Shopmen.		Trackmen.		Other employees.		Passengers.		Other persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Bangor & Aroostook R. R. Co.		1	1	13		10		1					1	25
Canadian Pacific Railway Co.						1								1
Grand Trunk Railway.				3		4		7						14
Maine Central Railroad Company.		13		34		21	1	62		19			16	165
Portland Terminal Company.		28		51		2		26		1			3	111
Sandy River & Rangeley Lakes R. R.						1								1
Total.....		42	1	101		39	1	96		20		19	2	317

Comparative summary of railway accidents resulting from the movement of trains, locomotives or cars, in Maine, for the year ending June 30, 1895-1913.

YEAR.	EM- PLOYEES.		PAS- SENGERS.		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	.....	38	30	52	43	231
1911	17	155	2	71	35	64	54	290
1912	19	172	5	78	41	55	65	305
1913	21	184	1	31	34	52	56	267

The following table gives the summary of accidents to persons in the United States for the years 1912 and 1913, as compiled by the Interstate Commerce Commission.

Summary of Casualties to Persons, Years Ending June 30.

ITEM.	Steam Railways.			
	1913.		1912.	
	Killed.	Injured.	Killed.	Injured.
Passengers:				
In train accidents.....	181	8,662	139	9,391
Other causes.....	222	7,877	179	6,995
Total.....	403	16,539	318	16,386
Employees on duty:				
In train accidents.....	557	6,905	596	7,098
In coupling accidents.....	195	3,360	192	3,234
Overhead obstructions, etc.....	94	1,835	77	1,523
Falling from cars, etc.....	560	16,005	573	13,874
Other causes.....	1,533	28,514	1,482	23,391
Total.....	2,939	56,619	2,920	49,120
Total passengers and employees on duty....	3,342	73,158	3,238	65,506
Employees not on duty:				
In train accidents.....	12	146	20	156
In coupling accidents.....		1		2
Overhead obstructions, etc.....	2	9	1	12
Falling from cars, etc.....	65	408	53	312
Other causes.....	283	614	241	477
Total.....	362	1,178	315	959
Other persons.				
Not trespassing—				
In train accidents.....	9	110	13	277
Other causes.....	1,279	5,932	1,185	4,746
Total.....	1,288	6,042	1,198	5,023
Trespassers—				
In train accidents.....	90	174	91	151
Other causes.....	5,468	6,136	5,343	5,536
Total.....	5,558	6,310	5,434	5,687
Total accidents involving train operation.....	10,550	86,688	10,185	77,175
Industrial accidents to employees not involving train operation.....	414	113,620	400	92,363
Grand total.....	10,964	200,308	10,585	169,538

ACCIDENTS UPON STREET RAILWAYS.

During the year 1913, four (4) passengers were killed and seventy-nine (79) injured; eight (8) employees injured; eight (8) other persons killed and twenty-eight (28) injured, making a total of twelve (12) persons killed and one hundred and fifteen (115) injured.

During the 1912, one (1) passenger was killed and seventy-two (72) injured; one (1) employee killed and ten (10) injured; six (6) other persons killed and fourteen (14) injured, making a total of eight (8) persons killed and ninety-six (96) injured.

In comparing the data for the two years it will be seen that there was an increase of four (4) persons killed and nineteen (19) injured, during the year ending June 30, 1913.

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

RAILWAYS.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Atlantic Shore Railway.....		18		4		2		24
Bangor Railway & Elec. Co.	1	6			1	5	2	11
Benton & Fairfield Ry. Co..					1		1	
Biddeford & Saco R. R. Co.		2						2
Brunswick & Yarmouth St. Railway.....						3		3
Cumberland Co. Power & Light Co.....	3	36		2	2	7	5	45
Lewiston, Augusta & Water- ville St. Ry.....		7		2	3	4	3	13
Rockland, So. Thomaston & St. George Railway.....		2						2
Rockland, Thomas ton & Camden St. Ry.....		1				7		8
Waterville, Fairfield & Oak- land Railway.....		7			1		1	7
Total.....	4	79		8	8	28	12	115

EMPLOYEES AND WAGES.

STEAM RAILROADS.

The total number of persons in Maine employed by railroad corporations operated by steam for the year ending June 30, 1913, including general officers was 10,813, or 180 more than in 1912.

The total number excluding general officers was 10,779, an increase of 177.

The total number of days worked, excluding general officers, was 3,360,022, against 3,278,600 in 1912, an increase in the number of days worked of 81,422.

The total amount of wages paid, excluding general officers, was \$7,801,748.53, and including general officers \$7,946,881.64.

The average daily wages, excluding general officers, were \$2.32+, an increase of six cents per day over wages paid in 1912.

It is of interest to note that in 1904 the average daily wages paid, excluding general officers, were \$1.86, an increase in ten years of forty-six cents per day or 24+ per cent.

STREET RAILWAYS.

The number of persons, excluding general officers, employed upon the street railways for the year ending June 30, 1913, was 1781, as against 1795 in 1912. These employees received wages amounting to \$1,125,851.36.

The number of persons, including general officers, was 1825, as against 1840 in 1912, and they were paid wages to the amount of \$1,189,800.41.

The number of general officers reported by the railway companies was 44. They received \$63,949.05 in wages.

MILEAGE OF STREET RAILWAYS.

Mileage of Street Railways and where Operated.

NAME.	Miles.
Aroostook Valley Railroad. Presque Isle to Washburn and Presque Isle Junction to Washburn Junction, to New Sweden.....	24.86
Atlantic Shore Railway. Biddeford to Kennebunk, Springvale, Sanford, thence to Kennebunkport and Cape Porpoise, Kittery to York Beach, Kittery to Eliot, Berwick, York Corner, Salmon Falls and Dover, N. H.	90.41
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
Brunswick & Yarmouth Street Railway. Brunswick to Yarmouth, via Freeport.....	15.80
Calais Street Railway. In city of Calais and to St. Stephen, N. B.	7.00
Cumberland County P. & L. Co. (Lessee, Portland R. R.) City of Portland to Cape Elizabeth, to city of Westbrook and Gorham and South Windham, to Yarmouth and from Portland to Old Orchard.....	82.52
Fairfield & Shawmut Railway. Fairfield to Shawmut.....	3.10
Fryeburg Horse Railroad, Maine Central Railroad, Fryeburg to West Oxford Agricultural Fair Grounds and Chataquan grounds.....	3.00
Lewiston, Augusta & Waterville Street Railway. Cities of Lewiston and Auburn; Lewiston, Topsham, Brunswick, Bath and Turner, also Augusta to Gardiner, Gardiner to Lewiston; Augusta to Togus, Augusta to Winthrop via Lake Cobbosseecontee and Augusta to Waterville.....	139.34
Norway & Paris Street Railway. From Norway to South Paris.....	2.13
Rockland, South Thomaston & St. George Railway. From Rockland to Crescent Beach.....	4.11
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 & Oakland Railway. In Waterville, to Fairfield, to Oakland.....	10.50
Total.....	485.09

ASSETS AND LIABILITIES.

STREET RAILWAY CORPORATIONS.

The gross assets of the several companies on June 30, 1913, were \$32,733,851.12. The several classes of assets and the increase in each class as compared with the same companies in 1912 are shown in the following table.

ASSETS.	1912.	1913.	Increase.
Construction and equipment . . .	\$18,316,083 99	\$16,783,258 43	*\$1,532,825 56
Other permanent property	8,098,387 09	13,841,825 60	5,743,438 51
Cash and current assets	1,416,239 80	1,769,998 73	353,758 93
Miscellaneous assets	24,678 34	338,768 36	314,090 02
Gross assets	\$27,855,389 22	\$32,733,851 12	\$4,878,461 90

The gross liabilities on the same date, including capital stock, were \$31,949,780.44. The several kinds of liabilities, and the amount of each compared with the same companies in 1912 are shown in the following table.

LIABILITIES.	1912.	1913.	Increase.
Capital stock	\$14,252,168 00	\$14,378,968 00	\$126,800.00
Funded debt	11,926,982 00	16,212,282 00	4,285,300 00
Real estate mortgages	10,075 00	10,075 00	.....
Current liabilities	793,065 91	495,834 61	*297,231 30
Accrued liabilities	192,486 14	378,225 99	185,739 85
Other liabilities	355,001 75	474,394 84	119,393 09
Gross liabilities	\$27,529,778 80	\$31,949,780 44	\$4,420,001 64
Total deficit of reorganized companies	\$325,610 42	.....	.....
Surplus on June 30	51,797 82	.....	.....
	\$273,812 60	\$784,070 68	.....

* Decrease.

It will be seen by comparing the last two tables that there was an increase in the gross assets of \$4,878,461.90, and an increase in gross liabilities of \$4,420,001.64.

The gross assets, the gross liabilities, the surplus, with the percentage of surplus to capital stock for the years 1912 and 1913 are shown in the table following:

GROSS ASSETS, LIABILITIES AND SURPLUS FOR YEARS 1912-1913.

YEARS.	Gross assets.	Gross liabilities.	Surplus on June 30.	Per cent. of surplus to capital stock.
1912	\$27,855,389 22	\$27,529,778 80	\$273,812 60	1.92+
1913	32,733,851 12	31,949,780 44	784,070 68	5.45+

CAPITAL STOCK AND DIVIDENDS.

The aggregate capital stock of the street railway companies on June 30, 1913, was \$14,378,968.00, an increase of \$126,800.00 over the preceding year.

DIVIDENDS.

The total amount of dividends declared this year was \$324,394.82, an increase of \$95,917.06.

Seven of the companies paid dividends varying from three per cent to seven per cent, and eight companies paid no dividends.

One company paid three per cent; two, four per cent; one, five per cent; two, six per cent, and one, seven per cent.

The amount of capital stock of the seven dividend paying companies was \$12,599,968, on which the average rate of dividend was 2.57+ 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 1912-1913.

CAPITAL STOCK, NET INCOME AND DIVIDENDS, 1912-1913.

YEARS.	Capital stock.	Net income.	Dividends declared.	Per cent. to total capital stock.
1912	\$14,252,168 00	\$425,779 93	\$228,477 76	1.60+
1913	14,378,968 00	585,803 23	324,394 82	2.57+

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, 1912-13, of the Street Railways doing business in Maine.

STREET RAILWAYS.	1912.					1913.				
	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. Co.	24.86	\$1,668 56	\$1,099 98	\$568 58	65.93	24.86	\$2,186 70	\$1,263 31	\$923 39	57.77
Atlantic Shore Railway.	90.41	3,938 09	2,746 37	1,191 72	69.73	90.41	4,078 51	3,043 56	1,034 95	74.62
Bangor Railway & Electric Co.	57.22	5,592 63	3,147 56	2,445 06	56.28	57.22	5,920 69	3,668 76	2,251 92	61.98
Benton & Fairfield Railway Co.	4.12	3,286 10	2,546 36	739 74	77.50	4.12	3,767 06	2,938 17	828 89	77.99
Biddeford & Saco R. R. Co.	7.61	9,538 21	6,402 86	3,135 34	67.00	7.61	9,516 11	5,869 60	3,646 51	61.00
Brunswick & Yarmouth Street Railway.	*15.80	1,613 96	1,330 83	283 14	82.95	15.80	2,873 90	1,996 70	877 18	69.48
Calais Street Railway.	7.00	4,497 80	3,787 53	710 27	84.00	7.00	5,144 55	3,940 05	1,204 50	76.00
Fairfield & Shawmut Railway.	3.10	1,761 93	1,220 07	541 87	69.00					
Lewiston, Augusta & Waterville Street Ry.	139.34	4,002 70	2,427 57	1,575 12	60.63	139.34	4,310 58	2,550 75	1,759 83	59.17
Norway & Paris Street Ry.	2.13	5,146 29	3,279 72	1,866 57	63.72	2.13	5,355 07	3,238 89	2,116 18	60.48
Portland & Brunswick Street Ry.		*1,228 28	670 44	557 85	54.58					
Portland Railroad Co.	82.52	11,799 56	8,066 22	3,731 34	68.00	82.52	12,205 91	8,073 59	4,132 32	66.10
Rockland, So. Thomaston & St. George Ry.	4.12	2,260 80	1,939 84	320 99	85.69	4.12	1,984 52	1,844 20	140 32	92.93
Rockland, Thomaston & Camden St. Ry.	21.17	5,812 66	4,081 52	1,731 15	70.21	21.17	5,750 04	4,544 03	1,206 01	79.02
Somerset Traction Co.	12.20	2,022 81	1,455 40	567 41	71.00	12.20	2,050 23	1,270 61	779 62	61.00
Waterville, Fairfield & Oakland Ry.	*10.50	5,274 33	3,469 51	1,804 82	65.75	10.50	9,339 92	5,553 80	3,786 12	59.46
Waterville & Fairfield Railway & Light Co.	*5.10	4,079 40	2,467 43	1,611 97	60.48					
Waterville & Oakland Street Ry.	*5.40	2,424 56	1,507 79	916 77	62.12					

* See Appendix for period operated.

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, 1913.

STREET RAILWAYS.	Transportation earnings.	Other earnings.	Miscellaneous income.	Gross income.	Operating expenses.	Tax, 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. Co.	\$2,706 97	\$1,654 72	\$1,449 38	\$55,811 07	\$31,405 98	\$34,181 01	\$65,586 99	*\$9,775 92				*\$9,775 92
Atlantic Shore Ry.	360,179 08	8,559 14	1,251 58	369,889 80	275,168 90	100,008 09	375,176 99	*5,187 19				*5,187 19
Bangor Ry. & Electric Co.	336,258 69	2,523 59	187,386 17	526,168 45	269,926 93	153,658 28	363,585 21	162,583 24	\$27,868 94	\$104,997 76	7	29,686 54
Benton & Fairfield Ry. Co.	15,510 31	10 00		15,520 31	12,105 30	1,841 50	13,946 80	1,573 51				1,573 51
Biddeford & Saco R.R. Co.	1,021 43	1,396 22	1,246 51	73,664 16	44,667 67	7,772 06	52,439 73	21,224 43		6,000 00	4	15,224 43
Brunswick & Yarmouth St. Ry.	43,774 55	1,633 06		45,407 61	31,547 93	11,200 00	42,747 93	2,659 68				2,659 68
Calais Street Ry. Co.	34,115 90	1,896 00		36,011 90	27,580 39	5,673 38	33,253 77	2,758 13		2,000 00	4	758 13
Cumberland Co. Power & Light Co.	998,813 64	8,419 22	447,149 20	1,454,382 06	666,233 44	530,382 65	1,196,616 09	257,765 97	150,000 00	102,000 00	3	5,765 97
Fryeburg Horse R. R. Co.	213 58	25 29		238 87	247 41		247 41	*8 54				*8 54
Lewiston, Augusta & Waterville St. Ry.	591,215 76	9,420 62	10,492 50	611,128 88	355,422 44	183,341 70	538,764 14	72,364 74	5,868 25	36,000 00	6	30,496 49
Norway & Paris St. Ry.	11,286 31	120 00	7,936 76	19,343 07	6,898 85	6,083 23	12,982 08	6,360 99				6,360 99
Rockland, So. Thomaston & St. George Ry.	8,062 18	114 05		8,176 23	7,598 11	372 79	7,970 50	205 33				205 33
Rockland, Thomaston & Camden Street Ry.	118,570 09	3,158 43	44,404 16	166,132 68	96,197 25	35,337 29	131,534 54	34,598 14	6,234 64	20,000 00	5	8,363 50
Somerset Traction Co.	24,829 89	183 00	91 74	25,104 63	15,501 55	8,182 89	23,684 44	1,420 19				1,420 19
Waterville, Fairfield & Oakland St. Ry.	95,546 70	2,522 47		98,069 17	58,314 91	2,493 64	60,808 55	37,260 62	425 12	53,397 06	6.04	*16,561 56
Total	\$2,762,105 08	\$41,635 81	\$701,408 00	\$3,505,148 89	\$1,838,817 06	\$1,080,528 51	\$2,919,345 57	\$585,803 32	\$190,426 95	\$324,394 82		\$70,981 55

* 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, 1913.

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. Co.....	69,282	91,162	160,444	5,186	3,592	8,778	300,432		300,432
Atlantic Shore Railway.....	1,212,877	126,250	1,339,127	96,411	21,355	117,766	3,850,061	1,116,185	4,966,246
Bangor Railway & Electric Co.....	1,141,364	40,740	1,182,104	119,277	9,375	128,655	6,008,902	635,248	6,644,150
Benton & Fairfield Ry. Co.....	40,560	39,500	80,360	6,708	8,112	14,820	63,937	2,690	66,627
Biddeford & Saco Railroad Co.....	331,602	2,294	333,896	34,215	1,599	35,814	1,082,266	125,317	1,207,603
Brunswick & Yarmouth St. Ry.....	237,572	20,233	257,805	15,067	1,866	16,933	817,271		817,271
Calais Street Railway Co.....	183,960		183,960	6,400		6,400	682,350	24,446	706,826
Cumberland County Power & Light Co.....	4,021,361	73,420	4,094,781	450,809	8,938	459,747	19,872,556	2,728,121	22,600,677
Lewiston, Augusta & Waterville Street Ry.....	2,485,426	165,977	2,651,403	223,306	23,398	246,704	11,612,442	785,898	12,398,340
Norway & Paris Street Railway.....	45,450		45,450	6,322		6,322	213,749		213,749
Rockland, So. Thomaston & St. George Ry.....	45,034		45,034	5,049		5,049	174,581		174,581
Rockland, Thomaston & Camden St. Railway..	428,233	37,400	465,633	44,558	9,588	54,146	1,872,398		1,872,398
Somerset Traction Co.....	106,297	10,000	116,297	8,858	833	9,691	137,819		137,819
Waterville, Fairfield & Oakland St. Ry.....	381,477		381,477	36,897		36,897	1,910,795		1,910,795
Total.....	10,730,495	607,276	11,337,771	1,059,063	87,959	1,147,022	50,170,109	5,417,905	55,588,014

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 Railroad Co.....	\$0.0500	\$0.0500	\$0.3285	\$0.0103	\$0.3388	\$6.0044	\$0.1885	\$6.1930
Atlantic Shore Railway.....	.0789	.0611	.2689	.0063	.2753	3.0584	.0726	3.1311
Bangor Railway & Electric Co.....	.0496	.0440	.2844	.0021	.2865	2.6145	.0196	2.6340
Benton & Fairfield Ry. Co.....	.0500	.0480	.1930	.0001	.1931	1.046	.0010	1.0470
Biddeford & Saco Railroad Co.....	.0651	.0564	.2127	.0041	.2168	2.0225	.0397	2.0622
Brunswick & Yarmouth St. Ry.....	.0491	.0491	.1700	.0060	.1760	2.5900	.0900	2.6800
Calais Street Railway Co.....	.0499	.0482	.1854	.0100	.1954	5.3300	.2970	5.6270
Cumberland County Power & Light Co.....	.0490	.0430	.2440	.0020	.2460	2.1900	.0050	2.1950
Lewiston, Augusta & Waterville Street Ry.....	.0482	.0451	.2230	.0040	.2270	2.3970	.0380	2.4350
Norway & Paris Street Railway.....	.0500	.....	.2483	.0026	.2509	1.7850	.0180	1.8030
Rockland, So. Thomaston & St. George Ry.....	.0500	.....	.1938	.0047	.1985	1.7290	.0420	1.7710
Rockland, Thomaston & Camden St. Railway Co.....	.0500	.....	.2546	.00678	.2614	2.1898	.0583	2.2481
Somerset Traction Company.....	.1620	.....	.2130	.0020	.2150	2.5500	.0200	2.5700
Waterville, Fairfield & Oakland St. Ry.....	.0500	.....	.2504	.0066	.2570	2.5895	.0683	2.6578

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 Railroad Co.	\$0.1957	\$0.1967	\$3.5778	\$3.5968	57.77	58.08	\$0.1431	\$2.6152
Atlantic Shore Railway .....	.2054	.2100	2.3365	2.3881	74.62	76.27	.0699	.7946
Bangor Railway & Electric Co. ....	.1776	.1916	1.6315	1.7650	61.98	66.88	.1089	1.0025
Benton & Fairfield Ry. Co. ....	.1510	.1530	.8170	.8300	77.99	79.23	.0421	.2300
Biddeford & Saco Railroad Co. ....	.1337	.1390	1.2720	1.3225	61.00	64.00	.0831	.7902
Brunswick & Yarmouth St. Ry. ....	.1224	.1270	1.8600	1.9300	69.48	72.12	.0536	.8200
Calais Street Railway Co. ....	.1499	.1530	4.3000	4.4400	76.00	78.00	.0455	1.3270
Cumberland County Power & Light Co. ....	.1600	.1700	1.4500	1.5500	66.10	70.80	.0860	.7450
Lewiston, Augusta & Waterville Street Ry. ....	.1340	.1380	1.4400	1.4800	59.17	60.71	.0930	.9950
Norway & Paris Street Railway .....	.1518	.1773	1.0970	1.2750	60.48	70.68	.0991	.7060
Rockland, So. Thomaston & St. George Ry. ....	.1687	.1700	1.5050	1.5160	92.93	93.64	.0298	.2660
Rockland, Thomaston & Camden St. Railway Co. ....	.2065	.2133	1.7760	1.8340	79.02	81.61	.0549	.4721
Somerset Traction Company. ....	.1330	.1340	1.5900	1.6000	61.00	62.00	.0820	.9800
Waterville, Fairfield & Oakland Street Ry. ....	.1528	.1594	1.5804	1.6480	59.46	62.00	.1042	1.0774

TABULATED AND COMPARATIVE STATEMENTS

COMPILED FROM THE

Reports of
Street Railway Companies

FOR THE

Year Ending June 30, 1913.

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.

STREET RAILWAYS.	ASSETS JUNE 30, 1913.					
	Construction and equipment.	Other permanent investments.	Total permanent investments.	Current assets.	Other assets.	Gross assets.
Aroostook Valley Railroad.....	\$1,122,709 00		\$1,122,709 00	\$16,293 92		\$1,139,002 92
Atlantic Shore Railway.....	3,483,925 83		3,483,925 83	71,416 44	27,213 44	3,582,555 71
Bangor Railway & Electric Co.....	3,061,117 66	\$3,107,859 81	6,168,977 47	232,077 28	30,094 71	6,431,149 46
Benton & Fairfield Railway Co.....	53,686 95		53,686 95	3,527 54		57,214 49
Biddeford & Saco Railroad Co.....	255,525 72		255,525 72	21,350 68	14,500 00	291,376 40
Brunswick & Yarmouth St. Ry.....	528,117 73		528,117 73	4,455 39		532,573 12
Calais Street Railway Co.....	200,000 00		200,000 00	1,158 33		201,158 33
Cumberland County Power & Light Co.....		9,806,657 65	9,806,657 65	666,989 80	258,663 38	10,732,310 83
Lewiston, Augusta & Waterville Street Railway.....	6,590,671 67	157,619 71	6,748,291 38	694,386 75		7,442,678 13
Norway & Paris Street Railway.....	43,607 47	132,052 58	175,660 05	12,919 11	8,296 83	196,875 99
Rockland, So. Thomaston & St. George Railway.....	134,531 80		134,531 80	2,351 36		136,883 16
Rockland, Thomaston and Camden Street Railway.....	671,247 00	613,893 90	1,285,140 90	35,323 85		1,320,464 75
Somerset Traction Company.....	137,404 33	23,741 95	161,146 28	1,747 10		162,893 38
Waterville, Fairfield & Oakland Street Railway.....	500,713 27		500,713 27	6,001 18		506,714 45
Total.....	\$16,783,258 43	\$13,841,825 60	\$30,625,084 03	\$1,769,998 73	\$338,768 36	\$32,733,851 12

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	LIABILITIES JUNE 30, 1913.						
	Capital stock.	Funded debt.	Real estate mortgages.	Current liabilities.	Accrued liabilities.	Reserves.	Gross liabilities.
Aroostook Valley Railroad.....	\$256,600 00	\$858,032 00		\$43,728 79	\$11,127 64		\$1,169,488 43
Atlantic Shore Railway.....	1,000,000 00	2,535,250 00		37,364 19	11,017 38	\$57,641 89	3,641,273 46
Bangor Railway & Electric Co.....	3,499,968 00	2,600,000 00		62,258 79	41,152 17	132,100 48	6,335,479 44
Benton & Fairfield Railway Co.....	20,000 00	33,000 00		3,677 31			56,677 31
Biddeford & Saco Railway Co.....	100,000 00	150,000 00					250,000 00
Brunswick & Yarmouth Street Ry.....	300,000 00	200,000 00		14,033 22	15,682 19		529,715 41
Calais Street Railway Co.....	100,000 00	100,000 00					200,000 00
Cumberland County Light & Power Co.	5,000,000 00	4,770,000 00		134,735 19	260,132 03	50,632 05	10,215,499 27
Lewiston, Augusta & Waterville St. Ry.	3,000,000 00	3,973,000 00		130,738 65	37,511 03	233,426 18	7,373,675 86
Norway & Paris Street Railway.....	50,000 00	118,000 00		290 77	1,066 67		169,357 44
Rockland, So. Thomaston & St. George Railway	122,400 00		\$10,075 00	2,754 60			135,229 60
Rockland, Thomaston & Camden St. Ry.	400,000 00	800,000 00		23,706 09			1,223,706 09
Somerset Traction Company.....	30,000 00	75,000 00		37,963 68			142,963 68
Waterville, Fairfield & Oakland St. Ry.	500,000 00			4,583 33	536 88	1,594 24	506,714 45
Total.....	\$14,378,968 00	\$16,212,282 00	\$10,075 00	\$495,834 61	\$378,225 99	\$474,394 84	\$31,949,780 44

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.		
	Total additions.	Deductions.	Net additions.
Aroostook Valley Railroad.....	\$230,149 38	\$1,065 88	\$229,083 50
Atlantic Shore Railway.....	157 50	1,061 63	*904 13
Bangor Railway & Electric Co.....	77,759 50	8,386 73	69,372 77
Benton & Fairfield Railway Company.....			
Biddeford & Saco Railroad Company.....	295 60	5,353 46	*5,057 86
Brunswick & Yarmouth Street Railway.....	57,287 66	2,519 88	54,767 78
Calais Street Railway Company.....			
Cumberland County Power & Light Company.....			
Lewiston, Augusta & Waterville Street Railway.....	116,485 81		116,485 81
Norway & Paris Street Railway.....	700 00		700 00
Rockland, So. Thomaston & St. George Railway.....	129 38		129 38
Rockland, Thomaston & Camden Street Railway.....	9,767 52	1,076 53	8,690 99
Somerset Traction Company.....	144 25		144 25
Waterville, Fairfield & Oakland Street Railway.....		5,043 98	*5,043 98
Total.....	\$492,876 60	\$24,508 09	\$468,368 51

* Deduction.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	INCOME FOR THE YEAR ENDING JUNE 30, 1913.					Gross income.
	From passengers.	From mails, merchandise, freight, etc.	From rents, advertising, etc.	Total earnings from operations.	Miscellaneous income.	
Aroostook Valley Railroad.....	\$15,021 60	\$37,685 37	\$1,654 72	\$54,361 69	\$1,449 38	\$55,811 07
Atlantic Shore Railway.....	303,854 23	56,324 85	8,559 14	368,738 22	1,251 58	369,989 80
Bangor Railway & Electric Co.....	296,041 64	40,217 05	2,523 59	338,782 28	187,386 17	526,168 45
Benton & Fairfield Railway Co.....	3,196 85	12,313 46	10 00	15,520 31		15,520 31
Biddeford & Saco Railroad Company.....	70,540 45	480 98	1,396 22	72,417 65	1,246 51	73,664 16
Brunswick & Yarmouth Street Railway.....	40,106 75	3,667 80	1,633 06	45,407 21		45,407 21
Calais Street Railway Co.....	34,115 90		1,896 00	36,011 90		36,011 90
Cumberland County Power & Light Co.....	980,568 99	18,244 65	8,419 22	1,007,232 86	447,149 20	1,454,382 06
Fryeburg Horse Railroad.....	213 58		25 29	238 87		238 87
Lewiston, Augusta & Waterville St. Ry.....	559,201 50	32,014 26	9,420 62	600,636 38	10,492 50	611,128 88
Norway & Paris Street Railway.....	10,687 45	598 86	120 00	11,406 31	7,936 76	19,343 07
Rockland, So. Thomaston & St. George Railway.....	7,962 43	99 75	114 05	8,176 23		8,176 23
Rockland, Thomaston & Camden Street Railway.....	93,619 89	24,950 20	3,158 43	121,728 52	44,404 16	166,132 68
Somerset Traction Company.....	22,327 51	2,502 38	183 00	25,012 89	91 74	25,104 63
Waterville, Fairfield & Oakland Street Railway.....	95,539 70	7 00	2,522 47	98,069 17		98,069 17
Total.....	\$2,532,998 47	\$229,106 61	\$41,635 81	\$2,803,740 89	\$701,408 00	\$3,505,148 89

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1913.							
	Maintenance of track and roadway.	Maintenance of electric line.	Maintenance of buildings and fixtures.	Depreciation of way and structures.	Total maintenance of way and structures.	Maintenance of steam plant.	Maintenance of electric plant.	Maintenance of cars.
Aroostook Valley Railroad.....	\$4,563 80	\$550 81	\$3 56		\$5,108 17		\$28 21	\$1,309 97
Atlantic Shore Railway.....	35,451 80	4,924 01	2,695 65	\$12,000 00	55,071 46	†\$4,085 83		15,764 60
Bangor Railway & Electric Co.....	16,182 41	4,077 93	406 01		20,666 35		3,426 68	10,650 52
Benton & Fairfield Railway Co.....	1,155 95	155 99	*676 54		1,988 48			1,278 46
Biddeford & Saco Railroad Co.....	3,817 55	697 84	376 88		5,092 27	28 92	79 74	2,163 42
Brunswick & Yarmouth St. Ry.....	1,617 87	588 53	125 32		2,331 72	18 06	6 89	1,811 26
Calais Street Railway Co.....	2,865 17	1,478 21	222 18		4,565 56	424 97	165 21	584 00
Cumberland County Power & Light Co...	39,028 24	17,837 07	5,518 06		62,383 37		512 02	28,861 88
Fryeburg Horse Railroad.....	16 24				16 24			
Lewiston, Augusta & Waterville St. Ry..	22,999 99	4,139 89	2,121 12		29,261 00	53 74	284 00	21,176 22
Norway & Paris Street Railway.....	1,267 80	151 15	140 48		1,559 43			490 03
Rockland, So. Thomaston & St. George Ry	923 95	45 80	49 23		1,018 98			394 18
Rockland, Thomaston & Camden St. Ry.	14,815 05	4,769 57	2,629 05		22,213 67	302 42	2,765 49	3,127 20
Somerset Traction Company.....	2,417 18	509 42	1 15		2,927 75			814 00
Waterville, Fairfield & Oakland St. Ry...	5,426 71	977 86	1,208 12		7,612 69			6,356 61
Total.....	\$152,539 71	\$41,104 08	\$16,173 35	\$12,000 00	\$221,817 14	\$4,913 94	\$7,568 24	\$94,782 35

* Repairs to bridges.

† Includes maintenance of electric plant.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1913—Continued.							
	Maintenance of electric equipment of cars.	Maintenance of miscellaneous equipment.	Miscellaneous shop expenses.	Depreciation of equipment.	Total maintenance of equipment.	Power plant wages.	Fuel for power.	Water for power.
Aroostook Valley Railroad	\$280 22		\$836 81		\$2,455 21	\$729 01		
Atlantic Shore Railway	7,658 87	3,201 78	987 68	\$12,000 00	43,698 76	12,000 79	\$15,811 44	\$382 15
Bangor Railway & Electric Co.	6,548 50	1,694 29	2,503 87		24,823 86			
Benton & Fairfield Railway Co.	1,454 87				2,733 33			
Biddeford & Saco Railroad Co.	2,420 93		76 68		4,769 69	910 00		
Brunswick & Yarmouth St. Railway	1,280 03	234 88	213 97		3,565 09	1,622 41	588 99	44 37
Calais Street Railway Co.	1,186 88		176 57		2,537 63	1,062 30	3,196 47	91 38
Cumberland County Power & Light Co.	21,347 03	1,103 55	*11,443 30		63,567 78	6,495 48		
Fryeburg Horse Railroad								
Lewiston, Augusta & Waterville St. Ry.	11,365 03	2,403 44	3,541 02		38,813 45	12,945 32	183 51	
Norway & Paris Street Railway	999 58				1,489 61			
Rockland, So. Thomaston & St. George Ry.	369 37		40 85		504 40			
Rockland, Thomaston & Camden St. Ry.	1,519 67	90 46	650 37		8,455 61	4,695 96	7,748 96	375 16
Somerset Traction Company	846 91	117 08	46 72		1,524 71			
Waterville, Fairfield & Oakland St. Ry.	3,793 98	29 32	1,282 88		11,462 79			
Total	\$61,061 87	\$8,874 80	\$21,500 72	\$12,000 00	\$211,001 92	\$40,461 27	\$27,529 37	\$893 06

* Includes maintenance reserve.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1913—Continued.						
	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.	Wages of motormen.
Aroostook Valley Railroad		\$48 29	\$4,420 75	\$5,198 05	\$1,772 91	\$2,061 87	\$2,062 29
Atlantic Shore Railway	\$421 85	452 69	22,864 05	51,932 97	†18,817 12	*41,806 94	.....
Bangor Railway & Electric Co.			43,555 34	43,555 34	1,859 40	28,044 78	29,046 33
Benton & Fairfield Railway Co.	46 90		1,800 00	1,846 90	400 06	*4,474 86	.....
Biddeford & Saco Railroad Co.			11,379 20	12,289 20	.....	7,035 25	7,255 53
Brunswick & Yarmouth St. Ry.		†59 66	11,001 03	13,316 46	157 58	*6,903 18	.....
Calais Street Railway Co.	275 03	156 38	3,125 00	7,906 56	.....	3,035 45	3,081 49
Cumberland County Power & Light Co.		355 39	139,999 52	137,230 39	12,107 98	108,338 08	112,076 37
Fryeburg Horse Railroad .....					.....	230 75	.....
Lewiston, Augusta & Waterville St. Ry.		†485 34	71,934 08	85,548 25	5,530 87	*95,468 67	.....
Norway & Paris Street Railway			417 51	417 51	.....	963 64	1,027 37
Rockland, So. Thomaston & St. George Railway			1,168 35	1,168 35	.....	1,003 31	1,003 30
Rockland, Thomaston & Camden St. Ry.	187 00	301 85	5,337 62	18,646 55	1,500 00	9,938 19	10,040 55
Somerset Traction Company			2,400 00	2,400 00	.....	1,816 80	1,816 80
Waterville, Fairfield & Oakland St. Ry.			14,424 46	14,424 46	1,002 72	7,691 65	7,373 49
Total.....	\$930 75	\$1,859 60	\$324,206 91	\$395,880 99	\$43,198 64	\$318,863 42	\$3174,783 52

‡ Includes maintenance of freight and express service of \$11,886.18.

† Includes lubricants and waste for power plant.

* Includes motormen.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1913—Continued.						
	Wages of miscellaneous car service employes.	Wages of car house employes.	Car service supplies.	Miscellaneous car service expenses.	Hired equipment.	Cleaning and sanding track.	Removal of snow and ice.
Aroostook Valley Railroad.....	\$1,494 37	\$1,283 21		\$150 33	\$3,186 60		\$424 86
Atlantic Shore Railway.....	58 77	7,448 87	**\$482 01	\$7,122 86	††875 34	\$2,717 15	††5,795 78
Bangor Railway & Electric Co.....	4,041 58	2,309 14		5,095 94	3,994 11	2,078 54	1,442 41
Benton & Fairfield Railway Co.....				50			3 75
Biddeford & Saco Railroad Co.....		1,367 12	189 36			312 99	244 78
Brunswick & Yarmouth St. Ry.....	498 79	15 30		†1,036 24		456 82	173 07
Calais Street Railway Co.....		2,397 96					196 35
Cumberland County Power & Light Co.	2,901 22	33,243 41	3,301 60	8,769 24		10,275 55	1,456 30
Fryeburg Horse Railroad.....			42				
Lewiston, Augusta & Waterville St. Ry.	4,577 10	11,440 16		††4,599 09	308 10	3,183 96	1,755 39
Norway & Paris Street Railway.....				108 44			214 82
Rockland, So. Thomaston & St. George Railway.....					15 00		27 43
Rockland, Thomaston & Camden St. Ry.	119 25	3,870 86	541 21	4 12		*6,264 24	287 12
Somerset Traction Company.....		936 00	39 36	208 13		155 98	144 43
Waterville, Fairfield & Oakland St. Ry.	32 61	923 06	86 37	1,179 71		714 23	895 51
Total.....	\$13,723 69	\$65,235 09	\$4,640 33	\$38,274 60	\$8,379 15	\$26,159 46	\$13,062 00

†† Includes station employees and expenses of \$4,813.25.

** Includes operation of signal and interlocking systems.

* Freight expense. † Includes car service supplies and sand.

†† Includes mail car employees. † Includes car service supplies.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1913—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.....	\$12,436 44		\$3,450 31	\$533 54	\$297 32		
Atlantic Shore Railway.....	85,174 84	\$9,025 86	2,502 91	704 97	580 13	\$778 68	**\$9,552 43
Bangor Railway & Electric Co.....	77,912 23	6,325 80	4,902 24	†1,320 00	2,388 69	874 27	657 70
Benton & Fairfield Railway Co.....	4,929 17		181 00	14 20			
Biddeford & Saco Railroad Co.....	16,405 03	2,800 00		130 85			
Brunswick & Yarmouth St. Ry.....	9,240 98	45 70	385 58	21 73	85 24	9 37	
Calais Street Railway Company.....	8,711 25	2,328 50	583 00	3 25	92 55		
Cumberland County Power & Light Co.	292,469 75	11,975 38	13,429 06	1,989 35	2,024 20	2,568 95	4,639 11
Fryeburg Horse Railroad.....	231 17						
Lewiston, Augusta & Waterville St. Ry.	136,863 34	°13,744 27	°5,191 24	1,540 42	2,931 21	1,497 98	477 62
Norway & Paris Street Railway.....	2,314 27	*698 07			82 40		
Rockland, So. Thomaston & St. George Railway.....	2,049 04	1,500 00					
Rockland, Thomaston & Camden St. Ry.	32,565 54	1,716 66	1,659 25	†567 87			
Somerset Traction Company.....	5,117 50	1,200 00	448 78	91 69	180 94		
Waterville, Fairfield & Oakland St. Ry.	19,899 35	1,198 90	31 13	69 60	31 16		
Total.....	\$706,319 90	\$52,559 14	\$32,814 50	\$6,987 47	\$8,693 84	\$5,729 25	\$15,326 86

† Detectives.

* Includes salaries of clerks.

† Includes miscellaneous office supplies.

** Operation of ferry.

° Expenses.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1913—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.....	\$177 86	\$741 95				\$281 57		\$725 56
Atlantic Shore Railway.....	1,379 73	1,716 00	\$5,763 79		\$690 18		**\$526 50	6,019 69
Bangor Railway & Electric Co.....	6,813 13	6,475 69	3,365 35		1,404 00	1,919 41		6,462 87
Benton & Fairfield Railway Co.....			3 52		16 00	*207 36		185 34
Biddeford & Saco Railroad Co.....	288 12	1,029 36	476 46			186 00		1,200 69
Brunswick & Yarmouth St. Ry.....	3 34	144 76		†\$1,311 72				1,086 24
Calais Street Railway Company.....		490 20	5 80					347 09
Cumberland County Power & Light Co...†	16,751 02	8,698 60	26,294 60	3,122 43	6,000 00	3,763 65	3 80	9,322 00
Fryeburg Horse Railroad Company.....								
Lewiston, Augusta & Waterville St. Ry..	8,263 52	4,195 61		†17,256 97	2,061 62		711 23	†7,064 71
Norway & Paris Street Railway.....		213 81						123 75
Rockland, So. Thomaston & St. George Ry	445 56	493 74	15 00					103 04
Rockland, Thomaston & Camden St. Ry.	1,633 59	°4,511 52	2,600 00		32 72			1,594 27
Somerset Traction Company.....	322 65	137 18	180 57		147 57	199 92		322 29
Waterville, Fairfield & Oakland St. Ry...†	846 02	520 64	27 50			659 51		1,531 16
Total.....	\$36,924 54	\$29,378 06	\$38,732 59	\$21,691 12	\$10,412 09	\$7,217 42	\$1,241 53	\$36,088 70

† Includes damages.

* Includes rent of tracks.

‡ Includes pensions and relief department expenses.

** Includes equipment.

° Includes Oakland Park.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1913—Continued.							
	Total general expenses.	Total operating expenses.	Per cent. to earnings from operation.	Taxes interest and other charges.	Reserves and special charges.	Dividends paid.	Rate %.	Gross expenditures.
Aroostook Valley Railroad	\$6,208 11	\$31,405 98	57.77	\$34,181 01				\$65,586 99
Atlantic Shore Railway	39,290 87	275,168 90	74.62	100,008 09				375,176 99
Bangor Railway & Electric Co.	42,969 15	209,926 93	61.95	153,658 28	\$27,898 94	\$104,997 76	7	496,481 91
Benton & Fairfield Railway Co.	607 42	12,105 30	77.99	1,841 50				13,946 50
Biddeford & Saco Railroad Co.	6,111 45	44,667 67	61.00	7,772 06		6,000 00	6	58,439 73
Brunswick & Yarmouth St. Ry.	3,093 68	31,547 93	69.48	11,200 00				42,747 93
Calais Street Railway Co.	3,859 39	27,580 39	76.00	5,673 38		2,000 00	4	35,253 77
Cumberland County Power & Light Co. .	110,582 15	666,233 44	66.10	530,382 65	150,000 00	102,000 00	3	1,448,616 09
Fryeburg Horse Railroad Co.		247 41	103.57					247 41
Lewiston, Augusta & Waterville St. Ry. .	64,936 40	355,422 44	59.17	183,341 70	5,868 25	36,000 00	6	580,632 39
Norway & Paris Street Railway.	1,118 03	6,898 85	60.48	6,083 23				12,982 08
Rockland, So. Thomaston & St. George Ry.	2,557 34	7,598 11	92.93	372 79				7,970 90
Rockland, Thomaston & Camden St. Ry.	14,315 88	96,197 25	79.02	35,337 29	6,234 64	20,000 00	5	157,769 18
Somerset Traction Company.	3,231 59	15,501 55	61.00	8,182 89				23,684 44
Waterville, Fairfield & Oakland St. Ry. .	4,915 62	58,314 91	59.46	2,493 64	425 12	53,397 06	6.04	114,630 73
Total	\$303,797 11	\$1,838,817 06		\$1,080,528 51	\$190,426 95	\$324,394 82		\$3,434,167 34

RAILROAD COMMISSIONERS' REPORT.

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 Railroad	\$22,955 71	\$1,449 38	\$24,405 09	\$34,181 01	*\$9,775 92	.....	.....
Atlantic Shore Railway	93,569 32	1,251 58	94,820 90	100,008 09	*5,187 19	.....	.....
Bangor Railway & Electric Co.	128,855 35	187,386 17	316,241 52	153,658 28	162,583 24	\$27,898 94	\$104,997 76
Benton & Fairfield Railway Co.	3,415 01	.....	3,415 01	1,841 50	1,573 51	.....	.....
Biddeford & Saco Railroad Co.	27,749 98	1,246 51	28,996 49	7,777 06	21,224 43	.....	6,000 00
Brunswick & Yarmouth St. Ry.	13,859 68	.....	13,859 68	11,200 00	2,659 68	.....	.....
Calais Street Railway	8,431 51	.....	8,431 51	5,673 38	2,758 13	.....	2,000 00
Cumberland County Power & Light Co.	340,999 42	447,149 20	788,148 62	530,382 65	257,765 97	150,000 00	102,000 00
Fryeburg Horse Railroad	*8 54	.....	*8 54	.....	*8 54	.....	.....
Lewiston, Augusta & Waterville St. Ry.	245,213 94	10,492 50	255,706 44	183,341 70	72,364 74	5,868 25	36,000 00
Norway & Paris Street Railway	4,507 46	7,936 76	12,444 22	6,083 23	6,360 99	.....	.....
Rockland, So. Thomaston & St. George Railway	578 12	.....	578 12	372 79	205 33	.....	.....
Rockland, Thomaston & Camden St. Ry.	25,531 27	44,404 16	69,935 43	35,337 29	34,598 14	6,234 64	20,000 00
Somerset Traction Company	9,511 34	91 74	9,603 08	8,182 89	1,420 19	.....	.....
Waterville, Fairfield & Oakland St. Ry.	39,754 26	.....	39,754 26	2,493 64	37,260 62	425 12	53,397 06
Total	\$964,923 83	\$701,408 00	\$1,666,331 83	\$1,080,528 51	\$585,803 32	\$190,426 95	\$324,394 82

*Deficit.

Tabulated Statements from Reports of Street Railway Companies—Concluded.

STREET RAILWAYS.	CONDENSED EXHIBIT FOR THE YEAR—Concluded.				
	Surplus for the year.	Surplus June 30, 1912.	Credits during year.	Debits during year.	Surplus June 30, 1913.
Aroostook Valley Railroad.....	*\$9,775 92	*\$17,336 09		\$3,373 50	*\$30,485 51
Atlantic Shore Railway.....	*5,187 19	*53,541 45	\$10 89		*58,717 75
Bangor Railway & Electric Company.....	29,686 54	91,903 34	2 76	25,922 62	95,670 02
Benton & Fairfield Railway Company.....	1,573 51	*1,036 33			537 18
Biddeford & Saco Railroad Company.....	15,224 43	31,151 97		5,000 00	41,376 40
Brunswick & Yarmouth Street Railway.....	2,659 68	2,717 91		2,519 88	2,857 71
Calais Street Railway Company.....	755 13	400 20			1,158 33
Cumberland County Power & Light Company.....	5,765 97	53,572 57	467,442 73	9,969 71	516,811 56
Fryeburg Horse Railroad.....	*8 54				*8 54
Lewiston, Augusta & Waterville Street Railway.....	30,496 49	63,656 21	221 98	25,372 41	69,002 27
Norway & Paris Street Railway.....	6,360 99	21,490 64		333 08	27,518 55
Rockland, So. Thomaston & St. George Railway.....	205 33	1,448 23			1,653 56
Rockland, Thomaston & Camden Street Railway.....	8,363 50	88,395 16			96,758 66
Somerset Traction Company.....	1,420 19	18,509 51			19,929 70
Waterville, Fairfield & Oakland Street Railway.....	*16,561 56	16,561 56			
Total.....	\$70,981 55	\$317,893 43	\$467,678 36	\$72,491 20	\$784,062 14

* Deficit.

RAILROAD COMMISSIONERS' REPORT.

COMPARATIVE STATEMENTS OF THE CONDITION
AND OPERATION

OF THE

Steam Railroad Corporations

COMPILED FROM THE REPORTS

For the Year Ending June 30, 1913.

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.....	\$22,977,574 11	\$88,126,952 14	\$287,430 12	\$7,956,077 36
Less depreciation.....	98,568 93	4,182,211 58	4,658 51	80,466 81
Net total.....	\$22,879,005 18	\$83,944,740 56	\$282,771 61	\$7,875,610 55
Securities of Proprietary, Affiliated & Controlled Companies, unpledged:				
Stocks.....	\$420,000 00	\$22,049,263 04	\$3,600 00	
Securities Issued or Assumed, unpledged:				
Funded debt.....	\$1,166,000 00			
Other investments.....		\$2,422,144 93		
Working Assets:				
Cash.....	\$632,244 10	\$4,898,223 44	\$18,089 17	
Loans and bills receivable.....		2,357,013 58		
Traffic and car service balances due from other companies.....	71,386 04	112,855 21		
Materials and supplies.....	382,113 70	4,655,189 35	2,993 68	
Marketable securities.....			2,330 66	
Stocks and bonds.....	6,000 00	2,290,445 84		
Other working assets.....	169,266 77	4,162,160 85		
Accrued Income Not Due:				
Unmatured interest, dividends and rents receivable.....		\$612 54		
Deferred Debit Items:				
Advances.....	\$603 08	\$2,125,605 94		
Rents, insurance and taxes paid in advance.....	25,822 03	96,621 75	\$526 92	
Cash and securities in sinking and redemption funds.....		1,169,868 37		
Unextinguished discount on funded debt.....	409,590 09	277,625 00		
Other deferred debit items.....	355,744 94	1,296,432 02		
Profit and Loss:				
Balance—deficit.....		14,295 64		
Grand total.....	\$26,517,775 93	\$131,823,098 06	\$310,312 04	\$7,875,610 55

Tabulated Statements from Returns of Railroad Corporations—Continued

OPERATING RAILROADS.	Bangor and Aroostook Railroad.	Boston and Maine Railroad.	Bridgton and Saco River Railroad.	Canadian Pacific Railway.
LIABILITIES.				
Stock:				
Capital Stock—				
Common	\$3,198,600 00	\$39,505,390 70	\$102,250 00	\$2,273,000 00
Preferred		3,149,800 00		
Mortgaged, Bonded and Secured Debt:				
Funded Debt—				
Mortgage bonds	\$19,972,000 00	\$2,265,000 00	\$170,000 00	\$2,914,000 00
Other funded debt		41,073,000 00		
Other	743,000 00			2,688,610 55
Working Liabilities:				
Loans and bills payable	1,527,589 48	27,000,000 00		
Traffic and car service balances due to other companies	12,562 21	1,598,992 22	535 89	
Audited vouchers and wages unpaid	220,178 53	3,465,628 33	10,768 98	
Miscellaneous accounts payable	21,896 45	691,616 89	1,613 66	
Matured interest, dividends and rents unpaid	266,462 50	1,496,446 04	1,853 75	
Other working liabilities	16,945 60	6,100 21		
Accrued Liabilities Not Due:				
Unmatured interest, dividends and rents payable	210,106 10	1,111,300 07	566 66	
Taxes accrued	4,162 58	603,301 55		
Operating reserves	20,230 48			
Other deferred credit items	21,041 14	1,993,692 33		
Appropriated Surplus:				
Additions to property since June 30th, 1907, through income	161,948 63	191,341 21	5,554 90	
Reserves from income or surplus, invested in sinking and re-				
demption funds		1,169,868 37		
Additions to property paid for by premiums realized on				
common stock sold since May 1st, 1901		6,501,620 14		
Profit and Loss:				
Balance—surplus	111,052 23		17,168 20	
Grand total	\$26,517,775 93	\$131,823,098 06	\$310,312 04	\$7,875,610 55

INCOME.				
Revenue from passengers.....	\$626,929 17	\$16,049,174 21	\$19,733 23	\$379,026 54
Revenue from mails.....	55,307 56	447,392 06	1,860 38	29,982 96
Revenue from express.....	45,038 25	1,293,761 41	3,983 63	70,721 20
Revenue from extra baggage.....	10,073 25	115,645 43	326 55	3,212 81
Revenue from other passenger service.....	294 49	561,271 69	6 75	146 60
Total passenger revenue.....	737,642 72	18,467,244 80	25,910 54	483,090 11
Revenue from freight.....	2,452,468 46	28,692,688 94	31,468 89	983,341 48
Other transportation revenue.....	9,234 32	541,436 96	.....	1,387 89
Total revenue from transportation.....	3,199,345 50	47,701,370 70	57,379 43	1,467,819 43
Revenue from operation other than transportation.....	53,075 84	812,136 65	106 69	8,664 59
Total operating revenue.....	3,252,421 34	48,513,507 35	57,486 12	1,476,484 02
Outside operation, net.....	*1,321 78	187,913 41	.....	.....
Other income.....	212,326 48	1,356,228 49	305 81	.....
Gross income.....	3,463,426 04	50,057,649 25	57,791 93	1,476,484 02
EXPENDITURES.				
Operating expenses.....	2,219,095 87	38,101,424 62	38,797 74	1,372,608 29
Taxes.....	110,586 96	2,025,628 78	927 10	124,038 90
Deductions from Corporate Income:				
Rents.....	236,000 00	7,230,052 99	.....	29,221 84
Interest on funded and other debts.....	971,345 62	2,547,311 04	6,800 00	145,940 00
Extinguishment of discount on securities.....	10,740 31	74,750 00	.....	.....
Sinking funds chargeable to income.....	.....	28,785 00	.....	.....
Disposition of Net Corporate Income:				
Dividends.....	.....	†	5,368 13	.....
Additions and betterments charged to income.....	.....	.....	4,000 71	.....
Gross expenditures.....	3,547,768 76	50,008,152 43	55,893 68	1,671,809 03
SURPLUS.				
Balance June 30, 1912.....	\$236,405 14	\$1,812,090 64	\$14,177 89	.....
Balance for the year.....	*84,342 72	49,696 82	1,898 25	*\$195,325 01
Additions during the year.....	143,483 31	3,013 36	1,092 06	.....
Deductions during the year.....	88,535 50	504,958 46	.....	16,221 27
Dividends declared.....	95,958 00	1,374,138 00	.....	.....
Balance June 30, 1913.....	111,052 23	*14,295 64	17,168 20	211,546 28

* Deficit.

† See Profit & Loss account for amount of dividends paid.

Tabulated Statements from Returns of Railroad Corporations—Continued.

OPERATING RAILROADS.	Bangor and Aroostook Railroad.	Boston and Maine Railroad.	Bridgton and Saco River Railroad.	Canadian Pacific Railway.
VOLUME OF TRAFFIC, ETC.				
Passengers carried.....	781,519	49,915,103	36,727	251,318
Passengers carried average length of journey.....	34.73	18.11	12.76	103.40
Total passenger mileage.....	27,143,462	904,059,166	468,733	25,984,796
Average fare per mile on local tickets.....	2.18c.	1.842c.		
Average fare for commutation tickets.....		{ 1c. to 2c., 2c. to 2.25c. }		
Average fare for mileage tickets.....	2.25c.	2c.	4.21c., all	
Average fare for season tickets.....		0.697c.		
Average fare for joint tickets.....	2.06c.	2.179c.		
Tons of freight hauled.....	1,620,065	25,473,568	29,482	1,209,925
Tons of freight average length of haul.....	132.05	106.82	16.79	158.63
Total freight mileage.....	213,939,597	2,721,196,610	494,979	191,942,573
Miles run by revenue passenger trains.....	758,048	12,211,748		227,957
Miles run by revenue freight trains.....	708,354	9,098,716		668,050
Miles run by revenue mixed and special trains.....	68,653	335,401	46,258	140,390
Total mileage of trains earning revenue.....	1,535,055	21,645,865	46,258	1,036,397
Total non-revenue train mileage.....	26,989	603,530	460	27,517
EQUIPMENT.				
Number of locomotives.....	97	1,231	4	10
Number of passengers and combination cars.....	61	1,452	5	
Number of dining, parlor and sleeping cars.....	2	21		
Number of baggage, express and mail cars.....	23	354	2	
Number of other passenger service cars.....	2	160		
Number of freight cars (basis 8 wheels).....	5,279	24,155	62	1,000
Number of officers' and pay cars.....	2	7		
Number of gravel and other cars.....	137	1,357	4	6
MISCELLANEOUS.				
Whole number of stockholders.....	12	8,097	6	50
Whole number in Maine.....	8	620	5	17
Amount of stock held in Maine.....	\$1,198,200 00	\$1,838,400	\$102,200 00	\$7,500 00
Average number of employees, Maine.....	1,716	589	45	657
Total number of freight cars equipped with grab irons.....	5,279	24,111		1,000
Total number of freight cars equipped with automatic couplers.....	5,279	24,111	62	1,000
Total number of engines equipped with "driving wheel" brake.....	97	1,243		10
Total number of engines equipped with "air brake".....	97	1,243	4	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.....	\$86,729 36	\$8,922,000 00	\$82,767 65	\$928,178 84
Other investments.....				36,425 00
Working Assets:				
Cash.....	2,705 11		1,521 82	
Loans and bills receivable.....				2,244 90
Materials and supplies.....	33 88			9,688 56
Other working assets.....	3,033 37		461 36	25,000 00
Deferred Debit Items:				
Rents, insurance and taxes paid in advance.....				3,245 61
Profit and Loss:				
Balance—deficit.....	73,111 26			
Grand total.....	\$165,612 98	\$8,922,000 00	\$84,750 83	\$1,004,782 91
LIABILITIES.				
Stock:				
Capital Stock—				
Common.....	\$100,000 00	\$5,484,000 00	\$40,000 00	\$450,000 00
Mortgaged, Bonded and Secured Debt:				
Funded Debt—				
Mortgage bonds.....	50,000 00		25,000 00	425,000 00
Other funded debt.....		438,000 00		
Working Liabilities:				
Loans and bills payable.....	2,000 00			
Traffic and car service balances due to other companies.....	1,352 39			
Audited vouchers and wages unpaid.....				5,311 84
Miscellaneous accounts payable.....	260 59			
Matured interest, dividends and rents unpaid.....	12,000 00			
Other working liabilities.....		3,000,000 00		
Accrued Liabilities Not Due:				
Unmatured interest, dividends and rents payable.....				
Profit and Loss:			141 87	
Balance—surplus.....			19,608 96	124,471 07
Grand total.....	\$165,612 98	\$8,922,000 00	\$84,750 83	\$1,004,782 91

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.
INCOME.				
Revenue from passengers.....	\$2,164 50	\$369,916 48	\$4,418 25	
Revenue from mails.....	326 13	24,503 79	228 28	
Revenue from express.....	1,115 69	30,421 74	415 01	
Revenue from extra baggage.....	4 42	3,568 68		
Revenue from other passenger service.....		14,493 64		
Total passenger revenue.....	3,610 74	442,904 33	5,061 54	
Revenue from freight.....	12,180 65	1,251,870 19	9,683 21	\$89,433 85
Other transportation revenue.....		13,359 62		
Total revenue from transportation.....	15,791 39	1,708,134 14	14,744 75	89,433 85
Revenue from operation other than transportation.....	1 00	55,103 03	71 51	
Total operating revenue.....	15,792 39	1,763,237 17	14,816 26	89,433 85
Other income.....		293 00		2,360 36
Gross income.....	15,792 39	1,763,530 17	14,816 26	91,794 21
EXPENDITURES.				
Operating expenses.....	\$12,090 61	\$1,604,817 08	\$11,083 56	\$51,390 00
Taxes.....	133 34	156,281 97	311 49	3,699 07
Deductions from Corporate Income:				
Rents.....		112,372 28		
Interest on funded and other debts.....	3,120 00	206,280 00	1,164 20	16,000 00
Disposition of Net Corporate Income:				
Dividends.....		329,040 00	2,000 00	19,125 00
Gross expenditures.....	15,343 95	2,408,791 33	14,559 25	90,214 07
SURPLUS.				
Balance June 30, 1912.....	*\$73,559 70		\$19,351 95	\$122,890 93
Balance for the year.....	448 44	*\$645,261 16	257 01	1,580 14
Additions during the year.....		645,261 16		
Balance June 30, 1913.....	73,111 26		19,608 96	124,471 07

* Deficit.

VOLUME OF TRAFFIC, ETC.

Passengers carried.....	6,012	423,175	46,360	
Passengers carried average length of journey.....	8.00	41.88	4.06	
Total passenger mileage.....	48,096	17,724,547	225,610	
Average fare per mile on local tickets.....	5c.	2.011c.	2c.	
Average fare for commutation tickets.....		1.540c.	.833c	1.66c.
Average fare for mileage tickets.....		2.00c.		
Average fare for joint tickets.....		2.012c.		
Tons of freight hauled.....	15,070	2,138,095	7,233	364,364
Tons of freight average length of haul.....	8.00	96.19	5.00	
Total freight mileage.....	120,560	205,661,878	36,165	
Miles run by revenue passenger trains.....		563,567		
Miles run by revenue freight trains.....		356,671		
Miles run by revenue mixed and special trains.....	11,400	274		
Total mileage of trains earning revenue.....	11,400	950,512		
Total non-revenue train mileage.....		44,326		

EQUIPMENT.

Number of locomotives.....	1		2	4
Number of passenger and combination cars.....	1		3	
Number of other passenger service cars.....			2	
Number of freight cars (basis 8 wheels).....			13	434
Number of gravel and other cars.....	2			8

MISCELLANEOUS.

Whole number of stockholders.....	102		63	8
Whole number in Maine.....	99		52	3
Amount of stock held in Maine.....	\$89,000 00	\$30,875 00	\$39,600 00	\$300 00
Average number of employees, Maine.....	11		14	41
Total number of freight cars equipped with grab irons.....				434
Total number of engines equipped with "driving wheel" brake.....	1			4
Total number of engines equipped with "air brake".....			†2	

† Vacuum.

Tabulated Statements from Returns of Railroad Corporations—Continued.

OPERATING RAILROADS.	Maine Central Railroad.	Monson Railroad.	Portland Terminal Company.	Rangeley Lakes & Megantic Railroad Company.
ASSETS.				
Property Investment:				
Road and equipment.....	\$35,136,712 82	\$83,216 63	\$5,101,186 84	\$231,890 65
Less depreciation.....	3,911,000 64		18,506 43	
Net total.....	\$31,225,712 18	\$83,216 63	\$5,082,680 41	\$231,890 65
Securities of Proprietary, Affiliated & Controlled Companies, unpledged:				
Stocks.....	\$3,100,654 00			
Funded debt.....	208,800 00			
Securities Issued or Assumed—Pledged:				
Funded debt.....	669,000 00			
Other investments.....	193,182 52			
Working Assets:				
Cash.....	2,057,571 39	12,307 97	233,653 19	18,421 33
Loans and bills receivable.....	1,078,986 00	468 77		
Traffic and car service balances due from other companies.....	380,199 72			96 00
Materials and supplies.....	1,292,246 10		323,339 96	
Securities issued or assumed, held in treasury—funded debt.....			14,000 00	
Marketable Securities:				
Stocks and bonds.....	426,096 67		52,169 01	
Other working assets.....	1,090,102 71		330,421 12	71 78
Deferred Debit Items:				
Advances.....	40,124 19			
Rents, insurance and taxes paid in advance.....			6,257 07	
Cash and securities in sinking and redemption funds.....	608,335 33		125,918 67	
Unextinguished discount on funded debt.....			58,093 20	
Other deferred debit items.....	1,130,336 26		5,988 99	
Profit and Loss:				
Balance—deficit.....		166,198 57		8,415 30
Grand total.....	\$43,501,347 07	\$262,191 94	\$6,232,521 62	\$258,895 06

LIABILITIES.				
Stock:				
Capital Stock—				
Common	\$24,516,816 66	\$70,000 00	\$1,000,000 00	£250,000 00
Other capital stock	238,625 01			
Other stock	18,700 00			
Mortgaged, Bonded and Secured Debt:				
Funded Debt—				
Mortgage bonds	6,211,500 00	70,000 00	4,500,000 00	
Other funded debt	3,119,000 00		300,000 00	
Working Liabilities:				
Traffic and car service balances due to other companies	295,308 26			
Audited vouchers and wages unpaid	915,319 95		142,161 67	8,894 56
Miscellaneous accounts payable	48,159 68		1,584 16	50
Matured interest, dividends and rents unpaid	625,578 13	120,691 94	108,620 00	
Other working liabilities	28,296 16			
Accrued Liabilities Not Due:				
Unmatured interest, dividends and rents payable	118,717 57	1,500 00		
Taxes accrued	34,585 26		40,122 77	
Deferred Credit Items:				
Operating reserves	118,604 98			
Other deferred credit items	1,183,758 01			
Appropriated Surplus:				
Additions to property since June 30th, 1907, through income	944,663 30			
Reserves from income or Surplus—				
Invested in sinking and redemption funds	605,335 33		125,918 67	
Invested in Other Reserve Funds:				
Not specifically invested	1,322,948 16			
Additions to property paid for by premiums realized on com-				
mon stock sold since May 1st, 1901	3,456 00			
Profit and Loss:				
Balance—surplus	3,148,484 61		13,814 35	
Grand total	\$43,501,347 07	\$262,191 94	\$6,232,521 62	258,895 06

Tabulated Statements from Returns of Railroad Corporations—Continued.

OPERATING RAILROADS.	Maine Central Railroad.	Monson Railroad.	Portland Terminal Company.	Rangeley Lakes & Megantic Railroad Company.
INCOME.				
Revenue from passengers.....	\$3,511,171 49	\$2,922 36	\$1,298 41	\$337 16
Revenue from mails.....	214,864 82	251 90	111 15	
Revenue from express.....	254,744 69	632 36		
Revenue from extra baggage.....	50,896 37	208 25	22 46	
Revenue from other passenger service.....	19,547 18			
Total passenger revenue.....	4,051,224 55	4,014 87	1,432 02	337 16
Revenue from freight.....	7,126,071 27	10,944 49	31,786 03	4,676 76
Other transportation revenue.....	56,689 84		10,708 79	50 00
Total revenue from transportation.....	11,233,985 66	14,959 36	43,926 84	5,063 92
Revenue from operation other than transportation.....	97,420 37	39 50	47,255 55	15 94
Total operating revenue.....	11,331,406 03	14,998 86	91,182 39	5,079 86
Outside operations—net.....	*40,393 37		62,422 76	
Other income.....	466,432 41		225,076 57	
Gross income.....	11,757,445 07	14,998 86	378,681 72	5,079 86
EXPENDITURES.				
Operating expenses.....	\$8,246,998 29	\$11,404 24	\$33,331 09	\$5,559 67
Taxes.....	548,621 57	97 41	40,789 75	
Deductions from Corporate Income:				
Rents.....	1,127,574 35	6 90	61,623 87	881 10
Interest on funded and other debts.....	695,272 19	4,200 00	186,555 33	7,054 39
Sinking funds chargeable to income.....	20,435 00		4,360 00	
Other.....			806 80	
Disposition of Net Corporate Income:				
Dividends.....	1,010,277 00		50,000 00	
Additions and betterments charged to income.....	80,000 00			
Gross expenditures.....	\$11,729,178 40	\$15,708 55	\$377,466 84	\$13,495 16
SURPLUS.				
Balance June 30, 1912.....	\$3,149,045 20	*\$165,488 88	\$21,979 56	
Balance for the year.....	28,266 67	*709 69	1,214 88	*\$8,415 30
Deductions during the year.....	28,827 26		9,380 09	
Balance June 30, 1913.....	3,148,484 61	*166,198 57	13,814 35	*8,415 30

* Deficit.

VOLUME OF TRAFFIC, ETC.				
Passengers carried.....	4,766,403	9,403		1,434
Passengers carried average length of journey.....	35.38	6.16		7.75
Total passenger mileage.....	168,639,687	57,921		13,981
Average fare per mile on local tickets.....				All 2.411c.
Average fare for mileage tickets.....	2.082c. all			
Tons of freight hauled.....	7,282,464	12,165		11,712
Tons of freight average length of haul.....	90.13	6.16		2.28
Total freight mileage.....	656,351,489	74,118		26,675
Miles run by revenue passenger trains.....	2,714,943			1,092
Miles run by revenue freight trains.....	2,362,525			922
Miles run by revenue mixed and special trains.....	172,483	18,000		2,568
Total mileage of trains earning revenue.....	5,249,951	18,000		4,582
Total non-revenue train mileage.....	284,582			168
EQUIPMENT.				
Number of locomotives.....	220	2	21	
Number of passenger and combination cars.....	218	1		
Number of dining, parlor and sleeping cars.....	5			
Number of baggage, express and mail cars.....	91			
Number of other passenger service cars.....	2			
Number of freight cars (basis 8 wheels).....	9,347	22		
Number of officers' and pay cars.....	2			
Number of gravel and other cars.....	670		11	
MISCELLANEOUS.				
Whole number of stockholders.....	878	11	10	10
Whole number in Maine.....	468	4	7	7
Amount of stock held in Maine.....	\$4,488,900		\$999,700 00	\$249,700
Average number of employees, Maine.....		13	1,507	
Total number of freight cars equipped with grab irons.....	8,785			
Total number of freight cars equipped with automatic couplers.....	8,785			
Total number of engines equipped with "driving wheel" brake.....	220	2		
Total number of engines equipped with "air brake".....	220	1	21	

5

Tabulated Statements from Returns of Railroad Corporations—Continued.

OPERATING RAILROADS.	Sandy River & Range- ley Lakes Railroad.	Wiscasset, Waterville & Farmington Railroad.	York Harbor & Beach Railroad.
ASSETS.			
Property Investment:			
Road and equipment	\$1,151,854 61	\$306,761 01	\$304,617 52
Less depreciation	15,735 19		
Net total	\$1,136,119 42	\$306,761 01	\$304,617 52
Working Assets:			
Cash	19,884 16	15,332 98	19,634 74
Loans and bills receivable			20,000 00
Traffic and car service balances due from other companies	5,436 97		
Materials and supplies	20,935 40	422 93	
Marketable Securities—			
Stocks and bonds	3,800 00		
Other working assets	6,200 83	1,218 84	
Deferred Debit Items:			
Rents, insurance and taxes paid in advance	402 62		
Unextinguished discount on funded debt	24,892 74		
Grand total	\$1,217,672 14	\$323,735 76	\$344,252 26
LIABILITIES.			
Stock:			
Capital Stock—			
Common	\$300,000 00	\$100,000 00	\$300,000 00
Preferred		200,000 00	
Mortgaged, Bonded and Secured Debt:			
Funded Debt—			
Mortgage bonds	837,000 00		
Working Liabilities:			
Loans and bills payable	25,000 00		
Traffic and car service balances due to other companies	50 21		
Audited vouchers and wages unpaid	6,587 20	3,702 43	
Miscellaneous accounts payable	273 10		2,005 56
Matured interest, dividends and rents unpaid	770 00		55 00

LIABILITIES—Continued.			
Accrued Liabilities Not Due:			
Unmatured interest, dividends and rents payable.....	\$13,950 00		
Taxes accrued.....			\$541 55
Deferred Credit Items:			
Other deferred credit items.....			1,032 03
Appropriated Surplus:			
Additions to property since June 30th, 1907, through income.....			953 24
Profit and Loss:			
Balance—surplus.....	34,041 63	\$20,033 33	39,664 88
Grand total.....	\$1,217,672 14	\$323,735 76	\$344,252 26
INCOME.			
Revenue from passengers.....	\$49,800 18	\$6,387 40	\$26,366 22
Revenue from mails.....	3,991 51	2,161 26	
Revenue from express.....	7,431 72	3,508 41	916 12
Revenue from extra baggage.....	572 22		149 21
Revenue from other passenger service.....	178 36		67 03
Total passenger revenue.....	61,973 99	12,057 07	27,498 58
Revenue from freight.....	113,139 80	66,857 59	17,281 61
Other transportation revenue.....	841 63		
Total revenue from transportation.....	175,955 42	78,914 66	44,780 19
Revenue from operation other than transportation.....	311 44		236 10
Total operating revenue.....	176,266 86	78,914 66	45,016 29
Other income.....	1,685 95	583 99	1,916 59
Gross income.....	177,952 81	79,498 65	46,932 88
EXPENDITURES.			
Operating expenses.....	\$131,735 10	\$76,112 79	36,163 28
Taxes.....	1,701 71	661 94	1,411 20
Deductions from Corporate Income:			
Rents.....	196 42		7,863 17
Interest on funded and other debts.....	34,052 92		
Sinking funds chargeable to income.....	1,706 92		
Disposition of Net Corporate Income:			
Dividends.....	11,687 50		
Gross expenditures.....	181,080 57	76,774 73	45,437 65
SURPLUS.			
Balance June 30, 1912.....	\$37,561 76	\$17,309 41	\$47,169 65
Balance for the year.....	*3,127 76	2,723 92	1,495 23
Deductions during the year.....	392 37		9,000 00
Balance June 30, 1913.....	34,041 63	20,033 33	39,664 88

Tabulated Statements from Returns of Railroad Corporations—Continued.

OPERATING RAILROAD.	Sandy River & Range- ley Lakes Railroad.	Wiscasset, Waterville & Farmington Railroad.	York Harbor & Beach Railroad.
VOLUME OF TRAFFIC, ETC.			
Passengers carried.....	57,153	13,239	225,592
Passengers carried average length of journey.....	22.42	14.36	4.34
Total passenger mileage.....	1,281,538	190,140	1,000,302
Average fare per mile on local tickets.....		3.75c.	3c.
Average fare for commutation tickets.....		3c.	1½c. to 2¼c.
Average fare for mileage tickets.....	All 3.886c.		
Average fare for season tickets.....			About 1c.
Average fare for joint tickets.....			3c.
Tons of freight hauled.....	80,276	34,096	29,539
Tons of freight average length of haul.....	21.74	24.12	6.63
Total freight mileage.....	1,745,553	786,482	195,506
Miles run by revenue passenger trains.....	83,551		25,558
Miles run by revenue freight trains.....	20,903	1,790	3,190
Miles run by revenue mixed and special trains.....	46,705	55,088	3,729
Total mileage of trains earning revenue.....	151,159	56,878	32,477
Total non-revenue train mileage.....	14,757	14,157	2,890
EQUIPMENT.			
Number of locomotives.....	13	6	
Number of passenger and combination cars.....	11	4	
Number of dining, parlor and sleeping cars.....	1		
Number of baggage, express and mail cars.....	3	1	
Number of other passenger service cars.....	6		
Number of freight cars (basis 8 wheels).....	297	90	
Number of gravel and other cars.....	19	7	
MISCELLANEOUS.			
Whole number of stockholders.....	6	5	76
Whole number in Maine.....	5	4	31
Amount of stock held in Maine.....	\$299,900 00	\$400 00	\$23,650 00
Average number of employees, Maine.....	149	95	23
Total number of freight cars equipped with grab irons.....		47	
Total number of freight cars equipped with automatic couplers.....	287		
Total number of engines equipped with "driving wheel" brake.....	13	3	
Total number of engines equipped with "air brake".....	13	†6	

* Deficit.

† Vacuum.

INSPECTION AND PHYSICAL CONDITIONS FOR YEAR ENDING NOVEMBER 30, 1913.

BANGOR & AROOSTOOK RAILROAD COMPANY.

This company on November 30, 1913, operated 630.52 miles of road of which 573.47 miles were owned and 57.05 were leased. The roadbed, track and buildings have been carefully maintained during the year and are in excellent condition.

Two hundred and fourteen tons of relaying 85 pound steel rails with trimmed ends, were relaid between Presque Isle and Caribou,—1.61 miles,—replacing 70 pound steel rails, and six hundred and twenty seven tons of relay seventy pound steel rails with trimmed ends were relaid on Patten Branch,—5.51 miles,—replacing steel rails weighing 56 pounds.

One hundred thirteen thousand, nine hundred thirty-seven standard cedar cross ties were used in renewals, and one hundred and nine sets of cedar switch ties and one set of cross over ties were put in; six hundred twenty five hard pine bridge ties were used in renewing bridge floors.

Forty three thousand, three hundred and fifty cubic yards of gravel and cinders, were used for ballast during the year.

Twenty nine thousand, five hundred cubic yards of material were removed from ditches by the ditching machine.

Eight thousand tie plates were used during the year.

The bridges have been well maintained and are in good condition. Standard steel guards, or safety rails, were applied to forty-four bridges in addition to those previously protected in this manner.

Two trestles at Stockton 243 feet and 151 feet respectively, were filled.

One concrete culvert with earth fill, was built to replace a

trestle of 16 lineal feet in length, near Caribou. Seven cattle passes, seven concrete culverts and one hundred and nine cast iron pipe culverts were put in, replacing wooden cattle passes and culverts.

For bank protection along the St. John River at several places near Madawaska, hard pine piles were driven for about thirty lineal feet at each place.

To prevent sliding of mud into ditches from slopes of cuttings, crib work of ties, supported by piles driven a few feet apart, of varying height up to four feet above top of rail, was built as follows:—

On the Northern Maine Seaport Railroad between Prospect and Winterport, 1200 lineal feet of crib work; on the St. John River extension between Madawaska and Fort Kent, 443 lineal feet of crib work and 736 lineal feet of piling faced with ties.

At Cape Jellison about 800 lineal feet along the face of Wharf No. 1 were dredged to a depth of 7.5 feet at mean low water.

New sidings were built aggregating 1.92 miles, and .04 of a mile were taken up.

New buildings were erected and other facilities were supplied as follows:—

At Millinocket, concrete ash pit was built open on one side for loading on depressed track.

At Oakfield five stalls were added to engine house making a total of eleven stalls; a new machine shop was erected and a concrete ash pit was built open on one side for loading on depressed track.

At Sheridan a combination passenger and freight station was built with necessary platforms and with separate combination toilet and oil house.

At Fort Kent a steel tank for storage of gasolene oil for motor car was erected; at Caribou a concrete oil house was built; at Hanford and Blackstone flag station awnings and platforms were built; at Ludlow and Maysville dwelling houses were purchased for rental to sectionmen, and at Washburn new stock yard was built.

At Presque Isle a new concrete sidewalk from Main street

to the station was built and at Island Falls, Mapleton, McShea, and St. John, freight loading platforms for ties and gravel were erected.

At Stockton the engine house of two stalls was moved to Caribou making a total of eight stalls at the latter place.

At St. Croix the water station was moved to Howe Brook.

Automatic crossing alarm bells were placed at the crossing of the Limestone Road in Caribou.

During the year ending June 30, 1913, the company made the following additions to its equipment:—

Forty-nine box cars, six flat cars and one stock car with steel underframes have been received to replace similar cars destroyed, and contracts have been awarded for 68 flat cars and 18 box cars for delivery in December and January. Twelve flat cars have been equipped with racks for pulpwood service and 569 cars have been raised to standard height; 51 cars have had new roofs applied and 706 cars have been equipped with standard appliances to conform to Federal Regulations.

The old type engines have been sold, and official car Number 200 has been sold to the Canadian Government.

Three new lathes and one acetylene welder and cutter have been installed at the Milo shops.

BOSTON & MAINE RAILROAD.

Besides the maintenance repairs to road bed, track and buildings, permanent improvements were made as follows:

At Wells Depot and West Groveland, Bridges No. 82 and 176 respectively, were rebuilt.

At Biddeford, track changes were made, siding was extended and new fence was built.

At Kennebunk, the express building was repaired, and at Kennebunkport a side track was put in for B. F. Emery.

A new turntable was installed and the passenger station platform repaired at Gorham.

At Waterboro, the water station which was destroyed by fire, was rebuilt.

Between Chicks and West Kennebunk, ballasting of the track

has been continued, and at Wells Beach, the passing track was extended.

At Oak Hill, a new fence was built, and at Old Orchard, on Old Orchard Street, a gateman's warning bell was installed.

At North Berwick, a spur track for unloading cinders was built.

On the York Harbor and Beach Division, improvements were made as follows:

Bridges numbered 230-231-232, and 236 including draw, were rebuilt. At York Beach a standpipe was erected.

Additions and improvements have been made to three hundred locomotives, 892 passenger cars and 4064 freight and other cars, to conform to the new Federal Safety Appliance laws.

One hundred and forty passenger cars have been equipped with Pintsch gas in place of oil lamps, and 300 passenger cars have been equipped with water coolers. Fourteen dining cars have been equipped with electric lights and fans.

One hundred and twenty-three additional locomotives had ash pans changed to avoid the necessity of men going under them to clean out pans and also eliminate danger of setting fires by reason of hot coals and ashes escaping from the pans to the road.

During the year this company has purchased 100 new locomotives, one derrick car and a track scale testing car and have placed this equipment in service during the year ending November 30.

CANADIAN PACIFIC RAILWAY, ATLANTIC DIVISION.

STATE OF MAINE.

This road extends from the boundary line between the state of Maine and Canada, easterly across the state to Mattawamkeag, thence by trackage rights over the Maine Central Railroad to Vanceboro, with branches from Presque Isle and Houlton, to the eastern boundary of the state, a total distance in Maine of 233.30 miles, of which amount 56.60 miles are trackage rights over the Maine Central Railroad.

The roadbed, track and buildings of this company are in excellent condition.

On the Brownville sub-division, 12,000 new ties were put in the track. New 85 pound rail was laid between mileage 95.4 and 96.4. At mileage 103.90, four hundred fifty feet of spur track were built during the year. At mileage 104.51, two additional sidings were laid.

Bridges received attention as follows:

Numbers 5.60 and 62.63, were painted and the decks repaired; Number 68.82, the abutment was replaced and on No. 97.6 a guard rail was put on.

At Chester, Woodard, Seboeis, and Hardy Pond, concrete foundations were put under the section houses. Thirty inch triangular concrete pipe was laid under track at mileage 95.46.

New hand car houses were built at Lakeview and Brownville Junction.

On the Moosehead sub-division, 37,505 new ties were put in the track and 5,800 tie plates were put under the rails. 9.7 miles of new 85 pound rail were laid during the year.

At Williamsburg and Somerset Junction, 500 feet and 1030 feet respectively, of sidings, were laid, while at Greenville, a spur 500 feet long was built for the Veneer Company. Anti rail creepers were put on four miles of track.

Five hundred rods of fence were built during the year.

Bridges received attention as follows:

Number 1.01, the deck was renewed; No. 24.8 standard guard rails were put on; No. 28.3 and 63.5, new concrete abutments were built; No. 48.7 and 52, decks were repaired and spans painted.

At mileage 27.09 a four feet rail covered concrete culvert was built. A very large amount of twelve inch cast iron pipe, 30 and 36 inch triangular concrete pipe were laid under the track to improve the drainage system.

At Williamsburg, Barnard, Onawa, Camp Twelve, Elliott, Sqaw Brook, Moosehead, Somerset Junction, Tarratine, Brasau and McKamp concrete foundations were built under section houses.

At Barnard, Moosehead, Long Pond, Holeb and Lowelltown new hand car houses were built. A new shelter was built at Ray; a new customs shed at Lowelltown, and at Tarratine a new forty thousand gallon water tank was erected.

On the Houlton sub-division, 1500 ties were put in the track. At mileage 8.02 a thirty inch triangular concrete pipe was laid to facilitate drainage. Two hundred rods of fence were put up.

On the Aroostook Sub-Division, 6,300 ties were put in the track, and 6.10 miles of track were laid with heavier rail.

At Hockenhall, and at mileage 25.71, 1100 feet and 700 feet respectively, of sidings were laid, while at Fisher the siding was extended 180 feet.

A large amount of 18, 24 and 30 inch cast iron and triangular concrete pipe was laid under the track.

The rolling stock is in excellent condition.

GEORGES VALLEY RAILROAD COMPANY.

The roadbed and track of this company are in only fair condition. While 2,000 new ties were laid during the year, the tracks needs ballasting and a renewal of ties in a great many places.

GRAND TRUNK RAILWAY.

Only the maintenance repairs to roadbed and track, rolling stock and buildings were made in Maine to keep them up to the standard adopted by this Company.

Permanent improvements were made as follows:

At Deering an extension, containing five stalls, was made to the engine house, and a new turntable was put in.

The bridge at South Paris was reconstructed.

In Portland a new store room for coal chutes was built; a new guard pier was built at Back Cove Bridge; shear legs and gangway were built for unloading, and a new concrete foundation for track scales was put in.

Six miles of new 85 pound rail were laid at intervals between Portland and Mile Post No. 82.27.

LIMEROCK RAILROAD COMPANY.

During the year the company built a new siding on Front Street to connect with the yard track of the Rockland and Rockport Lime Company in Rockland.

With the exception of the above work, only maintenance repairs have been made to roadbed, track and equipment, to keep them in good condition to handle the traffic of this company.

MAINE CENTRAL RAILROAD COMPANY.

A large amount of maintenance repairs and permanent improvements were made by this company during the year as will be seen by the following detailed statement.

New 85 pound steel rails were laid in the main track,—single track basis—between the following places:

Between Portland Limits and West Falmouth,	2.54 miles
Between Halfway and Pittsfield,	.70 miles
Between Northern Maine Jct. and Bangor,	4.23 miles
Between Veazie and Basin Mills,	.78 miles
Between Palmers and Orono,	2.47 miles
Between Orono and Old Town (east bound)	3.30 miles
Between Orono and Old Town (west bound)	3.62 miles
Between Oldtown and Olamon,	13.91 miles
Between Enfield and Gordons,	19.93 miles
Between Sprague's and Meadow Brook,	3.25 miles
Between Forest and Tomah,	2.90 miles
Between Poland and Piper's Pit,	.49 miles
	<hr/>
	58.12 miles

The main track,—single track basis,— was relaid with relay 85 pound steel rails, at the following places:

Between Yarmouth Junction and Freeport,	1.25 miles
Between Dresden and South Gardiner,	1.86 miles
Between Corinna and Dexter,	7.56 miles
	<hr/>
	10.67 miles

Seventy five pound steel rails were laid in main track,—single track basis,—at the following places:

Between New Meadows and Bath,	.72 miles
Between Montsweag and Nobleboro,	3.86 miles

Between Franklin Road and Mount Desert Ferry,	6.64 miles
On Stillwater Branch,	.05 miles
Between Jay and Wilton,	5.56 miles
Between Lower Yard Switch and Rumford,	.23 miles
Between East Sumner and Anasagunticook,	4.83 miles
Between Charlotte and Meadows,	5.00 miles
	26.89 miles

The main line between Thompson's and Hartland— $\frac{1}{4}$ of a mile,—was relaid with relay rails weighing 67 pounds.

Three hundred seventy-two thousand, seven hundred thirty cross ties, twenty thousand six hundred twenty-seven switch ties and one thousand three hundred ninety bridge ties were used during the year.

New side track aggregating 67,163 feet was built and twenty-eight thousand ninety-nine feet were taken up.

One hundred twenty-nine thousand, four hundred five cubic yards of gravel and ten thousand, nine hundred ninety-five cubic yards of cinders were used in reballasting 47.09 miles of track.

Two hundred seventy-two thousand, three hundred thirty feet of woven wire, 4,646 feet of barbed wire and 2,002 feet of board fencing were built during the year.

New bridges were built at the following places:

Hall's—Deck plate girder, single track, 1 span, length 17'-6".

Seven Mile Brook—Deck plate girder, single track, 1 span, length 54'-0".

Carrying Place—Thru plate girder, single track, 1 span, length 56'-0".

Tunk River—Thru plate girder, single track, 1 span, length 46'-0".

Swift River—Thru plate girder, single track, 1 span, length 96'-6".

Bemis Stream—Deck plate girder, single track, 1 span, length 50'-0".

Caratunk—1 span, deck beam, 3 spans, thru truss, single track, length 422'-8".

Main Stream—Deck plate girder, single track, 1 span, length 63'-4 $\frac{1}{2}$ ".

Cobb's Road—Thru plate girder, single track, 1 span, length 28'-2".

Rumford Falls—Three spans, deck plate girder, 1 span, turn truss, single track, length 350'-4".

Overhead bridges were erected as follows:

Main Street, Calais,—1 span, 58'-0".

Seabury's—5 spans, 91'-4".

New Gloucester Road,—4 spans, 208'-0".

Railroad Street, Rumford Falls,—7 spans, 198'-7½".

During the year ended November 30, 1913, six thousand, two hundred seventy-five cubic yards of masonry were laid by this company in structure foundations, culverts, cattle passes, turntables, and bridge abutments, of which amount 1000 cubic yards were laid in bridges No. 1 and 2 and retaining wall at Bowdoinham. One thousand two hundred and six yards were used in the reconstruction work at Vanceboro and 1,525 cubic yards were used in the abolition of grade crossing work at New Gloucester and Rowe's.

New buildings were erected by the company as follows:

Augusta—Passenger station, signal maintainers house, and freight house.

Waterville—Boiler repair shop.

Bangor—Addition to engine house for heating plant, car repairers storehouse and crane house.

Vanceboro—Engine house—6 stalls, 90' deep,—storehouse and sand house.

Auburn—Section house and freight house.

Lewston, Upper—Addition to express room.

Wiscasset—Addition to freight house.

Rumford Falls—Temporary Station.

Oquossoc—Section house.

Livermore Falls—Signal maintainers house.

Solon—Addition to freight house.

Brewer Junction—Storehouse and shop.

Deadwater—Passenger station.

Calais—Addition to freight house.

Woodland—Addition to freight house.

During the year the company suffered losses by fire as follows:

Rumford Falls—Station, baggage building and awning.

Wytopitlock—Station.

Green Lake—Section House.

Three highway crossing gates were instaled at Oakland.

Train order signals were erected at Oquossoc, Hartland, Bald Mountain and Deadwater.

Track scales were put in at Belfast, Old Town and Bangor.

Two turntables, 85 feet each, were put in at Bangor and Vanceboro.

During the year ended Nov. 30, 1913, this company purchased for use on its entire system, new equipment as follows:

Three passenger locomotives, eight freight locomotives, one dining car, five hundred Eastman heater cars, three hundred rack cars, one hundred gondola cars, two hundred coal cars, one hundred fifty flat cars, two flanger cars, ten caboose cars, twenty-five produce cars, one snow plow, one wrecking crane, one hoister car and one steamboat.

The company contemplates improvements in rolling stock as follows:

Application of transom draft gear to Rodger ballast cars, M. C. numbers 811-850 inclusive; application of steel center and draft sills to 2,000 box cars; eleven, four wheel caboose cars were lengthened and changed to eight wheel caboose cars.

GENERAL WORK.

The track on the grade revision and change of alignment, from New Gloucester to a point .4 of a mile east of Rowe's, was opened for traffic on December 1, 1912, and a further extension of 1.2 miles was opened August 31, 1913.

Separations of grade crossings have been made at New Gloucester Road in New Gloucester and Cobb's road near Rowe's.

The track on the grade revision, 5,500 feet long, at Belgrade was completed and opened for traffic in June.

Permanent improvements at Rumford Falls were made as follows:

Revision of grade and alignment, abolition of two grade crossings, a new bridge across the Androscoggin River, new freight yard and passenger station.

In Augusta, a new passenger station, modern in every respect, was completed and opened to the public on June first, 1913. Work is in progress upon a change of alignment and new bridge over Water Street and the Kennebec River.

Work is in progress renewing bridges in the line between Bangor and Vanceboro and covering of all open culverts for increased capacity.

Terminal facilities at Vanceboro have been enlarged by an addition to the freight yard, a new engine house and new turntable.

The arch bridge across Montsweag stream has been completed and the wooden trestle has been filled.

The Rangeley Lakes and Megantic Railroad from Oquossoc to Kennebago, a distance of 10.65 miles, was opened for traffic Dec. 23, 1912, and has been completed during the year.

PORTLAND TERMINAL COMPANY.

This company owns and operates 31.15 miles of main line track in the city of Portland.

The roadbed, track and buildings are in excellent condition.

Nine hundred and sixteen tons of new 85 pound steel rails were laid in the main track,—single track basis,—between Thompson's Point and Cumberland Mills (East bound), 3.75 miles, and between same points (west bound), 2.6 miles.

During the year 36,840 cross ties and 5,607 switch ties were laid in the track.

One thousand fifteen cubic yards of balast were put under 1.03 miles of track.

Side tracks aggregating 3,482 feet were built and 3,500 feet were taken up.

Nine thousand one hundred ninety-five feet of woven wire and 1,104 feet of board fence were built.

Thirty cubic yards of masonry were used in ash pit in Portland yard and twelve cubic yards were used in the construction of the oil tank foundation at Thompson's Point.

A six lever interlocking machine was installed at Danforth Street Junction.

New buildings were erected as follows:—

At Thompson's Point, oil tanks and shed and relief crane building; Wharf No. 1, extension to towerman's house and remodelling coal pocket for sulphur storage and building roof on same.

During the year the company suffered loss by fire as follows:

In Portland, Wharf No. 1, and State Street wharf were slightly damaged and coal shovelers lobby was destroyed.

During the year the company purchased two new locomotives. The equipment is in excellent condition.

NARROW GAUGE RAILROADS.

BRIDGTON AND SACO RIVER RAILROAD.

In addition to the maintenance repairs to roadbed, track and buildings, this company during the year made improvements as follows:

Cinder platforms have been substituted for wood platforms at the following places:

West Sebago, Perley's Mills, Ingalls Road, South Bridgton and Sandy Creek.

The capacity of the water tank at West Sebago has been doubled.

Standard signs have been placed on all stations and standard whistle and flanger signs have been erected the entire length of the road.

The buildings of this company have received careful attention during the year.

At Bridgton, an addition has been made to the machine shop, and the car shed changed. At Harrison, the car shed has been removed and at Bridgton Junction, a new coal shed has been built.

During the year one new locomotive, one new combination mail and smoking car, three new box cars and three new flat cars were purchased and put in commission.

KENNEBEC CENTRAL RAILROAD.

Only maintenance repairs were made to keep the roadbed and track of this company in good condition to handle the traffic.

Fourteen hundred and seventy cedar ties have been put in

the track. Several wooden culverts were replaced with ten inch iron pipe.

The two locomotives have been thoroughly overhauled and repaired during the year and the passenger equipment has received careful attention.

MONSON RAILROAD.

This road, extending from Monson Junction to Monson with a branch to the quarries, is in good condition to handle the limited traffic of this company.

The track has been surfaced and the alignment is fairly good. Ten thousand new cedar ties have been put in the track.

All the equipment has been painted and put in good repair. One new locomotive weighing thirty-six thousand pounds was purchased and an old one was "scrapped".

Nothing has been done during the year to the buildings but they are in fairly good condition.

SANDY RIVER AND RANGELEY LAKES RAILROAD.

Between Fairbanks and South Strong,—1.42 miles,— and Howlands and Phillips,—.03 of a mile,—the main track was relaid with relay 50 pound steel rails, and the main line, Maxcy and Lewis track, .40 of a mile was relaid with relay 35 pound steel rails.

The company during the year used 15,843 cross ties and 128 switch ties and four bridge ties.

New side tracks aggregating 4,209 feet were built and 1,186 feet were taken up.

Five thousand twenty-three cubic yards of gravel and one thousand three hundred seventy-two cubic yards of cinders were used in reballasting 11.45 miles of the road.

New bridges were erected at the following places:

Poplar Brook, deck plate girder; Perham Stream, deck wood beam; Beedy Trestle, deck plate girder, and at Overhead Bridge, wooden stringer.

At Perham Junction a new turntable fifty feet in length was put in.

Twenty-one thousand and two feet of barbed wire fence were built during the year.

Standard flanger signs were erected on the line between Farmington to Rangeley and Strong to Bigelow.

The standard yard limit signs were erected at the following places: Farmington, Strong, Phillips, Madrid, Perham Junction, Rangeley, Bigelow and Kingfield.

The equipment of this company is in excellent condition.

During the year the company purchased one new locomotive and three caboose car bodies.

WISCASSET, WATERVILLE & FARMINGTON RAILWAY COMPANY.

This road is located from Wiscasset, along the fertile valley of the Sheepscot river and its branches to Albion. This section of the state has recently begun the cultivation and production of potatoes. During the season of 1911, 100,000 bushels were shipped over this road. In 1912, 180,000 bushels were hauled, and the season of 1913 gives every indication of at least as many, if not more, than last season.

During the year, under efficient and economical management, the company has been able to make a great many improvements on the line as will be seen by the detailed statement following:

Ten miles of track have been ballasted, varying in depth from six to eighteen inches according to condition, and 45,000 new ties, mostly cedar, have been put in the track. A large amount of ditching has been done and the material taken to widen narrow fills.

The iron bridge at Whitefield and the wooden one at Carleton's have been retimbered throughout with hard pine.

The bridge at Cooper's Mills has been repaired by putting in two concrete abutments and one center pier, making the total length of the bridge thirty feet instead of ninety feet.

The trestle at Clary's has been disposed of by putting in two concrete abutments, giving an opening of twenty feet with hard pine stringers, and filling approaches.

At Wiscasset, the company put in a new side track two hundred feet long, built of hard pine on oak piling, for the use of the Turner Center Dairying Association, while at other points along the road, an aggregate amount of 500 feet of industrial sidings for lumbering operations has been put in.

A new six thousand gallon water tank, with a concrete foundation, was erected at Weeks Mills.

In accordance with the policy adopted by this company, the management has during the year, put earnings, amounting to \$44,895, into maintenance of way and structures and equipment.

A large amount of right of way fences has been repaired and three miles of new sheep fence have been built.

At Palermo, a large potato house was erected during the year to accommodate the shippers of this increasing traffic.

The company has a repair shop at Wiscasset in which it handles all ordinary repairs to its equipment, and in which a hundred light electric lighting plant has been installed recently.

STREET RAILROADS.

AROOSTOOK VALLEY RAILROAD COMPANY.

The roadbed, track and overhead construction of this company, are in excellent condition.

This road extends from Presque Isle, through Washburn, to New Sweden, with a branch from Woodland to Caribou, a total distance of 32 miles. This latter branch, 7.13 miles in length, which this Board approved July 30, 1912, was opened for traffic on August 8, 1913. The work on this extension is of the same high standard as that which the company adopted in building its main lines.

Fourteen miles of track were surfaced and lined during the summer, and about two thousand cubic yards of ballast were put under the track in the main line. The drainage system of the road was greatly improved by the addition of several concrete culverts. Two wooden trestles were strengthened to meet the strain of the heavy loads of freight which are hauled in the winter time.

The equipment, consisting of ten passenger cars, fourteen freight cars, one snow plow and one electric engine, is in good condition.

At Caribou, a new sub-station, station house and freight shed were built.

At Presque Isle, five new warehouses and two potato houses, for the handling of merchandise and potatoes, were erected, while at other points along the track, two other potato houses were built.

The buildings are in good condition.

ATLANTIC SHORE RAILWAY.

The roadbed, track and overhead construction of this company are in good condition. Twenty thousand new ties were put in

the track during the year. Where new ties were put in, the track was well ballasted with gravel.

The 56 pound T rails between York Beach and St. Aspinquid Park, a distance of about 1800 feet, were taken up and replaced with T rails weighing 60 pounds. Approximately 1000 feet of worn 60 pound T rail in curves at Kittery, were replaced with new 60 pound T rail. In the Village of Kennebunk, 5000 feet of new 60 pound T rails were laid, replacing worn 56 pound rails of the same pattern.

At Calls in Kittery, the location of the track was changed and a new first class wooden trestle was constructed, replacing the old one. By this change of location, the reverse curve was eliminated at one end of the trestle.

A new turnout was built in the town of Wells.

The old special work, at several points on the road has been taken up and replaced with new special work with manganese inserts. A large number of wooden culverts were replaced with galvanized iron corrugated pipe.

The car houses, car stations and waiting rooms have been kept in good repair.

The rolling stock has received careful attention and is in good condition.

The power plant and sub stations have been well taken care of and are in good condition for operation.

BANGOR RAILWAY & ELECTRIC COMPANY.

The roadbed, track, overhead construction and equipment of this company, are in excellent condition.

On the Old Town Division, from the cemetery in Great Works to the end of the car line, a distance of eight hundred and forty-five feet, the thirty-five pound rails were removed and replaced with sixty pound rails. This piece of track was newly tied, lifted on an average of ten inches, and ballasted with gravel.

The old wooden bridge across the Stillwater Branch of the Penobscot River in the town of Orono, has been replaced with a new steel structure, upon which is laid seventy pound open hearth steel, on creosoted hard pine ties. Two thousand new ties and eight hundred yards of gravel were used on this divi-

sion. About 2400 feet of new 2-0 grooved trolley have been erected to renew that worn out.

On the Hampden Division, beginning at the connection with the Maine Central Railroad at Engel's siding, in the town of Hampden and extending southerly for a distance of twenty-two hundred and eighty-nine feet, the sixty pound T rails were replaced with seventy pound open hearth steel rails. This piece of track was bonded with 4-0 electrically welded bonds and was newly tied and well ballasted with grave.

A 60 pound T guard rail securely spiked to every tie, was laid on this section for a distance of 1000 feet.

From the end of this new rail to Leary's switch, a distance of seven hundred feet, the track was newly tied, lined, surfaced and well ballasted. New switches, mates and frogs were installed at the siding leading into Engel's mill and at Frost's switch. The two old type stub switches at Stearns' Mill were removed and replaced by modern seventy pound split switches and spring frogs. New lead timbers were used under all switches. New 4-0 electrically welded bonds were also applied throughout this division.

Commencing at the old terminus of the Hampden line in Hampden Highlands, the track has been extended a distance of one mile. The track was laid with 70 pound open hearth steel rails on eight feet ties with Weber joints and 4-0 electrically welded bonds. Approximately twenty-five hundred yards of gravel were used for ballast on this piece of track. The overhead construction on this extension consists of 2-0 trolley suspended on flexible brackets. Current is supplied through a 4-0 feeder.

On the Charleston Division, approximately four thousand ties have been put in and six hundred yards of gravel used. The track from Bulls Eye Bridge to Buckley's Siding has been raised about eight inches, newly tied, lined and surfaced. From the connection with the Bangor & Aroostook Railroad at North Bangor, to a point westerly approximately one thousand feet, the track was lifted, lined and surfaced. New ties have been laid in various places on the line, joints tightened and new bolts put in where necessary. From Kenduskeag to East Corinth, 4-0 electrically welded bonds have been applied.

On the Brewer Division, commencing at Grove street, where the reconstruction was stopped in 1912, and continuing southerly for a distance of twelve hundred feet, the track was changed from the side of the road to the center, and was raised on an average of twelve inches to conform to the new grade of the state road. This section of track was ballasted with crushed stone.

The rails have been laid across the Bangor and Brewer bridge and connected with the tracks of the Brewer Division. A diamond crossing constructed of six inch T rail has been put in at the crossing with the Maine Central spur track running to the Smith Planing Mill.

A diamond turnout, constructed of seventy pound T rail has been laid in Brewer between Center and Parker Streets, and will be used when the cars are operated across the bridge.

On the City Division, from Pine Street to Grove Street on State Street, a distance of four-hundred and fifty feet, the space between the rails and the double track has been paved with cement construction and from Grove Street to Forest Avenue, a distance of five hundred and twenty feet,—double track,—the sixty pound rail was replaced with seventy pound open hearth steel and paved with wood blocks laid on a cement foundation, with 4-0 electrically welded bonds.

At Brewer Junction, corner of Oak and Washington Streets, the double track curve of forty-eight pound T rail was replaced with nine inch, one hundred and twenty-four pound girder rail special work, which provides for a double track, left hand branch off. This girder rail,—double track,— extends along Washington Street towards the Brewer bridge, for a distance of one hundred and ninety feet, but from the latter point to the bridge, a distance of two hundred and ten feet, it is single track. At the entrance to the Bangor-Brewer bridge this nine inch, one hundred and twenty-four pound girder rail is cast welded to a six inch, eighty-five pound girder rail which continues across the bridge to Brewer. All the new track work in connection with crossing of the Bangor-Brewer bridge is bonded with 4-0 electrically welded bonds.

New switches, mates and frogs of seventy pound T rail con-

struction with manganese centers have been laid at both ends of the cross-over in the double track on Main Street near the Auditorium, and also on the crossover near the Main Street Car Barn. New switch and mate have been put in at the terminus of the double track on Main Street near Thatcher Street. From Thatcher Street to the town line between Bangor and Hampden, a distance of twelve hundred feet, the track has been lined, surfaced and newly tied.

On Central Street from Harlow Street to Hammond Street, by order of the City Government, the track has been raised nineteen inches to conform to the new grade of this street.

On Harlow Street from Spring Street easterly, a distance of five hundred feet, the eighty-five pound girder rail has been replaced with one hundred and twenty-four pound girder rail, and paved with wood blocks.

Four o electrically welded bonds have been applied at many points throughout the city. About 1200 feet of new 2-0 grooved trolley have been erected to replace that worn out.

During the year the company has added to its rolling stock, three new thirty feet eight inches, double truck, semi-convertible cars with steel underframes, solid rolled steel wheels and equipped with air brakes. The electrical equipment of these cars consists of four, sixty horse power motors. The company also purchased one thirty-five feet express car body with steel underframe, and M. C. B. couplers, and equipped with straight and automatic air brakes.

There has also been purchased and installed six, two motor equipments of fifty horse power each, and one bonding machine for electrically welding bonds to the rails.

BENTON & FAIRFIELD RAILWAY COMPANY.

The roadbed and track, and equipment of this company are in fair condition.

During the year the company spent on the maintenance of ways and structures \$1,988, and on the maintenance of equipment \$2,733.

BIDDEFORD AND SACO RAILROAD.

The roadbed, track and equipment of this company are in good condition. During the year \$5,092 were spent upon maintenance of way and structures, and \$4,770 were spent upon the maintenance of equipment.

Fifteen hundred new cedar ties were put in the track and 25 new chestnut poles were erected. One mile of new trolley wire was put up.

The buildings are in good condition.

BRUNSWICK & YARMOUTH STREET RAILWAY.

The reconstruction policy adopted by this company about three years ago, has been continued during the year and extensive improvements have been made to its road bed and track. A large number of new ties were put in and additional ballast used in track where needed.

Between Freeport and the car barn, a distance of about 2100 feet, the track was reconstructed by cutting off the battered ends of the rails, making new joints and grinding them. Weber joints were used on this work.

The equipment is in good condition.

CALAIS STREET RAILWAY.

This road is seven miles in length, three miles of which are operated outside of Maine.

During the year the company spent in the maintenance of way and structures \$4,565 and in the maintenance of equipment \$2,537.

Two thousand new ties were put in the track; 500 Niagara joint base plates were put under the rail; the track has been resurfaced and relined, and 18,000 feet of 2-0 feed wire have been erected.

The road is now operated by a 200 K. W. Hydro-electric plant which was installed during the last year.

The equipment is in good condition.

FAIRFIELD & SHAWMUT STREET RAILWAY.

The roadbed and track, overhead construction, equipment and buildings of this company are in good condition. During the year only maintenance repairs were made to keep the physical properties in good condition.

LEWISTON, AUGUSTA & WATERVILLE STREET RAILWAY.

The main line of this road extends from Waterville through a good farming district to Lewiston, by the way of the cities of Augusta, Hallowell and Gardiner and the Village of Sabattus. The branches extend from Lewiston to Mechanic Falls, Turner and Bath, and from Augusta to Winthrop and Togus.

The roadbed, track, overhead construction, equipment and buildings of this company are in first class condition.

A large amount of reconstruction work has been done on the Auburn-Turner line in order to bring it up to the standard of maintenance adopted by the company for the rest of the system. All rail joints on the Lewiston-Waterville line from Lewiston to Sabattus, a distance of five miles, have been rebonded with brazed bonds. Several thousand dollars have been spent during the year for ballast used on various parts of the road. The company is now engaged in repacing a number of cattle passes and culverts with steel and concrete construction.

Five miles of double trolley wire have been replaced on the Lewiston-Bath line, and approximately three miles of new trolley wire have been used on the city lines of Lewiston and Auburn. The work of replacing, with 1-0 wire the number 1 and number 3 gauge wire, on the Lewiston-Bath transmission line, which was in process of construction last year, has been completed.

A very important improvement was effected by the replacement of the two steel viaducts of heavier construction, on the Lewiston-Bath line, over the tracks of the Maine Central Railroad Company.

A turnout of seventy pound T rail with Weber joints was put in the Mechanic Falls line.

The following permanent work has been accomplished in Augusta :

The location of 2500 feet of track was changed from the North side of Western Avenue to the center, in connection with the work of resurfacing the street by the municipality. Six hundred feet of Hassam paving were laid between the rails and eighteen inches outside, on Rines Hill, and on Water Street, from the foot of the hill to the postoffice the granite block paving was relaid and grouted.

Eight hundred feet of track on State Street were reconstructed by cutting off the ends of the rails, retying and grinding the joints, and on Grove Street, 940 feet of 60 pound T rail track were replaced with rails of same pattern weighing seventy pounds. Weber joints were used on this reconstruction work.

In Lewiston permanent work has been constructed as follows:

Thirteen hundred and twenty feet of track were relaid on Pine Street with 100 pound T rail and paved with granite blocks, and on North Bridge, between Lewiston and Auburn, the double track was relaid with four inch 81 pound Trilby girder rail on steel ties and paved with granite blocks, grouted.

The company paid its proportional part of the cost of erecting metal poles for ornamental street lights and for the suspension of its trolley system on Lisbon and Main streets.

Permanent construction has been accomplished in Auburn as follows:

On Turner Street, 940 feet of 100 pound T rail track were paved with granite blocks which were specially fitted to the rail. This is the first block paving laid in this manner in the state of Maine.

Four miles of worn out trolley wire from Lake Grove to the junction of Court Street and Minot Avenue, were replaced with new 4-0 wire. Two automatic block signals were installed on Minot Avenue to insure greater safety in the operation of cars.

In Brunswick on McLellan Street, 2000 feet of track have been reconstructed by cutting off the ends of the rails, retying and grinding the joints. Weber joints were used on this reconstruction work.

A 400 K. W. motor generator set has been installed in the Brunswick sub-station, and a 300 K. W. motor generator set

has been installed in the new sub-station at Lisbon Falls, replacing the 200 K. W. rotary converter which was destroyed by fire last summer. It is expected that this sub-station will be in operation the first of next year.

NORWAY & PARIS STREET RAILWAY.

During the year this company spent \$1,560 upon the maintenance of way and structures and \$1,490 upon maintenance of equipment. The roadbed, track and equipment are in good condition to handle the traffic which comes to this company.

PORTLAND RAILROAD COMPANY.

A large amount of maintenance work as well as new construction has been done by this company during the year as will be seen by the detailed statement following:

A large amount of track work has been done in connection with improvements made by the city of Portland on streets on which the tracks are located. The track in the curve at the corner of Park and Commercial streets, has been replaced with heavy nine inch 151 pound girder rail. On St. John Street, opposite Union Station, 580 feet double track, laid with 90 pound girder rail, were replaced with six inch 100 pound T rail, with two crossovers and paved with Hassam.

On High Street, 400 feet of track were relaid with nine inch 95 pound girder rail with continuous joints, and the brow was paved with vitrified brick grouted.

About 3000 feet of single track on Brighton Avenue were repaired by cutting off the ends of the rail, making new joints and grinding them. Weber joints were used on this work. The track on Tukey's bridge was treated in the same manner.

On Veranda street, 3600 feet of single track, 50 pound T rail, were replaced with six inch 100 pound T rail with diamond turnout and continuous joints. When this improvement was made the track was moved to the center of the street and the street paved with Hassam.

On Washington Avenue, between Veranda street and Lunt's Corner, 3,600 feet of double track were laid in the center of the street with six inch 100 pound T rail with continuous joints,

and the street paved with Hassam. This double track replaces 58 pound T rail single track formerly located on side of road. The grade of this street was also changed at the time the new track was laid.

On Forest Avenue from Kennebec street to Tannery Crossing, 600 feet of single track were replaced with double track, one track being laid with nine inch 133 pound girder rail and the other with nine inch 90 pound girder rail. Block paving was used in connection with this work.

At the junctions of Brighton Avenue, and of the Stroudwater line, the crossings with the tracks of the Maine Central Railroad Company were renewed. A new single crossing was laid in Pleasantdale at the intersection of Summer Street and the tracks of the Boston and Maine Railroad.

The grade for a distance of 1000 feet on the South Portland Heights line, was changed to conform to the new street grade recently established. This work called for an average cutting of about two feet for a distance of about 500 feet, and an average filling of three feet for the remaining distance.

New mate and frogs were installed at cross-overs in front of the Washington Avenue car barn, and special work was put in at the Kelley turnout on the Riverton line. New special work and two branch off curves were laid in front of the Beckett Street car house.

In the city of Saco, about 5000 feet of single track were repaired by raising and grinding the joints, and establishing the proper gauge. The joints on 3400 feet of double track in Knightville and on about 1 1-2 miles of double track on Stevens and Pleasant Avenues were raised and ground.

In Yarmouth Village, 1865 feet of fifty pound T rail, single track, were replaced with seventy pound T rail, and the track was moved to the opposite side of the road. A fifty pound T guard rail was also laid on Stony Brook Hill in Yarmouth.

Nine hundred feet of spur track, 60 pound T rail, were laid for storage purposes, and a sand drier was purchased and installed in a house erected in the sandpit at Morrills. Two automatic block signals were installed on the meetinghouse line in South Portland, and a Cheatham electric track switch was laid at the corner of Congress and Center Streets.

Seventeen thousand feet of 1-0, 21,000 feet of 2-0, 1,600 feet of 3-0 and 900 feet of 4-0 trolley wire were used in replacing worn out trolley on various parts of the system.

A portable rail cutter was purchased by the company and used to great advantage in cutting off the ends of rails where they had become badly worn. A new construction car with vestibule ends was built in the company's shops during the year.

Through a joint agreement with the lighting company, 54 iron poles were placed on Congress and 13 on St. John Street. These iron poles, which replace all wooden poles, are used to support the company's trolley and also the ornamental street lights.

This company has also co-operated with other companies having overhead wires, in an effort to reduce the number of poles on several city streets.

ROCKLAND, SOUTH THOMASTON & ST. GEORGE RAILWAY.

Considerable work has been done by this company upon the roadbed and track during the year. The portion of the track from the turnout near the woods to the waiting station at Ash Point Corner, was practically rebuilt.

This Board, on October 10, approved the location of an extension to South Thomaston Village and a change of location near Crescent Beach, and we are informed by the management that the company intends to begin work upon these changes this fall in order to have them completed to handle next summer's traffic.

The power, for the operation of this road, is bought from Rockland, Thomaston & Camden Street Railway Company, who also allows trackage rights over their line to Park Street in Rockland.

The equipment, consisting of two closed and two open passenger cars, one combination car and one trailer, is in good condition.

During the year full equipment for an extra passenger car has been purchased, also extra armatures and controllers.

The buildings are in good condition.

ROCKLAND, THOMASTON & CAMDEN STREET RAILWAY.

During the year only the maintenance repairs were made to keep the road bed and track and overhead construction in good condition.

The filling of the trestle near Warren is nearly completed.

The steam railroad crossing frogs have been renewed at the old depot near Park Street and on Pleasant Street in the city of Rockland. The old tongue switches and solid frogs on two turnouts have been replaced with split switches and spring frogs.

On the Rockland-Camden line, the grade of the track has been raised in several low places.

The signal and telephone system has been thoroughly overhauled and the drop wires have been placed in conduits between the cross arms and instruments.

The equipment, consisting of twenty-one passenger cars, eight freight cars, one express and two work cars, is in good condition.

All the old type cast iron wheels are being replaced with D. C. S. special metal wheels.

The company hires power, for the operation of its system, from the Central Maine Power Company at Augusta, who transmits it to Rockland over a 33,000 volt line.

The company maintains an auxiliary steam plant in Rockland for use in emergencies.

SOMERSET TRACTION COMPANY.

During this year a larger amount of work has been done to roadbed and track than in any similar period since the road was built. A large part of the line has been reballasted, and 4000 new ties were laid.

In Madison, for a distance of nearly one half mile, the track was moved from the side to the center of the highway, to facilitate the highway improvement by the municipality. In making this change all the material was new.

At Lakewood, a new siding and loading platform for freight were built, a new passenger and freight station erected and the wharf rebuilt.

The equipment is in good condition.

The company designed and built in its shops a new flat car, one much larger than those previously used.

WATERVILLE, FAIRFIELD & OAKLAND STREET RAILWAY.

Only the maintenance repairs were made to road bed, track, overhead construction and equipment, to keep them up to the standard of efficiency adopted by the management of this company.

A piece of permanent work was accomplished by the reconstruction of the roadbed and track in Waterville, from Temple Street along Elm Street to Western Avenue. This work was done in connection with the State road improvement.

Seven thousand six hundred and twelve dollars, (\$7,612) were spent in the maintenance of way and structures.

The equipment, consisting of six closed, seven open, four combination closed and open passenger cars and five trailers, one work car and two snow plows, is in good condition.

Eleven thousand, four hundred and sixty-two dollars, (11,462) were spent in the maintenance of equipment.

Respectfully submitted,

ELMER P. SPOFFORD,
FRANK KEIZER,
JOHN A. JONES,

Railroad Commissioners of Maine.

November 30, 1913.

Petitions, Orders, Decisions and Certificates

OF THE

BOARD

FOR THE

Year Ending November 30, 1913

Petition and decision of the Board, in the matter of the Boston and Maine Railroad, asking the approval and authorization of an issue of bonds to the amount of \$7,500,000.

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

Respectfully represents your petitioner, Boston and Maine Railroad, that it is a corporation existing under the laws of said State and that it has a franchise to operate a railroad therein; that at a meeting of its stockholders duly called, notified and held for the purpose in Boston, Massachusetts, the ninth day of October, at ten thirty o'clock in the forenoon, A. D. 1912, upon lawful notice pursuant to a call by order of the Board of Directors, a copy of which is herewith submitted, the holders of a majority of the capital stock of the corporation, acting under Article four of the call relative to the issue of bonds to an amount not exceeding seven million five hundred thousand dollars (\$7,500,000.00) in par value, by a vote of 307,679 in favor and none opposed, a copy whereof is hereto appended, authorized bonds to be issued to the amount of not exceeding seven million five hundred thousand dollars (\$7,500,000) in par value for the purpose of making additions to the equipment of the company, for abolishing grade crossings, for making permanent improvements to the road, for funding the floating debt, for paying and refunding the first mortgage bonds of the Worcester, Nashua & Rochester Railroad Company of the par value of five hundred eleven thousand dollars, (\$511,000.00) maturing January 1, 1913, and assumed by the Boston and Maine Railroad, and for other necessary and lawful purposes, said bonds to be coupon or registered bonds upon such terms and under such regulations as the Directors may prescribe, to be issued in sums of not less than one thousand dollars (\$1000.00) each, to be payable in twenty years from their date and to bear interest, payable semi-annually, at such rate, not exceeding five per centum per annum, as the Directors may determine, and shall be otherwise of such tenor and form as the Directors may determine, and authorized the Directors to cause said bonds

to be issued and disposed of, conformably to law, at such time or times and in such manner and upon such terms as in their judgment the best interests of the company may require, and to do all other acts and things, necessary or proper to carry this vote into full effect.

And your petitioner further represents that the Board of Directors, at its meeting duly called, notified and held in Boston, October 9, 1912, by votes which were passed in pursuance of said vote of the stockholders, copies whereof are appended hereto, voted that the bonds of this company authorized by vote of the stockholders passed at their meeting held October 9, 1912, should bear interest at the rate of four and one-half per centum per annum, payable semi-annually, should be dated January 1, 1913, should be payable twenty years from said date and should be of the tenor and form shown by the papers hereto annexed in accordance with said votes of the stockholders and of the Directors; and the President in the name and on behalf of this company and under the authority of said votes, shall petition for the requisite approval and authorization of your Honorable Board, conformably to law, for the issue and sale by this company, of its said issue of bonds to an amount not in excess of seven million five hundred thousand dollars (\$7,500,000.00) in par value,—all as set out in said votes of the stockholders and of the Directors, copies of which are hereto appended.

And your petitioner further represents that an issue of bonds to the amount of seven million five hundred thousand dollars (\$7,500,000.00) in par value is reasonably requisite for the purposes for which said issue is authorized and that the purposes for which it is proposed to issue said bonds are lawful and consistent with the public interest.

Wherefore, your petitioner, Boston and Maine Railroad, respectfully petitions your Honorable Board that it will approve and authorize for said purposes said issue of bonds to the amount of seven million five hundred thousand dollars (\$7,500,000.00) in par value, said bonds to be dated January 1, 1913, and to be payable twenty years from their date with interest, payable semi-annually, at the rate of four and one-half per centum per annum as being an issue to an amount reasonably requisite and necessary for the purposes for which the same is authorized and desired, the proceeds of said bonds to be applied

only for said purposes of making additions to the equipment of the company, for abolishing grade crossings, for making permanent improvements to the road, for funding the floating debt, for paying and refunding the first mortgage bonds of the Worcester, Nashua & Rochester Railroad Company of the par value of five hundred eleven thousand dollars (\$511,000.00) maturing January 1, 1913, and assumed by the Boston and Maine Railroad, and for other necessary and lawful purposes; and that any excess in the proceeds of said bonds above par value realized from premiums, shall be likewise applied for said purposes in accordance with the votes of the stockholders and of the Directors, conformably to law.

Boston and Maine Railroad,

By C. S. MELLEEN, President.

EDGAR J. RICH, General Solicitor.

Upon consideration, the subject matter of said petition not appearing to be within the jurisdiction of this Board, it is ordered,

That the same be dismissed. Per order of the Board.

GEO F. GIDDINGS, *Clerk of the Board.*

Dated Dec. 4, 1912.

RANGELEY LAKES & MEGANTIC RAILROAD CO.

STATE OF MAINE.

Board of Railroad Commissioners.

CERTIFICATE OF SAFETY.

We, the undersigned Board of Railroad Commissioners, having made a careful inspection of the track of the Rangeley Lakes and Megantic Railroad Company, a new railroad, beginning at the terminus of the tracks of the Rumford Falls and Rangeley Lakes division of the Maine Central Railroad Company, in the village of Oquossoc, and extending to a point on the southerly bank of Kennebago Stream in Stetsontown, (as per plan on file with and approved by the Board of Railroad Commissioners, February 20, 1912), a distance of 10.78 miles,

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

Dated at Augusta, this fourth day of December, A. D. 1912.

ELMER P. SPOFFORD,
FRANK KEIZER,
JOHN A. JONES,

Railroad Commissioners of Maine.

BRIDGES, DEFINITION OF.

STATE OF MAINE.

In Board of Railroad Commissioners.

Ordered: That the bridges referred to in the order of this Board dated February 7th, A. D. 1912, are hereby defined as bridges, the spans of which are not less than ten feet, measured at right angles to the abutments.

Dated at Augusta this 2nd day of January, A. D. 1913.

ELMER P. SPOFFORD,
FRANK KEIZER,
JOHN A. JONES,

Railroad Commissioners of Maine.

Petition and decision of the Board, in the matter of Preble & Robinson, asking for the establishment of temporary crossings with the tracks of the Maine Central Railroad Company at Moxie Gore.

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

Fred H. Preble and Walter E. Robinson both of Bingham in the county of Somerset and State of Maine respectfully represent as follows:

First: That they are co-partners in business and doing business in Somerset County aforesaid and have their principal place of business at said Bingham.

Second: That they are engaged in a lumbering operation on a part of that tract or parcel of land in Somerset County known

as Moxie Gore and being Number One, Range Five East of Kennebec River in Bingham's Kennebec Purchase. That in the course of said operation they are to cut, haul and deliver at the mill of Bingham Lumber Company the standing trees above referred to.

Third: That on said tract of land above described and on which they are conducting a lumbering operation as aforesaid are located the tracks and right of way of the Maine Central Railroad Company; that said tracks and right of way divide said tract of land on which said lumbering operation is being conducted into two parts.

Fourth: That the mill of said Bingham Lumber Company to which your petitioners are to draw the lumber so to be cut is situated upon one side of the track of said Maine Central Railroad Company and a large part of the timber so to be cut is now standing and growing on the side of said track opposite to the mill of said Bingham Lumber Company.

Fifth: That in prosecuting said operation and cutting and hauling said lumber as aforesaid to the mill of the Bingham Lumber Company, it is necessary for the accommodation of your petitioners in conducting said lumbering operations to cross the track of said Maine Central Railroad Company.

Sixth: That your petitioners believe that said lumbering operations will be best accommodated by having established two crossings, one immediately north of the mill of said Bingham Lumber Company and the other just south of Baker Brook, so called, in or near what is known as the George Collins Logging Road.

Wherefore your petitioners pray after due notice and hearing on this petition that your Honorable Board may direct said Maine Central Railroad Company to establish temporary crossings at or near the places above indicated or at such other place or places on the line of said Maine Central Railroad Company upon said tract of land on which said operation is being conducted as you shall deem expedient, to be kept open during such time each year as you may deem necessary during the years said operation shall be conducted and make such regulations for safety at such crossings so established as you may deem expedient or necessary and determine who shall bear the expense of establishing and maintaining such crossings and who shall fur-

nish and erect the signboards to be erected at such crossing and to take such further action as may be necessary under Chapter 22 of the Laws of Maine for the year 1909 to legally establish temporary crossings as provided for by said act for the accommodation of the operation above referred to.

Dated this second day of January, A. D. 1913.

PREBLE & ROBINSON,
FRED H. PREBLE,
WALTER E. ROBINSON.

On the foregoing petition,

Ordered: That the petitioner cause to be published a true copy of said petition and this order of notice thereon, attested by the clerk of this Board, three days successively in the Daily Kennebec Journal, a newspaper published at Augusta, in the county of Kennebec, the first publication in said paper to be at least five days before Wednesday, the 15th day of January, A. D. 1913, on which day the Board of Railroad Commissioners will be in session at their office at the State House in Augusta, Maine, at ten o'clock in the forenoon, when and where all parties interested may be heard thereon.

Notice of said time and place of hearing shall also be given to Mr. Morris McDonald, Vice President and General Manager of the Maine Central Railroad Company, Portland, Maine, by forwarding by mail, postage pre-paid, to him a copy of said petition and order, attested as aforesaid, five days at least before the date of said hearing.

ELMER P. SPOFFORD, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this eighth day of January, A. D. 1913.

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. A. K. Butler appeared for the petitioners.

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

This is a petition for the establishment and maintenance of temporary crossings for the purpose of accommodating lumbering operations of the petitioners on a tract of land known as Moxie Gore, in the county of Somerset.

The undersigned, Railroad Commissioners, after notice and hearing, hereby direct the Maine Central Railroad Company to establish and maintain and to keep open for and during the months of January, February and March of each year for a period of six years from this date, two such crossings for the use of said petitioners in the hauling of logs across the tracks of said railroad company,—one of said crossings to be located immediately north of the mill of the Bingham Lumber Company, and the other just south of Baker Brook, so-called, in or near what is known as the George Collins Logging Road, and as shown on plan hereto attached and by us approved.

The expense of establishing and maintaining said temporary crossings, within the limits of its location, shall be borne by the Maine Central Railroad Company.

In addition to the protection of said crossings required by law, said railroad company shall furnish a flagman at each of said crossings during the period of said lumbering operations as specified in this decree, and cause said crossings to be flagged at all times when trains are about to cross them. The flagman shall be under the direction of the railroad company, and the petitioners shall pay to said company such reasonable sums as may be expended by it for services of such flagmen.

Dated at Augusta, this sixteenth day of January, A. D. 1913.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

ATLANTIC SHORE RAILWAY.

STATE OF MAINE.

In Board of Railroad Commissioners.

CERTIFICATE OF SAFETY.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the track of the Atlantic Shore Railway on the changed location at Lock's Cove, (as per plan 73-P filed with and approved by the Board of Railroad Commissioners November 19, 1912), a distance of 1,741.37 feet, hereby certify that we found the same so constructed as to be safe for public travel.

Dated this 31st day of January, A. D. 1913.

ELMER P. SPOFFORD,
FRANK KEIZER,
JOHN A. JONES,

Board of Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of Charles Smith and fourteen others of West Franklin, asking for the establishment and maintenance of a flag station by the Maine Central Railroad Company at West Franklin.

To the Board of Railroad Commissioners, Augusta, Maine:

We the undersigned hereby petition and ask, that a flag station be established and maintained on the Washington County Railroad, near the western end of the railroad bridge extending across the Taunton Great Pond, so called, at West Franklin, and near the Charles Smith homestead, said location being about two and one-half miles west of Franklin station.

Names.

CHARLES SMITH,
and fourteen others.

Residence.

West Franklin, 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, attested by the clerk of this board, two weeks successively in the Ellsworth American, a newspaper published at Ellsworth, in the

county of Hancock, the last publication in said paper to be prior to Saturday, the first day of February, A. D. 1913, on which day the Board of Railroad Commissioners will be in session at Passenger Station of the Maine Central Railroad Company at Franklin, at 8 o'clock in the forenoon, when and where all parties interested may be heard thereon.

Notice of said time and place of hearing shall also be given to Mr. Morris McDonald, vice-president and general manager of the Maine Central Railroad Company, Portland, Maine, by forwarding by mail, postage prepaid, to him a copy of said petition and order, attested as aforesaid, fourteen days at least before the date of said hearing.

ELMER P. SPOFFORD, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 9th day of January, A. D. 1913.

The foregoing petition is hereby dismissed.

Per order of the Board.

GEO. F. GIDDINGS, *Clerk.*

February 14, 1913.

Petition and decision of the Board in the matter of the Portland, Gray & Lewiston Railroad Company, asking the Board to determine the manner and conditions by which said company may enter upon, connect with and use the tracks of the Portland Railroad Company in Portland.

STATE OF MAINE.

To the Honorable Board of Railroad Commissioners:

Portland, Gray & Lewiston Railroad Company respectfully represents:

That it is a corporation duly organized under the laws of the State of Maine, for the purpose of constructing, maintaining and operating by electricity a street railroad for public use for street traffic, for the conveyance of persons and property, in and through the cities of Portland and Westbrook, and the towns of Falmouth, Cumberland, Gray, New Gloucester, all in the county of Cumberland, and the cities of Auburn and

Lewiston, both in the county of Androscoggin; and that your Honorable Board has, upon proceedings taken in accordance with law, duly approved the location of your petitioner's said railroad from a point in the city of Auburn at the intersection of the Portland road, so called, with Minot Avenue; thence in the city of Auburn and through the towns of New Gloucester, Gray, Cumberland and Falmouth, and in the city of Portland to a point in said city of Portland at the intersection of Goodrich Avenue, so called, with Allen Avenue.

That Portland Railroad Company is a corporation duly incorporated under the laws of said state, and authorized to construct, maintain and operate by electricity a street railroad for public use in said city of Portland; that said Portland Railroad Company lawfully occupies by its street railroad certain streets, roads and ways in said city of Portland, and particularly the following, viz: Allen Avenue from the Maine Central Railroad Crossing to Forest Avenue,—Forest Avenue from Allen Avenue to Congress Street,—Congress Street from Forest Avenue to Elm Street,—through Monument Square from Congress Street to Elm Street,—Elm Street from Monument Square to Congress Street,—Preble Street from Congress Street to Portland Street, and Portland Street from Preble Street to Forest Avenue.

That the street railroad, and the equipment thereof, of said Portland Railroad Company has been leased to, and said street railroad is now operated by Cumberland County Power & Light Company, a corporation duly established under the laws of the State of Maine, under an indenture of lease from said Portland Railroad Company, dated February 1, 1912, recorded in Cumberland County Registry of Deeds, Book 688, pages 1 et seq.

That your petitioner, Portland, Gray & Lewiston Railroad Company, has constructed a terminal building and car barn for use in operating its railroad, at a convenient location upon Portland Street in said city of Portland, adjoining that portion of said street which is lawfully occupied as aforesaid by said Portland Railroad Company, and said Portland, Gray & Lewiston Railroad Company is lawfully operating its street railroad to a point at the intersection of Goodrich Avenue, so called, with Allen Avenue, to which the tracks of said Portland Railroad Company extend;

That to render reasonable and satisfactory service to the public, your petitioner should operate its passenger-cars and convey its passengers to the vicinity of Monument Square in said city of Portland, and should operate its freight and express cars to its said terminal building on said Portland street; that to enable it to render such service and to use said building on Portland Street as a terminal building and car barn, your petitioner desires to enter upon, connect with and use the tracks of said Portland Railroad Company; that the manner and extent of said use will be substantially as follows:

Your petitioner proposes, subject to the adjudication of your Honorable Board hereon, that its passenger cars entering the city of Portland shall enter upon the tracks of said Portland Railroad Company on Allen Avenue, from Goodrich Avenue, so called, between the Maine Central Railroad Crossing and Forest Avenue,—thence run on Allen Avenue to Forest Avenue,—thence on Forest Avenue to Congress Street,—thence easterly on Congress Street to Monument Square, and continue easterly through Monument Square to Elm Street,—thence northerly on Elm Street to Congress Street,—thence westerly on Congress Street to Preble Street,—thence northerly on Preble Street to Portland Street, and thence westerly on Portland Street to said terminal building and car barn; your petitioner further proposes, subject to the adjudication of your Honorable Board hereon, that its passenger cars leaving the city of Portland shall leave said terminal building and car barn and enter upon the tracks of said Portland Railroad Company on Portland Street,—thence run easterly on Portland Street to Preble Street,—thence southerly on Preble Street to Congress Street, and continue across Congress Street,—thence easterly through Monument Square to Elm Street,—thence northerly on Elm Street to Congress Street,—thence westerly on Congress Street to Preble Street,—thence northerly on Preble Street to Portland Street,—thence westerly on Portland Street to Forest Avenue,—thence on Forest Avenue to Allen Avenue, and thence on Allen Avenue to Goodrich Avenue, connecting with the tracks of your petitioner on Goodrich Avenue; that your petitioner further proposes, subject to the adjudication of your Honorable Board hereon, that its express and freight cars both entering and leaving Portland, shall run direct between the intersection of Goodrich Avenue

with Allen Avenue, and said terminal building and car barn, over Allen Avenue, Forest Avenue and Portland Street,—and in the opposite direction.

That your petitioner has been unable to agree with said Portland Railroad Company and said Cumberland County Power & Light Company as to the terms on which or the manner in which it may enter upon, connect with and use the tracks of said Portland Railroad Company.

Wherefore Portland, Gray & Lewiston Railroad Company makes this application to your Honorable Board, that after notice and hearing, you will determine on what terms and in what manner Portland, Gray & Lewiston Railroad Company may enter upon, connect with and use the tracks of said Portland Railroad Company, to the end that your petitioner may render reasonable and satisfactory service to the public, and may use its said building on Portland street as a terminal building and car barn.

Dated January 27, 1913.

Portland, Gray & Lewiston Railroad Company,
By W. S. LIBBEY, 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, attested by the Clerk of this Board, 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 14th day of February, A. D. 1913, on which day the Board of Railroad Commissioners will be in session at the County Commissioners Room at the Court House in Auburn, Maine, at 10.00 o'clock in the forenoon, when and where all parties interested may be heard thereon.

Notice of said time and place of hearing shall also be given to Oakley C. Curtis, Mayor, Portland, Maine; Harry B. Ivers, General Manager, Cumberland County Power & Light Co., Portland, Maine; and the Portland Railroad Company, Portland, Maine, by forwarding by mail, postage pre-paid, to them

a copy of said petition and order, attested as aforesaid, 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 January, A. D. 1913.

The foregoing petition is hereby dismissed.

Per order of the Board.

GEO. F. GIDDINGS, *Clerk.*

February 21, 1913.

Petition and decision of the Board in the matter of C. J. Murch and thirty others of Franklin, asking for the establishment and maintenance of a flag station by the Maine Central Railroad Company at Eastbrook Siding.

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

We the undersigned residents of North Franklin and Eastbrook do respectfully petition that a flag station be established at Eastbrook Siding on the Washington County branch of the Maine Central Railroad.

C. J. MURCH, Franklin, Maine, and thirty others.

The foregoing petition is hereby dismissed without prejudice.
Per order of the Board.

GEO. F. GIDDINGS, *Clerk.*

March 5, 1913.

Petition and decision of the Board in the matter of the Municipal Officers of North Berwick, asking for the erection and maintenance of gates, in lieu of automatic signals, at crossings with the tracks of the Boston & Maine Railroad on Wells Street and South Berwick Road.

STATE OF MAINE.

COUNTY OF YORK, ss.

To the Honorable Board of Railroad Commissioners of Maine:

GREETING:

The undersigned, Sumner E. Hammond, William I. Johnson, and Leland J. Nutter, the municipal officers of the town of

North Berwick in said County of York, deeming it necessary for public safety that gates should be erected across two public ways in said North Berwick, the first known as Wells Street leading from the home of Fred J. Lewis over Junkins Bridge towards Wells, and the second known as the South Berwick Road leading from the home of Frank W. Grant past the home of the late Isaac Varney to the home of Albert Estes, where said Wells street and said South Berwick Road are severally crossed at grade by the tracks of the Boston and Maine Railroad, and that a person should be appointed to open and close them, such crossings being dangerous, have on divers times, heretofore, in writing, made request of said Railroad for such gates and care and switch guards at said crossings, for the public safety, yet said Railroad has ever since neglected to comply with said request, and said railroad instead thereof, has erected at each of said crossings, automatic signals, which are inadequate, ineffective and insufficient to warn and protect the travelling public using said crossings.

Wherefore, as provided by statute, we hereby apply to you to decide upon the reasonableness of such request.

Dated at North Berwick this twentieth day of January, A. D. 1913.

SUMNER E. HAMMOND,

WILLIAM I. JOHNSON,

LELAND J. NUTTER,

Municipal Officers of North Berwick.

On the foregoing petition,

Ordered: That the petitioner cause to be published a true copy of said petition and this order of notice thereon, attested by the Clerk of this Board, three days successively in the Biddeford Daily Journal, a newspaper published at Biddeford, in the county of York, the first publication in said paper to be at least five days before Friday, the 7th day of February, A. D. 1913, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Boston & Maine Railroad at North Berwick, at 10.00 o'clock in the forenoon, when and where all parties interested may be heard thereon.

Notice of said time and place of hearing shall also be given to Charles S. Mellen, President of the Boston & Maine Railroad,

Boston, Mass., by forwarding by mail, postage prepaid, to him a copy of said petition and order, attested as aforesaid, 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 January, A. D. 1913.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Mr. E. P. Spinney appeared for the town of North Berwick.

Mr. Chas. S. Pierce appeared for the Boston & Maine Railroad.

The Municipal Officers of the town of North Berwick by their petition represent: That they deem it necessary for public safety that gates shall be erected across two public ways in said town, the one known as Wells Street and the other known as the South Berwick road; that they have made request in writing of the Boston & Maine Railroad for such erection, and said corporation has neglected and refused said request; whereupon the Board of Railroad Commissioners is asked to decide upon the reasonableness of such request.

After notice, hearing and view of the crossings in question the Board of Railroad Commissioners are of opinion that said request is reasonable and that public safety requires other and further protection of said crossings. We believe, however, that instead of the erection and maintenance of gates across said ways a better protection will be afforded by the maintenance of flagmen; and it is hereby

Ordered and decreed, that the Boston & Maine Railroad shall furnish and maintain a flagman at each of said crossings.

Dated at Augusta this 5th day of March, A. D. 1913.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of the Lewiston, Augusta & Waterville Street Railway, asking for the establishment of temporary grade crossings with the tracks of the Maine Central Railroad Company in Lewiston and Lisbon.

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

Respectfully represents the Lewiston, Augusta & Waterville Street Railway, a corporation established under the laws of the State of Maine, and having its principal place of business at Lewiston in the County of Androscoggin:

That it owns and operates a line of electric railway between Lewiston and Brunswick, passing through the City of Lewiston and the Town of Lisbon.

That it is about to replace the viaducts, carrying its tracks over the tracks of the Maine Central Railroad Company at the following places:

First at a point in the City of Lewiston, Androscoggin County, described in decree of the Railroad Commissioners of Maine dated November 29th, 1898.

Second at a point in the Town of Lisbon, Androscoggin County, described in decree of the Railroad Commissioners of Maine, dated June 28th, 1898.

That the reasonable safety and convenience of public travel requires a temporary grade crossing with the tracks of the Maine Central Railroad near the above described locations during the reconstruction of these bridges, a plan showing the construction of such proposed grade crossings being herewith attached.

Wherefor, the said Lewiston, Augusta & Waterville Street Railway prays your Honorable Board to approve such temporary grade crossings, and place such restrictions for safety on the traffic over said crossings as your Honorable Board may deem necessary.

Lewiston, Augusta & Waterville Street Railway,

By HARRY B. IVERS, General Manager.

Portland, Maine, March 6th, 1913.

Upon the foregoing petition,

Ordered: That a hearing be held on the said petition Thursday, March 13, A. D. 1913, at the office of the Board of Railroad Commissioners, State House, Augusta, at ten o'clock in the fore-

noon when and where all parties interested may be heard thereon.

Notice of said time and place of hearing shall also be given to Mr. Morris McDonald, Vice President and General Manager of the Maine Central Railroad Company, Portland, Maine, and to the Municipal Officers of the City of Lewiston and Town of Lisbon, by forwarding by mail, postage prepaid to them, a copy of said petition and order, attested as aforesaid, five days at least before the date of said hearing.

ELMER P. SPOFFORD, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 7th day of March, A. D. 1913.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice was given as ordered and the Board met at the time and place mentioned in said order and heard all parties interested.

Mr. Harry B. Ivers appeared for the petitioner.

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

After notice and hearing the Board of Railroad Commissioners hereby determines and decrees that temporary grade crossings of the tracks of the Maine Central Railroad Company by the tracks of the Lewiston, Augusta & Waterville Street Railway may be established and maintained for the purposes stated in said petition at the following places:

First. At a point in said City of Lewiston near to and easterly of the crossing described in the decree of this Board dated November 29, 1898.

Second. At a point in said Town of Lisbon near to and easterly of the crossing authorized by decree of this Board dated June 28, 1898.

Said crossings shall be constructed under the direction of the Maine Central Railroad Company and to the satisfaction of the Railroad Commissioners, and all expense thereof and of maintenance and removal of same shall be borne by said street railway.

The overhead trolley at each of said temporary crossings shall be at least 22 feet above the track of said railroad company, and said railroad company shall move such of its signal wires as shall interfere with said crossings as herein located and authorized.

Said street railway shall furnish and maintain a flagman at each of said crossings during all hours of the operation of its cars, and all cars before passing over either of said crossings shall come to a full stop at least thirty feet therefrom and not proceed over said crossing until signaled so to do by the car conductor while standing on said crossing.

It is further decreed that one of said grade crossings only shall be constructed or used at the same time and that said crossing shall be discontinued and removed before the other crossing provided for in this decree shall be constructed.

And it is also decreed that upon completion of the work of replacing the viaducts referred to in said petition, all rights of crossing authorized by this decree shall cease and said crossings shall be then wholly removed.

Dated at Augusta this 13th day of March, A. D. 1913.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

LEWISTON, AUGUSTA AND WATERVILLE ST. RY.

STATE OF MAINE.

In Board of Railroad Commissioners.

CERTIFICATE OF SAFETY.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the tracks of the Lewiston, Augusta and Waterville Street Railway at the temporary grade crossing with the tracks of the Maine Central Railroad Company in Lisbon, which crossing was approved by us in a decree dated March 13, A. D. 1913, hereby certify that we have found

the same so contracted as to be safe for public travel.

Dated at Augusta this 15th day of March, 1913.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of the Mattawamkeag and Northern Railway Company, asking for the revival of its corporate existence and powers.

To the Honorable Board of Railroad Commissioners:

Respectfully represent Frank J. Rich of Mattawamkeag, Isaac B. Wood of Bangor and Artemas 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, and on the petition of the Directors of the Mattawamkeag & Northern Railway Company under date of November twenty-second, 1909, the railroad commissioners after a duly advertised hearing, which hearing was held in Bangor at eleven o'clock in the forenoon Wednesday, the twenty-ninth day of December, A. D. 1909, the said Railroad Commissioners revived the corporate existence and powers of the said Mattawamkeag & Northern Railway Company for three years from May tenth, 1909.

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 agents have used all possible 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 the three years from the time the railroad commissioners revived the corporate existence and powers, in accordance with the statute in such case made and provided.

6. The company has in the meantime expended large sums of money on the enterprise, in surveys, maps, profiles, etc., 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, January 27, A. D. 1913.

ARTEMAS WEATHERBEE,
I. B. WOOD,
FRANK J. RICH,

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, attested by the Clerk of this Board, 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 26th day of February, A. D. 1913, on which day the Board of Railroad Commissioners will be in session at their office, State House, Augusta, Maine, at 10.00 o'clock in the forenoon, when and where all parties interested may be heard thereon.

Notice of said time and place of hearing shall also be given to County Commissioners of Penobscot County; and the Municipal Officers of the towns of Mattawamkeag, Medway and Millinocket by forwarding by registered mail, postage prepaid, to

them a copy of said petition and order, attested as aforesaid, five days at least before the date of said hearing.

ELMER P. SPOFFORD, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 14th day of February, A. D. 1913.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Mr. J. F. Gould appeared for the petitioners.

Mr. Harry R. Virgin appeared for the Bangor & Aroostook Railroad Company.

After notice and hearing, the Board of Railroad Commissioners, believing that said charter should be renewed, hereby revives the corporate existence and powers of the Mattawamkeag and Northern Railway Company for the term of three years from the time of the expiration of said charter, so that said corporation shall have and possess all the rights, powers and privileges, and be under the same duties and obligations pertaining to it at the time its corporate existence ceased.

Dated at Augusta, this 18th day of March, A. D. 1913.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of the Town of York, asking for the erection of a sidewalk on the easterly side of bridge over tracks of York Harbor & Beach Railroad near York Station.

To the Maine Board of Railroad Commissioners:

GENTLEMEN:—The undersigned respectfully represents that the overhead bridge crossing the York Harbor & Beach Railroad about seven hundred feet southwesterly from the York Harbor station in York is a dangerous place for pedestrians, particularly in the summer season. Therefore it is the desire of the inhabitants of the town of York, and public convenience and neces-

sity demand that a sidewalk be constructed on the easterly side of said bridge over the railroad location and the approaches thereto.

Said bridge, and approaches, is about eighteen feet wide between the railings. On the westerly side of said bridge is the bridge and track of the Atlantic Shore Line Railroad, and the only place where a sidewalk can be constructed over said railroad location and the approaches thereto is on the easterly side thereof.

Before such a sidewalk can be constructed it will be necessary that the approaches to said railroad location be widened on the easterly side. The town of York now maintains a sidewalk up to the approaches on both sides of said railroad. Said overhead bridge is a part of the main road leading from York Village to York Harbor and York Beach, which has been adopted by the State of Maine as the trunk line from Portsmouth, N. H., to Portland, Me.

Said York Harbor & Beach Railroad Company or the Boston & Maine Railroad, the operator and practical owner of said York Harbor & Beach Railroad, have expressed a willingness to construct the sidewalk over the location of said railroad but though requested by the municipal officers of said town more than sixty days prior to the date hereof, have neglected and refused to widen the approaches to said bridge in order that said town might extend a sidewalk to said railroad location.

Therefore in behalf of the inhabitants of said town your petitioner prays that your Honorable Board will view the premises and require said railroad or railroads to construct a sidewalk of proper width on said overhead bridge, and properly widen the approaches thereto on the easterly side thereof in order that said town may construct a sidewalk along said approaches and that said railroad or railroads be further required to construct and maintain a substantial railing on both sides of such sidewalk on said bridge and along the approaches thereto when constructed; and that your Honorable Board will make such further order as you may deem best in the premises.

Respectfully,

JOSIAH CHASE,

Town Agent for the Town of York.

York, Maine, July 25, 1912.

On the foregoing petition, ordered that the petitioner cause to be published a true copy of said petition and this order of notice thereon, attested by the Assistant Clerk of the Board, three days successively in the Biddeford Daily Journal, a newspaper published at Biddeford, in the county of York, the first publication in said paper to be at least five days before Wednesday, the 21st day of August, A. D. 1912, on which day the Board of Railroad Commissioners will be in session at the Passenger Station at York Harbor & Beach Railroad in York Harbor, Maine, at 3.30 o'clock in the afternoon, when and where all parties interested may be heard thereon.

Notice of said time and place of hearing shall also be given to Frank Barr, Vice President and General Manager of the York Harbor and Beach Railroad, by forwarding by mail, postage prepaid, to him a copy of said petition and order, attested as aforesaid, five days at least before the date of said hearing.

ELMER P. SPOFFORD, Chairman.

For the Board of Railroad Commissioners of Maine.

Dated this 7th day of August, A. D. 1912.

Dismissed for want of jurisdiction.

Per order of the Board,

GEO. F. GIDDINGS, *Clerk.*

March 19, 1913.

Petition and decision of the Board in the matter of Municipal Officers of South Berwick asking for the establishment of a gate at crossing of the tracks of the Boston and Maine Railroad.

To the Railroad Commissioners of Maine:

We, the undersigned municipal officers of the town of South Berwick, respectfully represent: That we deem it necessary for public safety that gates should be erected across the public highway leading from South Berwick Village to Salmon Falls, New Hampshire, at the place in said South Berwick where said Highway is crossed by the Conway Division of the Boston & Maine Railroad, and that persons should be appointed to open and

close such gates at all times between the hours of six in the forenoon and twelve at midnight of each day.

That on or about the 28th day of December, 1912, we in our said capacity requested in writing the Boston & Maine Railroad to erect gates across said public highway at the place aforesaid and to appoint persons to open and close such gates each day between the hours of six in the morning and twelve at midnight.

And that said Boston & Maine Railroad neglects and refuses to comply with our said request.

Therefore, we respectfully apply to you, the Railroad Commissioners of Maine, that you may, after due notice and hearing, decide upon the reasonableness of our said request and that you may order said Railroad to comply with our said request and for such other protection at said crossing as you may consider necessary for the public safety.

EDWARD LYNCH,
RUEL B. RIDEOUT,

Municipal Officers Town of South Berwick, Me.

On the foregoing petition,

Ordered: That the petitioner cause to be published a true copy of said petition and this order of notice thereon, attested by the Clerk of this Board, three days successively in the Portland Evening Express, a newspaper published at Portland, in the county of Cumberland, the first publication in said paper to be at least five days before Friday, the 21st day of March, A. D. 1913, on which day the Board of Railroad Commissioners will be in session at the Passenger Station of the Boston & Maine Railroad at South Berwick at 10.30 o'clock in the forenoon, when and where all parties interested may be heard thereon.

Notice of said time and place of hearing shall also be given to Mr. Charles S. Mellen, President of the Boston & Maine Railroad, Boston, Mass., by forwarding by mail, postage pre-paid, to him a copy of said petition and order, attested as aforesaid, five days at least before the date of said hearing.

ELMER P. SPOFFORD, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 14th day of March, A. D. 1913.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Mr. F. A. Hobbs appeared for the town of South Berwick.

Mr. Thornton Alexander appeared for the Boston & Maine Railroad.

After view and hearing and upon consideration of the evidence and the location of the crossing, it is the judgment of the Railroad Commissioners that the crossing described in said petition should be protected by a flagman,—and it is therefore hereby ordered and decreed that the Boston & Maine Railroad shall furnish and maintain a flagman at the crossing of the public way leading from South Berwick Village in the town of South Berwick, Maine, to Salmon Falls in the State of New Hampshire, by the tracks of the Conway Division of said Boston & Maine Railroad; and that it shall be the duty of said flagman to protect said crossing, by flagging, at all times between the hours of seven o'clock in the forenoon and eleven o'clock in the afternoon.

Dated at Augusta this 26th day of March, A. D. 1913.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

BANGOR RAILWAY & ELECTRIC COMPANY.

STATE OF MAINE.

In Board of Railroad Commissioners.

CERTIFICATE OF SAFETY.

To the Officers of the Bangor Railway and Electric Company:

The wooden bridge at Orono, over the Stillwater Branch, having been replaced with a steel structure, under the direction and to the satisfaction of the Board of Railroad Commissioners, we hereby certify that said bridge is now safe for the passage of the cars of your company.

Dated at Augusta, this 9th day of April, A. D. 1913.

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.

CERTIFICATE OF SAFETY.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the new steel viaduct, over the tracks of the Maine Central Railroad Company, on which the tracks of the Lewiston, Augusta & Waterville Street Railway are located, in the town of Lisbon at the crossing approved by the Board of Railroad Commissioners June 29, 1898, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this 12th day of April, A. D. 1913.

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.

CERTIFICATE OF SAFETY.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the tracks of the Lewiston, Augusta and Waterville Street Railway at the temporary grade crossing with the tracks of the Maine Central Railroad Company in Lewiston, which crossing was approved by us in a decree dated March 13, A. D. 1913, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta, this 14th day of April, 1913.

ELMER P. SPOFFORD,

JOHN A. JONES,

FRANK KEIZER,

Railroad Commissioners of Maine.

Petition and decision of the Board, in the matter of Atlantic Shore Railway, asking for the approval of a change of location at York Harbor.

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

Atlantic Shore Railway, a corporation organized under the general laws of the State of Maine, and having its location and place of business in Kennebunkport, in the County of York and the State of Maine, hereby petitions your Honorable Board for the approval of the extension of, addition to, and variation from the location, courses, distances and boundaries of that part of its railway located at York Harbor, in the town of York, formerly under the name of Portsmouth, Kittery & York Street Railway, which extension, addition and variation said railway proposed to make and build in said Town of York as follows:

A change of its location beginning near Simpson Lane, so called, in said York Harbor.

Beginning at station 447+50 in the location of the Maine State Highway, Kittery-Portland Trunk Line, and equaling as near

as may be to station 28+33.5 on plan of re-location granted by your Honorable Board on May 23, 1911, to the Atlantic Shore Railway thence swerving to the left by an $8^{\circ} 12'$ curve to station 448+00; thence swerving to the left by a $22^{\circ} 05'$ curve to station 448+50; thence swerving to the left by an $11^{\circ} 24'$ curve to station 449+00; thence swerving to the left by a $30^{\circ} 05'$ curve to station 449+50; thence swerving to the left by a $3^{\circ} 00'$ curve to station 450+00; thence swerving to the left by a $22^{\circ} 20'$ curve to station 450+50; thence swerving to the left by a $13^{\circ} 40'$ curve to station 451+00; thence swerving to the right by a $4^{\circ} 30'$ curve to station 452+00; thence by a tangent to last named curve to station 456+00; thence swerving to the left by a $12^{\circ} 00'$ curve to station 458+00; thence swerving to the left by an $8^{\circ} 00'$ curve to station 459+15; thence by a tangent to last named curve to station 459+55.7; thence swerving to the right by a $2^{\circ} 00'$ curve to station 460+73.3, there re-entering the present location of said railway. All the above is shown on a plan which accompanies this description.

Said line above described is the center line of said railway. The width of the location thereof, both of the main line and of the spur tracks on all streets, roads and ways will be five feet on each side of said center line.

Now, therefore, having complied with the provisions of the law in relation to the formation, extension, addition to and variation from, the location and construction of railways, and believing that public convenience requires the construction of the extension of, addition to and variation from the location of the aforesaid street railway, as aforesaid, having presented herewith maps of the proposed route on an appropriate scale with the written approval of the proposed route and location as to streets, roads and ways, of the municipal officers of the town in which said railway is to make its extension, addition and variation as aforesaid, and also a report and estimate thereof prepared by a skillful engineer, to wit, Edwin R. Keene, from actual survey; said corporation prays that your Honorable Board will, after notice and hearing, approve the extension of, addition to and variation of said railway herein described and authorize its construction and operation.

Dated at Kennebunkport this 22nd day of March, A. D. 1913.

Atlantic Shore Railway,

By ALLEN & WILLARD, 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, attested by the Clerk of this Board, 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 four days before Wednesday, the 2nd day of April, A. D. 1913, on which day the Board of Railroad Commissioners will be in session on the premises at the proposed change of location named in the foregoing petition at 11 o'clock in the forenoon, when and where all parties interested may be heard thereon.

Notice of said time and place of hearing shall also be given to Municipal Officers of the town of York by forwarding by mail, postage prepaid, to them, a copy of said petition and order, attested as aforesaid, four 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 March, A. D. 1913.

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.

Allen & Willard appeared for the petitioner.

No one appeared to oppose the petition.

This is a petition by the Atlantic Shore Railway for approval of change of location of its road at York Harbor in the town of York.

Having made an examination of said proposed change of location and after hearing, it appearing that public convenience requires the changes prayed for and that said changes in the location of said road as described in the foregoing petition and accompanying plan are necessary and expedient,

It is ordered and decreed that said changes be and the same are hereby approved.

Dated at Augusta this 21st day of April, A. D. 1913

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

ATLANTIC SHORE RAILWAY.

STATE OF MAINE.

In Board of Railroad Commissioners.

CERTIFICATE OF SAFETY.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the track of the Atlantic Shore Railway upon the changed location at York Harbor in the town of York, approved by the Board of Railroad Commissioners April 21st, A. D. 1913, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this 26th day of April, A. D. 1913.

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.

CERTIFICATE OF SAFETY.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the new steel viaduct, over the tracks of the Maine Central Railroad Company, on which the

tracks of the Lewiston, Augusta & Waterville Street Railway are located, in the city of Lewiston, at the crossing approved by the Board of Railroad Commissioners November 29th, 1898, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this 23rd day of May, A. D. 1913.

ELMER P. SPOFFORD,

FRANK KEIZER,

Railroad Commissioners of Maine.

Petition, decision of the Board and Certificate to Secretary of State, in the matter of Sandy River and Rangeley Lakes Railroad, asking for the approval to increase its capital stock to the amount of \$200,000 beyond that now fixed by law.

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

Respectfully represents the Sandy River and Rangeley Lakes Railroad for and on behalf of its Board of Directors, that said Railroad is a railroad corporation duly established, existing and exercising a franchise under the laws of said State; that it has a total authorized capital stock of three hundred thousand (300,000) dollars, divided into three thousand (3,000) shares of the par value of one hundred (100) dollars each, all of which is issued and outstanding; that said Railroad desires to increase its said capital stock for the purposes, (1) of rehabilitating the line of its branch railroad between Eustis Junction and Green's Farm and the Berlin Mills Branch Line, so called, approximately fifteen (15) miles, at an estimated cost of twenty-five thousand (25,000) dollars, (2) of building a new line of railroad between Green's Farm and Stratton, at an estimated cost of forty-five thousand (45,000) dollars, (3) of paying its floating debt to the amount of twenty-five thousand (25,000) dollars, (4) of purchasing new rolling stock equipment, at an estimated cost of forty thousand (40,000) dollars, (5) of making permanent improvements not named in section five (5) of chapter fifty-one (51) of the Revised Statutes, at an estimated cost of sixty-five thousand (65,000) dollars;

That at a legal meeting of the stockholders of said Sandy River and Rangeley Lakes Railroad, duly called for the purpose

and held at Portland on the 29th day of March, 1913, twenty-nine hundred and ninety-seven (2997) shares of the capital stock of said corporation being represented, and being a quorum thereof, an increase of said capital stock beyond the amount now fixed by law, by the addition thereto of new common stock, of the par value of two hundred thousand (200,000) dollars, being two thousand (2,000) shares, of the par value of one hundred (100) dollars each, was authorized for the purposes aforesaid, and the price at which said new shares shall be offered proportionally to the stockholders was determined as one hundred (100) dollars each, by a stock vote, twenty-nine hundred and ninety-seven (2997) shares, being the entire capital stock issued and outstanding, with the exception of three (3) shares, having voted in the affirmative and none in the negative; that a copy of the call for said meeting and of the vote above referred to will be submitted herewith.

And your petitioner further represents that the Board of Directors of said Sandy River and Rangeley Lakes Railroad, at a special meeting duly called therefor, at which a quorum of said directors was present, and held at Portland on the 4th day of April, 1913, by a unanimous vote duly passed, of which a copy is herewith submitted, in furtherance of the vote of the stockholders herein above set forth, authorized the President of said Sandy River and Rangeley Lakes Railroad, in the name of said corporation, for and on behalf of its Directors, under and by virtue of the authority of said vote of its stockholders and of said vote of its Directors, to petition your Honorable Board for your approval of such increase and your determination, conformably to law, that the amount of such increase of capital stock shall be two hundred thousand (200,000) dollars, being two thousand (2,000) shares of new common stock of the par value of one hundred (100) dollars each, beyond the amount now fixed by law, and your authorization of the issue of said new stock, conformably to law, for the purposes hereinbefore set forth.

Wherefore, your petitioner respectfully petitions your Honorable Board that, after notice and hearing, you will approve said increase of the capital stock of said corporation for the purposes hereinbefore set forth and determine the amount of said

increase as two hundred thousand (200,000) dollars, consisting of two thousand (2,000) shares of new common stock of said Sandy River and Rangeley Lakes Railroad, beyond the amount of its capital stock as now fixed by law, each share of the par value of one hundred (100) dollars, and all of the par value of two hundred thousand (200,000) dollars, as being an amount reasonably necessary and requisite for said purposes, the determination of said amount being based upon the price at which said stock is to be issued as fixed by the stockholders; and that your Honorable Board will approve and authorize the issuance of said amount of capital stock as follows: two hundred and fifty (250) shares, all of the par value of twenty-five thousand (25,000) dollars, for the purpose of rehabilitating the line of its branch railroad between Eustis Junction and Green's Farm and the Berlin Mills Branch line, so called, four hundred and fifty (450) shares, all of the par value of forty-five thousand (45,000) dollars, for the purpose of building a new line of railroad between Green's Farm and Stratton, two hundred and fifty (250) shares, all of the par value of twenty-five thousand (25,000) dollars, for the purpose of paying its floating debt, four hundred (400) shares, all of the par value of forty thousand (40,000) dollars for the purpose of purchasing new rolling stock equipment, and six hundred and fifty (650) shares, all of the par value of sixty-five thousand (65,000) dollars, for the purpose of making permanent improvements not named in section five (5) of chapter fifty-one (51) of the Revised Statutes, as reasonably necessary and requisite for each of the aforesaid purposes, the proceeds of said issue of stock to be used for each of the above named purposes to the amount specified and for no other purpose; and that your Honorable Board will take any and all further action in the premises which is required by law.

Dated at Portland, April 5th, 1913.

Sandy River and Rangeley Lakes Railroad,

By MORRIS McDONALD, President.

SETH M. CARTER, General Counsel.

On the foregoing petition,

Ordered: That the petitioner cause to be published a true copy of said petition and this order of notice thereon, attested by the Clerk of this Board, three days successively in the Port-

land Daily Press, a newspaper published at Portland, in the county of Cumberland, the first publication in said paper to be at least five days before Wednesday the 16th day of April, A. D. 1913, on which day the Board of Railroad Commissioners will be in session at the Lafayette Hotel in Portland, Maine, at 10.00 o'clock in the forenoon, when and where all parties interested may be heard thereon.

ELMER P. SPOFFORD, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 9th day of April, A. D. 1913.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

The matter was thence continued to this date for final hearing and determination.

Mr. Seth M. Carter appeared for the petitioner.

No one appeared to object to the further increase of stock as prayed for.

This is a petition by the Sandy River and Rangeley Lakes Railroad for and in behalf of its Board of Directors, for approval of increase of the capital stock of said corporation beyond the amount now fixed by law, by the addition thereto of new common stock of the par value of two hundred thousand dollars (\$200,000), for the purpose of rehabilitating the line of its branch railroad between Eustis Junction and Green's Farm and the Berlin Mills Branch Line, so called; of building a new line of railroad between Green's Farm and Stratton; of paying its floating debt, of purchasing new rolling stock equipment, and of making permanent improvements not named in Section 5 of Chapter 51 of the Revised Statutes.

And now after due notice as aforesaid, full hearing and mature consideration, we hereby approve the said increase of capital stock of said Sandy River and Rangeley Lakes Railroad as prayed for in the foregoing petition, for the purposes herein-

after specified, and we determine the amount of such increase as two hundred thousand dollars beyond the amount of the capital stock of said corporation as now fixed by law, as being an amount reasonably necessary and requisite for said purposes; our determination of the amount of such increase being based upon the price at which such stock is to be issued as fixed by the stockholders. We hereby approve and authorize the issue of said additional amount of capital stock, to wit, two hundred thousand dollars, for the purposes following, namely:

Two hundred fifty (250) shares all of the par value of twenty-five thousand dollars (\$25,000) for the purpose of rehabilitating the line of its branch railroad between Eustis Junction and Green's Farm and the Berlin Mills Branch Line, so called; four hundred fifty (450) shares, all of the par value of forty-five thousand dollars (\$45,000) for the purpose of building a new line of railroad between Green's Farm and Stratton; two hundred fifty (250) shares, all of the par value of twenty-five thousand dollars (\$25,000) for the purpose of paying its floating debt; four hundred (400) shares, all of the par value of forty thousand dollars, for purchasing new rolling stock equipment; and six hundred fifty (650) shares, all of the par value of sixty-five thousand dollars (\$65,000) for making permanent improvements thereon, as reasonably necessary and requisite for each of the aforesaid purposes.

And for the purpose of selling said stock if it shall become necessary under the provisions of section 21 of chapter 51 of the Revised Statutes, as amended, we hereby prescribe the Boston Globe and the Boston Post, both published at Boston in the Commonwealth of Massachusetts, and the Portland Press, published at Portland in the State of Maine, as daily newspapers in which notice shall be published of the time or times and the place of said sale in the manner provided by law.

We have this day filed in the office of the Secretary of State, as required by law, a certificate showing the amount of such increase of capital stock authorized and the purposes for which the proceeds of said new stock may be used.

Dated at Augusta this twenty-ninth day of May, A. D. 1913.

ELMER P. SPOFFORD,

FRANK KEIZER,

Railroad Commissioners of Maine.

STATE OF MAINE.

In Board of Railroad Commissioners.

To the Hon. Joseph E. Alexander, Secretary of State:

The Sandy River and Rangeley Lakes Railroad having petitioned the Board of Railroad Commissioners for approval of an increase of its capital stock, for the purpose of rehabilitating the line of its branch railroad between Eustis Junction and Green's Farm and the Berlin Mills Branch Line, so called; of building a new line of railroad between Green's Farm and Stratton; of paying its floating debt; of purchasing new rolling stock equipment, and of making permanent improvements; the undersigned, Railroad Commissioners of the State of Maine, hereby certify that after due notice and hearing, we have approved and do hereby approve and authorize an increase of capital stock of said Sandy River and Rangeley Lakes Railroad, to the amount of two thousand (2000) shares all of the par value of \$200,000, beyond the amount now fixed by law, the proceeds thereof to be applied only to the purposes herein specified, namely:

I. Two hundred fifty (250) shares all of the par value of twenty-five thousand dollars for the purpose of rehabilitating the line of its branch railroad between Eustis Junction and Green's Farm and the Barlin Mills Branch Line, so-called.

II. Four hundred fifty (450) shares, all of the par value of forty-five thousand dollars, for the purpose of building a new line of railroad between Green's Farm and Stratton.

III. Two hundred fifty (250) shares, all of the par value of twenty-five thousand dollars, for the purpose of paying its floating debt.

IV. Four hundred (400) shares, all of the par value of forty thousand dollars, for purchasing new rolling stock equipment.

V. Six hundred fifty (650) shares, all of the par value of sixty-five thousand dollars, for making permanent improvements thereon.

Dated this twenty-ninth day of May, A. D. 1913.

ELMER P. SPOFFORD,

FRANK KEIZER,

Railroad Commissioners of Maine

Petition and decision of the Board in the matter of Municipal Officers of Caribou, asking for the erection of gates at high-ways,—East Presque Isle Road and Aroostook River Bridge Hill,—crossing the tracks of the Canadian Pacific Railway.

To the Honorable Board of Railroad Commissioners of Maine:

The undersigned, O. H. Smith, S. E. Griffin, and Frank Bouchard, the municipal officers of the Town of Caribou, Maine, deeming it necessary for public safety that gates should be erected across the public ways in Caribou, known and named. East Presque Isle road crossing, and Aroostook River Bridge hill crossing, where they are severally crossed at grade by tracks of the Canadian Pacific Railroad, and that a person should be appointed to open and close them, such crossings being dangerous, did on November 9, 1912, in writing, make request of said Railroad Company for such gates at said crossings for the public safety, the receipt of which request said Railroad Company duly acknowledged but have ever since neglected to comply with said request.

Wherefore, as provided by statute, we hereby apply to you to decide upon the reasonableness of such request.

Dated at Caribou this seventh day of December, A. D. 1912.

O. H. SMITH,

S. E. GRIFFIN,

FRANK BOUCHARD,

Municipal Officers of Caribou.

On the foregoing petition,

Ordered: That the petitioner cause to be published a true copy of said petition and this order of notice thereon, attested by the Clerk of this Board, three days successively in the Daily Commercial, a newspaper published at Bangor, in the County of Penobscot, the first publication in said paper to be at least five days before Friday, the 17th day of January, A. D. 1913, on which day the Board of Railroad Commissioners will be in session at the Passenger Station of the Canadian Pacific Railway Company at Caribou, Maine, at 11.00 o'clock in the forenoon, when and where all parties interested may be heard thereon.

Notice of said time and place of hearing shall also be given to Mr. E. C. Ryder, Solicitor of Canadian Pacific Railway Com-

pany, Bangor, Maine, by forwarding by mail, postage pre-paid, to him a copy of said petition and order, attested as aforesaid, five days at least before the date of said hearing.

ELMER P. SPOFFORD, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 23rd day of December, A. D. 1912.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, hearing thereon was continued by consent of parties to May 28, 1913, at which time and at the place mentioned, in said order, the Board met and gave a hearing to all parties interested.

Mr. C. F. Small appeared for the petitioners.

Mr. E. C. Ryder appeared for the Canadian Pacific Railway Company.

This is a petition by the Municipal Officers of the Town of Caribou, Aroostook County, asking that the Board of Railroad Commissioners decide upon the reasonableness of the request which they allege was made by them in writing of the Canadian Pacific Railway Company to erect gates across East Presque Isle Road and Aroostook River Bridge Hill, so called, where said ways are crossed at grade by said railroad, and to appoint a person to open and close the same,—it being alleged in said petition that said Municipal Officers deem such erection of gates and appointment of gate tenders necessary for public safety and that said railway company neglects and refuses to comply with said request.

It is admitted that said request was made as alleged in the foregoing petition, and the question as to its reasonableness is before the Board of Railroad Commissioners for determination.

We do not think the Aroostook River Bridge Hill Crossing of such character, either in its location or by reason of the travel upon the highway, as to require protection at the present time, and we find and decide that it is unreasonable that said railway company be required to protect said crossing as requested.

We regard the East Presque Isle Road Crossing, however, as

more dangerous. The traffic and travel upon this highway are considerable and the crossing is so situated that moving trains cannot be seen by travelers upon the highway, especially trains approaching from the South, while travelers upon the highway are approaching from the East, until very near the crossing.

We find and decide therefore, that the last mentioned crossing should be protected, but we are of opinion that it should be by a flagman instead of by gates.

It is, therefore, hereby ordered and decreed that the Canadian Pacific Railway Company shall furnish and maintain a flagman at the crossing of said East Presque Isle Road by the tracks of said railroad, and that it shall be the duty of said flagman to protect said crossing by flagging.

Dated this tenth day of June, A. D. 1913.

ELMER P. SPOFFORD,

FRANK KEIZER,

Railroad Commissioners of Maine.

Petition and decision of the Board, in the matter of the Canadian Pacific Railway, asking for the approval of the establishment of automatic signals in lieu of flagman, at Bridge Street Crossing, Fort Fairfield.

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

The Canadian Pacific Railway Company, a corporation established under the laws of the Dominion of Canada, and located and having its principal place of business at Montreal, in the Province of Quebec and Dominion of Canada, lessee of, and operating the railway in the county of Aroostook, extending from the eastern boundary of the State of Maine to Presque Isle in said county, respectfully represents:

That the location of its railroad track through the town of Ft. Fairfield crosses at grade the highway known as Bridge street, in the Village of Fort Fairfield, in said town.

That heretofore said company has maintained, and is now maintaining at said crossing a flagman or watchman to warn travellers on said highway of approaching trains.

That it is desirous of discontinuing said flagman or watchman, and establishing in place thereof an automatic signal.

Wherefore your petitioner asks your Honorable Board to permit such change to be made and to approve an automatic signal to be installed and used in palce of the flagman or watchman.

Bangor, Maine, December 24, 1912.

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

On the foregoing petition,

Ordered: That the petitioner caused to be published a true copy of said petition and this order of notice thereon, attested by the Clerk of this Board, 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 Friday, the 17th day of January, A. D. 1913, on which day the Board of Railroad Commissioners will be in session at the Passenger Station of the Canadian Pacific Railway Company at Fort Fairfield, Maine, at 5.30 o'clock in the afternoon, when and where all parties interested may be heard thereon.

Notice of said time and place of hearing shall also be given to the Selectmen of the town of Fort Fairfield, by forwarding by mail, postage prepaid, to them a copy of said petition and order, attested as aforesaid, five days at least before the date of said hearing.

ELMER P. SPOFFORD, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this first day of January, A. D. 1913.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, hearing thereon was continued by consent of parties to May 28th, 1913, at which time and at the place mentioned in said order, the Board met and gave a hearing to all parties interested.

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

Mr. Nicholas Fessenden, Chairman Board of Selectmen, appeared for the town of Fort Fairfield.

A petition by the Canadian Pacific Railway Company asking that the protection of the grade crossing at Bridge Street in the Village of Fort Fairfield may be changed from that of a flagman to an automatic signal.

After notice and hearing, it is hereby ordered and decreed that the prayer of the petitioner be granted, and that the maintenance of a flagman at said crossing be discontinued, and in place thereof for the protection of said crossing, said railway company shall install and maintain an automatic signal.

And it is hereby further ordered that in approaching said crossing all trains shall be under complete control and shall not pass over said crossing until the engineer has knowledge that the said signal is in operation.

Dated at Augusta this tenth day of June, A. D. 1913.

ELMER P. SPOFFORD,

FRANK KEIZER,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of Municipal Officers of Caribou, asking for the erection of gates at high-ways,—Water and Limestone Streets,—crossing tracks of the Bangor and Aroostook Railroad Company.

To the Honorable Board of Railroad Commissioners of Maine:

The undersigned, O. H. Smith, S. E. Griffin and Frank Bouchard, the Municipal Officers of the Town of Caribou, Maine, deeming it necessary for public safety that gates should be erected across the public ways in Caribou, known and named, Water Street, and Limestone Street, where they are severally crossed at grade by the tracks of the Bangor and Aroostook Railroad, and that a person should be appointed to open and close them, such crossings being dangerous, did on November 9, 1912, in writing, make request of the said Railroad Company for such gates at said crossing for the public safety, the receipt of which request said Railroad Company duly acknowledged but have ever since neglected to comply with said request.

Wherefore, as provided by statute, we hereby apply to you to decide upon the reasonableness of such request.

Dated at Caribou this seventh day of December, A. D. 1912.

O. H. SMITH,

S. E. GRIFFIN,

FRANK BOUCHARD,

Municipal Officers of Caribou.

On the foregoing petition,

Ordered: That the petitioner cause to be published a true copy of said petition and this order of notice thereon, attested by the Clerk of this Board, three 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 Friday, the 17th day of January, A. D. 1913, on which day the Board of Railroad Commissioners will be in session at the Passenger Station of the Bangor and Aroostook Railroad Company at Caribou, Maine, at 10.30 o'clock in the forenoon, when and where all parties interested may be heard thereon.

Notice of said time and place of hearing shall also be given to Mr. Percy R. Todd, Vice President of the Bangor and Aroostook Railroad Company, Bangor, Maine, by forwarding by mail, postage prepaid, to him a copy of said petition and order, attested as aforesaid, five days at least before the date of said hearing.

ELMER P. SPOFFORD, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 23rd day of December, A. D. 1912.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition notice having been given as ordered, hearing thereon was continued by consent of parties to May 28, 1913, at which time and at the place mentioned in said order, the Board met and gave a hearing to all parties interested.

Mr. C. F. Small appeared for the petitioners.

Mr. L. C. Stearns appeared for the Bangor and Aroostook Railroad Company.

This is an application by the Municipal Officers of the Town of Caribou under the provisions of Section 71 of Chapter 51 of the Revised Statutes.

After view and hearing, it is the judgment of the Board of Railroad Commissioners that both crossings described in the foregoing petition should be protected.

A flagman is now stationed at the Water Street Crossing which we believe affords adequate protection for that crossing except that he should remain on duty until eleven o'clock in the evening.

We believe that the Limestone Street Crossing would be efficiently protected by the installation of an automatic signal.

And it is, therefore, hereby ordered and decreed that the crossing of Water Street in said town of Caribou by the tracks of the Bangor and Aroostook Railroad shall be protected by a flagman who shall be furnished and maintained by said railroad company, and whose duty it shall be to protect said crossing, by flagging, at all times between the hours of six o'clock in the forenoon and eleven o'clock in the afternoon.

And it is further ordered and decreed that said Bangor and Aroostook Railroad Company shall install and maintain an automatic signal at the place of the crossing of Limestone Street, so called, in said Caribou, by the tracks of said railroad.

Dated at Augusta, this tenth day of June, A. D. 1913.

ELMER P. SPOFFORD,

FRANK KEIZER,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of the Maine Central Railroad Company, asking for the approval of the location of a branch railroad track and crossing Lisbon Street, and the tracks of the Lewiston, Augusta and Waterville Street Railway, in Lewiston.

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

The Maine Central Railroad Company, a corporation established under the laws of the State of Maine, located and having its principal place of business at Portland in the County of Cumberland and State aforesaid, respectfully represents that it is desirous of locating, constructing and maintaining a branch railroad track in the City of Lewiston, in the County of Androscoggin and State aforesaid, extending from point in Lewiston Branch to Mills of the Lewiston Bleachery and Dye Works.

The location of said Branch Railroad Track is described as follows:—

The base line of said location commences at a point in the base line of location of the main track of the Maine Central Railroad

Company at Station 0, said Station being 895 feet southerly of the southerly end of the Bleachery Railroad Bridge, so called; thence northerly, by a curve to the right of 602.6 feet radius, a distance of 81.8 feet to Station 0+81.8; thence by a curve to the left of 602.6 feet radius, a distance of 81.8 feet to Station 1+63.6; thence by a tangent, north 19° 15' West, a distance of 456.4 feet to Station 6+20; thence by a curve to the right of 319.6 feet radius, a distance of 534.4 feet to Station 11+54.4; thence by a tangent, north 76° 56' east, a distance of 127.1 feet to Station 12+81.5; thence by a curve to the left of 383 feet radius, a distance of 130 feet to Station 14+11.5 and to the Easterly line of Lisbon Street, so called, crossing said street and the track of the Lewiston, Augusta and Waterville Street Railway.

The width covered by this location is 16 feet, being 8 feet wide on each side of the above described base line, all prior rights of the Maine Central Railroad Company in and to any portion of the land covered by said location being excepted.

The above described location crosses the highway or County road known as Lisbon Street and the railroad (electric) of the Lewiston, Augusta and Waterville Street Railway which said location, the highway and the railroad of the Lewiston, Augusta and Waterville Street Railway are shown on the plan submitted herewith dated April, 1913 and signed by B. T. Wheeler, Chief Engineer and Morris McDonald, Vice President and General Manager.

Wherefore the said Maine Central Railroad Company prays that your Honorable Board will approve said location, that it may locate, construct and maintain said branch railroad track under the direction of said Board as provided by law and that your Honorable Board will determine the manner and conditions by which said branch railroad track may cross the aforesaid highway and the aforesaid railroad of the Lewiston, Augusta and Waterville Street Railway.

Dated at Portland, Maine, April 9th, 1913.

Maine Central Railroad Company,

By MORRIS McDONALD,

Vice President and General Manager.

SETH M. CARTER, General Counsel.

On the foregoing petition,

Ordered: That the petitioner cause to be published a true copy of said petition and this order of notice thereon, attested by the Clerk of this Board, three days successively in the Lewiston Daily Sun, a newspaper published at Lewiston, in the county of Androscoggin, the first publication in said paper to be at least four days before Saturday, the 19th day of April, A. D. 1913, on which day the Board of Railroad Commissioners will be in session at The New DeWitt in Lewiston, Maine, at ten o'clock in the forenoon, when and where all parties interested may be heard thereon.

Notice of said time and place of hearing shall also be given to the Mayor of the City of Lewiston; the County Commissioners of Androscoggin County, and to Mr. H. B. Ivers, General Manager of the Lewiston, Augusta & Waterville Street Railway, Portland, Maine, by forwarding by mail, postage prepaid, to them a copy of said petition and order, attested as aforesaid, four days at least before the date of said hearing.

ELMER P. SPOFFORD, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 14th day of April, A. D. 1913.

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. M. Carter appeared for the petitioner.

Mr. W. H. Newell appeared for the Lewiston, Augusta and Waterville Street Railway.

The Board of Railroad Commissioners hereby approves the proposed location and construction of a branch railroad track in said city of Lewiston, extending from a point in Lewiston Branch, so called, to the mills of the Lewiston Bleachery and Dye Works, as described in the foregoing petition and shown on the plan accompanying the same; and we hereby decree that said branch track may cross said Lisbon Street and the location of

the Lewiston, Augusta and Waterville Street Railway at grade therewith; and said crossing shall be made and maintained by the Maine Central Railroad Company in such manner that the same shall be safe and convenient for public travel; and when in use by said railroad, said crossing shall be protected by a flag-man furnished and maintained by said company.

Dated at Augusta, this tenth day of June, A. D. 1913.

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of Maine Central Railroad Company, asking for the approval of a change of location and crossing Water Street, and the tracks of the Lewiston, Augusta & Waterville Street Railway in Augusta.

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

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

That it owns and operates a railroad running between the City of Portland in the County of Cumberland and the City of Waterville in the County of Kennebec, all in the State aforesaid, said railroad having been built between the City of Augusta, in the County of Kennebec and said Waterville under the provisions of Chapter 186 of the Private Laws of the State of Maine, approved August 10, 1848 and Chapter 5 of the said laws, approved February 5, 1853.

That your petitioner deems it necessary and expedient for the safe and convenient operation of its railroad to make a change in the location of its said railroad in the said City of Augusta, the said change being proposed for the purpose of improving the alignment, and for double tracking its railroad, including also the construction of a new double track bridge across the Kennebec River, so that the main track shall deviate

from its present and original location where the change is proposed.

The base line of said proposed changed location begins at a point in said base line at Station 11+84.53 situated about 64 feet northerly of the northerly line of Bridge Street at a point 13 feet westerly, at a right angle thereto, from Station 2+89 of the base line of location of the Maine Central Railroad Company, formerly the Somerset and Kennebec Railroad Company, as recorded in Book 12, Page 87, of the Records of the County Commissioners of Kennebec County; thence by a tangent north $35^{\circ} 10'$ East, a distance of 168 feet to Station 13+52.53; thence by a curve to the right of 955.37 feet radius, a distance of 763.98 feet to Station 21+16.51; thence by a tangent north $81^{\circ} 0'$ east, a distance of 613.81 feet to Station 27+30.32; thence by a curve to the left of 955.37 feet radius, a distance of 788.01 feet to Station 35+18.33; thence by a tangent north $33^{\circ} 39'$ east, a distance of 681.67 feet to Station 42, said Station 42 being in the centre of the present main track East of the Kennebec River and in the aforesaid base line of location of said Somerset and Kennebec Railroad Company.

The width covered by this location is bounded and described as follows:

On the left or westerly side by a line beginning in the westerly side line of the aforesaid location of the Somerset and Kennebec Railroad Company at a point opposite Station 11+84.53 of said changed location; thence northerly along said westerly side line of location of the Somerset and Kennebec Railroad Company to a point distant 23 feet westerly, measured at a right angle thereto, from the above described base line of changed location near Station 14+70; thence Northerly, parallel with and distant 23 feet westerly, at a right angle thereto, from said base line to the Northerly line of land of the Maine Central Railroad Company on the Easterly side of Water Street; thence easterly along said last mentioned line and said line extended into Kennebec river, to a point distant 33 feet northerly, at a right angle thereto, from said base line; thence easterly, by a line parallel with and distant 33 feet northerly, at a right angle, from said base line, to the northeasterly line of land of said Maine Central Railroad Company on the easterly side of the Kennebec river.

On the right or easterly side by a line beginning in the Easterly side line of the aforesaid location of said Somerset and Kennebec Railroad Company opposite Station 11+84.53 of said changed location; thence northerly along said easterly side line of location of said Somerset and Kennebec Railroad Company to a point distant 23 feet easterly, at a right angle thereto, from said base line of changed location, near Station 14; thence northerly, parallel with and distant 23 feet easterly, at a right angle thereto, from said base line of changed location to the southerly line of the aforesaid parcel of land of said Maine Central Railroad Company on the Easterly side of Water Street; thence easterly, by said last mentioned line to a point distant 33 feet easterly, at a right angle, from said base line; thence northerly by a line parallel with and distant 33 feet easterly, at a right angle thereto, from said base line to a point opposite Station 42.

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 in any way abandoning said rights or any part thereof.

The above described location crosses Water Street, a highway or county way, and the railroad (electric) of the Lewiston, Augusta & Waterville Street Railway.

Your petitioner files herewith a map or plan on an appropriate scale and profile of the line on the relative scales of profile paper in common use, dated March, 1913, entitled "Proposed Change in Location of Maine Central Railroad, across Kennebec River, in Augusta, Kennebec County, Maine" signed by B. T. Wheeler, Chief Engineer and Morris McDonald, Vice President and General Manager, showing the original location of the Somerset and Kennebec Railroad, now Maine Central Railroad, the new location required by said proposed change, the said highway and the said railroad of the Lewiston, Augusta & Waterville Street Railway.

Wherefore, your petitioner requests your Honorable Board to approve the said change in location to be made under the direction of your Honorable Board and also prays that your Honorable Board will determine the manner and conditions by

which said Railroad on said changed location may cross the aforesaid highway and the said railroad of the Lewiston, Augusta and Waterville Street Railway.

Dated at Portland, Maine, April 9th, 1913.

Maine Central Railroad Company,

By MORRIS McDONALD,

Vice President & General Manager.

SETH M. CARTER, General Counsel.

On the foregoing petition,

Ordered: That the petitioner cause to be published a true copy of said petition and this order of notice thereon, attested by the Clerk of this Board, three days successively in the Daily Kennebec Journal, a newspaper published at Augusta, in the county of Kennebec, the last publication in said paper to be at least fourteen days before Friday, the ninth day of May, A. D. 1913, on which day the Board of Railroad Commissioners will be in session at their office in the State House, Augusta, Maine, at ten o'clock in the forenoon, when and where all parties interested may be heard thereon.

Notice of said time and place of hearing shall also be given to the Mayor of the City of Augusta; the County Commissioners of Kennebec County, and to Mr. H. B. Ivers, General Manager of the Lewiston, Augusta & Waterville Street Railway, Portland, Maine, by forwarding by mail, postage prepaid, to them a copy of said petition and order, attested as aforesaid, fourteen days at least before the date of said hearing.

ELMER P. SPOFFORD, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 14th day of April, A. D. 1913.

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 fixed by said order and gave a hearing to all parties interested.

Mr. Seth M. Carter appeared for the petitioner.

Mr. Joseph Williamson appeared for the City of Augusta.

Petition by the Maine Central Railroad Company for approval of a change in the location of its railroad in the city of Augusta, said change being proposed for the purpose of improving the alignment and for double tracking said railroad, including also the construction of a new double track bridge across the Kennebec River, so that the main track shall deviate from its present and original location where said change is proposed.

The Board of Railroad Commissioners hereby approves said change in location and directs that the Maine Central Railroad Company may change its location as proposed in the foregoing petition, and shown upon the plan accompanying the same dated March, 1913, and marked "proposed change in location of Maine Central Railroad across Kennebec River, in Augusta, Kennebec County, Maine."

And we do further decree that the manner and conditions by which said railroad on said changed location may cross said Water Street and the location of the Lewiston, Augusta and Waterville Street Railway shall be as follows:

Said crossing shall be by double track, skew overhead bridge of two spans of steel plate girder construction, with solid floors, to be constructed and maintained by said Maine Central Railroad Company. The westerly end of said bridge shall rest on a granite abutment near the westerly line of Water Street, and the spans shall be supported by steel columns in sidewalk, one foot six inches from curb line to the center line of the column. The average length highway span to be about sixty-nine feet three inches, and there shall be a clear headroom between the surface of the wrought portion of said Water Street where the rails of said street railway are laid and said overhead bridge of not less than thirteen feet six inches. The easterly end of second span over sidewalk shall be supported by a masonry pier outside the limits of Water Street.

Dated at Augusta this tenth day of June, A. D. 1913.

ELMER P. SPOFFORD,

FRANK KEIZER,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of Portland Railroad Company, asking for authority to double track and cross at grade, on Forest Avenue, the tracks of the Portland Terminal Company.

Honorable Board of Railroad Commissioners, State of Maine, Augusta, Maine:

GENTLEMEN:—The Portland Railroad Company, a corporation existing under the laws of the State of Maine and having its principal office in the City of Portland, in the County of Cumberland in said State, respectfully represents:

That it owns and operates a section of single track on Forest Avenue in said Portland from a point near Martyr Street to a point near Kennebec Street, a distance of two hundred forty-six and sixty-five hundredths (246.65) feet more or less, said single track crossing the tracks of the Portland Terminal Company at two points, namely:

One single track crossing near Martyr Street, with a spur track siding to the Casco Tanning Company.

One single track crossing near Kennebec Street, with a double track steam railroad line between the Portland Union Station and the old Portland and Rochester Station.

That the reasonable accommodation of public travel requires double tracking the aforesaid section of single track, as shown upon the blue print herewith attached and made a part of this petition.

Wherefor your petitioner prays your Honorable Board to approve said double tracking and grade crossings with the Portland Terminal Company, and determine how such crossings shall be constructed and maintained, and how the expense thereof shall be borne.

Dated at Portland, Maine, this third day of April, 1913.

Portland Railroad Company,

By HARRY B. IVERS, General Manager.

On the foregoing petition,

Ordered: That the petitioner cause to be published a true copy of said petition and this order of notice thereon, attested by the Clerk of this Board, three days successively in the Portland Evening Express, a newspaper published at Portland, in the county of Cumberland, the first publication in said paper to be at least five days before Thursday the tenth day of April, A. D.

1913, on which day the Board of Railroad Commissioners will be in session at The LaFayette Hotel, in Portland, Maine, at ten o'clock in the forenoon, when and where all parties interested may be heard thereon.

Notice of said time and place of hearing shall also be given to Mr. Morris McDonald, President and General Manager, Portland Terminal Company, Portland, Maine, and to the Municipal Officers of the City of Portland, by forwarding by mail, postage prepaid, to them a copy of said petition and order, attested as aforesaid, five days at least before the date of said hearing.

ELMER P. SPOFFORD, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 4th day of April, A. D. 1913.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order and gave a hearing to all parties interested. The matter was thence continued to this date for determination.

Mr. Harry B. Ivers appeared for the petitioner.

Messrs. Symonds, Snow, Cook and Hutchinson appeared for the Portland Terminal Company.

The Board of Railroad Commissioners hereby grants the prayer of the petitioner and approves the double tracking of its railroad from a point near Martyr Street in said city of Portland to a point near Kennebec Street in said city, as described in the foregoing petition; and orders and decrees that the manner and conditions of crossing the tracks of the Portland Terminal Company by said tracks of the Portland Railroad Company shall be as follows:

Both said crossings shall be at grade, and said Portland railroad Company shall furnish and put in place at said crossings suitable and substantial crossing frogs under the direction of the Chief Engineer of said Portland Terminal Company, and said Terminal Company shall thereafter repair and renew the same when necessary; all to be done in a manner satisfactory to the Board of Railroad Commissioners.

Before entering upon the crossing near Kennebec street, each car of the Portland Railroad Company shall come to a full stop within one hundred feet of the rails of the Portland Terminal Company and shall not cross said Portland Terminal Company until the conductor and motorman of said car are both satisfied that said crossing is clear.

To govern the movement of cars and trains at said crossing near Kennebec Street, there shall be a signal mast with a red ball to be used by day and a red light to be used by night, and said ball signal shall be maintained by said Portland Terminal Company and shall be operated by a signal tender employed by and acting under the direction of said Terminal Company.

We hereby further decree that the expenses of the maintenance of the conditions of said crossings shall be borne as follows:

The Portland Railroad Company shall pay to the Portland Terminal Company the cost of repairing and renewing said crossing frogs, and shall also pay to said Terminal Company one-half of the reasonable expense of maintaining and operating said ball signal.

Nothing in this decree, however, shall be construed as authorizing the discontinuance of the gates which are now maintained at said Kennebec Street Crossing.

Dated at Augusta this eleventh day of June, A. D. 1913.

ELMER P. SPOFFORD,

FRANK KEIZER,

Railroad Commissioners of Maine.

Petition and decision of the Board, in the matter of the Portland and Rumford Falls Railway and the Maine Central Railroad Company, asking for approval of change of location and change of highway in Rumford Falls.

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

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

That the said Portland and Rumford Falls Railway owns a railroad running from Gilbertville in the Town of Canton to and into the Town of Rumford, all in the County of Oxford and State aforesaid and that the said Maine Central Railroad Company, as lessee, is operating said railroad.

That your petitioners deem it necessary and expedient for the safe and convenient operation of the railroad to make a change in the location of the said railroad in the said town of Rumford, the said change being proposed for the purposes of improving the alignment and gradients, so the main track shall deviate from its present and original location where the change is proposed.

The base line of said proposed change commences at point near Smith's Crossing, so called, in said Town of Rumford at Station 0 of said proposed changed location, said Station being thirteen (13) feet easterly from Station 703 of the base line of original location of the Portland and Rumford Falls Railway; running thence by a tangent, north $40^{\circ} 14'$ west, a distance of 2295 feet to Station $22+95$; thence by a curve to the right of 2864.93 feet radius, a distance of 563.3 feet to Station $28+58.3$ thence by a tangent north $28^{\circ} 58'$ west, a distance of 2376.4 feet to Station $52+34.7$, said Station $52+34.7$ being at Station $757+8.3$ of the said line of the original location of said Portland and Rumford Falls Railway.

The width covered by this location is as follows, viz: At Station 0, twenty-five (25) feet on the left or westerly side and thirty-three (33) feet on the right or easterly side of the above described base line; at Station 3, thirty-three (33) feet on each side of the said base line; from Station 3 to Station $46+54$, in the Northerly line of Railroad Street, thirty-three (33) feet on each side of said base line.

All prior rights of the Portland and Rumford Falls Railway in and to any of the land covered by this location are excepted.

The original location of the Portland and Rumford Falls Railway between Station 703 and Station $726+40$ is to be abandoned but the original location north of Station $726+40$ is to be retained.

Your petitioners further represent that the proposed change is not a substantial deviation from its track as originally built.

The above described location crosses highways or County roads in said town of Rumford as follows: River Road at Smith's crossing, Station 0; railroad Street, Station 46+38.

Your petitioners further represent that a crossing of either of said highways by the railroad, if constructed upon said changed location, would be dangerous to the public, including not only travellers on the railroad of your petitioners, but also travellers passing along said highways.

That it is not feasible to separate the grades of your petitioners' railroad and the highway at Smith's Crossing, Station 0, and that to facilitate said crossing the course of the said highway should be altered so that the said railroad should pass at the side thereof.

Your petitioners suggest that to facilitate said crossing the course of the said highway at Smith's Crossing be altered as follows, viz:

The easterly line of said suggested altered highway begins at a point in the easterly line of the highway as now located at Smith's Crossing, so called, ten (10) feet distant westerly, measured on line at right angles thereto, from the base line of said original location of the Portland and Rumford Falls Railway; running thence Northwesterly, along westerly line of proposed changed location of the Portland and Rumford Falls Railway, produced southerly, and along said westerly line of proposed changed location, about three hundred and seventy-five (375) feet to point sixteen and one-half ($16\frac{1}{2}$) feet distant, eastwardly, measured on line at right angles thereto, from base line of original location of the Portland and Rumford Falls Railway; thence northwardly, parallel with and sixteen and one-half ($16\frac{1}{2}$) feet distant, eastwardly, from said base line of original location, about eighteen hundred and sixty-five (1865) feet to an angle; thence northwesterly, by a straight line, about twelve hundred and five (1205) feet to a point in the division line between land of the Rumford Falls Power Company and the Portland and Rumford Falls Railway six hundred (600) feet northerly from the southwesterly corner of tract of land owned by the Portland and Rumford Falls Railway; thence northwesterly on said division line, about twelve hundred and ninety-five (1295) feet to an angle; thence northerly, across land

and track of the Passenger Station Branch of the Portland and Rumford Falls Railway, about one hundred and thirty-seven (137) feet to an angle in Railroad Street, so called, the location of Railroad Street being recorded in Volume 8, Page 465 of the records of the County Commissioners of said Oxford County.

The westerly line of said suggested altered highway is parallel with and forty (40) feet westerly from, measured at right angles thereto, the above described easterly line from the town way running westerly from the highway near Smith's Crossing to point of intersection of said westerly line with westerly line of original location of Portland and Rumford Falls Railway; thence following said westerly line of original location to point forty-nine and one-half ($49\frac{1}{2}$) feet westerly from, measured on line at right angles thereto, said above described easterly line; thence to Railroad Street forty-nine and one-half ($49\frac{1}{2}$) feet westerly, from, measured on line at right angles thereto, said above described easterly line.

The land which would be taken for said suggested altered highway is owned and described as follows:

C. F. Smith of said Town of Rumford.

Beginning at the intersection of the westerly line of highway or County road called River Road and the northerly line of the Town way near said Smith's Crossing; running thence westerly, along said northerly line of the Town Way ten (10) feet, more or less, to the westerly side of location of said suggested altered highway; thence northerly, along said westerly side of location of said suggested altered highway, two hundred and ten (210) feet to westerly line of original location of the Portland and Rumford Falls Railway; thence southerly, along said westerly line of original location of Portland and Rumford Falls Railway, one hundred and ninety-five (195) feet to the said westerly side of highway; thence along said westerly side of highway to the place of beginning, containing about one-twentieth ($\frac{1}{20}$) of an acre.

The Rumford Falls Power Company and the Portland and Rumford Falls Railway will permit the suggested altered highway to be located and constructed without payment for land taken.

The suggested altered highway location crosses at its northerly

end the Passenger Station Branch railroad of the Portland and Rumford Falls Railway upon which no regular trains are to be operated after the railroad on proposed changed location shall have been built.

It is suggested that the crossing of Railroad Street be made by an overhead bridge with earth embankment approaches.

Your petitioners file herewith a map or plan on an appropriate scale and profile on relative scales of profile paper in common use dated April, 1913, signed by Morris McDonald, Vice President and General Manager of Maine Central Railroad Company and B. T. Wheeler, Chief Engineer of said Maine Central Railroad Company showing the said original location of Portland and Rumford Falls Railway, the new location covered by said proposed change, the said highways and the said suggested location for the altered highway.

Wherefore your petitioners request your Honorable Board to approve the said change in location of said railroad to be made under the directions of your Honorable Board; to alter the course of said highway called River Road so that the said railroad may pass at the side thereof and for such purposes to take such land as may be necessary and to award damages therefor in accordance to the provisions of Section 66 or Chapter 51 of the Revised Statutes of Maine; to cause so much of said highway called River Road as now lies between the westerly line of proposed changed location of the Portland and Rumford Falls Railway and Railroad Street to be discontinued when highway on said suggested altered location shall have been built.

Your petitioners also pray your Honorable Board to determine the manner and conditions by which said railroad on said changed location may cross the aforesaid highways and the manner and conditions by which said highway on said suggested altered location may cross said Passenger Station Branch railroad and how the expenses shall be borne.

Dated at Portland, Maine, April 29th, 1913.

Portland and Rumford Falls Railway,
By GEORGE D. BISBEE.
Maine Central Railroad Company,
By MORRIS McDONALD,
Vice President & General Manager.

SETH M. CARTER, 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 attested by the Clerk of this Board, three days successively in the Lewiston Daily Sun, a newspaper published at Lewiston, in the county of Androscoggin, the first publication in said paper to be at least fourteen days before Tuesday the 27th day of May, A. D. 1913, on which day the Board of Railroad Commissioners will be in session at the office of the Rumford Falls Power Company in Rumford Falls at 11.45 o'clock in the forenoon, when and where all parties interested may be heard thereon.

Notice of said time and place of hearing shall also be given to County Commissioners of Oxford County and to the Municipal officers of the town of Rumford by forwarding by mail, postage prepaid, to them a copy of said petition and order, attested as aforesaid, fourteen days at least before the date of said hearing.

ELMER P. SPOFFORD, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 9th day of May A. D. 1913.

STATE OF MAINE.

In Board of Railroad Commissioners.

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

Mr. George D. Bisbee and Mr. Seth M. Carter appeared for the petitioners.

Mr. H. D. Hammond, Chairman, Board of County Commissioners, appeared for the County of Oxford.

Mr. H. H. Hutchins, Chairman, Board of Selectmen, appeared, for the town of Rumford.

This is a petition by the Portland and Rumford Falls Railway, owner, and the Maine Central Railroad Company, lessee and operator, of a railroad running from a point in the town of Canton to and into the town of Rumford, in which it is represented that the petitioners deem it necessary and expedient for the safe and convenient operation of said railroad that a change be made in its location in the town of Rumford for the purpose

of improving its alignment and grades, and to eliminate a present grade crossing of the tracks of said railroad by the highway known as River Road at Smith's Crossing, so called.

The Board of Railroad Commissioners hereby authorizes and directs that the location of said railroad in said town of Rumford may be changed as prayed for in the foregoing petition; that said railroad may be constructed on said changed location, and that land therefor, as described in said petition, may be taken for said purpose.

We also determine and decree that the course of said highway called River Road be altered to permit said railroad to pass at the side thereof, the changed course of said highway to be as particularly described in the foregoing petition, which said description is expressly referred to and made a part of this decree. Land may be taken for the above described way, and we award C. F. Smith, an owner of land over and through which said changed way is laid, damages in the sum of two hundred dollars, to be paid to him by the county of Oxford when said land shall be entered upon for the construction of said way. When the highway on said altered location shall have been built, so much thereof as now lies between the westerly line of said changed location of the Portland and Rumford Falls Railway and Railroad Street shall be discontinued.

It is hereby further ordered and decreed that the aforesaid highway on its altered location shall cross the tracks of the Passenger Station Branch railroad of the Portland and Rumford Falls Railway at grade therewith, and that the main line of said railway on its changed location shall pass under Railroad street, so-called. The approaches to the bridge which shall carry said Railroad street over said railroad location shall be earth embankments, and the grade of said approaches shall be as follows: Easterly, not to exceed 6.2%; westerly not to exceed 5%. Both said crossings within the limits of said railway's location, shall be constructed and maintained by the petitioners in such manner as to be safe and convenient for travelers on said ways, and all the work shall be done to the approval and satisfaction of the Railroad Commissioners.

Dated at Augusta this twenty-sixth day of June, A. D. 1913.

ELMER P. SPOFFORD,

FRANK KEIZER,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of Selectmen of Oakland, asking for the approval of a highway crossing the tracks of the Maine Central Railroad Company near Schmick Handle and Lumber Company. Appeal of said Municipal Officers was filed July 19.

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

Respectfully represents, H. W. Greeley, B. J. Libby and E. A. Richardson, Selectmen of the Town of Oakland, in the County of Kennebec, that on the first day of April, 1913, as the municipal officers of the said town of Oakland, they legally laid out a town way in said town, described as follows, viz:

Beginning at a point in the northwesterly line of Fairfield road seventy-five (75) feet easterly from the center of a stone post at the southwesterly corner of land of George T. Johnston, thence N. 40° 42' W. eight hundred nine and five-tenths (809.5) feet to the southeasterly side of the right of way of the Maine Central Railroad Company, thence continuing the same course through and under the track of the said Maine Central Railroad eighty-two and five-tenths (82.5) feet to the northwesterly side of the Maine Central Railroad Company's right of way and to the land of the Schmick Handle and Lumber Company; said line to be the westerly line of a three rods way.

That on the thirty-first day of May 1913, said town way as above described, was accepted by said town of Oakland, at a legally called and duly notified meeting of the inhabitants of said town.

Wherefore your petitioners pray, that your Honorable Board will, after due notice to all parties interested, determine whether said town way shall be permitted to cross the tracks of the Maine Central Railroad Company at the grade therewith or pass under the same, also the manner and condition of crossing the same; and how the expense of building and maintaining so much thereof as is within the limits of said Maine Central Railroad Company shall be borne, also to apportion said expense between the said Maine Central Railroad Company and said town of Oakland.

Dated at Oakland, June 2nd, 1913.

H. W. GREELEY,
B. J. LIBBY,
E. A. RICHARDSON,
Selectmen of Oakland.

On the foregoing petition,

Ordered: That the petitioner cause to be published a true copy of said petition and this order of notice thereon, attested by the Clerk of this Board, 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 Tuesday, the 17th day of June, A. D. 1913, on which day the Board of Railroad Commissioners will be in session at the Passenger Station of the Maine Central Railroad Company at Oakland, at 9.40 o'clock in the forenoon, when and where all parties interested may be heard thereon.

Notice of said time and place of hearing shall also be given to Mr. Morris McDonald, Vice President and General Manager of the Maine Central Railroad Company, Portland, Maine, by forwarding by mail, postage prepaid, to him, a copy of said petition and order, attested as aforesaid, five days at least before the date of said hearing.

ELMER P. SPOFFORD, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 11th day of June, A. D. 1913.

STATE OF MAINE.

In Board of Railroad Commissioners.

The Board of Railroad Commissioners, met at the time and place mentioned in the foregoing order, and it appearing that notice on said petition had been published and served as ordered, a hearing thereon was given to all parties interested.

Mr. H. L. Hunton appeared for the petitioners.

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

A town way, as described in the foregoing petition, crossing the location of the Maine Central Railroad Company, has been duly laid out in the town of Oakland and accepted by said town at a legally called and duly notified meeting of the inhabitants thereof, and the Board of Railroad Commissioners is to determine, in these proceedings, the manner and conditions of such crossing and how the expense of building and maintaining so much thereof as is within the limits of said railroad shall be borne.

After view of the locus, and having heard the parties and considered the evidence submitted, we hereby determine and decree as follows:

The town way across said railroad location shall be constructed by a cut under the railroad of twenty-five feet width in the clear between abutments, measured at right angles thereto, and be of sufficient depth so that there shall be a clear head-room between the surface of the wrought portion of said way and the overhead bridge of not less than twelve feet.

The overhead bridge shall be built in accordance with plan No. 33-0 on file in this office and this day by us approved, and all work shall be done to the satisfaction of the Railroad Commissioners. Said bridge and abutments and such other portion of said town way as is within the limits of the Maine Central Railroad shall be built by said railroad company as soon as practicable after the filing of this decree, and thereafter shall be maintained by it.

We have considered carefully the question of apportionment of the expense of building said bridge and abutments and so much of said way as is within the limits of said railroad. The northerly terminus of the new way is in the northerly side-line of said railroad location at land of the Schmick Handle and Lumber Company. It connects at that point with no other public way, and is laid for the purpose only of providing ingress to and egress from said lumber company's plant.

It is the judgment of the Commissioners that such expense would be fairly and justly borne by being apportioned equally between said railroad company and said town.

We, therefore, hereby further determine and decree that the expense of building said bridge and abutments and that portion of said town way within the limits of said Maine Central Railroad shall be apportioned between said railroad company and said town of Oakland, and said town shall bear one-half thereof; but the portion of such expense to be borne by said town shall in no event exceed the sum of twenty-seven hundred fifty dollars, (\$2750).

Dated at Augusta, this first day of July, A. D. 1913.

ELMER P. SPOFFORD,

FRANK KEIZER,

Railroad Commissioners of Maine.

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

Respectfully represents H. W. Greely, B. J. Libby, and E. A. Richardson, Selectmen of the Town of Oakland, in the County of Kennebec, that they are aggrieved by your Honorable Board's decree made in the matter of a town way crossing the tracks of the Maine Central Railroad Company at or near the manufacturing plant of the Schmick Handle and Lumber Company in Oakland aforesaid as fully appears by your Honorable Board's decree, a copy of which is hereto annexed.

Wherefore we hereby appeal therefrom to the Supreme Judicial Court, to be holden at Augusta within and for our said County of Kennebec on the second Tuesday of October, A. D. 1913, and allege the following reasons of appeal, viz:

That the expense of building said bridge and abutments, and that portion of said town way within the limits of said Maine Central railroad, is not fairly and justly apportioned between said town of Oakland and the Maine Central Railroad Company by the terms of the decree aforesaid.

Dated July 18th, 1913.

H. W. GREELEY,
B. J. LIBBY,
E. A. RICHARDSON,
Selectmen of Oakland.

Municipal Officers of Brownville, asking for the establishment of gates at highway crossing tracks of Canadian Pacific Railway at Brownville Junction.

To the Honorable Railroad Commissioners of the State of Maine:

Respectfully represent we, W. A. Crozier, E. G. Ryder, and L. F. Johnson, the Municipal Officers of the Town of Brownville, that we have made a request in writing to the Canadian Pacific Railway Company, a corporation existing by law, and possessing and operating a line of railroad through the State of Maine, passing through the village of Brownville Junction, in the town of Brownville, in the county of Piscataquis, that we deem it necessary for public safety that gates should be erected across the way where said way crosses the Canadian Pacific Railway Company's railroad tracks in the village of Brownville Junction, and that a

person should be appointed to open and close said gates; and that the said Canadian Pacific Railway Company has neglected and refused to grant the aforesaid mentioned request.

Whereupon, we, W. A. Crozier, E. G. Ryder and L. F. Johnson, the Municipal Officers of the said Town of Brownville, pray and apply to your Honorable Board, after notice and hearing, to decide upon the reasonableness of the aforesaid mentioned request.

W. A. CROZIER,
E. G. RYDER,
L. F. JOHNSON,

Municipal Officers of the Town of Brownville.

The foregoing petition was withdrawn by the petitioners.

GEO. F. GIDDINGS, Clerk,

Board of Railroad Commissioners of Maine.

July 18, 1913.

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 extension of the Aroostook Valley Railroad Company from Carson to Caribou, commencing at Carson at a stake marked 215 plus 67.5, which point is in lot No. 137 in the town of Woodland, and the terminus in the town of Caribou to a stake marked 1 plus 05.4, said stake being on lot commonly known as the Cobb lot 8, in the village of Caribou, a distance of 7.13 miles, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta, Maine, August 8th, A. D. 1913.

ELMER P. SPOFFORD,
FRANK KEIZER,
JOHN A. JONES,

Railroad Commissioners of Maine.

Petition, and decision of the Board in the matter of Bangor Railway and Electric Company, asking for the determination of the manner and conditions of crossing spur track of the Maine Central Railroad Company in Brewer.

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

Respectfully represents the Bangor Railway & Electric Company, a corporation duly existing under the laws of the State of Maine and owning and operating a street railway in the city of Brewer, in said State, that it has obtained and duly filed a location in accordance with the law, and is about to lay tracks and construct a line of railway from the present terminus of its railway tracks in said city of Brewer to the location of its tracks upon the Bangor-Brewer bridge, so called, extending across the Penobscot river between the said city of Brewer and the said city of Bangor, and that in so doing its tracks will necessarily be constructed across a spur track of the railroad now owned and operated by the Maine Central Railroad Company.

The precise points of said crossing will more fully appear by reference to a plan of the location of said street railway company, already on file, a copy of which plan is hereto annexed and made part of this petition.

Wherefore your petitioner asks that your Honorable Board may determine the manner and condition of the construction and maintenance of said crossing and the apportionment of the expenses in connection therewith, as provided by law.

Dated at Bangor this fourteenth day of July, A. D. 1913.

Bangor Railway & Electric Company,

By E. C. RYDER, Its Attorney.

On the foregoing petition,

Ordered: That the petitioner cause to be published a true copy of said petition and this order of notice thereon, attested by the Clerk of this Board, three days successively in the Daily News, a newspaper published at Bangor, in the county of Penobscot, the first publication in said paper to be at least five days before Thursday, the 31st day of July, A. D. 1913, on which day the Board of Railroad Commissioners will be in session at the Bangor House in Bangor, Maine, at 11.00 o'clock in the forenoon,

when and where all parties interested may be heard thereon.

Notice of said time and place of hearing shall also be given to Mr. Geo. S. Hobbs, General Manager of the Maine Central Railroad Company, Portland, Maine, and to the Municipal Officers of the City of Brewer, by forwarding by mail, postage prepaid, to them a copy of said petition and order, attested as aforesaid, five days at least before the date of said hearing.

ELMER P. SPOFFORD, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 18th day of July, A. D. 1913.

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 hearing thereon was continued to August 6, 1913, at eleven o'clock in the forenoon, at the Bangor House in said Bangor; when and where the Commissioners again met and gave a hearing to all parties interested.

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

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

Mr. C. J. Hutchings, Solicitor, appeared for the city of Brewer.

And now, after hearing, the Railroad Commissioners determine and order that the manner and conditions of the construction and maintenance of said crossing shall be as follows:

The Bangor Railway and Electric Company shall furnish suitable and substantial crossing frogs which shall be laid under the direction of the Chief Engineer of the Maine Central Railroad Company, and said crossing shall be hereafter maintained by said Maine Central Railroad Company.

The whole expense of said crossing frogs and of laying the same, and of the maintenance of said crossing shall be borne by said Bangor Railway & Electric Company.

Dated at Augusta this 11th day of August, A. D. 1913.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

MAINE CENTRAL RAILROAD COMPANY.

STATE OF MAINE.

In Board of Railroad Commissioners.

CERTIFICATE OF SAFETY.

We, the undersigned, Board of Railroad Commissioners having made a careful inspection of the tracks of the Maine Central Railroad Company on the changed location in the town of New Gloucester (as per location filed with and approved by the Railroad Commissioners July 1, 1912) beginning at a point four-tenths of a mile east of Rowe's Station and extending to a point one and six-tenths miles easterly of Rowe's Station, a distance of one and two-tenths miles, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this 30th day of August, 1913.

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 Portland, asking for the approval of a highway across the tracks of the Portland Terminal Company near Deering's Oaks.

To the Railroad Commissioners of the State of Maine:

The Municipal Officers of the City of Portland, Maine, respectfully petition that said City of Portland be granted permission to lay out a street across the tracks of the Portland Terminal Company in the rear of Deering's Oaks.

OAKLEY C. CURTIS, *Mayor.*

W. F. BIRNIE,

HENRY T. SCULLY,

FRANK J. MITCHELL,

PATRICK H. CONNOLLY,

ARTHUR W. JORDAN,

RICHARD R. SCHONLAND,

CARROLL S. CHAPLIN,

G. H. VAIL,

GUY H. STURGIS,

Municipal Officers of the City of Portland, Maine.

Portland, Maine, June 2, 1913.

Petition withdrawn. Per order of the Board.

GEO. F. GIDDINGS, Clerk.

Board of Railroad Commissioners of Maine.

September 13, 1913.

Petition and decision of the Board in the matter of the Maine Central Railroad Company, asking for the approval of the location of a branch railroad track and crossing Water Street, in Orono.

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 is desirous of locating, constructing and maintaining a branch railroad track in the Town of Orono in the County of Penobscot in said State from Stillwater Branch of its railroad to "Cutting up Mill" of the International Paper Company.

The location of said Branch Railroad Track is described as follows:

The base line of said location commences in the centre line of main track of Stillwater Branch at point seventy-eight (78) feet southwesterly, measured along said centre line, from the westerly line of Water Street; running thence northeasterly, on a curve to the left, seventy-seven (77) feet to a point in the said westerly line four and seventy-one hundredths (4.71) feet southeasterly from, measured on line at right angles thereto, the said centre line, being at Station 0+77; thence on a tangent North 42° 30' west, sixty-eight and one-tenth (68.1) feet to Station 1+45.1; thence on a curve to the right of 7° 04', being with radius of eight hundred eleven and three-tenths (811.3) feet, one hundred seventy and six-tenths (170.6) feet to Station 3+15.7.

This location is to cover a width of twelve (12) feet being six (6) feet on each side of above described base line from Station 0+77 to Station 3+15.7, subject however to prior rights of any previous location of railroad.

The above described location crosses a street called Water Street which said location and the said street are shown on the McDonald, President, and B. T. Wheeler, Chief Engineer.

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

Dated at Portland, Maine, September 10, 1913.

Maine Central Railroad Company,

By MORRIS McDONALD, President.

SETH M. CARTER, 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, attested by the Clerk of this Board, 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 2nd day of October, A. D. 1913, on which day the Board of Railroad Commissioners will be in session at the Passenger Station of the Maine Central Railroad Company at Orono, Maine, at 9.00 o'clock in the forenoon, when and where all parties interested may be heard thereon.

Notice of said time and place of hearing shall also be given to the Municipal Officers of the town of Orono, by forwarding by mail, postage prepaid, to them, a copy of said petition and order, attested as aforesaid, five days at least before the date of said hearing.

ELMER P. SPOFFORD, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 15th day of September, A. D. 1913.

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. M. Carter appeared for the petitioner.

Mr. A. E. Rogers, Chairman, Board of Selectmen, appeared for the town of Orono.

The undersigned, Railroad Commissioners of the State of Maine, hereby approve the proposed location and construction of a branch railroad track in said town of Orono, extending from the Stillwater branch of the Maine Central Railroad to Cutting up Mill, so-called, of the International Paper Company, as described in the foregoing petition and shown on the plan accompanying the same; and we hereby decree that said branch track may cross Water Street in said town at grade therewith, and said crossing and the approaches thereto shall be made and maintained by said railroad company in such manner that the same shall be safe and convenient for public travel.

Suitable provision shall be made for surface drainage.

Dated at Augusta this fourth day of October, A. D. 1913.

ELMER P. SPOFFORD,
FRANK KEIZER,
JOHN A. JONES,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of Rockland, South Thomaston and St. George Railway, asking for the approval of a change of location near Crescent Beach.

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

The Rockland, South Thomaston and St. George Railway respectfully represents that it is a corporation duly organized under the laws of Maine and has its principal office in Rockland, in said county of Knox; that under its authority it is authorized and has built and is operating its road through a portion of the Town of South Thomaston, to wit, from the line of Rockland to Crescent Beach, which location has already been approved by your Honorable Board; that your petitioner 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.

Your petitioner prays that it may abandon its location between Station 173 plus 2 at the end of the bridge, on the Owl's Head road, so called, and Station EC 27 plus 84.4 at the turn of its

road near the beach at Crescent Beach and that the same may be discontinued; that it may substitute in place of the portion of its location so discontinued the following location, the center line of which is described as follows:

Commencing at Station 0 plus 00 at a nail in last tie of bridge of present location; thence to Station BC 0 plus 42.8; thence by curve to the right across the highway leading from Ash Point to Owl's Head of 193.19 feet radius to Station EC 3 plus 02.85; thence by tangent south 48 degrees 23 minutes east 1166.05 feet to station BC 0 plus 68.9; thence by curve to the right of 287.94 feet radius to Station EC 2 plus 67.9; thence by tangent south 8 degrees 35 minutes east 632.1 feet to Station at private road.

Commencing at Station BC 13 plus 93.1; thence by curve to the left of 146.19 feet radius to Station EC 16 plus 42.2; thence by tangent north 31 degrees 59 minutes east to Station BC 17 plus 22.62; thence by curve to the right of 287.94 feet radius to Station EC 19 plus 14.5; thence by tangent North 70 degrees 21 minutes east to Station BC 21 plus 29.8; thence by curve to the left of 287.94 feet radius to Station EC 22 plus 82.3; thence by tangent North 39 degrees 51 minutes east to Station BC 25 plus 65.05; thence by curve to the right of 313.86 feet radius to Station EC 27 plus 84.4 at connection with old location; that so much of said location as lies within the limits of the highway of said town of South Thomaston has received the written approval of the municipal officers of said town; that so much of the location as lies on private property and outside the limits of the highway is so located that the public service of said corporation will be thereby better performed; that the width of so much of the location as lies within the limits of the highway of said town is to be four feet on each side of said center line; that the width of so much of said location as lies outside of the highway and on private property is to be twenty-five feet on each side of said center line.

Your petitioner further requests your Honorable Board to determine the manner and condition of crossing said highway.

Your petitioner files herewith a plan of said change of location duly drawn on appropriate scale by a skilled engineer 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.

Wherefore your petitioner prays that your Honorable Board after due hearing hereon as required by law, will duly approve such change of location.

Rockland, September 9, 1913.

Rockland, South Thomaston & St. George Railway,
By ALFRED S. BLACK, President.

On the foregoing petition,

Ordered: That the petitioner cause to be published a true copy of said petition and this order of notice thereon, attested by the Clerk of this Board, in one issue of the Courier-Gazette, a newspaper published at Rockland, in the county of Knox, the publication in said paper to be at least fourteen days before Monday, the sixth day of October, A. D. 1913, on which day the Board of Railroad Commissioners will be in session at the law office of Mr. M. A. Johnson, in Rockland, Maine, at 11.00 o'clock in the forenoon, when and where all parties interested may be heard thereon.

Notice of said time and place of hearing shall also be given to the Municipal Officers of the town of South Thomaston, and to each owner of land over which the proposed changed location is located, by forwarding by mail, postage prepaid, to them a copy of said petition and order, attested as aforesaid, fourteen days at least before the date of said hearing.

ELMER P. SPOFFORD, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this 16th day of September, A. D. 1913.

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. M. A. Johnson appeared for the petitioner.

Mr. A. S. Littlefield appeared for Mr. Messur.

This is a petition by the Rockland, South Thomaston & St. George Railway for approval of a change of location of its road at or near Crescent Beach, so called.

Having made an examination of the proposed change of location and after hearing, it appearing that public convenience requires the changes prayed for, and that such changes in the location of said road as described in the foregoing petition and accompanying plan are necessary and expedient, and that in the location of so much thereof as is outside of the limits of streets, roads or ways the public service of said corporation will be thereby better performed,

It is ordered and decreed that said changes be and the same are hereby approved.

Dated at Augusta this tenth day of October, A. D. 1913.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of Rockland, South Thomaston and St. George Railway, asking for the approval of the location of an extension from a point near its car barn to South Thomaston village.

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

The Rockland, South Thomaston and St. George Railway respectfully represent that it is a corporation duly organized under the Laws of Maine and has its principal office in Rockland, in said County of Knox; that under its authority, it is authorized to locate, build, equip and operate its road in, into and through the Town of South Thomaston, in said County of Knox; that it already has built and is operating its road through a portion of said Town of South Thomaston, to wit, from the line of Rockland to Crescent Beach, which said portion has already been approved by your Honorable Board; that said corporation has duly voted to make an extension to its said road, in said Town of South Thomaston and has located its proposed extension, as will fully appear by a map drawn on appropriate scale by a skilled engineer, which accompanies this petition. Said proposed extension commences at Station o plus oo at a point South of its car barn in the center of its track, already approved by your Board; thence to the westward across private property about

3100 feet to the highway leading from Rockland to South Thomaston village; thence on the southern or left hand side of the highway to its termination at a point at the junction of said highway with the highway leading from South Thomaston village to Ash Point. The center line of said location is described as follows:

Commencing at 0 plus 00 in the center of its present track above referred to; thence by curve to the right of 206.7 feet radius to Station EC 1 plus 96.43; thence by tangent South 52 degrees 20 minutes west 2785.37 feet to Station BC 29 plus 81.8; thence by curve to the right of 359.3 feet radius to Station EC 32 plus 31.8; thence by tangent South 87 degrees west 97 feet to Station BC 33 plus 28.8; thence by slight curve to the left to Station EC 34 plus 12.3; thence by tangent South 84 degrees 40 minutes west 1029.2 to Station BC 44 plus 41.5; thence by curve to the left of 163.3 feet radius to Station EC 44 plus 98.4; thence by tangent south 64 degrees 30 minutes west 404.5 feet to Station BC 49 plus 02.9; thence by curve to the left of 5726.6 feet radius to Station EC 50 plus 49.6; thence by tangent south 63 degrees west 200.7 feet to Station BC 52 plus 50.3; thence by curve to the right of 2864.9 feet radius to Station EC 53 plus 25.3; thence by tangent south 64 degrees 15 minutes west 390 feet to Station BC 57 plus 15.3; thence by curve to the right of 1637.28 feet radius to Station EC 58 plus 48.6; thence by tangent south 69 degrees west 167.8 feet to station BC 60 plus 16.4; thence by curve to the left of 146.2 feet radius to Station EC 61 plus 43.3; thence by tangent south 17 degrees west 1277.2 feet to Station BC 74 plus 20.5; thence by curve to the right of 290.94 feet radius to Station EC 76 plus 05.6; thence by tangent south 54 degrees 20 minutes west 358.7 feet to Station BC 79 plus 64.3; thence by curve to the left of 570.7 feet radius to Station EC 80 plus 93.8; thence by tangent south 41 degrees 20 minutes west 98.7 feet to Station BC 81 plus 92.5; thence by curve to the left of 570.7 feet radius to Station EC 83 plus 31.1; thence by tangent south 27 degrees 15 minutes west 201.2 feet to Station 85 plus 32.3 the end of the location; that the width of so much of said location as lies within the limits of the highway is to be four feet on each side of said center line; that said location within the highway of said town has, after due hearing required

by law, received the written approval of the municipal officers of said Town of South Thomaston; that so much of said location as lies on private property and outside the limits of the highway is to be twenty-five feet on each side of said center line and that so much of said location as lies on private property outside of the limits of the highway, road or way of said town is so located that the public service of said corporation will be thereby better performed.

Wherefore your petitioner, the Rockland, South Thomaston and St. George Railway, hereby prays for your approval of the location of said extension.

Rockland, September 9, 1913.

Rockland, South Thomaston and St. George Ry.

By ALFRED S. BLACK, President.

On the foregoing petition,

Ordered: That the petitioner cause to be published a true copy of said petition and this order of notice thereon, attested by the Clerk of this Board, in one issue of the Courier-Gazette, a newspaper published at Rockland, in the county of Knox, the publication in said paper to be at least fourteen days before Monday, the sixth day of October, A. D. 1913, on which day the Board of Railroad Commissioners will be in session at the law office of Mr. M. A. Johnson in Rockland, Maine, at 10.45 o'clock in the forenoon, when and where all parties interested may be heard thereon.

Notice of said time and place of hearing shall also be given to the Municipal Officers of the town of South Thomaston, and to each owner of land over which the proposed extension is located, by forwarding by mail, postage prepaid, to them a copy of said petition and order, attested as aforesaid, fourteen days at least before the date of said hearing.

ELMER P. SPOFFORD, Chairman.

For the Board of Railroad Commissioners of Maine.

Dated this 16th day of September, A. D. 1913.

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. M. A. Johnson appeared for the petitioner.

No one appeared in opposition.

This is a petition by the Rockland, South Thomaston and St. George Railway in which the petitioner asks the Board of Railroad Commissioners to approve the location of an extension of its road from a point South of its car barn, westwardly, across private property to the highway leading from Rockland to South Thomaston village, and thence along said highway to a point at the junction of said highway with the highway leading from said village to Ash Point, so-called.

It appearing that the requirements of the statutes, as to preliminary proceedings, have been complied with, the undersigned, Railroad Commissioners of the State of Maine, after notice and hearing, hereby approve the location of said extension as described in the foregoing petition and shown on the plan accompanying the same, and we find, determine and decree that public convenience requires the construction of said extension, and that in the location of so much thereof, as is outside of the limits of streets, roads or ways, the public service of said corporation will be thereby better performed.

Dated at Augusta this tenth day of October, A. D. 1913.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

Petition and decision of the Board in the matter of Atlantic Shore Railway, asking for change of location at Calls Trestle, Kittery.

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

Atlantic Shore Railway, a corporation organized under the general laws of the State of Maine and having its location and

place of business in Sanford in the County of York and State of Maine, hereby petitions your Honorable Board for the approval of the extension of, addition to, and variation from the location, courses, distances and boundaries of that part of its railway located at Call's Trestle in the town of Kittery, formerly under the name of Portsmouth, Kittery and York street railway, which extension, addition and variation said railway proposed to make and build in said town of Kittery as follows:

A change of its location beginning near Calls Trestle, so called, near the dwelling house of Dr. H. I. Durgin, in Town of said Kittery.

Beginning at station 5+10.0 on curve of present location of said Atlantic Shore Railway, and thence running on a curve to the right of 150 ft. radius a distance of 32.0 ft. to station 5+42.0, thence running by a tangent to last mentioned curve, in an Easterly direction, a distance of 635 ft. to station 11+77.0, thence running to the left by a curve of 400 ft. radius a distance of 95.0 ft. to station 12+72.0, there re-entering the present location of said railway. All the above is shown on a plan which accompanies this description.

Said line above described is the centre line of said railway.

The width of the location thereof, both of the main line and of the spur tracks on all streets, roads and ways will be five feet on each side of said centre line.

Now, therefore, having complied with the provisions of the law in relation to the formation, extension, addition to and variation from, the location and construction of railways, and believing that public convenience, requires the construction of the extension of, addition to and variation from the location of the aforesaid street railway, as aforesaid, having presented herewith maps of the proposed route on an appropriate scale with the written approval of the proposed route and location as to streets, roads and ways, of the municipal officers of the town in which said railway is to make its extension, addition and variation as aforesaid, and also a report and estimate thereof prepared by a skillful engineer to wit, R. W. Osborne, from actual survey, said corporation prays that your Honorable

Board will, after notice and hearing, approve the extension of, addition to and variation of said railway herein described and authorize its construction and operation.

Dated at Sanford this 25th day of September, A. D. 1913.

Atlantic Shore Railway,

By FRED J. ALLEN, Its Attorney.

On the foregoing petition,

Ordered: That the petitioner cause to be published a true copy of said petition and this order of notice thereon, attested by the Clerk of this Board, three days successively in the Portland Evening Express, a newspaper published at Portland, in the county of Cumberland, the first publication in said paper to be at least five days before Thursday the 6th day of November, A. D. 1913, on which day the Board of Railroad Commissioners will be in session at the Falmouth Hotel in Portland, Maine, at 9.00 o'clock in the forenoon, when and where all parties interested may be heard thereon.

Notice of said time and place of hearing shall also be given to the Municipal Officers of the town of Kittery by forwarding by mail, postage prepaid, to them a copy of said petition and order, attested as aforesaid, five days at least before the date of said hearing.

ELMER P. SPOFFORD, Chairman

For the Board of Railroad Commissioners of Maine.

Dated this 17th day of October A. D. 1913.

STATE OF MAINE

Board of Railroad Commissioners.

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

Mr. Fred J. Allen appeared for the petitioner.

No one appeared in opposition.

This is a petition by the Atlantic Shore Railway for approval of a change in the location of its road near Calls Trestle, so-called, in the town of Kittery.

Having made an examination of said proposed change of location and after hearing, it appearing that public convenience

requires the changes prayed for, and that said changes in the location of said road as described in the foregoing petition and accompanying plan are necessary and expedient,

It is ordered and decreed that said changes be and the same are hereby approved.

Dated at Augusta this tenth day of November, A. D. 1913.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

BANGOR RAILWAY & ELECTRIC COMPANY.

STATE OF MAINE.

In Board of Railroad Commissioners.

CERTIFICATE OF SAFETY.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the tracks of an extension of the Bangor Railway and Electric Company, from the terminus at Hampden Highlands southerly on the highway to a point opposite the residence of Mr. L. E. Whitney, a distance of one mile, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this eighth day of November, 1913.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

RAILROAD COMMISSIONERS OF MAINE.

MAINE CENTRAL RAILROAD COMPANY.

STATE OF MAINE.

In Board of Railroad Commissioners.

CERTIFICATE OF SAFETY.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the track upon the changed location of the Maine Central Railroad Company, in Rumford Falls, (as per plan No. 63-J, filed with and approved by this Board June 26, 1913), commencing at a point 1,500 feet south-

erly from Smith's Crossing, so called, and extending to a point 4000 feet northerly of said crossing, a distance of 5,500 feet, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this nineteenth day of November, 1913.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

BANGOR RAILWAY & ELECTRIC COMPANY.
STATE OF MAINE.

In Board of Railroad Commissioners.

CERTIFICATE OF SAFETY.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the tracks of an extension of the Bangor Railway & Electric Company, commencing at the corner of Washington Street and Oak Street in the city of Bangor, and extending to the bridge between Bangor and Brewer, a distance of 368 feet,—of which amount 158 feet is double track; also commencing at the old terminus of said company in the city of Brewer and extending 838 feet to a point on said bridge, 688 feet westerly of the east end, a total distance of .22+ miles, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this 22nd day of November, A. D. 1913.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

ATLANTIC SHORE RAILWAY.

STATE OF MAINE.

In Board of Railroad Commissioners.

CERTIFICATE OF SAFETY.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the track upon the changed location of the Atlantic Shore Railway at Call's Trestle, so called, in Kittery, (as per plan A-44 filed with and approved by this Board on November 10, 1913) commencing at a point in the old location of said company marked Station 5+10, opposite the dwelling house of Dr. H. I. Durgin, and extending easterly to a point at Station 12+72 in said old location, a distance of .14 of a mile, hereby certify that we have found the same so constructed as to be safe for public travel.

Dated at Augusta this 21st day of November, A. D. 1913.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

Special Report on the accident which occurred on the line of the Canadian Pacific Railway, near Onawa, Piscataquis County, January 21, 1913.

A serious accident occurred near Onawa Station on the Moosehead Sub-Division of the Atlantic Division of the Canadian Pacific Railway on the afternoon of January 21, 1913, in which two persons were killed and two others injured. This Sub-Division is a single track road 117.14 miles in length extending from Megantic to Brownville Junction, and the trains involved were No. 72 and No. 74 of the Third Class. Both were regular through freights leaving Megantic daily at seven A. M. and nine A. M. respectively. There is no block signal system in operation on this division.

On the day of the accident, train No. 72, consisting of fourteen cars and a caboose hauled by engine No. 1554, in charge of Conductor Harry S. Dolley, and Engineman Fred Crandall, left Megantic on time and arrived at Greenville Junction, 83.75

miles east of Megantic, on time at 1.05 P. M. where Conductor Dolley received an order from Trainmaster P. H. Ryan, directing him not to delay first 74. No. 72 pulled out of Greenville Junction at 2.22 and arrived at Elliott at 2.35—ten minutes late—and there took the siding to permit first 74 to pass.

Under Rule 85 of this road "trains of one schedule may pass trains of another schedule of the same class, and extras may pass and run ahead of extras."

No. 74 made up of eighteen cars, two vans and engine No. 1081, in charge of Conductor Joseph McCann and engineer Arthur Fontaine, left Megantic twenty-five minutes late under orders to run as first 74. This train arrived at Elliott on time at 2.55 P. M. where it passed No. 72 without stop.

No. 74 stopped at Bodfish, a station 5.35 miles next east of Elliott and about two miles west of the place of accident, and waited two minutes for time, leaving Bodfish on time at 3.10.

Rule 91 of the Canadian Pacific Railway Rules and Regulations is as follows:

"Unless some form of block signals is used, trains in the same direction must keep at least five minutes apart, except in closing up at stations; but a train must not follow a train carrying passengers or operating a snow plow until a report is received of its arrival at the station ahead, except that a train may follow twenty minutes after the departure of a train carrying passengers or operating a snow plow when either the station from which it is to follow, or the next station ahead, is not a telegraph station, or when communication with the train dispatcher is interrupted and the wire failure is noted on the clearance."

On December 28, 1911, the foregoing rule was modified by Circular No. 73395 which reads as follows:

"Brownville Junction; December 28, 1911.

73395. Conductors and Engineers books. All agents and Operators. One or two accidents occurred recently where freight trains have followed one another within the five minute limit, and first train has met with trouble, and flagman was unable to get out a sufficient distance to stop the following train. In no case will one freight train follow another in less than ten minutes. Conductors and engineers will be held re-

sponsible to see that this is carried out at stations where no agent or operator is on duty. Where an operator or agent is on duty, he will so use his order board that this amount of time will elapse between the departure of freight trains in the same direction.

C. W. BURPEE, Supt."

It is not denied that those in charge of the operation of the trains involved in the accident were familiar with the requirements of the foregoing rule as modified by Circular No. 73395 to wit: "In no case will one freight train follow another in less than ten minutes. Conductors and engineers will be held responsible to see that this is carried out at stations where no agent or operator is on duty."

No. 72 waited ten minutes after the departure of first 74, and left Elliott and proceeded eastwardly at 3.05, making no other stop until it crashed into the rear of first 74 at a point 7 1-2 miles east of Elliott and 1 1-2 miles west of Onawa Station, destroying the rear van attached to first 74 and killing the engineer on No. 72 and the Company's physician who was riding in the rear caboose of first 74. From Bodfish east is a one per cent grade descending and the point of accident was on a tangent immediately east of a four degree curve about 1500 feet in length.

There is some conflict in testimony as to the exact time of the accident. The brakemen on No. 72 testified that they looked at their watches immediately after the accident and they believed that the time as registered by them was between 3.22 and 3.23 1-2 o'clock. The whole evidence in the case, however, satisfies the Commissioners that the accident occurred at about 3.15, and this conclusion is strengthened from the further fact that Dr. Hayes watch was stopped at 3.16 o'clock.

From this brief statement of facts, it is plain that the cause of the accident is not difficult to determine.

First 74 left Bodfish at 3.10 and those in charge of the movements of No. 72 knew that, under the rules, that train could not pass Bodfish before 3.20. Bodfish is a non-telegraph station and it was the imperative duty of Conductor Dolley, and Engineer Crandall to see to it that their train was spaced at least ten minutes from first 74 when No. 72 left Bodfish Sta-

tion. But Conductor Dolley and his brakemen all admit that they did not take the time at that station and that they do not know whether or not at that point they were encroaching upon the time of first 74. Mr. Dolley says that he was busy at the time in making out reports and the head brakeman, Kelley, was back in the cupola of the caboose in conversation with rear brakeman Marsh. They do not know the time which their watches registered at Bodfish, and no thought whatever was given to the forward train upon which they were so rapidly advancing. The evidence shows that No. 72 covered the 7 1-2 miles between Elliott and the place of accident in about ten minutes, or at an average speed of 45 miles an hour. First 74 was proceeding at the rate of about 18 miles an hour at the time of the accident. All the evidence tends to show that instead of maintaining the ten minutes space in the departure of No. 72 from Bodfish, the accident actually occurred five minutes before that train was permitted under the rules to pass Bodfish Station. The neglect of duty on the part of Engineman Crandall and Conductor Dolley of train No. 72 and their violation of the requirements of the rules, were the direct and immediate cause of the accident. The conduct of Brakeman Marsh and Kelley is also censurable and they cannot be held blameless. Instead of being at the head of the train where his duty called him, Kelley was in the caboose with Brakeman Marsh during the run from Elliott to the place of accident, and neither of them appears to have observed the rapid movement of the train or the time of departure from Bodfish Station, or had any thought whatever of first 74. Had Kelley been alert at the time in the discharge of his duties and had been on the lookout on the opposite side of the engine from Engineman Crandall when they reached the curve above referred to, we believe he would have had a view of first 74 across the curve for a considerable distance, which might have aided in sooner reducing the speed of No. 72 and perhaps lessened somewhat the force of the impact.

The crew in charge of the operation of first 74 was without fault.

ELMER P. SPOFFORD,

FRANK KEIZER,

JOHN A. JONES,

Railroad Commissioners of Maine.

APPENDIX

ABSTRACT
OF THE
RETURNS OF STREET RAILWAY COMPANIES
FOR THE
Year Ending June 30, 1913

**Report of the Arroostook Valley Railroad Company for the Year Ending
June 30, 1913.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1913.

Gross earnings from operation.....	\$54,361 69	
Operating expenses.....	31,405 98	
Net earnings from operations.....		\$22,955 71
MISCELLANEOUS INCOME.		
Interest on deposits.....	\$77 61	
Income from securities owned.....	262 81	
Other miscellaneous income.....	1,108 96	
		1,449 38
Gross income less operating expenses.....		\$24,405 09
DEDUCTIONS FROM INCOME.		
Taxes—On real and personal property.....	\$167 06	
Interest { On funded debt.....	32,634 66	
{ On floating debt.....	1,244 23	
Other deductions from income—claims paid.....	135 04	
		\$34,181 01
Deficit for year.....		\$9,775 92
Deficit at beginning of year.....	*\$17,336 09	
PROFIT OR LOSS ADJUSTMENTS DURING YEAR.		
Debits.....	3,373 50	\$20,709 59
Deficit at close of year.....		\$30,485 51

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....	\$15,021 60	
Freight.....	37,224 10	
Mail.....	461 27	
		\$52,706 97
MISCELLANEOUS EARNINGS.		
Advertising.....	\$163 12	
Rent of land and buildings.....	256 00	
Rent of equipment.....	1,235 60	
		\$1,654 72
Total.....		\$54,361 69

* Interest on debenture bonds to June 30, 1912, not shown in previous report.

OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway	\$4,553 80	
Maintenance of electric line	550 81	
Maintenance of buildings and fixtures	3 56	
Total		\$5,108 17
Equipment:		
Maintenance of electric plant	\$28 21	
Maintenance of cars	1,309 97	
Maintenance of electric equipment of cars	280 22	
Miscellaneous shop expenses	836 81	
Total		\$2,455 21
TRANSPORTATION.		
Operation of Power Plant:		
Power plant wages—sub station	\$729 01	
Miscellaneous supplies and expenses of power plant	48 29	
Hired power	4,420 75	
Total		\$5,198 05
Operation of Cars:		
Superintendence of transportation	\$1,772 91	
Wages of conductors	2,061 87	
Wages of motormen	2,082 29	
Wages of miscellaneous car service employees	1,494 37	
Wages of car house employees	1,283 21	
Miscellaneous car service expenses	150 33	
Hired equipment, Car rental	3,186 60	
Removal of snow and ice	424 86	
Total		\$12,436 44
GENERAL.		
Salaries of clerks	\$3,450 31	
Printing and stationery	533 54	
Miscellaneous offices expenses	297 32	
Advertising and attractions	177 86	
Miscellaneous general expenses	741 95	
Rent of land and buildings	231 57	
Insurance	725 56	
Total		\$6,208 11
Grand total		\$31,405 98

COMPARATIVE GENERAL BALANCE SHEET.

(SHOWING CONDITION AT CLOSE OF BUSINESS JUNE 30, 1913.)

JUNE 30, 1912.		ASSETS.	JUNE 30, 1913.		Year ending June 30, 1913. Increase.
Item.	Total.		Item.	Total.	
	\$893,625 50	Construction and equipment		\$1,122,709 00	\$229,083 50
		CURRENT ASSETS AS FOLLOWS.			
	53,475 91	Cash	\$2,120 56		*51,355 35
	7,587 13	Bills receivable	1,600 00		*5,987 13
	30,441 90	Accounts receivable	9,525 23		*20,916 67
	2,221 86	Material and supplies	2,555 47		333 61
	441 61	Prepaid accounts	492 66		51 05
	\$94,168 41			\$16,293 92	
	17,336 09	Deficit		30,485 51	13,149 42
	\$1,005,130 00	Total		\$1,169,488 43	\$164,358 43
		LIABILITIES.			
	\$99,800 00	Capital stock, common		\$256,600 00	\$156,800 00
	757,732 00	Funded debt		858,032 00	100,300 00
		CURRENT LIABILITIES AS FOLLOWS.			
		Loans and notes payable	5,000 00		5,000 00
	135,542 42	Accounts payable	28,176 94		*107,365 48
		Matured interest on funded debt unpaid	6,525 00		6,525 00
		Rentals due and unpaid	4,026 85		4,026 85
				\$43,728 79	
		ACCRUED LIABILITIES AS FOLLOWS.			
	273 10	Taxes accrued and not yet due			*\$273 10
	7,559 34	Interest on funded debt accrued and not yet due	\$10,049 20		2,489 86
	4,223 14	Rentals accrued and not yet due	88 19		*4,134 95
		Miscellaneous	990 25		990 25
				\$11,127 64	
	\$1,005,130 00	Total		\$1,169,488 43	\$164,358 43

* Decrease.

RAILROAD COMMISSIONERS' REPORT.

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1912.	Additions during year.	Deductions during year.	Total cost to June 30, 1913.
Organization.....	\$59,485 25			\$59,815 25
Engineering and superintendence.....	14,783 24			15,283 24
Right of way.....	22,038 29			23,289 57
Track and roadway construction.....	218,943 12			219,310 18
Electric line construction..	48,417 92			48,439 15
Real estate used in operation of road.....	1,562 27			1,964 66
Buildings and fixtures used in operation of road.....	13,062 64			13,331 78
Power plant equipment.....	12,725 97			12,725 97
Shop tools and machinery.	214 35			228 85
Cars.....	14,586 81			14,590 75
Electric equipment of cars	18,006 21			18,006 21
Miscellaneous equipment.....	5,014 12			5,014 37
Interest and discount.....	28,618 61			27,552 73
Miscellaneous.....	16,166 70			17,738 14
New Sweden extension.....	420,000 00			420,000 00
Caribou extension advances				225,418 15
Total.....	\$893,625 50			\$1,122,709 00

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common.....	3,000	\$100	\$300,000	\$256,600		

Total number of stockholders, 219.
Total number of stockholders in this State, 209.
Amount of stock held in this State, \$135,700.

FUNDED DEBT.

DESCRIPTION.	TERM.		Total par value authorized.	Total par value outstanding.	INTEREST.			
	Date of issue.	Date of maturity.			Rate %	When payable.	Amount accrued during year.	Amount paid during year.
First mortgage bonds.....	August 1, 1909	1929	\$250,000	\$250,000	4½	Aug. & Feb.	\$11,250 00	\$11,250 00
Debenture bondt.....	June 1, 1909	1929	150,000	52,200	6	Dec. & June	3,131 50	.....
First mortgage bonds.....	July 1, 1911	1961	455,832	455,832	4½	May & Nov.	20,558 60	20,558 60
First divisional mortgage bonds.....	July 1, 1912	1962	100,000	100,000	5	Jan. & July	5,000 00	2,500 00
Total.....			\$955,832	\$858,032			\$39,940 10	\$34,308 60

ARROSTOOK VALLEY RAILROAD.

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first track)....	24.86			24.86
Length of sidings and turnouts	4.61			4.61
Total computed as single track.....	29.47			29.47

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	2	2	4
Open passenger cars.....		6	6
Total passenger cars.....	2	8	10
Freight cars.....		14	14
Snow plows.....	1		1
Freight engines.....	1		1
Total.....	4	22	26

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	69,282.8
Freight, mail and express car mileage.....	91.162
Total car mileage.....	160,444.8
Passenger car hours.....	5,186
Freight, mail and express car hours.....	3,592
Total car hours.....	8,778
Fare passengers carried.....	300,432
Average fare, revenue passengers.....	\$0.05
Average fare, all passengers (including transfer passengers).....	\$0.05
Tons of freight carried.....	47,519
Car earnings per car mile.....	\$0.3285
Miscellaneous earnings per car mile.....	.0103
Gross earnings per car mile.....	\$0.3388
Car earnings per car hour.....	\$6.0044
Miscellaneous earnings per car hour.....	1.885
Gross earnings per car hour.....	\$6.193
Operating expenses per car mile.....	\$0.1957
Operating expenses and taxes per car mile.....	0.1967
Operating expenses per car hour.....	3.5778
Operating expenses and taxes per car hour.....	3.5968
Operating expenses per cent. of gross earnings.....	57.77
Operating expenses and taxes per cent. of gross earnings.....	58.08
Average number employees, including officials, during year.....	36
Average number employees, excluding officials, during year.....	31
Aggregate amount of salaries and wages paid, including officials.....	\$19,466.29
Aggregate amount of salaries and wages paid, excluding officials.....	\$17,358.79

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Arostook Valley Railroad Company, Presque Isle, Maine.

OFFICERS OF THE COMPANY.

NAME.	Title.	Official Address.
A. R. Gould.....	President.....	Presque Isle, Maine.
W. B. Gould.....	Vice-President.....	Presque Isle, Maine.
C. F. Daggett.....	Secretary.....	Presque Isle, Maine.
N. H. Crandall.....	Treasurer.....	Presque Isle, Maine.
Ross Thompson.....	General Manager.....	Presque Isle, Maine.
M. S. W. Dingwall.....	Superintendent.....	Presque Isle, Maine.

DIRECTORS OF THE COMPANY.

NAME.	Residence.
A. R. Gould.....	Presque Isle, Maine.
W. B. Gould.....	Presque Isle, Maine.
C. F. Daggett.....	Presque Isle, Maine.
L. E. Gould.....	Presque Isle, Maine.
E. M. Hines.....	Washburn, Maine.

Date of close of fiscal year. June 30.

Date of stockholders' annual meeting. First Tuesday in August.

**Report of the Atlantic Shore Railway for the Year Ending June 30,
1913.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1913.

Gross earnings from operation	\$368,738 22	
Operating expenses	275,168 90	
Net earnings from operations		\$93,569 32
MISCELLANEOUS INCOME.		
Interest on deposits		1,251 58
Gross income less operating expenses		\$94,820 90
DEDUCTIONS FROM INCOME.		
Taxes { On real and personal property	\$6,075 11	
{ On capital stock		
{ On earnings		
{ Miscellaneous		
Interest { On funded debt	\$93,865 00	
{ On floating debt	67 98	
	93,932 98	
		\$100,008 09
Deficit for year		\$5,187 19
Deficit at beginning of year	\$53,541 45	
PROFIT OR LOSS ADJUSTMENTS DURING YEAR.		
Credits	10 89	
		\$53,530 56
Deficit at close of year		\$58,717 75

GROSS EARNINGS FROM OPERATIONS.

CAR EARNINGS.		
Passengers	\$303,854 23	
Chartered cars	1,992 06	
Freight and cartage	36,146 66	
Mail	5,083 71	
Express	10,048 42	
Other Car Earnings:		
Baggage	1,134 18	
Newspapers	1,919 82	
		\$360,179 08
MISCELLANEOUS EARNINGS.		
Advertising	\$1,000 00	
Rent of land and buildings	939 85	
Sale of power	4,481 70	
Other miscellaneous earnings	1,397 67	
Eliot Bridge receipts	739 92	
		\$8,559 14
Total		\$368,738 22

OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway	\$35,451 80	
Maintenance of electric line	4,924 01	
Maintenance of buildings and fixtures	2,695 65	
Depreciation way and structure	12,000 00	
Total		\$55,071 46
Equipment:		
Maintenance of steam plant	\$4,085 83	
Maintenance of electric plant		
Maintenance of cars	15,764 60	
Maintenance of electric equipment of cars	7,658 87	
Maintenance of miscellaneous equipment	3,201 78	
Miscellaneous shop expenses	978 68	
Depreciation equipment	12,000 00	
Total		\$43,698 76
TRANSPORTATION.		
Operation of Power Plant:		
Power plant wages	\$12,000 79	
Fuel for power	15,817 44	
Water for power	382 15	
Lubricants and waste for power plant	421 85	
Miscellaneous supplies and expenses of power plant	452 69	
Hired power	22,864 05	
Total		\$51,932 97
Freight and express service		\$11,886 18
Operation of Cars:		
Superintendence of transportation	\$6,930 94	
Wages of conductors	41,856 94	
Wages of motormen		
Wages of miscellaneous car service employes	58 77	
Wages of car house employes and expenses	7,448 87	
Operation of signal and interlocking systems	482 01	
Miscellaneous car service expenses	7,122 86	
Mail car employes	875 34	
Cleaning and sanding track	2,717 15	
Removal of ice and snow	982 53	
Station employes and expenses	4,813 25	
Total		\$73,288 66
Operation of ferry		\$9,552 43
GENERAL.		
Salaries of general officers and expenses	\$9,025 86	
Salaries of clerks and expenses	2,552 91	
Printing and stationery	704 97	
Miscellaneous office expenses	580 13	
Stores expenses	778 68	
Advertising and attractions	1,379 73	
Miscellaneous general expenses	1,716 00	
Damages	5,763 79	
Miscellaneous legal expenses	690 18	
Rent of equipment	526 50	
Insurance	6,019 69	
Total		\$29,728 44
Grand total		\$275,168 90

COMPARATIVE GENERAL BALANCE SHEET.

(SHOWING CONDITION AT CLOSE OF BUSINESS JUNE 30, 1913.)

JUNE 30, 1912.		ASSETS.	JUNE 30, 1913.		Year ending June 30, 1913. Increase.
Item.	Total.		Item.	Total.	
	\$3,484,829 96	Construction and equipment.		\$3,483,925 83	*\$904 13
		CURRENT ASSETS AS FOLLOWS.			
	\$5,966 30	Cash		\$6,228 00	\$261 70
	13,739 13	Accounts receivable		26,210 28	12,471 15
	12,354 36	Material and supplies		13,763 63	1,409 27
	5,428 08	Prepaid accounts		8,214 53	2,786 45
	3,000 00	Miscellaneous:			
		Bonds in treasury		17,000 00	14,000 00
	14,000 00	Bonds pledged as collateral			*14,000 00
		Sinking and Other special funds:			
	\$15,233 68	Mousam River R. R.		\$16,582 50	\$1,348 82
	3,237 83	Alfred Light & Power Co.		4,424 11	1,186 28
	6,206 83	Sanford and Cape Porpoise Ry.		6,206 83	
	53,541 45	Deficit		58,717 75	5,176 30
	\$3,617,537 62	Total		\$3,641,273 46	\$23,735 84
		LIABILITIES.			
	\$1,000,000 00	Capital stock, common		\$1,000,000 00	
	2,535,250 00	Funded debt		2,535,250 00	
		CURRENT LIABILITIES AS FOLLOWS.			
	\$6,000 00	Loans and notes payable		\$10,047 20	\$4,047 20
	32,431 50	Accounts payable		27,316 99	*5,114 51
		ACCRUED LIABILITIES AS FOLLOWS.			
	\$10,738 75	Interest on funded debt accrued and not yet due		\$10,738 75	
	14 58	Miscellaneous interest accrued and not yet due		33 31	18 73
	26 11	Rentals accrued and not yet due		20 32	*5 79
		Miscellaneous:			
	129 45	G. W. Crossing		225 00	95 55
	32,947 23	Reserves		57,641 89	24,694 66
	\$3,617,537 62	Total		\$3,641,273 46	\$23,735 84

*Decrease.

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1912.	Additions during year.	Deductions during year.	Total cost to June 30, 1913.
Right of way.....		\$25 00		
Electric line construction..		65 25		
Buildings and fixtures used in operation of road....		31 50	\$1,061 63	
Shop tools and machinery.....		35 75		
Total.....	\$3,484,829 96	\$157 50	\$1,061 63	\$3,483,925 83
Cost of construction and equipment per mile of road owned.....				\$39,761 76

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value out- standing.	DIVIDENDS DE- CLARED DURING YEAR.	
					Rate.	Amount.
Common.....	10,000	\$100	\$1,000,000	\$1,000,000	.....	.....

Total number of stockholders, 140.

Total number of stockholders in this state, 33.

Amount of stock held in this state, \$625,100.

FUNDED DEBT.

DESCRIPTION.	TERM.				Total par value authorized.	Total par value outstanding.	Rate %	INTEREST.			
	Date of issue.	Date of maturity.		When payable.				Amount accrued during year.	Amount paid during year.		
A. S. L. Ry., Consol.	April,	1904	April,	1934	\$1,000,000	\$361,500	5	Oct. &	April	\$18,075	.....
S. & C. P. Ry.	Jan.	1898	Jan.	1928	250,000	246,000	5	Jan. &	July	12,000	.....
M. R. R.	Dec.	1892	Dec.	1912	100,000	59,000	6	June &	Dec.	3,540	.....
A. S. L. Ry.	Jan.	1904	Jan.	1924	125,000	120,000	5	Jan. &	July	6,000	.....
P. K. & Y. St. Ry.	March	1897	March	1917	200,000	200,000	6	Sept. &	March	12,000	.....
P. D. & Y. St. Ry.	June	1903	June	1923	650,000	450,000	4½	June &	Dec.	20,250	.....
P. D. & Y. St. Ry., 2d.	March	1905	April	1925	100,000	57,000	5	June &	Dec.	2,850	.....
A. L. & P. Co.	July	1905	July	1935	250,000	250,000	5	Jan. &	July	12,500	.....
A. S. Ry., Refund.	Jan.	1911	Jan.	1941	2,600,000	641,750	.....	Oct. &	April	.....	.....
A. S. Ry., General Lien.	Jan.	1911	.....	.....	150,000	150,000	.....	Jan. &	July	6,650	.....
Total.						\$2,535,250				\$93,865	

Per mile of single track owned 87.62 miles	{	Capital stock outstanding per mile,	\$11,412 92
		Funded debt outstanding per mile,	28,934 60
		Total.	\$40,347 52

DESCRIPTION OF ROAD AND EQUIPMENT

TRACK.

	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first track)....	87.627	2.78	3	90.41
Length of sidings and turnouts	4.644	.11	.....	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	2	26
Total passenger cars.....	41	9	50
Freight cars.....		1	1
Mail cars.....	1		1
Express cars.....	3		3
Flat cars.....		1	1
Work cars.....	4		4
Snow plows.....		7	7
Single track side dumps.....		5	5
Gondola coal cars.....		6	6
Electric locomotives.....	2		2
Ferry boats.....		1	1
Steamers.....		1	1
Total.....	51	31	82

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	1,212,877
Freight, mail, and express car mileage	126,250
Total car mileage	1,339,127
Passenger car hours	96,411
Freight, mail and express car hours	21,355
Total car hours	117,766
Fare passengers carried	3,850,061
Transfer passengers carried	1,116,185
Total passengers carried	4,966,246
Average fare, revenue passengers	\$0.07892
Average fare, all passengers (including transfer passengers) .....	.06118
Car earnings per car mile	\$0.26896
Miscellaneous earnings per car mile .....	.00638
Gross earnings per car mile	\$0.27535
Car earnings per car hour	\$3.05843
Miscellaneous earnings per car hour .....	.07267
Gross earnings per car hour	\$3.13110
Operating expenses per car mile	\$0.20548
Operating expenses and taxes per car mile .....	.21002
Operating expenses per car hour	2.33657
Operating expenses and taxes per car hour	2.38815
Operating expenses per cent of gross earnings	74.62
Operating expenses and taxes per cent of gross earnings	76.27
Average number of employees, including officials, during year	223
Average number of employees, excluding officials, during year	216
Aggregate amount of salaries and wages paid, including officials	\$155,316.71
Aggregate amount of salaries and wages paid, excluding officials	\$143,626.71

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Passengers		18	18
Employees		4	4
Others		2	2
Total		24	24

ATLANTIC SHORE RAILWAY.

17

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Atlantic Shore Railway, Kennebunk, Maine.

OFFICERS OF THE COMPANY.

NAME.	Title.	Official Address.
Frederick O. Conant.....	President.....	Portland, Maine.
Louis B. Goodall.....	Vice-President.....	Sanford, Maine.
Constant Southworth.....	Treasurer.....	Portland, Maine.
J. W. Leavitt.....	Auditor.....	Kennebunk, Maine.
L. H. McCray.....	General Manager.....	Kennebunk, Maine.
Sterling T. Dow.....	Assistant Treasurer.....	Kennebunk, Maine.

DIRECTORS OF THE COMPANY.

NAME.	Residence.
Fred J. Allen.....	Sanford, Maine.
A. H. Bickmore.....	New York City.
Wm. Binney, Jr.....	Newport, R. I.
Arthur S. Bosworth.....	Portland, Maine.
Frederick O. Conant.....	Portland, Maine.
Charles S. Cook.....	Portland, Maine.
Ernest J. Eddy.....	Portland, Maine.
George B. Goodall.....	Sanford, Maine.
Louis B. Goodall.....	Sanford, Maine.
E. Burton Hart.....	New York City.
George S. Hobbs.....	Portland, Maine.
Julian S. Jones.....	Baltimore, Md.
C. H. Prescott.....	Biddeford, Maine.
Constant Southworth.....	Portland, Maine.
Theodore Gould.....	Portland, Maine.
Geo. H. Weeks.....	Portland, Maine.
J. E. Liggett.....	Augusta, Maine.
Roland H. Boutwell.....	Exeter, N. H.

**Report of the Bangor Railway and Electric Company for the Year ending
June 30, 1913.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1913.

Gross earnings from operation	\$338,782 28	
Operating expenses	209,926 93	
Net earnings from operations		\$128,855 35
MISCELLANEOUS INCOME.		
Interest on deposits	\$1,627 81	
Income from securities owned	56,694 00	
Interest on notes and discount on bills, etc.	5,423 20	
Other Miscellaneous Income:		
Net receipts from light and power and water depts.	123,641 16	187,386 17
Gross income less operating expenses		\$316,241 52
DEDUCTIONS FROM INCOME.		
Taxes { On real and personal property	\$11,206 28	
{ On earnings	5,443 72	
{ Miscellaneous	2,800 00	\$19,450 00
Interest { On funded debt	\$130,000 00	
{ On floating debt	608 28	
		130,608 28
Other Deductions from Income:		
Rent of water power, discount on bonds	3,600 00	153,658 28
Net income		\$162,583 24
DEDUCTIONS FROM NET INCOME.		
Reserve for renewals and depreciation	\$27,898 94	
Dividends 7 per cent on \$1,500,000 preferred stock ..	104,997 76	
		132,896 70
Surplus for year		\$29,686 54
Surplus at beginning of year	\$91,903 34	
PROFIT OR LOSS ADJUSTMENTS DURING YEAR.		
Credits:		
Adjustment of accounts	2 76	
Debits:		
Renewals and depreciation and open accounts	25,922 62	
		65,983 48
Surplus at close of year		\$95,670 02

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers	\$296,041 64	
Chartered cars	715 20	
Freight	37,983 13	
Mail	1,518 72	
		\$336,258 69
MISCELLANEOUS EARNINGS.		
Advertising	\$894 33	
Other Miscellaneous Earnings:		
Carrying papers and use of gravel cars, etc.	1,629 26	
		\$2,523 59
Total		\$338,782 28

OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway	\$16,182 41	
Maintenance of electric line	4,077 93	
Maintenance of buildings and fixtures	406 01	
Total		\$20,666 35
Equipment:		
Maintenance of electric plant	\$3,426 68	
Maintenance of cars	10,650 52	
Maintenance of electric equipment of cars	6,548 50	
Maintenance of miscellaneous equipment	1,694 29	
Miscellaneous shop expenses	2,503 87	
Total		\$24,823 86
TRANSPORTATION.		
Operation of Power Plant:		
Hired power		\$43,555 34
Operation of cars:		
Superintendence of transportation	\$1,859 40	
Wages of conductors	28,044 78	
Wages of motormen	29,046 33	
Wages of miscellaneous car service employes	4,041 58	
Wages of car house employes	2,309 14	
Miscellaneous car service expenses	5,095 94	
Hired equipment	3,994 11	
Cleaning and sanding track	2,078 54	
Removal of ice and snow	1,442 41	
Total		\$77,912 23
GENERAL.		
Salaries of general officers	\$6,325 80	
Salaries of clerks	4,902 24	
Detectives	1,320 00	
Miscellaneous offices expenses	2,388 69	
Stores expenses	874 27	
Stable expenses	657 70	
Advertising and attractions	6,813 13	
Miscellaneous general expenses	6,475 69	
Damages	3,365 35	
Legal expenses in connection with damages	1,464 00	
Miscellaneous legal expenses		
Rent of land and buildings	1,919 41	
Insurance	6,462 87	
Total		\$42,969 15
Grand total		\$209,926 93

COMPARATIVE GENERAL BALANCE SHEET.

(SHOWING CONDITION AT CLOSE OF BUSINESS JUNE 30, 1913.)

JUNE 30, 1912.		ASSETS.	JUNE 30, 1913.		Year ending June 30, 1913. Increase.
Item.	Total.		Item.	Total.	
	\$2,991,744 89	Construction and equipment.....		\$3,061,117 66	\$69,372 77
		OTHER PERMANENT INVESTMENTS AS FOLLOWS.			
	\$3,080,740 00	Stocks and bonds of other companies.....		\$3,107,740 00	\$27,000 00
	12,913 59	Unfinished construction.....		119 81	*12,793 78
		CURRENT ASSETS AS FOLLOWS.			
\$128,467 48		Cash.....	\$51,634 11		*\$76,833 37
50,500 00		Bills receivable.....	48,000 00		*2,500 00
32,810 70		Accounts receivable.....	33,773 78		963 08
31,139 80		Material and supplies.....	43,118 79		11,978 99
21,013 73		Prepaid accounts.....	29,800 60		8,786 87
31,250 00		Discount on bonds.....	25,750 00		*5,500 00
	\$295,181 71			\$232,077 28	
		Sinking and other special funds:			
		Damages and insurance funds.....		30,094 71	30,094 71
	\$6,380,580 19	Total.....		\$6,431,149 46	\$50,569 27
		LIABILITIES.			
\$1,499,968 00		Capital stock preferred.....		\$1,499,968 00	
2,000,000 00		Capital stock, common.....		2,000,000 00	
2,600,000 00		Funded debt.....		2,600,000 00	
		CURRENT LIABILITIES AS FOLLOWS.			
\$53,922 04		Accounts payable.....		\$34,651 01	*\$19,271 03
26,500 24		Dividends unpaid.....		26,546 44	46 20
808 53		Tickets outstanding.....		1,061 34	252 81
		ACCRUED LIABILITIES AS FOLLOWS.			
\$2,619 71		Taxes accrued and not yet due.....		\$2,646 48	*\$26 77
7,650 00		Interest on funded debt accrued and not yet due.....		7,500 00	*150 00
		Miscellaneous interest accrued and not yet due.....		121 10	121 10
150 00		Rentals accrued and not yet due.....		150 00	
		Damages, insurance, etc.....		36,027 55	36,027 55
102,297 75		Reserves.....		132,100 48	29,802 73
91,903 34		Surplus.....		95,670 02	3,766 68
	\$6,380,580 19	Total.....		\$6,431,149 46	\$50,569 27

*Decrease.

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1912.	Additions during year.	Deductions during year.	Total cost to June 30, 1913.
Track and roadway construction.....		\$4,891 52	\$2,453 57	
Electric line construction.....		806 34		
Buildings and fixtures used in operation of road.....		9,719 03		
Power plant equipment.....		18,110 63	258 30	
Shop tools and machinery.....		1,338 11		
Cars.....		6,726 38	682 80	
Miscellaneous equipment.....		3,904 02		
Miscellaneous.....		32,263 47	4,992 06	
Total.....	\$2,991,744 89	\$77,759 50	\$8,386 73	\$3,061,117 66
Cost of construction and equipment per mile of road owned.....				\$48,259 77

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized	Par value of one share.	Total par value authorized	Total par value outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate. %	Amount.
Preferred.....	15,000	\$100	\$1,500,000	\$1,499,968	7	\$104,997 76
Common.....	20,000	100	2,000,000	2,000,000		
Total.....	35,000		\$3,500,000	\$3,499,968		\$104,997 76

Total number of stockholders, 150.
 Total number of stockholders in this state, 78.
 Amount of stock held in this state, \$563,000.

FUNDED DEBT.

DESCRIPTION.	TERM.		Total par value authorized.	Total par value outstanding.	INTEREST.			
	Date of issue.	Date of maturity.			Rate %	When payable.	Amount accrued during year.	Amount paid during year.
First consolidation mortgage bonds.....	April 1, 1905	July 1, 1935	\$2,000,000	\$2,000,000	5	Jan. & July	\$100,000	\$100,000
Public Works Co., first mortgage bonds..	April 1, 1899	April 1, 1929	600,000	600,000	5	April & Oct.	30,000	30,000
Total.....			\$2,600,000	\$2,600,000			\$130,000	\$130,000

Per mile of single track owned 63.43 miles	Capital stock outstanding per mile, \$55,178 59
	Funded debt outstanding per mile, 40,990 07
	Total..... *\$96,168 66

*This includes the Light & Power & Water Departments and securities owned; a fair estimate for the Railway Department is \$30,000.

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owned.	Leased.	Operated under trackage rights	Total operated.
Length of road (first 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	3.48	.....	.....	3.48
Total computed as single track.....	63.435	.....	.....	63.435

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	26	.....	26
Open passenger cars.....	22	.....	22
Total passenger cars.....	48	.....	48
Freight cars.....	3	20	23
Work cars.....	4	.....	4
Snow plows.....	7	.....	7
Sprinkler.....	1	.....	1
Miscellaneous.....	3	.....	3
Total.....	66	20	86

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	1,141,364
Freight, mail and express car mileage	40,740
Total car mileage	1,182,104
Passenger car hours	119,277
Freight, mail and express car hours	9,378
Total car hours	128,655
Fare passengers carried	6,008,902
Transfer passengers carried	635,248
Total passengers carried	6,644,150
Average fare, revenue passengers	\$0.0496
Average fare, all passengers (including transfer passengers) .....	.0440
Tons of freight carried	59,008
Car earnings per car mile	\$0.2844
Miscellaneous earnings per car mile .....	.0021
Gross earnings per car mile	\$0.2865
Car earnings per car hour	\$2.6145
Miscellaneous earnings per car hour .....	.0196
Gross earnings per car hour	\$2.6340
Operating expenses per car mile	\$0.1776
Operating expenses and taxes per car mile .....	.1916
Operating expenses per car hour	1.6315
Operating expenses and taxes per car hour	1.7650
Operating expenses per cent of gross earnings	61.98
Operating expenses and taxes per cent of gross earnings	66.88
Average number of employees, including officials, during year	259
Average number of employees, excluding officials, during year	255
Aggregate amount of salaries and wages paid, including officials	\$166,055 16
Aggregate amount of salaries and wages paid, excluding officials	\$152,235 16

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Passengers	1	6	7
Others	1	5	6
Total	2	11	13

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Bangor Railway and Electric Company, Bangor, Maine.

HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES NOW OPERATED.

Charter approved February 16, 1905, and was a consolidation of the Old Town Electric Company, Bangor, Orono and Old Town Railway Company, Bangor, Hampden & Winterport Railway & 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 and General Manager	Bangor, Maine.
Frank Silliman, Jr.	Vice-President	Philadelphia, Pa.
Howard Corning	Clerk and Treasurer	Bangor, Maine.
C. A. Pearson, Jr.	Auditor	Philadelphia, Pa.
Charles H. Johnson	Superintendent	Bangor, Maine.

DIRECTORS OF THE COMPANY.

NAME.	Residence.
John R. Graham	Bangor, Maine.
F. H. Appleton	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. Second Tuesday in August.

**Report of the Benton and Fairfield Railway Company for the Year
Ending June 30, 1913.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1913.

Gross earnings from operation	\$15,520 31	
Operating expenses	12,105 30	
Net earnings from operations		\$3,415 01
Gross income less operating expenses		\$3,415 01
DEDUCTIONS FROM INCOME.		
Taxes { On real and personal property	\$191 50	
On capital stock		
On earnings		
Interest—Funded debt	1,650 00	
		1,841 50
Net income		\$1,573 51
Surplus for year		\$1,573 51
Deficit at beginning of year		1,036 33
Surplus at close of year		\$537 18

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers	\$3,196 85	
Freight	12,313 46	
		\$15,510 31
MISCELLANEOUS EARNINGS.		
Rent of equipment		10 00
Total		\$15,520 31

OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway	\$1,155 95	
Maintenance of electric line.....	155 99	
Repairs to bridges.....	676 54	
Total.....		\$1,988 48
Equipment:		
Maintenance of cars	\$1,278 46	
Maintenance of electric equipment of cars.....	1,454 87	
Total.....		\$2,733 33
TRANSPORTATION.		
Operation of Power Plant:		
Lubricants and waste.....	\$46 90	
Hired power.....	1,800 00	
Total.....		\$1,846 90
Operation of Cars:		
Superintendence of transportation.....	\$450 06	
Wages of conductors }		
Wages of motormen }	4,474 86	
Miscellaneous car service.....	50	
Removal of ice and snow.....	3 75	
Total.....		\$4,929 17
GENERAL.		
Salaries of clerks.....	\$181 00	
Printing and stationery	14 20	
Damages.....	3 52	
Miscellaneous legal expenses.....	16 00	
Rent of land }		
Rent of tracks }	207 36	
Insurance.....	185 34	
Total.....		\$607 42
Grand total.....		\$12,105 30

COMPARATIVE GENERAL BALANCE SHEET.

(SHOWING CONDITION AT CLOSE OF BUSINESS JUNE 30, 1913.)

JUNE 30, 1912.		ASSETS.	JUNE 30, 1913.		Year ending June 30, 1913. Increase.
Item.	Total.		Item.	Total.	
	\$53,686 95	Construction and equipment		\$53,686 95	
		CURRENT ASSETS AS FOLLOWS.			
	\$623 86	Cash		\$875 28	\$251 42
	15 41	Accounts receivable		829 15	813 74
	2,038 56	Material and sup- plies.		1,770 44	*268 12
	170 38	Prepaid accounts		52 67	\$117 71
	1,036 33	Deficit			*1,036 33
	\$57,571 49	Total		\$57,214 49	*\$357 00
		LIABILITIES.			
	\$20,000 00	Capital stock, com- mon		\$20,000 00	
	33,000 00	Funded debt		33,000 00	
		CURRENT LIABILI- TIES AS FOLLOWS.			
	4,571 49	Accounts payable		3,677 31	*\$894 18
		Surplus		537 18	537 18
	\$57,571 49	Total		\$57,214 49	*\$357 00

*Decrease.

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1912.	Additions during year.	Deductions during year.	Total cost to June 30, 1913.
Organization.....				
Engineering and superintendance.....				
Right of way.....	\$34,294 92			\$34,294 92
Track and roadway construction.....				
Electric line construction				
Real estate used in operation of road land.....	1,247 00			1,247 00
Power plant equipment.....	4,260 92			4,260 2
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.	Number of shares authorized	Par value of one share.	Total par value authorized	Total par value outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common.....	800	\$25	\$20,000	\$20,000		

Total number of stockholders, 6.
 Total number of stockholders in this state, 3.
 Amount of stock held in this state, \$75.00.

FUNDED DEBT.

DESCRIPTION.	TERM.		Total par value authorized.	Total par value outstanding.	INTEREST.			
	Date of issue.	Date of maturity.			Rate %	When payable.	Amount accrued during year.	Amount paid during year.
First mortgage bonds.....	June 1 1903	June 1 1919	\$33,000 00	\$33,000 00	5	Semi-annually	\$1,650 00	\$1,650 00

Per mile of single track owned 4.795 miles	Capital stock outstanding per mile,	\$4,171 00
	Funded debt outstanding per mile,	6,882 00
	Total.....	\$11,053 00

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first track)....	4.12			4.12
Length of sidings and turnouts	.675			.675
Total computed as single track.....	4.795			4.795

CARS. ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars	1		1
Freight cars		7	7
Work cars	2		2
Snow ploughs	1		1
Total	4	7	11

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	40,580
Freight, mail and express car mileage	39,800
Total car mileage	80,380
Passenger car hours	6,708
Freight, mail and express car hours	8,112
Total car hours	14,820
Fare passengers carried	63,937
Transfer passengers carried	2,690
Total passengers carried	66,627
Average fare, revenue passengers	\$0.050
Average fare, all passengers (including transfer passengers) .....	.048
Tons of freight carried	10,200
Car earnings per car mile	\$0.1930
Miscellaneous earnings per car mile .....	.0001
Gross earnings per car mile	\$0.1931
Car earnings per car hour	1.046
Miscellaneous earnings per car hour .....	.001
Gross earnings per car hour	\$0.151
Operating expenses per car mile	\$0.151
Operating expenses and taxes per car mile .....	.153
Operating expenses per car hour .....	.817
Operating expenses and taxes per car hour .....	.830
Operating expenses per cent of gross earnings	77.99
Operating expenses and taxes per cent of gross earnings	79.23
Average number employes, including officials, during year	15
Average number employes, excluding officials, during year	16
Aggregate amount of salaries and wages paid, including officials	\$7,423.92
Aggregate amount of salaries and wages paid, excluding officials	\$6,973.86

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Others	1		1

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Benton & Fairfield Railway Co., Fairfield, Maine.

OFFICERS OF THE COMPANY.

NAME.	Title.	Official Address.
Sidney Mitchell	President	200 Fifth Ave., New York City.
Gustav Wuerst	Treasurer	200 Fifth Ave., New York City.
Thomas W. Harper	General Manager and Supt	Fairfield, Maine.

DIRECTORS OF THE COMPANY.

NAME.	Residence.
Sidney Mitchell	200 Fifth Ave., New York City.
W. C. Staley	200 Fifth Ave., New York City.
Gustav Wuerst	200 Fifth Ave., New York City.
Edward F. Parker	Fairfield, Maine.
Thomas W. Harper	Fairfield, Maine.

Date of close of fiscal year. June 30.

Date of stockholders' annual meeting. Third Thursday of June.

**Report of the Biddeford and Saco Railroad Company for the Year
Ending June 30, 1913.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1913.

Gross earnings for operation.....	\$72,417 65	
Operating expenses.....	44,667 67	
Net earnings from operations.....		\$27,749 98
MISCELLANEOUS INCOME.		
Interest on deposits.....		1,246 51
Gross income less operating expenses.....		\$28,996 49
DEDUCTIONS FROM INCOME.		
Taxes { On real and personal property.....	\$1,657 23	
{ On earnings.....	114 83	
	\$1,772 06	
Interest—On funded debt.....	6,000 00	7,772 06
Net income.....		\$21,224 43
Dividends 6 per cent on \$100,000, common stock.....		6,000 00
Surplus for year.....		\$15,224 43
Surplus at beginning of year.....	\$31,151 97	
PROFIT OR LOSS ADJUSTMENT DURING YEAR.		
Debits:		
Depreciation power station equipment.....	5,000 00	26,151 97
Surplus at close of year.....		\$41,367 40

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....	\$70,540 45	
Express.....	480 98	
		\$71,021 43
MISCELLANEOUS EARNINGS.		
Advertising.....	\$300 00	
Sale of power.....	1,096 22	
		\$1,396 22
Total.....		\$72,417 65

OPERATING EXPENSES.

MAINTENANCE.		
Way and structure:		
Maintenance of track and roadway	\$3,817 55	.....
Maintenance of electric line	897 84	.....
Maintenance of buildings and fixtures	376 88	.....
Total		\$5,092 27
Equipment:		
Maintenance of steam plant	\$28 92	.....
Maintenance of electric plant	79 74	.....
Maintenance of cars	2,163 42	.....
Maintenance of electric equipment of cars	2,420 93	.....
Miscellaneous shop expenses	76 68	.....
Total		\$4,769 69
TRANSPORTATION.		
Operation of Power Plant:		
Power plant wages	\$910 00	.....
Hired power	11,379 20	.....
Total		\$12,289 20
Operation of Cars:		
Wages of conductors	\$7,035 25	.....
Wages of motormen	7,255 53	.....
Wages of car house employees	1,367 12	.....
Car service supplies	189 36	.....
Cleaning and sanding track	312 99	.....
Removal of snow and ice	244 78	.....
Total		\$16,405 03
GENERAL.		
Salaries of general officers	\$2,800 00	.....
Printing and stationery	130 85	.....
Advertising and attractions	288 12	.....
Miscellaneous general expenses	1,029 36	.....
Damages	476 46	.....
Rent of land and buildings	186 00	.....
Insurance	1,200 69	.....
Total		\$6,111 48
Grand total		\$44,667 67

RAILROAD COMMISSIONERS' REPORT.

COMPARATIVE GENERAL BALANCE SHEET.

(SHOWING CONDITION AT CLOSE OF BUSINESS JUNE 30, 1913.)

JUNE, 30, 1912.		ASSETS.	JUNE 30, 1913.		Year ending June 30, 1913. Increase.
Item.	Total.		Item.	Total.	
.....	\$260,583 58	Construction and equipment.....	.....	\$255,525 72	*\$5,057.86
.....	20,568 39	Cash,.....	.....	21,350 68	782 29
.....		Sinking and Other Special Funds: Renewals and depre- ciation fund.....	.....	14,500 00	14,500 00
.....	\$281,151 97	Total.....	.....	\$291,376 40	\$10,224 43
		LIABILITIES.			
.....	\$100,000 00	Capital stock, com- mon.....	.....	\$100,000 00	.....
.....	150,000 00	Funded debt.....	.....	150,000 00	.....
.....	31,151 97	Surplus.....	.....	41,376 40	\$10,224 43
.....	\$281,151 97	Total.....	.....	\$291,376 40	\$10,224 43

*Decrease.

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1912.	Additions during year.	Deductions during year.	Total cost to June 30, 1913.
Track and roadway construction.....	\$110,206 95	.....	.....	\$110,206 95
Electric line construction	13,133 41	\$8 93	.....	13,142 34
Buildings and fixtures used in operation of road....	17,375 39	21 51	.....	17,396 90
Power plant equipment....	36,800 03	.....	\$5,353 46	31,446 57
Shop tools and machinery	1,424 28	232 67	.....	1,656 95
Electric equipment of cars	78,324 12	32 49	.....	78,356 61
Miscellaneous equipment..	3,319 40	.....	.....	3,319 40
Total.....	\$260,583 58	\$295 60	\$5,353 46	\$255,525 72
Cost of construction and equipment per mile of road owned.....	\$34,237 75	.....	.....	\$33,574 32

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized	Par value of one share.	Total par value authorized	Total par value out- standing.	DIVIDENDS DE- CLARED DURING YEAR.	
					Rate. %	Amount.
Common.....	2,000	\$50	\$100,000	\$100,000	6	\$6,000 00

Total number of stockholders, 42.
 Total number of stockholders in this state, 33.
 Amount of stock held in this state, \$80,650.

FUNDED DEBT

DESCRIPTION.	TERM		Total par value authorized.	Total par value outstanding	INTEREST.			
	Date of issue.	Date of maturity.			Rate %	When payable.	Amount accrued during year.	Amount paid during year.
First mortgage gold bonds.....	1900	June 1, 1940	\$300,000	\$150,000	4	June & Dec.	\$6,000	\$6,000 00

Per mile of single track owned 8.146 miles	{	Capital stock outstanding per mile,	\$12,275 96
		Funded debt outstanding per mile,	18,413 94
		Total.....	\$30,689 90

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first 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.....	8	.....	8
Open passenger cars.....	12	10	22
Total passenger cars.....	20	10	30
Work cars.....	2	.....	2
Snow plows.....	1	1	2
Total.....	23	11	34

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	331,602
Freight, mail, and express car mileage	2,294
Total car mileage	333,896
Passenger car hours	34,215
Freight, mail, and express car hours	899
Total car hours	35,114
Fare passengers carried	1,082,286
Transfer passengers carried	125,317
Total passengers carried	1,207,603
Average fare, revenue passengers	\$0.0651+
Average fare, all passengers (including transfer passengers) .....	.0584+
Car earnings per mile .....	.2127+
Miscellaneous earnings per car mile .....	.0041+
Gross earnings per car mile	\$0.2168+
Car earnings per car hour	\$2.0225+
Miscellaneous earnings per car hour .....	.0397
Gross earnings per car hour	\$2.0622
Operating expenses per car mile	\$0.1337+
Operating expenses and taxes per car mile	0.1390+
Operating expenses per car hour	1.2720+
Operating expenses and taxes per car hour	1.3225+
Operating expenses per cent of gross earnings	61.00
Operating expenses and taxes per cent of gross earnings	64.00
Average number of employees, including officials, during year	35
Average number of employees, excluding officials, during year	32
Aggregate amount of salaries and wages paid, including officials	\$24,933 12
Aggregate amount of salaries and wages paid, excluding officials	\$22,193 12

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Passengers		2	2

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 M. Dow.....	Portland, Maine.
Charles F. Berry.....	Portland, Maine.

Date of close of fiscal year. June 30.

Date of stockholders' annual meeting. Fourth Wednesday in July.

**Report of the Brunswick & Yarmouth Street Railway for the Year
Ending June 30, 1913.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1913.

Gross earnings from operation.....	\$45,407 61	
Operating expenses.....	31,547 93	
Net earnings from operations..		\$13,859 68
Gross income less operating expenses.....		\$13,859 68
DEDUCTIONS FROM INCOME.		
Taxes { On real and personal property	align="right">\$1,200 00	
{ On capital stock.....		
{ On earnings.....		
Miscellaneous.....		
Interest —On funded debt.....	10,000 00	11,200 00
Net income.....		\$2,659 68
Surplus for year.....		\$2,659 68
Surplus at beginning of year.....	\$2,717 91	
PROFIT OR LOSS ADJUSTMENTS DURING YEAR.		
Debits:		
Adjustments transferred to property account.....	2,519 88	198 03
Surplus at close of year.....		\$2,857 71

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....	\$40,106 75	
Chartered cars.....	73 20	
Freight and express.....	3,540 81	
Work car earnings.....	53 79	\$43,774 55
MISCELLANEOUS EARNINGS.		
Advertising, station and car privileges.....	\$199 92	
Sale of power.....	1,432 22	
Miscellaneous sales.....	92	1,633 06
Total.....		\$45,407 61

OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway	\$1,617 87	
Maintenance of electric line	588 53	
Maintenance of buildings and fixtures	125 32	
Total		\$2,331 72
Equipment:		
Maintenance of steam plant	\$18 06	
Maintenance of electric plant	6 89	
Maintenance of cars	1,811 26	
Maintenance of electric equipment of cars	1,280 03	
Maintenance of miscellaneous equipment	234 88	
Miscellaneous shop expenses	213 97	
Total		\$3,565 09
TRANSPORTATION.		
Operation of Power Plant:		
Power plant wages	\$1,622 41	
Fuel for power	588 99	
Water for power	44 37	
Lubricants and waste for power plant	59 66	
Miscellaneous supplies and expenses of power plant } Hired power	11,001 03	
Total		\$13,316 46
Operation of Cars:		
Superintendence of transportation	\$157 58	
Wages of conductors	6,903 18	
Wages of motormen	498 79	
Wages of miscellaneous car service employees	15 30	
Wages of car house employees	1,036 24	
Car service supplies	456 82	
Miscellaneous car service expenses	173 07	
Cleaning and sanding track		
Removal of snow and ice		
Total		\$9,240 98
GENERAL.		
Salaries of general officers	\$45 70	
Salaries of clerks	385 58	
Printing and stationery	21 73	
Miscellaneous offices expenses	85 24	
Stores expenses	9 37	
Advertising and attractions	3 34	
Miscellaneous general expenses	144 76	
Damages	1,311 72	
Legal expenses in connection with damages } Insurance	1,086 24	
Total		\$3,093 68
Grand total		\$31,547 93

COMPARATIVE GENERAL BALANCE SHEET.

(SHOWING CONDITION AT CLOSE OF BUSINESS JUNE 30, 1913.)

JUNE 30, 1912.		ASSETS.	JUNE 30, 1913.		Year ending June 30, 1913. Increase.
Item.	Total.		Item.	Total.	
\$473,349 95		Construction and equipment		\$528,117 73	\$54,767 78
34,617 87		Uncompleted construction			*34,617 87
	\$507,967 82			\$528,117 73	
		CURRENT ASSETS AS FOLLOWS.			
\$986 47		Cash	\$968 02		*18 45
613 92		Accounts receivable	1,377 30		763 38
2,374 77		Material and supplies	1,716 78		*657 99
320 78		Prepaid accounts	393 29		72 51
	\$4,295 94			\$4,455 39	
	\$512,263 76	Total		\$532,573 12	\$20,309 36
		LIABILITIES.			
\$300,000 00		Capital stock, common	\$300,000 00		
200,000 00		Funded debt	200,000 00		
	\$500,000 00			\$500,000 00	
		CURRENT LIABILITIES AS FOLLOWS.			
	\$5,296 34	Accounts payable	\$14,010 02		\$8,713 68
		Tickets outstanding	23 20		23 20
				\$14,033 22	
		ACCRUED LIABILITIES AS FOLLOWS.			
\$318 48		Taxes accrued and not yet due	\$656 24		\$337 76
3,388 89		Interest on funded debt accrued and not yet due	13,388 89		10,000 00
542 14		Damages	1,637 06		1,094 92
	4,249 51			15,682 19	
	2,717 91	Surplus		2,857 71	139 80
	\$512,263 76	Total		\$532,573 12	\$20,309 36

*Decrease.

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1912.	Additions during year.	Deductions during year.	Total cost to June 30, 1913.
Organization.....	\$473,349 95	.....	\$2,519 88	\$470,830 07
Track and roadway con- struction.....	.....	\$22,408 31	.....	22,408 31
Electric line construction.....	.....	769 02	.....	769 02
Investment real estate.....	.....	433 30	.....	433 30
Power plant equipment.....	.....	7,478 43	.....	7,478 43
Cars.....	.....	26,198 60	.....	26,198 60
Total.....	\$473,349 95	\$57,287 66	\$2,519 88	\$528,117 73

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value out- standing.	DIVIDENDS DE- CLARED DURING YEAR.	
					Rate.	Amount.
Common.....	3,000	\$100	\$300,000	\$300,000	.....	.....

Total number of stockholders, 4.

Total number of stockholders in this State, 4.

Amount of stock held in this State, \$300,000.

FUNDED DEBT.

DESCRIPTION.	TERM.		Total par value authorized.	Total par value outstanding.	INTEREST.			
	Date of issue.	Date of maturity.			Rate %	When payable.	Amount accrued during year.	Amount paid during year.
Brunswick & Yarmouth St. Ry., 1st mortgage 5 per cent bonds.....	Apr. 1, 1911	Oct. 31, 1941	.....	\$200,000	5	Oct. & April	\$10,000 00	.....

Per mile of single track owned, 16.4 miles	{	Capital stock outstanding per mile,	\$18,292 68
		Funded debt outstanding per mile,	12,195 12
		Total	\$30,487 80

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road.....	15.8			15.8
Length of sidings and turnouts.....	.6			.6
Total computed as single track.....	16.4			16.4

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	8		8
Open passenger cars.....	5		5
Total passenger cars.....	13		13
Work cars.....	1		1
Snow plows.....	2		2
Total.....	16		16

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	237,572
Freight, mail and express car mileage.....	20,233
Total car mileage.....	257,805
Passenger car hours.....	15,067
Freight, mail and express car hours.....	1,866
Total car hours.....	16,933
Fare passengers carried.....	817,271
Total passengers carried.....	817,271
Average fare, revenue passengers.....	\$0.0491
Car earnings per car mile.....	\$0.170
Miscellaneous earnings per car mile.....	.006
Gross earnings per car mile.....	\$0.176
Car earnings per car hour.....	\$2.59
Miscellaneous earnings per car hour.....	.09
Gross earnings per car hour.....	\$2.68
Operating expenses per car mile.....	\$0.1224
Operating expenses and taxes per car mile.....	.1270
Operating expenses per car hour.....	1.86
Operating expenses and taxes per car hour.....	1.93
Operating expenses per cent. of gross earnings.....	69.48
Operating expenses and taxes per cent. of gross earnings.....	72.12
Average number employees, including officials, during year.....	36
Average number employees, excluding officials, during year.....	34
Aggregate amount of salaries and wages paid, including officials.....	\$20,487 87
Aggregate amount of salaries and wages paid, excluding officials.....	\$20,487 87

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
*Others		3	3

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Brunswick and Yarmouth Street Railway, Lewiston, Maine.

HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES NOW OPERATED.

Organized November 25, 1911, to take over and operate the rights and properties of the Portland and Brunswick Street Railway, which was sold by decree of court in foreclosure proceedings on October 5, 1911.

OFFICERS OF THE COMPANY.

NAME.	Title.	Official Address.
Edward M. Graham	President	Bangor, Maine.
Charles A. Andrews	Clerk	Augusta, Maine.
Harry B. Ivers	Treasurer and General Manager	Portland, Maine.

DIRECTORS OF THE COMPANY.

NAME.	Residence.
Edward M. Graham	Bangor, Maine.
Harry B. Ivers	Portland, Maine.
Alfred Sweeney	Portland, Maine.

*No passengers or employees killed or injured.

Date of close of fiscal year. June 30.

Date of stockholders' annual meeting. Second Tuesday in August.

**Report of the Calais Street Railway for the Year Ending
June 30, 1913.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1913.

Gross earnings from operation.....	\$36,011 90	.....
Operating expenses.....	27,580 39	.....
Net earnings from operations.....		\$8,431 51
Gross income less operating expenses.....		\$8,431 51
DEDUCTIONS FROM INCOME.		
Taxes { On real and personal property.....	\$322 54	.....
{ On earnings.....	222 84	.....
{ Miscellaneous.....	128 00	.....
Interest—On funded debt.....	\$673 38 5,000 00	..... 5,673 38
Net income.....		\$2,758 13
DEDUCTIONS FROM NET INCOME.		
Dividends 4% on \$50,000, Common stock.....		\$2,000 00
Surplus for year.....		\$758 13
Surplus at beginning of year.....		400 20
Surplus at close of year.....		\$1,158 33

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....		\$34,115 90
MISCELLANEOUS EARNINGS.		
Advertising.....	\$150 00	.....
Sale of power.....	444 25	.....
Other Miscellaneous Earnings:		
Shop work.....	380 50	.....
Old material sold.....	921 25	.....
		\$1,896 00
Total.....		\$36,011 90

OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway	\$2,865 17	
Maintenance of electric line	1,478 21	
Maintenance of buildings and fixtures	222 18	
Total		\$4,565 56
Equipment:		
Maintenance of steam plant	\$424 97	
Maintenance of electric plant	165 21	
Maintenance of cars	584 00	
Maintenance of electric equipment of cars	1,186 88	
Miscellaneous shop expenses	176 57	
Total		\$2,537 63
TRANSPORTATION.		
Operation of Power Plant:		
Power plant wages	\$1,062 30	
Fuel for power	3,196 47	
Water for power	91 38	
Lubricants and waste for power plant	275 03	
Miscellaneous supplies and expenses of power plant	156 38	
Hired power	3,125 00	
Total		\$7,906 56
Operation of Cars:		
Wages of conductors	\$3,035 45	
Wages of motormen	3,081 49	
Wages of car house employees	2,397 96	
Removal of snow and ice	196 35	
Total		\$8,711 25
GENERAL.		
Salaries of general officers	\$2,328 50	
Salaries of clerks	583 00	
Printing and stationery	3 25	
Miscellaneous offices expenses	92 55	
Miscellaneous general expenses	499 20	
Damages	5 80	
Insurance	347 09	
Total		\$3,859 39
Grand Total		\$27,580 39

CALAIS STREET RAILWAY.

51

COMPARATIVE GENERAL BALANCE SHEET.
(SHOWING CONDITION AT CLOSE OF BUSINESS JUNE 30, 1913.)

JUNE 30, 1912.		ASSETS.	JUNE 30, 1913.		Year ending June 30, 1913. Increase.
Item.	Total.		Item.	Total.	
.....	\$200,000 00	Construction and equipment.....	.....	\$200,000 00	.....
		CURRENT ASSETS AS FOLLOWS.			
.....	400 20	Cash.....	.....	1,158 33	\$758 13
.....	\$200,400 20	Total.....	.....	\$201,158 33	\$758 13
		LIABILITIES.			
.....	\$50,000 00	Capital stock, pre- ferred.....	.....	\$50,000 00	.....
.....	50,000 00	Capital stock, com- mon.....	.....	50,000 00	.....
.....	100,000 00	Funded debt.....	.....	100,000 00	.....
.....	400 20	Surplus.....	.....	1,158 33	\$758 13
.....	\$200,400 20	Total.....	.....	\$201,158 33	\$758 13

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1912.	Additions during year.	Deductions during year.	Total cost to June 30, 1913.
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
Electric equipment of cars.....				11,800 00
Miscellaneous equipment..				8,000 00
Miscellaneous.....				2,000 00
Total.....				\$200,000 00

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate %.	Amount.
Preferred.....	500	\$100	\$50,000			
Common.....	500	100	50,000	\$50,000	4	\$2,000 00
Total.....	1,000		\$100,000	\$50,000		\$2,000 00

Total number of stockholders, 3.
 Total number of stockholders in this State, 3.
 Amount of stock held in this State, \$100,000.

FUNDED DEBT.

DESCRIPTION.	TERM.		Total par value authorized.	Total par value outstanding.	INTEREST.			
	Date of issue.	Date of maturity.			Rate %	When payable.	Amount accrued during year.	Amount paid during year.
First mortgage gold bonds.....	Oct. 18, 1910	July 1, 1930	\$100,000	\$100,000	5	Jan. & July	\$5,000	\$5,000

Per mile of single track owned 7 miles.... { Capital stock outstanding per mile, \$28,888 00 Includes St. Stephen Co., stock.
 { Funded debt outstanding per mile, 14,285 00
 { Total..... \$43,173 00

RAILROAD COMMISSIONERS' REPORT.

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first track)	4	3	.....	7
Railway located outside of Maine . . . . .	.....	3	.....	.....

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars	4	.....	4
Open passenger cars	4	.....	4
Total passenger cars	8	.....	8
Work cars	1	.....	1
Snow plows	1	.....	1
Total	10	.....	10

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	183,960
Passenger car hours	6,400
Fare passengers carried	682,380
Transfer passengers carried	24,446
Total passengers carried	706,826
Average fare, revenue passengers	\$0.0499
Average fare, all passengers (including transfer passengers) . . . . .	.0482
Car earnings per car mile	\$0.18545
Miscellaneous earnings per car mile . . . . .	.01003
Gross earnings per car mile	\$0.19548
Car earnings per car hour	\$5.330
Miscellaneous earnings per car hour . . . . .	.297
Gross earnings per car hour	\$5.627
Operating expenses per car mile	\$0.14999
Operating expenses and taxes per car mile . . . . .	.153
Operating expenses per car hour	4.30
Operating expenses and taxes per car hour	4.44
Operating expenses per cent. of gross earnings	76.00
Operating expenses and taxes per cent. of gross earnings	78.00
Average number employees, including officials, during year	25
Average number employees, excluding officials, during year	22
Aggregate amount of salaries and wages paid, including officials	\$14,080 85
Aggregate amount of salaries and wages paid, excluding officials	\$11,752 35

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Calais Street Railway, Calais, Maine.

HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES NOW OPERATED.

Special charter, Maine, 1893. Organized and built, 1894. St. Stephen Railway built by the company at same time. Mortgage foreclosed October 14, 1910. This company organized October 14, 1910, under statutes of Maine relating to purchase of railroads by bondholders.

OFFICERS OF THE COMPANY.

NAME.	Title.	Official Address.
George A. Curran.....	President.....	Calais, Maine.
Benjamin Y. Curran.....	Clerk, Treasurer and General Manager.....	Calais, Maine.
Charles F. Pray.....	Superintendent.....	Calais, Maine.

DIRECTORS OF THE COMPANY.

NAME.	Residence.
George A. Curran.....	Calais, Maine.
Benjamin Y. Curran.....	Calais, Maine.
Charles F. Pray.....	Calais, Maine.

Date of close of fiscal year. June 30.
Date of stockholders' annual meeting. October 18.

**Report of the Cumberland County Power and Light Company, Lessee of
Portland Railroad Company, for the Year Ending June 30, 1913.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1913.

Gross earnings from operation.....	\$1,007,232 86	
Operating expenses.....	666,233 44	
Net earnings from operations.....		\$340,999 42
MISCELLANEOUS INCOME.		
Income from securities owned.....	\$165 63	
Gross earnings less operating expenses, Power & Light Department.....	446,902 58	
Profit on old material sold.....	80 99	
		447,149 20
Gross income less operating expenses.....		\$788,148 62
DEDUCTIONS FROM INCOME.		
Taxes { On real and personal property... \$17,250 89		
{ On earnings..... 27,756 31		
{ On Power & Light Department.. 34,000 00		
	\$79,007 20	
Interest { On funded debt..... \$219,899 98		
{ On floating debt..... 1,277 99		
	221,177 97	
Rent of leased lines.....	221,852 20	
Other Deductions from Income:		
Discount on securities.....	5,244 70	
Bridge rental.....	2,750 00	
Machinery rental.....	350 58	
	530,382 65	
Net income.....		\$257,765 97
DEDUCTIONS FROM NET INCOME.		
Reserves and Special Charges:		
Renewals and depreciation.....	\$130,000 00	
Damages.....	20,000 00	
Dividends, 1½% on \$2,300,000, pref. stock, 3 mos. }	102,000 00	
Dividends, 1½% on \$1,500,000, pref. stock, 9 mos. }		
	\$252,000 00	
Surplus for year.....		\$5,765 97
Surplus at beginning of year.....		\$53,572 57
PROFIT OR LOSS ADJUSTMENTS DURING YEAR.		
Credits:		
Profit and loss account of acquired companies.....	\$467,442 73	
Debits:		
Adjustment of taxes.....	9,969 71	
		\$457,473 02
Surplus at close of year.....		\$516,811 56

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers	\$980,568 99	.....
Chartered cars	929 62	.....
Freight	197 01	.....
Mail	286 58	.....
Express	13,231 44	.....
Other car earnings—sprinkler car	3,600 00	.....
		\$998,813 64
MISCELLANEOUS EARNINGS.		
Advertising	\$5,000 00	.....
Rent of land and buildings	2,100 04	.....
Rent of equipment	380 10	.....
Other Miscellaneous Earnings:		
Commission public telephones	327 83	.....
Parcel room receipts	547 60	.....
Waste paper, etc., sold	63 65	.....
		\$8,419 22
Total		\$1,007,232 86

OPERATING EXPENSES.

MAINTENANCE.			
Way and Structures:			
Maintenance of track and roadway		\$39,028 24	
Maintenance of electric line		17,837 07	
Maintenance of buildings and fixtures		5,518 06	
Total			\$62,383 37
Equipment:			
Maintenance of electric plant		\$812 02	
Maintenance of cars		28,861 88	
Maintenance of electric equipment of cars		21,347 03	
Maintenance of miscellaneous equipment		1,103 55	
Miscellaneous shop expenses		4,896 28	
Maintenance reserve		6,547 02	
Total			\$63,567 78
TRANSPORTATION.			
Operation of Power Plant:			
Power plant wages		\$6,495 48	
Miscellaneous supplies and expenses of power plant		355 39	
Hired power		130,379 52	
Total			\$137,230 39
Operation of Cars:			
Superintendence of transportation		\$12,107 98	
Wages of conductors		108,338 08	
Wages of motormen		112,076 37	
Wages of miscellaneous car service employees		2,901 22	
Wages of car house employees		33,243 41	
Car service supplies		3,301 60	
Miscellaneous car service expenses		8,769 24	
Cleaning and sanding track		10,275 55	
Removal of snow and ice		1,456 30	
Total			\$292,469 75
GENERAL.			
Salaries of general officers		\$11,975 38	
Salaries of clerks		13,429 06	
Printing and stationery		1,989 35	
Miscellaneous offices expenses		2,024 20	
Stores expenses		2,568 95	
Stable expenses		4,639 11	
Advertising and attractions		16,751 02	
Miscellaneous general expenses		8,698 60	
Damages		26,294 60	
Legal expenses in connection with damages		3,122 43	
Miscellaneous legal expenses		6,000 00	
Rent of land and buildings		3,763 65	
Rent of tracks and terminals		3 80	
Insurance		9,322 00	
Total			\$110,582 15
Grand total			\$666,233 44

DETAILED STATEMENT OF RENTALS OF LEASED LINES.

NAME OF LESSOR.	Portion used for payment of interest on debt of lessor.	Portion used for payment of dividends on capital stock of lessor.	Portion not included in foregoing payment of interest or dividends.	Total amount of rental paid by lessee.
Portland Railroad Co.	\$119,464 99	\$99,950 00	\$2,437 21	\$221,852 20

COMPARATIVE GENERAL BALANCE SHEET.
(SHOWING CONDITIONS AT CLOSE OF BUSINESS JUNE 30, 1913.)

JUNE 30, 1912.		ASSETS.	JUNE 30, 1913.		Year ending June 30, 1913. Increase.
Item.	Total.		Item.	Total.	
		OTHER PERMANENT INVESTMENTS AS FOLLOWS.			
		Stocks and bonds of other companies	\$2,520,204 90		
		Stock in treasury	3,250 00	\$2,523,454 90	
		Power & Light Dept. property		7,283,202 75	
		CURRENT ASSETS AS FOLLOWS.			
		Cash	\$340,884 12		
		Bills receivable	97,125 00		
		Accounts receivable	66,155 99		
		Material and supplies	100,447 61		
		Prepaid accounts	5,836 45		
		Miscellaneous:			
		Cash to pay coupons	56,405 00		
		Interest receivable	135 63	\$666,989 80	
		Sinking and other special funds:			
		Portland Electric Co. sinking fund	\$70,607 78		
		Con. Electric Lt. Co. deb. bond reserve	6,250 00	\$76,857 78	
		Discount on securities		181,805 60	
		Total		\$10,732,310 83	
		LIABILITIES.			
		Capital stock, preferred	\$2,300,000 00		
		Capital stock, common	2,700,000 00		
		Funded debt	4,770,000 00	\$9,770,000 00	
		CURRENT LIABILITIES AS FOLLOWS.			
		Accounts payable	\$77,398 74		
		Miscellaneous:			
		Unpaid bond coupons	56,405 00		
		Consumers' deposits	415 79		
		Tickets outstanding	515 66	\$134,735 19	
		ACCRUED LIABILITIES AS FOLLOWS.			
		Taxes accrued and not yet due	\$83,011 59		
		Interest on funded debt accrued and not yet due	71,783 30		
		Rentals accrued and not yet due	50,937 56		
		Miscellaneous:			
		Accrued damages	39,294 08		
		Accrued legal expenses	7,523 24		
		Reserve for bad debts	1,696 75		
		Accrued maintenance	5,885 51		
		Reserves		\$260,132 03	
		Surplus		50,632 05	
				516,811 56	
		Total		\$10,732,310 83	

PORTLAND RAILROAD COMPANY.

BALANCE SHEET, JUNE 30, 1913.

DEBIT.		
Plant, property and franchise.....	\$4,220,734 00	
Securities in treasury.....	40,751 92	
Bonds in treasury.....	100,000 00	
Securities pledged.....	827,700 00	
Cumberland County Power & Light Co., by a discount on securities.....	16,361 45	
Accrued Rental Cumberland County Power & Light Co.	50,937 56	
Cumberland County Power & Light Co.....	40,411 07	
Cash.....	682 75	
		\$5,297,579 35
CREDIT.		
Capital stock.....	\$1,999,000 00	
P. & C. E. Ry., 1st mort., bonds 5%.....	400,000 00	
P. R. R., 1st mort., bonds 4½%.....	500,000 00	
P. R. R., 1st cons. mort., bonds 3½%.....	1,700,000 00	
P. R. R., 5-year Coupon Notes, 4½%.....	600,000 00	
Accrued interest.....	9,333 37	
Profit and loss.....	89,245 98	
		\$5,297,579 35

INCOME—YEAR ENDING JUNE 30, 1913.

Income from lease of road.....	\$221,852 20	
Old scrap sold.....	584 72	
		\$222,436 92
DEDUCTIONS.		
Dividend \$1,999,000.00 P. R. R. Stock 5%.....	\$99,950 00	
Interest \$500,000.00 P. R. R. 1st mort. bonds 4½%...	22,500 00	
Interest \$1,500,000.00 P. R. R. 1st cons. mort. bonds 3½%.....	56,000 00	
Interest \$400,000.00 P. & C. E. 1st mort. bonds 5%...	20,000 00	
Interest \$600,000.00 Coupon Notes 4½%.....	20,964 99	
Interest unfunded debt.....	105 56	
Expenses.....	67 25	
Discount on securities.....	1,831 65	
		\$221,419 45
Surplus for year.....		1,017 47
Surplus at beginning of year.....		88,228 51
Surplus at close of year.....		\$89,245 98

CONSTRUCTION AND EQUIPMENT, LEASED LINES.

ACCOUNT.	Additions during year.	Deductions during year.	Total cost to June 30, 1913.	Less amounts paid by Lessor Co. during year.
Engineering and superintendence.....	\$650 83	.....	\$650 83	\$650 83
Right of way.....	85 00	.....	85 00	85 00
Track and roadway construction.....	34,884 92	.....	34,884 92	34,884 92
Electric line construction.	10,415 38	.....	10,415 38	10,415 38
Buildings and fixtures used in operation of road....	5,800 61	.....	5,800 61	5,800 61
Power plant equipment....	27,369 82	.....	27,369 82	27,369 82
Shop tools and machinery	358 49	.....	358 49	358 49
Cars.....	13,854 41	.....	13,854 41	13,854 41
Electric equipment of cars	12,889 57	.....	12,889 57	12,889 57
Miscellaneous equipment..	89 73	.....	89 73	89 73
Total.....	\$106,219 30	.....	\$106,219 30	\$106,219 30

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Preferred.....	23,000	\$100	.....	\$2,300,000	.....	\$102,000
Common.....	27,000	100	.....	2,700,000	.....	.....
Total.....	50,000	.....	.....	\$5,000,000	.....	\$102,000

Total number of stockholders, 722.
 Total number of stockholders in this State, 149.
 Amount of stock held in this State, \$523,200.

FUNDED DEBT.

DESCRIPTION.	TERM.		Total par value authorized.	Total par value outstanding.	INTEREST.			
	Date of issue.	Date of maturity.			Rate %	When payable.	Amount accrued during year.	Amount paid during year
Cumberland County Power & Light Co., 1st and refunding mortgage bonds . . .	Aug. 1, 1912	Sept. 1, 1942	.....	\$1,700,000	5	March 1, Sept. 1	\$70,833 32	\$42,500 00
Portland Electric Co., 1st mortgage bonds	Aug. 1, 1906	Aug. 1, 1926	.....	1,500,000	5	Feb. 1, Aug. 1	68,749 98	75,000 00
Portland Light & Power Co., 1st mortgage bonds	April 1, 1901	April 1, 1921	.....	500,000	4½	April 1, Oct. 1	20,625 00	22,500 00
Consolidated Electric Light Co. of Maine, 1st mortgage bonds	Jan. 1, 1905	Jan. 1, 1925	.....	500,000	4½	Jan. 1, July 1	20,625 00	22,500 00
Consolidated Electric Light Co. of Maine, debenture bonds	Feb. 15, 1908	\$1500 each year	.....	70,000	6	Feb. 15, Aug. 15	4,337 50	5,100 00
Portland Electric Co., preferred stock . .	Sept. 1, 1910		.....	500,000	6	Feb., May, Aug. 1 Nov. 1,	27,500 00	30,000 00
Interest on \$947,000 . . . . .			.....		
Cumberland County Power & Light Co., 1st mortgage bonds	Retired Sept. 1,	1912	.....		5		7,229 18	23,675 00
Total				\$4,777,000			\$219,899 98	\$221,275 00

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first track)		82.52		82.52
Length of second main track		15.51		15.51
Total length of main track		98.03		98.03
Length of sidings and turnouts		8.75		8.75
Total computed as single track		106.78		106.78

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars	106		106
Open passenger cars	104		104
Total passenger cars	210		210
Express cars	6		6
Work cars	9	13	22
Snow plows	17		17
Total	242	13	255

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	4,021,361
Freight, mail and express car mileage.....	73,420
Total car mileage	4,094,781
Passenger car hours	450,809
Freight, mail and express car hours	8,938
Total car hours	459,747
Fare passengers carried	19,872,556
Transfer passengers carried.....	2,728,121
Total passengers carried	22,600,677
Average fare, revenue passengers.....	\$0.049
Average fare, all passengers (including transfer passengers).....	.043
Car earnings per car mile	\$0.244
Miscellaneous earnings per car mile.....	.002
Gross earnings per car mile.....	\$0.246
Car earnings per car hour	\$2.190
Miscellaneous earnings per car hour.....	.005
Gross earnings per car hour	\$2.195
Operating expenses per car mile	\$0.160
Operating expenses and taxes per car mile .....	.170
Operating expenses per car hour	\$1.450
Operating expenses and taxes per car hour	1.550
Operating expenses per cent. of gross earnings.....	66.10
Operating expenses and taxes per cent. of gross earnings.....	70.80
Average number employees, including officials, during year	657
Average number employees, excluding officials, during year	654
Aggregate amount of salaries and wages paid, including officials	\$460,734.71
Aggregate amount of salaries and wages paid, excluding officials	\$448,759.33

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Passengers.....	3	36	39
Employees.....		2	2
Others.....	2	7	9
Total	5	45	50

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Cumberland County Power and Light Company, 451 Congress St., Portland, Maine.

HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES NOW OPERATED.

Organized by Legislative Act, 1909. Leased Portland Railroad Co., February 1, 1912. August 1, 1912, the Property Franchises and Rights of the Portland Electric Co. were acquired by purchase, carrying with it the ownership of the Property Franchise and Rights of the Consolidated Electric Light Co. of Maine, and the Portland Lighting and Power Co.

OFFICERS OF THE COMPANY.

NAME.	Title.	Official Address.
William M. Bradley.....	President.....	Portland, Maine.
Philip G. Gossler.....	First Vice-President.....	New York, N. Y.
Frank Silliman, Jr.....	Second Vice-President.....	Philadelphia, Pa.
Charles F. Berry.....	Treasurer.....	Portland, Maine.
Harry B. Ivers.....	Clerk and General Manager.....	Portland, Maine.

DIRECTORS OF THE COMPANY.

NAME.	Residence.
Charles O. Baneroft.....	Portland, Maine.
Frank D. True.....	Portland, Maine.
Charles S. Erswell.....	Brunswick, Maine.
Walter G. Davis.....	Portland, Maine.
Ammi Whitney.....	Portland, Maine.
Charles F. Libby.....	Portland, Maine.
Harry Butler.....	Portland, Maine.
Wm. M. Bradley.....	Portland, Maine.
John R. Graham.....	Bangor, Maine.
Ludwell L. Howison.....	Portland, Maine.
Wilbur Tusch.....	New York, N. Y.
Philip G. Gossler.....	New York, N. Y.
Herbert L. Clark.....	Philadelphia, Pa.
Frank Silliman, Jr.....	Philadelphia, Pa.
Albert Straus.....	New York, N. Y.

Date of close of fiscal year, June 30, 1913.

Date of stockholders annual meeting, first Tuesday in August.

**Report of the Fryeburg Horse Railroad Company for the Year Ending
June 30, 1913.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1913.

Gross earnings from operation.....	\$238 87	
Operating expenses.....	247 41	
Net deficit from operations.....		\$8 54
Deficit at close of year.....		\$8 54

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....		\$213 58
MISCELLANEOUS EARNINGS.		
Sale of rails.....		25 29
Total.....		\$238 87

OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway.....		\$16 24
Operation of Cars:		
Wages of conductors, men and horses.....	\$230 75	
Car service supplies, oil.....	42	
Total.....		\$231 17
Grand total.....		\$247 41

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized	Par value of one share.	Total par value authorized	Total par value outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common.....		\$25 00		\$5,025 00		

Total number of stockholders, 6.

Total number of stockholders in this state, 6.

Amount of stock held in this state, \$5,025.00.

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first track)....	3.00			3.00

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars		2	2
Open passenger cars		3	3
Total passenger cars		5	5

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Fryeburg Horse Railroad Company, Fryeburg, Maine.

OFFICERS OF THE COMPANY.

NAME.	Title.	Official Address.
Geo. E. Macomber	President	Augusta, Maine.
Seth W. Fife	Secretary Treasurer and General Manager	Fryeburg, Maine.

DIRECTORS OF THE COMPANY.

NAME.	Residence.
Emma C. Farrington	Augusta, Maine.
Margaret V. Farrington	Augusta, Maine.
Geo. E. Macomber	Augusta, Maine.
Seth W. Fife	Fryeburg, Maine..
Fred J. Allen	Sanford, Maine.

Date of close of fiscal year. June 30.

Date of stockholders' annual meeting. First Tuesday in June.

**Report of the Lewiston, Augusta and Waterville Street Railway
for the Year Ending June 30, 1913.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1913.

Gross earnings from operation		\$600,636 38	
Operating expenses		355,422 44	
Net earnings from operations			\$245,213 94
MISCELLANEOUS INCOME.			
Interest on deposits		\$481 98	
Income from securities owned		10,000 00	
Other miscellaneous income		10 52	
			10,492 50
Gross income less operating expenses			\$255,706 44
DEDUCTIONS FROM INCOME.			
Taxes { On real and personal property... ..	\$3,169 15		
{ On earnings, internal revenue... ..	577 97		
{ Miscellaneous, State of Maine... ..	5,502 88		
		\$9,250 00	
Interest { On funded debt	\$169,204 16		
{ On floating debt	663 54		
		169,867 70	
Other Deductions from Income:			
Discount on securities sold		4,224 00	
			183,341 70
Net income			\$72,364 74
DEDUCTIONS FROM NET INCOME.			
Reserves and Special Charges:			
Renewals and depreciation		\$5,868 25	
Dividends 6% on \$600,000, preferred stock		36,000 00	
			41,868 25
Surplus for year			\$30,496 49
Surplus at beginning of year		\$63,656 21	
PROFIT OR LOSS ADJUSTMENTS DURING YEAR.			
Credits:			
Miscellaneous	\$221 98		
Debits:			
Renewals and depreciation	25,164 07		
Miscellaneous	208 34		
		25,150 43	
Surplus at close of year			\$69,002 27

GROSS EARNINGS FROM OPERATIONS.

CAR EARNINGS.		
Passengers	\$559,201 50	
Chartered cars	2,676 50	
Freight and express	26,737 65	
Mail	1,700 27	
Baggage	280 90	
Other Car Earnings:		
Operation of sprinkler car, etc	618 94	
		\$591,215 76
MISCELLANEOUS EARNINGS.		
Advertising, station and car privileges	\$1,966 10	
Rent of land and buildings	496 42	
Sale of power	6,398 39	
Other Miscellaneous Earnings:		
Parcel room receipts	467 15	
Miscellaneous	92 56	
		9,420 62
Total		\$600,636 38

OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway	\$22,999 99	
Maintenance of electric line	4,139 89	
Maintenance of buildings and fixtures	2,121 12	
Total		\$29,261 00
Equipment:		
Maintenance of steam plant	\$53 74	
Maintenance of electric plant	284 00	
Maintenance of cars	21,176 22	
Maintenance of electric equipment of cars	11,355 03	
Maintenance of miscellaneous equipment	2,403 44	
Miscellaneous shop expenses	3,541 02	
Total		\$38,813 45
TRANSPORTATION.		
Operation of Power Plant:		
Power plant wages	\$12,945 32	
Fuel for power	183 51	
Lubricants and waste for power plant	485 34	
Miscellaneous supplies and expenses of power plant		
Hired power	71,934 08	
Total		\$85,548 25
Operation of Cars:		
Superintendence of transportation	\$5,530 87	
Wages of conductors		
Wages of motormen	95,463 67	
Wages of miscellaneous car service employees	4,577 10	
Wages of car house employees	11,440 16	
Car service supplies		
Miscellaneous car service expenses	14,599 09	
Hired equipment	308 10	
Cleaning and sanding track	3,183 96	
Removal of snow and ice and sand	1,755 39	
Total		\$136,863 34
GENERAL.		
Salaries of general officers and expenses	\$13,744 27	
Salaries of clerks and expenses	5,191 24	
Printing and stationery	1,540 42	
Miscellaneous office expenses	2,931 21	
Stores expenses	1,497 98	
Stable expenses	477 62	
Advertising and attractions	8,263 52	
Miscellaneous and general expenses	4,195 61	
Damages		
Legal expenses in connection with damages	17,256 97	
Miscellaneous legal expenses	2,061 62	
Rent of tracks and terminals	711 23	
Insurance	6,182 70	
Pensions and relief department expenses	882 01	
Total		\$64,936 40
Grand total		\$355,422 44

LEWISTON, AUGUSTA AND WATERVILLE STREET RAILWAY. 71

COMPARATIVE GENERAL BALANCE SHEET.
(SHOWING CONDITION AT CLOSE OF BUSINESS JUNE 30, 1913.)

JUNE 30, 1912.		ASSETS.	JUNE 30, 1913.		Year ending June 30, 1913. Increase.
Item.	Total.		Item.	Total.	
\$6,474,185 86		Construction and equipment.....	\$6,590,671 67		\$116,485 81
		OTHER PERMANENT INVESTMENTS AS FOLLOWS.			
\$152,616 56		Stocks and bonds of other companies: Brunswick & Yarmouth St. Ry., securities.....	\$152,616 56		
5,000 00		Freeport Electric Lt. Heat & Power Co., securities.....	5,000 00		
63,186 98		Uncompleted construction.....	3 15		*63,183 83
	\$6,694,989 40			\$6,748,291 38	
		CURRENT ASSETS AS FOLLOWS.			
\$79,716 00		Cash.....	\$74,008 42		*5,707 58
14,679 18		Accounts receivable.....	25,633 82		10,954 64
33,763 35		Material and supplies.....	42,521 71		8,758 36
10,800 59		Prepaid accounts.....	5,941 80		4,858 79
		Miscellaneous:			
466,000 00		Bonds in treasury.....	508,000 00		42,000 00
29,380 00		Discount on securities sold.....	38,281 00		8,901 00
	\$634,339 12			\$694,386 75	
	\$7,329,328 52	Total.....		\$7,442,678 13	\$113,349 61
		LIABILITIES.			
\$600,000 00		Capital stock, preferred.....	\$600,000 00		
2,400,000 00		Capital stock, common.....	2,400,000 00		
3,930,000 00		Funded debt.....	3,973,000 00		\$43,000 00
	\$6,930,000 00			\$6,973,000 00	
		CURRENT LIABILITIES AS FOLLOWS:			
		Loans and notes payable.....	\$37,125 00		\$37,125 00
\$21,383 67		Accounts payable.....	40,447 00		19,063 33
54,092 50		Matured interest on funded debt unpaid.....	53,980 00		*112 50
		Miscellaneous:			
394 96		Tickets outstanding.....	†813 35		*1,208 31
	\$75,871 13			\$130,738 65	
		ACCRUED LIABILITIES AS FOLLOWS.			
\$36,787 51		Interest on funded debt accrued and not yet due.....	\$36,791 67		\$4 16
		Miscellaneous interest accrued and not yet due.....	114 24		114 24
		Miscellaneous:			
3,879 06		Damages.....	605 12		*3,273 94
184,837 43		Special reconstruction reserve.....	169,397 36	\$37,511 03	*15,440 07
34,297 18		Reserve for renewals and depreciation.....	63,028 82		28,731 64
63,656 21	323,457 39	Surplus.....	69,002 27	301,428 45	5,346 06
	\$7,329,328 52	Total.....		\$7,442,678 13	\$113,349 61

*Decrease.

†Debit balance.

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1912.	Additions during year.	Deductions during year.	Total cost to June 30, 1913.
Organization.....	\$6,228,746 96	.....	.....	\$6,228,746 96
Engineering and superin- tendence.....	.....	\$342 15	.....	342 15
Right of way.....	1,504 45	255 89	.....	1,760 34
Track and roadway con- struction.....	.....	51,238 92	.....	51,238 92
Electric line construction	144,990 19	16,345 32	.....	161,335 51
Real estate used in oper- ation of road.....	1,725 68	.....	.....	1,725 68
Buildings and fixtures used in operation of road....	4,662 87	111 92	.....	4,774 79
Power plant equipment....	53,270 28	5,688 31	.....	58,958 59
Shop tools and machinery	2,876 57	949 96	.....	3,826 53
Cars.....	.....	352 70	.....	352 70
Electric equipment of cars.....	19,121 33	.....	.....	19,121 33
Miscellaneous equipment and cars.....	14,096 41	4,040 53	.....	18,136 94
Miscellaneous.....	3,191 12	2,160 11	.....	5,351 23
Cost of road purchased....	.....	35,000 00	.....	35,000 00
Total.....	\$6,474 185 86	\$116,485 81	.....	\$6,590,671 67

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized	Par value of one share.	Total par value authorized	Total par value out- standing.	DIVIDENDS DE- CLARED DURING YEAR.	
					Rate %	Amount.
Preferred.....	6,000	\$100	\$600,000	\$600,000	6	\$36,000 00
Common.....	24,000	100	2,400,000	2,400,000	.....	.....
Total.....	30,000	.....	\$3,000,000	\$3,000,000	.....	\$36,000 00

Total number of stockholders, 180.

Total number of stockholders in this state, 76.

Amount of stock held in this state, \$2,556,700.

FUNDED DEBT.

DESCRIPTION.	TERM.		Total par value authorized.	Total par value outstanding.	INTEREST.			
	Date of issue.	Date of maturity.			Rate %	When payable.	Amount accrued during year.	Amount paid during year.
A. W. & G. Ry., General.....	March 1, 1905	Jan. 1, 1935	\$125,000	\$100,000	5	Jan. & July	\$5,000 00	\$5,000 00
*A. W. & G. Ry., first.....	July 1, 1902	July 1, 1952	150,000	68,000	4	Jan. & July	2,720 00	2,720 00
A. W. G. Ry., preferred stock.....				82,000	4	Jan. & July	3,280 00	3,280 00
*A. W. & G. R. R. Co., general.....	July 1, 1901	July 1, 1951	250,000	56,000	4	Jan. & July	2,240 00	2,240 00
A. H. & G. R. R. Co., preferred stock.....				194,000	4	Jan. & July	7,760 00	7,760 00
Bath St. Ry., first.....	Jan. 1, 1893	July 1, 1913	300,000	70,000	5	Jan. & July	3,500 00	3,500 00
L. B. & B. St. Ry., first.....	March 1, 1898	March 1, 1918	1,000,000	845,000	5	March & Sept.	42,250 00	42,250 00
**L. A. & W. St. Ry., first.....	April 1, 1907	April 1, 1937	5,000,000	2,208,000	5	April & Oct.	85,000 00	85,000 00
***L. A. & W. St. Ry., series A.....	June 1, 1911	June 1, 1913	500,000	349,000	5	June & Dec.	17,450 00	17,450 00
Two Year Coupon Notes Series B.....	June 1, 1913	June 1, 1915	500,000	350,000	5	June & Dec.	4 16	.....
Total.....			\$7,825,000	\$4,322,000			\$169,204 16	\$169,200 00
Retired June 1, 1913.....				349,000				
				\$3,973,000				

Per mile of single track owned 145.023 miles	{	Capital stock outstanding per mile, \$20,685 00
		Funded debt outstanding per mile, 27,395 00
		Total..... \$48,080 00

NOTE:—*Augusta, Winthrop & Gardiner Railway, first mortgage, 4% convertible gold bonds and Augusta, Hallowell & Gardiner Railroad Company general mortgage, 4% convertible gold bonds are exchangeable for 4% preferred stock of the same company which has the same security as the bonds and matures at the same time.

** No interest accrued upon \$508,000. Bonds in Treasury.

*** Retired June 1, 1913.

RAILROAD COMMISSIONERS' REPORT.

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first track) . . .	139.347	.....	.....	139.347
Length of second main track . . .	1.654	.....	.....	1.654
Total length of main track	141.001	.....	.....	141.001
Length of sidings and turnouts	4.022	.....	.....	4.022
Total computed as single track	145.023	.....	.....	145.023

CARS, Etc.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars and semi-convertible . . .	43	.....	43
Open passenger cars	42	.....	42
Total passenger cars	85	.....	85
Freight cars . . . . .	.....	11	11
Express cars	7	.....	7
Work cars	5	21	26
Snow plows	7	2	9
Sprinkler car	1	.....	1
Parlor car	1	.....	1
Total	106	34	140

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	2,485,426
Freight, mail, and express car mileage.....	165,977
Total car mileage.....	2,651,403
Passenger car hours	223,306
Freight, mail and express car hours.....	23,398
Total car hours.....	246,704
Fare passengers carried.....	11,612,442
Transfer passengers carried.....	785,898
Total passengers carried.....	12,398,340
Average fare, revenue passengers.....	\$0.0482
Average fare of all passengers (including transfer passengers).....	.0451
Car earnings per car mile.....	\$0.223
Miscellaneous earnings per car mile.....	.004
Gross earnings per car mile.....	\$0.227
Car earnings per car hour.....	\$2.397
Miscellaneous earnings per car hour.....	.038
Gross earnings per car hour.....	\$2.435
Operating expenses per car mile.....	\$0.134
Operating expenses and taxes per car mile.....	.138
Operating expenses per car hour.....	\$1.44
Operating expenses and taxes per car hour.....	1.48
Operating expenses per cent of gross earnings.....	59.17
Operating expenses and taxes per cent of gross earnings.....	60.71
Average number employes, including officials, during year.....	355
Average number employes, excluding officials, during year.....	348
Aggregate amount of salaries and wages paid, including officials.....	\$219,515 68
Aggregate amount of salaries and wages paid, excluding officials.....	\$209,090 68

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Passengers.....		7	7
Employes.....		2	2
Others.....	3	4	7
Total.....	3	13	16

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Lewiston, Augusta & Waterville Street Railway, Lewiston, Maine.

HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES NOW OPERATED.

During October, 1902, the Auburn, Mechanic Falls & Norway Street Railway was organized and on April 3, 1907 it changed its name by authority of the 73d legislature to Lewiston, Augusta & Waterville Street Railway and on April 24, 1907, it acquired by purchase all the property and franchises and assets of the Lewiston, Brunswick & Bath Street Railway and the Augusta, Winthrop & Gardiner Railway, and on August 1, 1910, it acquired by purchase the property and franchises and assets of the Auburn & Turner Railroad Company.

OFFICERS OF THE COMPANY.

NAME.	Title.	Official Address.
John R. Graham	President	Bangor, Maine.
Frank Silliman, Jr.	Vice-President	Philadelphia, Pa.
Herbert L. Clark	Secretary	Philadelphia, Pa.
C. A. Pearson, Jr.	Treasurer	Philadelphia, Pa.
Harry B. Ivers	General Manager	Portland, Maine.
George W. Bowie	Superintendent	Lewiston, Maine.

DIRECTORS OF THE COMPANY.

NAME.	Residence.
John R. Graham	Bangor, Maine.
Thomas J. Lynch	Augusta, Maine.
William H. Newell	Lewiston, Maine.
Harry B. Ivers	Portland, Maine.
Herbert L. Clark	Philadelphia, Pa.
Frank Silliman, Jr.	Philadelphia, Pa.
William M. Bradley	Portland, Maine.

Date of close of fiscal year. June 30.

Date of stockholders' annual meeting. Third

**Report of the Norway and Paris Street Railway for the Year
Ending June 30, 1913.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1913.

Gross earnings from operation.....	\$11,406 31	.....
Operating expenses.....	6,898 85	.....
Net earnings from operations.....		\$4,507 46
MISCELLANEOUS INCOME.		
Interest on deposits.....	\$282 64	.....
Other Miscellaneous Income:		
Net earnings from Lighting Department.....	7,654 12	.....
		7,936 76
Gross income less operating expenses.....		\$12,444 22
DEDUCTIONS FROM INCOME.		
Taxes { On real and personal property	\$1,163 23	.....
{ On capital stock.....		
{ On earnings.....		
{ Miscellaneous.....		
Interest—On funded debt.....	4,920 00	.....
		\$6,083 23
Net income.....		\$6,360 99
Surplus for year.....		\$6,360 99
Surplus at beginning of year.....	\$21,490 64	.....
PROFIT OR LOSS ADJUSTMENTS DURING YEAR.		
Debits:		
Decrease in value of material in inventory.....	\$333 08	.....
		\$21,157 56
Surplus at close of year.....		\$27,518 55

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....	\$10,687 45	.....
Mail.....	200 00	.....
Express.....	398 86	.....
		\$11,286 31
MISCELLANEOUS EARNINGS.		
Advertising.....		\$120 00
Total.....		\$11,406 31

OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway	\$1,267 80	
Maintenance of electric line	151 15	
Maintenance of buildings and fixtures	140 48	
Total		\$1,559 43
Equipment:		
Maintenance of cars	\$490 03	
Maintenance of electric equipment of cars	999 58	
Total		\$1,489 61
TRANSPORTATION.		
Operation of Power Plant:		
Cost of power used by railway		\$417 51
Operation of Cars:		
Wages of conductors	\$963 64	
Wages of motormen	1,027 37	
Miscellaneous car service expenses	108 44	
Removal of snow and ice	214 82	
Total		\$2,314 27
GENERAL.		
Salaries of general officers	\$698 07	
Salaries of clerks		
Miscellaneous offices expenses	82 40	
Miscellaneous general expenses	213 81	
Insurance	123 75	
Total		\$1,118 03
Grand total		\$6,898 85

COMPARATIVE GENERAL BALANCE SHEET.

(SHOWING CONDITION AT CLOSE OF BUSINESS JUNE 30, 1913.)

JUNE 30, 1912.		ASSETS.	JUNE 30, 1913.		Year ending June 30, 1913. Increase.
Item.	Total.		Item.	Total.	
\$43,607 47		Construction and equipment.....	\$43,607 47		
		OTHER PERMANENT INVESTMENTS AS FOLLOWS.			
500 00		Stocks and bonds of other companies..	500 00		
130,852 58		Electric Light Plant	131,552 58		
	\$174,960 05			\$175,660 05	
		CURRENT ASSETS AS FOLLOWS.			
\$5,566 38		Cash.....	\$2,091 21		
1,200 00		Bills receivable.....			
2,327 60		Accounts receivable	3,155 75		
6,499 10		Material and supplies.....	7,148 19		
534 81		Prepaid accounts.....	523 96		
	\$16,127 89			\$12,919 11	
		Sinking and other special funds.			
		Funds for redemption of bonds.....		8,296 83	
	\$191,087 94	Total.....		\$196,875 99	\$5,788 05
		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.			
	530 61	Accounts payable.....		290 77	*\$239 86
		ACCRUED LIABILITIES AS FOLLOWS.			
	1,036 67	Interest on funded debt accrued and not yet due.....		1,066 67	
	21,490 64	Surplus.....		27,518 55	6,027 91
	\$191,087 94	Total.....		\$196,875 99	\$5,788 05

*Decrease.

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1912.	Additions during year.	Deductions during year.	Total cost to June 30, 1913.
Railway construction and equipment.....	\$43,607 47	.....	.....	\$43,607 47
Electric light plant and stock in other companies	131,352 58	\$700 00	.....	132,052 58
Total.....	\$174,960 05	\$700 00	.....	\$175,660 05
Cost of construction and equipment per mile of road owned.....	\$20,377 32	.....	.....	\$20,377 32

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value out- standing.	DIVIDENDS DE- CLARED DURING YEAR.	
					Rate.	Amount.
Common.....	500	\$100	\$50,000	\$50,000	.....	.....

Total number of stockholders, 12.

Total number of stockholders in this State, 10.

Amount of stock held in this State, \$45,000.

FUNDED DEBT.

DESCRIPTION.	TERM.		Total par value authorized.	Total par value outstanding.	INTEREST.			
	Date of issue.	Date of maturity.			Rate %	When payable.	Amount accrued during year.	Amount paid during year.
Norway & Paris Street Ry., 1st mortgage	1896	1916	\$18,000	\$18,000	4	Jan. & July	\$720 00	\$720 00
Norway & Paris Street Ry., 2d mortgage	1905	1925	20,000	20,000	5	Jan. & July	1,000,000	1,000 00
Oxford Light Co., 1st mortgage.....	1897	1917	80,000	80,000	4	March & Sept.	3,200 00	3,200 00
Total.....			\$118,000	\$118,000			\$4,920 00	\$4,920 00

Per mile of single track owned 2.14 miles { Capital stock outstanding per mile, \$23,364 48
 Funded debt outstanding per mile, 55,140 18 Includes Oxford Light Co. bonds.
 Total..... \$78,504 66

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owued.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first track) . . .	2.13			2.13
Length of sidings and turnouts . . .	.01			.01
Total computed as single track	2.14			2.14

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars	3		3
Open passenger cars	2		2
Total passenger cars	5		5
Snow plows	1		1
Total	6		6

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	45,450
Passenger car hours	6,322
Fare passengers carried	213,749
Average fare, revenue passengers	\$0.05
Car earnings per car mile	\$0.2483
Miscellaneous earnings per car mile . . . . .	.0026
Gross earnings per car mile	\$0.2509
Car earnings per car hour	\$1.785
Miscellaneous earnings per car hour . . . . .	.018
Gross earnings per car hour	\$1.803
Operating expenses per car mile	\$0.1518
Operating expenses and taxes per car mile . . . . .	.1773
Operating expenses per car hour	1.097
Operating expenses and taxes per car hour	1.275
Operating expenses per cent. of gross earnings	60.48
Operating expenses and taxes per cent. of gross earnings	70.68
Average number employees, including officials during year	7
Average number employees, excluding officials, during year	6
Aggregate amount of salaries and wages paid, including officials	\$3,928 86
Aggregate amount of salaries and wages paid, excluding officials	\$3,232 79

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Norway & Paris Street Railway.

OFFICERS OF THE COMPANY.

NAME.	Title.	Official Address.
Guy P. Gannett.....	President.....	Augusta, Maine.
Percy V. Hill.....	Secretary.....	Augusta, Maine.
E. H. Morrill.....	Treasurer.....	Augusta, Maine.
H. B. Young.....	General Manager and Supt.....	Norway, Maine.

DIRECTORS OF THE COMPANY.

NAME.	Residence.
George E. Macomber.....	Augusta, Maine.
Percy V. Hill.....	Augusta, Maine.
Guy P. Gannett.....	Augusta, Maine.
E. H. Morrill.....	Augusta, Maine.
H. B. Young.....	Norway, Maine.
Miss E. B. Beal.....	Norway, Maine.
W. L. Gray.....	South Paris, Maine.

Date of close of fiscal year. June 30.
 Date of stockholders' annual meeting. Third Wednesday in August.

**Report of the Rockland, South Thomaston and St. George Street Railway
Company for the Year Ending June 30, 1913.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1913.

Gross earnings from operation	\$8,176 23	
Operating expenses	7,598 11	
Net earnings from operations		\$578 12
Gross income less operating expenses		\$578 12
	DEDUCTIONS FROM INCOME.	
Taxes { On real and personal property	\$18 80	
{ On capital stock	39 24	
Interest { On funded debt	12 50	
{ On real estate mortgages	302 25	
		372 79
Net income		\$205 33
Surplus for year		\$205 33
Surplus at beginning of year		1,448 23
Surplus at close of year		\$1,653 56

GROSS EARNINGS FROM OPERATION.

	CAR EARNINGS.	
Total passenger earnings	\$8,729 05	
Passengers fares retained by R. T. & C. St Ry	766 62	
Chartered cars	\$7,962 43	
	99 75	
		\$8,062 18
	MISCELLANEOUS EARNINGS.	
Advertising		114 05
Total		\$8,176 23

ROCKLAND, SOUTH THOMASTON AND ST. GEORGE RAILWAY. 85

OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway	\$923 95	
Maintenance of electric line.....	45 80	
Maintenance of buildings and fixtures.....	49 23	
Total.....		\$1,018 98
Equipment:		
Maintenance of Cars:.....	\$394 18	
Maintenance of electric equipment of cars	369 37	
• Miscellaneous shop expenses.....	40 85	
Total.....		\$804 40
TRANSPORTATION.		
Operation of Power Plant:		
Hired power.....		\$1,168 35
Operation of Cars:		
Wages of conductors.....	\$1,003 31	
Wages of motormen.....	1,003 30	
Hired equipment.....	15 00	
Removal of snow and ice.....	27 43	
Total.....		\$2,049 04
GENERAL.		
Salaries of general officers.....	\$1,500 00	
Advertising and attractions.....	445 56	
Miscellaneous general expenses.....	493 74	
Damages.....	15 00	
Insurance.....	103 04	
Total.....		\$2,557 34
Grand total.....		\$7,598 11

RAILROAD COMMISSIONERS' REPORT.

COMPARATIVE GENERAL BALANCE SHEET.

(SHOWING CONDITION AT CLOSE OF BUSINESS JUNE 30, 1913.)

JUNE 30, 1912.		ASSETS.	JUNE 30, 1913.		Year ending June 30 1913. Increase.
Item.	Total.		Item.	Total.	
	\$36,342 43	Construction and equipment.....		\$36,471 81	\$129,38
	98,059 99	Construction and equipment, leased lines.....		98,059 99	
		CURRENT ASSETS AS FOLLOWS.			
	\$401 03	Cash.....		\$425 01	23 98
	40 00	Bills receivable.....		48 67	8 67
	1,565 13	Material and supplies.....		1,877 68	312 55
	\$136,408 58	Total.....		\$136,883 16	\$474 58
		LIABILITIES.			
	\$122,400 00	Capital stock, common.....		\$122,400 00	
	10,075 00	Real estate mortgages.....		10,075 00	
		CURRENT LIABILITIES AS FOLLOWS.			
		Loans and notes payable.....		400 00	\$400 00
	2,183 10	Accounts payable.....		2,354 60	171 50
		ACCRUED LIABILITIES AS FOLLOWS.			
	302 25	Interest on funded debt accrued and not yet due.....			*302 25
	1,448 23	Surplus.....		1,653 56	205 33
	\$136,408 58	Total.....		\$136,883 16	\$474 58

*Decrease.

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1912.	Additions during year.	Deductions during year.	Total cost to June 30, 1913.
Organization	\$25,000 00	.....	.....	\$25,000 00
Track and roadway construction.....	3,546 70	.....	.....	3,546 70
Electric line construction	709 35	.....	.....	709 35
Real estate used in operation of road	2,203 74	.....	.....	2,203 74
Shop tools and machinery	466 17	\$25 23	.....	491 40
Cars	4,000 00	.....	.....	4,000 00
Miscellaneous:				
Surveying proposed additions.....	416 47	104 15	.....	520 62
Total	\$36,342 43	\$129 38	.....	\$36,471 81

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized	Par value of one share.	Total par value authorized.	Total par value outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common.....	1,224	\$100	\$122,400	\$122,400	.....	.....

Total number of stockholders, 76.
 Total number of stockholders in this state, 72.
 Amount of stock held in this state, \$120,300.

MORTGAGE DEBT.

DESCRIPTION.	TERM.		Total par value authorized.	Total par value outstanding.	INTEREST.		
	Date of issue.	Date of maturity.			Rate %	When payable.	Amount accrued during year.	Amount paid during year.
Mortgage.....	Jan. 4, 1913	Jan. 4, 1914	\$10,075	\$10,075	6	Jan. & July	\$302 25

Per mile of single track owned 4.517 miles	{	Capital stock outstanding per mile, \$27,097 00
		Funded debt outstanding per mile 2,230 00
		Total..... \$29,327 00

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first track)....	4.117	.....	.....	4.117
Length of sidings and turnouts	.400	.....	.....	.400
Total computed as single track.....	4.517	.....	.....	4.517
Over Rockland, Thomaston & Camden St. Ry.....	.....	.....	.85	.....

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
Combination cars.....	.....	1	1
Total.....	4	1	5

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage	45,034
Passenger car hours	5,049
Fare passengers carried	1,745.81
Average fare, revenue passengers	\$0.05
Car earnings per car mile	\$0.1938
Miscellaneous earnings per car mile .....	.0047
Gross earnings per car mile	\$0.1985
Car earnings per car hour	\$1.729
Miscellaneous earnings per car hour .....	.042
Gross earnings per car hour	\$1.771
Operating expenses per car mile	\$0.1687
Operating expenses and taxes per car mile .....	.1700
Operating expenses per car hour	1.505
Operating expenses and taxes per car hour	1.516
Operating expenses per cent of gross earnings	92.93
Operating expenses and taxes per cent of gross earnings	93.64
Average number of employes, including officials, during year	10
Average number of employes, excluding officials, during year	8
Aggregate amount of salaries and wages paid, including officials	\$3,506 61
Aggregate amount of salaries and wages paid, excluding officials	\$2,006 61

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Passengers		2	2

ROCKLAND, SOUTH THOMASTON AND ST. GEORGE RAILWAY. 91

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Rockland, South Thomaston & St. George Railway.

HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION LEASING AND CONSOLIDATION OF LINES NOW OPERATED.

Rockland, South Thomaston & Owl's Head Railway organized March 25, 1902, March 27, 1906, receivers appointed who completed road. Sold by receivers November 1, 1908 to bondholders for nominal bid of \$25,000. Payment made by \$122,400 of bonds.

Note—The court had previously authorized the bondholders to put in a bid for the purchase of the road up to an amount equal to the total amount of bonds outstanding, namely, \$122,400. This was known publicly so that there was not any competitive bidding. The actual value of the road at said time was worth considerably more than the bid price of \$25,000, a conservative appraisal being \$60,000. Present corporation then organized by bondholders. Power is bought from R. T. & C. St. Ry. Co. Track-rights to Park St., Rockland is hired from same company.

OFFICERS OF THE COMPANY.

NAME.	Title.	Official Address.
Alfred S. Black	President and General Manager	Rockland, Maine.
M. A. Johnson	Vice-President	Rockland, Maine.
I. H. Cokes	Secretary	Rockland, Maine.
Fred C. Black	Treasurer	Rockland, Maine.
Myron L. Collins	Superintendent	Rockland, Maine.

DIRECTORS OF THE COMPANY.

NAME.	Residence.
Alfred S. Black	Rockland, Maine.
M. A. Johnson	Rockland, Maine.
E. B. McAllister	Rockland, Maine.
Fred C. Black	Rockland, Maine.

Date of close of fiscal year. June 30th.

Date of stockholders' annual meeting. Second Wednesday in July.

**Report of the Rockland, Thomaston and Camden Street Railway for
the Year Ending June 30, 1913.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1913.

Gross earnings from operation.....	\$121,728 52	.....
Operating expenses.....	96,197 25	.....
Net earnings from operations.....		\$25,531 27
MISCELLANEOUS INCOME.		
Other Miscellaneous Income:		
Net gas and electric earnings.....		44,404 16
Gross income less operating expenses.....		\$69,935 43
DEDUCTIONS FROM INCOME.		
Taxes—On earnings.....	\$3,152 16	.....
Interest { On funded debt.....	32,000 00	
{ On floating debt.....	185 13	
		\$35,337 29
Net income.....		\$34,598 14
DEDUCTIONS FROM NET INCOME.		
Reserves and special charges, depreciation.....	\$6,234 64	.....
Dividends 5% on \$400,000, common stock.....	20,000 00	.....
		\$26,234 64
Surplus for year.....		\$8,363 50
Surplus at beginning of year.....		88,395 16
Surplus at close of year.....		\$96,758 66

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....	\$93,619 89	.....
Chartered cars.....	735 30	.....
Freight.....	18,016 05	.....
Mail.....	2,176 61	.....
Express.....	2,191 46	.....
Baggage.....	1,830 78	.....
		\$118,570 09
MISCELLANEOUS EARNINGS.		
Advertising.....	\$440 00	.....
Sale of power.....	1,181 68	.....
Other miscellaneous earnings.....	442 63	.....
Oakland pavilion.....	1,094 12	.....
		3,158 43
Total.....		\$121,728 52

OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway	\$14,815 05	
Maintenance of electric line.....	4,769 57	
Maintenance of buildings and fixtures.....	2,629 05	
Total.....		\$22,213 67
Equipment:		
Maintenance of steam plant.....	\$302 42	
Maintenance of electric plant.....	2,765 49	
Maintenance of cars	3,127 20	
Maintenance of electric equipment of cars	1,519 67	
Maintenance of miscellaneous equipment	90 46	
Miscellaneous shop expenses.....	650 37	
Total.....		\$8,455 61
TRANSPORTATION.		
Operation of Power Plant:		
Power plant wages.....	\$4,695 96	
Fuel for power.....	7,748 96	
Water for power.....	375 16	
Lubricants and waste for power plant.....	187 00	
Miscellaneous supplies and expenses of power plant.....	301 85	
Hired power.....	5,337 62	
Total.....		\$18,646 55
Operation of Cars:		
Superintendence of transportation.....	\$1,500 00	
Wages of conductors.....	9,938 19	
Wages of motormen.....	10,040 55	
Wages of miscellaneous car service employees.....	119 25	
Wages of car house employees.....	3,870 86	
Car service supplies.....	541 21	
Miscellaneous car service expenses.....	4 12	
Freight expense.....	6,264 24	
Removal of snow and ice.....	287 12	
Total.....		\$32,565 54
GENERAL.		
Salaries of general officers.....	\$1,716 66	
Salaries of clerks.....	1,659 25	
Miscellaneous offices expenses.....	567 87	
Advertising and attractions.....	1,633 59	
Miscellaneous general expenses and Oakland Park.....	4,511 52	
Damages.....	2,600 00	
Miscellaneous legal expenses.....	32 72	
Insurance.....	1,594 27	
Total.....		\$14,315 88
Grand total.....		\$96,197 25

RAILROAD COMMISSIONERS' REPORT.

COMPARATIVE GENERAL BALANCE SHEET.

(SHOWING CONDITION AT CLOSE OF BUSINESS JUNE 30, 1913.)

JUNE 30, 1912.		ASSETS.	JUNE 30, 1913.		Year ending June 30, 1913. Increase.
Item.	Total.		Item.	Total.	
	\$662,556 01	Construction and equipment.....		\$671,247 00	\$8,690 99
		OTHER PERMANENT INVESTMENTS AS FOLLOWS.			
		Stocks and bonds of other companies.			
	2,901 02	Waldo St. Railway		3,466 02	565 00
	591,501 54	Gas & Elec. Plants		610,427 88	18,926 34
		CURRENT ASSETS AS FOLLOWS.			
\$3,705 31		Cash.....	\$555 38		
12,612 83		Accounts receivable	16,488 34		
23,502 43		Material and supplies.....	16,753 05		
1,408 05		Prepaid accounts, insurance.....	1,527 08		
	\$41,228 62			\$35,323 85	*5,904 77
	\$1,298,187 19	Total.....		\$1,320,464 75	\$22,277 56
		LIABILITIES.			
\$400,000 00		Capital stock, common.....	\$400,000 00		
800,000 00		Funded debt.....	800,000 00		
	\$1,200 000 00			\$1,200,000 00	
		CURRENT LIABILITIES AS FOLLOWS.			
		Loans and notes payable.....		\$10,000 00	\$10,000 00
	9,792 03	Accounts payable.....		13,365 09	3,573 06
		Miscellaneous:			
		Meter deposits.....		341 00	341 00
	88,395 16	Surplus.....		96,758 66	8,363 50
	\$1,298,187 19	Total.....		\$1,320,464 75	\$22,277 56

*Decrease.

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1912.	Additions during year.	Deductions during year.	Total cost to June 30, 1913.
Engineering and superintendence.....	\$763 86			\$763 86
Right of way.....	2,557 55			2,557 55
Track and roadway construction.....	302,825 54	\$1,269 10		304,094 64
Electric line construction.....	78,942 27			78,942 27
Buildings and fixtures used in operation of road.....	35,464 09		\$1,029 25	34,434 84
Investment real estate.....	15,118 05			15,118 05
Power plant equipment.....	90,189 99	8,498 42		98,688 41
Shop tools and machinery.....	2,000 00			2,000 00
Cars.....	58,730 89		47 28	58,683 61
Electric equipment of cars.....	60,898 16			60,898 16
Miscellaneous equipment.....	15,065 61			15,065 61
Total.....	\$662,556 01	\$9,767 52	\$1,076 53	\$671,247 00

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate %.	Amount.
Common.....	4,000	\$100	\$400,000	\$400,000	5	\$20,000 00

Total number of stockholders, 26.

Total number of stockholders in this State, 24.

Amount of stock held in this State, \$394,400.

FUNDED DEBT.

DESCRIPTION.	TERM.		Total par value authorized.	Total par value outstanding.	INTEREST.			
	Date of issue.	Date of maturity.			Rate %	When payable.	Amount accrued during year.	Amount Paid during year.
First mortgage.....	Jan. 1, 1901	Jan. 1, 1921	\$800,000	\$800,000	4	July 1 & Jan. 1	\$32,000	\$32,000

Per mile of single track owned 23.925 miles {

Capital stock outstanding per mile,	\$16,718 91
Funded debt outstanding per mile,	33,437 82
Total	<u>\$50,156 73</u>

ROCKLAND, THOMASTON AND CAMDEN STREET RAILWAY. 97

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owued.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first track)...	21.167			21.167
Length of second main track...	.308			.308
Total length of main track	21.475			21.475
Length of sidings and turnouts	2.450			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
Combination closed and open passenger cars.	2		2
Total passenger cars.....	19	2	21
Freight cars.....	2	6	8
Express cars.....	1		1
Work cars.....	2		2
Snow plows.....	1	2	3
Miscellaneous.....		60	60
Total.....	25	70	95

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	428,233
Freight, mail and express car mileage.....	37,400
Total car mileage.....	465,633
Passenger car hours.....	44,558
Freight, mail and express car hours.....	9,588
Total car hours.....	54,146
Fare passengers carried.....	1,872,398
Average fare, revenue passengers.....	\$0.05
Tons of freight carried.....	12,664
Tons of mail and express carried.....	441
Car earnings per car mile.....	\$0.25464
Miscellaneous earnings per car mile.....	.00678
Gross earnings per car mile.....	\$0.26142
Car earnings per car hour.....	\$2.1898
Miscellaneous earnings per car hour.....	.0583
Gross earnings per car hour.....	\$2.2481
Operating expenses per car mile.....	\$0.20659
Operating expenses and taxes per car mile.....	.21336
Operating expenses per car hour.....	1.776
Operating expenses and taxes per car hour.....	1.834
Operating expenses per cent. of gross earnings.....	79.02
Operating expenses and taxes per cent. of gross earnings.....	81.61
Average number employees, including officials, during year.....	103
Average number employees, excluding officials, during year.....	99
Aggregate amount of salaries and wages paid, including officials.....	\$58,200 24
Aggregate amount of salaries and wages paid, excluding officials.....	\$54,983 58

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Passengers.....		1	1
Others.....		7	7
Total.....		8	8

ROCKLAND, THOMASTON AND CAMDEN STREET RAILWAY. 99

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Rockland, Thomaston & Camden Street Railway.

HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES NOW OPERATED.

Date of charter, June 27, 1891. Thomaston Street Railway, Rockland Street Railway, Camden & Rockport Street R. R. Co., consolidated February 13, 1892, with Knox Gas & Electric Co., February 8, 1901.

OFFICERS OF THE COMPANY.

NAME.	Title.	Official Address.
Geo. E. Macomber.....	President.....	Augusta, Maine.
Alan L. Bird.....	Secretary.....	Rockland, Maine.
Augustus D. Bird.....	Treasurer.....	Rockland, Maine.
Thomas Hawker.....	General Manager.....	Rockland, Maine.
Valentine Chisholm.....	Superintendent.....	Rockland, Maine.

DIRECTORS OF THE COMPANY.

NAME.	Residence.
Geo. E. Macomber.....	Augusta, Maine.
Percy V. 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, 1913.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1913.

Gross earnings from operation	\$25,012 89	.....
Operating expenses	15,501 55	.....
Net earnings from operation		\$9,511 34
MISCELLANEOUS INCOME.		
Other Miscellaneous Income:		
Net steamer income		91 74
Gross income less operating expenses		\$9,603 08
DEDUCTIONS FROM INCOME.		
Taxes { On real and personal property.....	\$25 63	.....
{ Miscellaneous—State tax	184 15	.....
	\$209 78	.....
Interest { On funded debt	\$3,750 00	.....
{ On floating debt	2,373 71	.....
	6,123 71	.....
Other Deductions from Income:		
Lakewood Park	818 45	.....
Theatre expense	1,030 95	.....
		8,182 89
Net income		\$1,420 19
Surplus for year		\$1,420 19
Surplus at beginning of year		18,509 51
Surplus at close of year		\$19,929 70

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers	\$22,327 51	.....
Freight	2,353 58	.....
Mail	148 80	.....
		\$24,829 89
MISCELLANEOUS EARNINGS.		
Advertising		\$183 00
Total		\$25,012 89

OPERATING EXPENSES.

MAINTENANCE.		
Way and Structure:		
Maintenance of track and roadway.....	\$2,417 18	
Maintenance of electric line.....	509 42	
Maintenance of buildings and fixtures.....	1 15	
Total.....		\$2,927 75
Equipment:		
Maintenance of cars.....	\$814 00	
Maintenance of electric equipment of cars.....	846 91	
Maintenance of miscellaneous equipment.....	117 08	
Miscellaneous shop expenses.....	46 72	
Total.....		\$1,824 71
TRANSPORTATION.		
Operation of Power Plant:		
Hired power.....		\$2,400 00
Operation of Cars:		
Wages of conductors.....	\$1,816 80	
Wages of motormen.....	1,816 80	
Wages of car house employes.....	936 00	
Car service supplies.....	39 36	
Miscellaneous car service expenses.....	208 13	
Cleaning and sanding track.....	155 98	
Removal of snow and ice.....	144 43	
Total.....		\$5,117 50
GENERAL.		
Salaries of general officers.....	\$1,200 00	
Salaries of clerks.....	448 78	
Printing and stationery.....	91 69	
Miscellaneous offices expenses.....	180 94	
Advertising and attractions.....	322 65	
Miscellaneous general expenses.....	137 18	
Damages.....	180 57	
Miscellaneous legal expenses.....	147 57	
Rent of land and buildings.....	199 92	
Insurance.....	322 29	
Total.....		\$3,231 59
Grand total.....		\$15,501 55

COMPARATIVE GENERAL BALANCE SHEET.

(SHOWING CONDITION AT CLOSE OF BUSINESS JUNE 30, 1913.)

JUNE 30, 1912.		ASSETS.	JUNE 30, 1913.		Year ending June 30, 1913. Increase.
Item.	Total.		Item.	Total.	
	\$137,260 08	Construction and equipment		\$137,404 33	\$144 25
		OTHER PERMANENT INVESTMENTS AS FOLLOWS.			
	23,556 95	Expenditure at Lake- wood Park		23,741 95	185 00
		CURRENT ASSETS AS FOLLOWS.			
\$280 00		Cash	\$472 10		
2,997 76		Accounts receivable			
1,000 00		Material and sup- plies	1,000 00		
275 00		Prepaid accounts, in- surance	275 00		
	\$4,552 76			\$1,747 10	*2,805 66
	\$165,369 79	Total		\$162,893 38	*\$2,476 41
		LIABILITIES.			
	\$30,000 00	Capital stock, com- mon		\$30,000 00	
	75,000 00	Funded debt		75,000 00	
		CURRENT LIABILI- TIES AS FOLLOWS.			
	\$40,574 55	Loans and notes payable		\$37,444 11	*3,130 44
	1,285 73	Accounts payable		519 57	*766 16
	18,509 51	Surplus		19,929 70	1,420 19
	\$165,369 79	Total		\$162,893 38	*\$2,476 41

*Decrease.

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1912.	Additions during year.	Deductions during year.	Total cost to June 30, 1913.
Organization				
Engineering and super- intendence				
Right of way				
Track and roadway con- struction	\$99,711 79	\$73 00		\$99,784 79
Electric line construction				
Real estate used in oper- ation of road				
Buildings and fixtures used in operation of road	9,621 61	71 25		9,692 86
Cars	26,984 16			26,984 16
Telephone construction	605 85			605 85
Office furnishings	336 67			336 67
Total	\$137,260 08	\$144 25		\$137,404 33

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized	Par value of one share.	Total par value authorized	Total par value out- standing.	DIVIDENDS DE- CLARED DURING YEAR.	
					Rate.	Amount.
Common	2,000	\$100	\$200,000	\$30,000		

Total number of stockholders, 7.

Total number of stockholders in this state, 7.

Amount of stock held in this state, \$30,000.

FUNDED DEBT.

DESCRIPTION.	TERM.		Total par value authorized.	Total par value outstanding.	INTEREST.			
	Date of issue.	Date of maturity.			Rate	When payable.	Amount accrued during year.	Amount paid during year.
Bonds	April 8, 1896	30 years	\$200,000	\$75,000	.....	May 1 & Nov. 1	.....	.....

Per mile of single track owned 12.68 miles	Capital stock outstanding per mile,	\$2,365 93
	Funded debt outstanding per mile,	5,914 82
	Total	<u>\$8,280 75</u>

DESCRIPTION AND EQUIPMENT OF ROAD.

TRACK.

	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first 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.....	.....	2	2
Combination cars.....	1	.....	1
Snow plows.....	2	.....	2
Total.....	11	2	13

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	106,297
Freight, mail, and express car mileage.....	10,000
Total car mileage.....	116,297
Passenger car hours.....	8,858
Freight, mail, and express car hours.....	833
Total car hours.....	9,691
Fare passengers carried.....	137,819
Average, fare, revenue passengers.....	\$0.162
Average fare, all passengers (including transfer passengers).....	.162
Tons of freight carried.....	1,000
Tons of mail and express carried.....	200
Car earnings per car mile.....	\$0.213
Miscellaneous earnings per car mile.....	.002
Gross earnings per car mile.....	\$0.215
Car earnings per car hour.....	\$2.55
Miscellaneous earnings per car hour.....	.02
Gross earnings per car hour.....	\$2.57
Operating expenses per car mile.....	\$0.133
Operating expenses and taxes per car mile.....	.134
Operating expenses per car hour.....	1.59
Operating expenses and taxes per car hour.....	1.60
Operating expenses per cent of gross earnings.....	61.00
Operating expenses and taxes per cent of gross earnings.....	62.00
Average number employes, including officials, during year.....	14
Average number employes, excluding officials, during year.....	13
Aggregate amount of salaries and wages paid, including officials.....	\$8,000
Aggregate amount of salaries and wages paid, excluding officials.....	\$6,800

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Somerset Traction Company, Skowhegan, Maine.

HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION
OF LINES NOW OPERATED.

Charter obtained by Russell B. Shepherd, T. H. Anderson, J. P. Oak and A. G. Blunt at Legislature of 1895. Road was constructed in summer of 1896 and has been in operation since with practically same management and directors. No lines have been leased or consolidated.

OFFICERS OF THE COMPANY.

NAME.	Title.	Official Address.
F. W. Briggs	President	Pittsfield, Maine.
H. L. Swett	Secretary & General Manager	Skowhegan, Maine.
Edith S. Shepherd	Treasurer	Skowhegan, Maine.
L. D. Murphy	Superintendent	Skowhegan, Maine.

DIRECTORS OF THE COMPANY.

NAME.	Residence.
F. W. Briggs	Pittsfield, Maine.
A. G. Blunt	Skowhegan, Maine.
Lewis Anderson	Skowhegan, Maine.
J. P. Oak	Skowhegan, Maine.
S. W. Gould	Skowhegan, Maine.
T. 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, Fairfield and Oakland Railway for the
Year Ending June 30, 1913.**

INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1913.

Gross earnings from operation.....	\$98,069 17	
Operating expenses.....	58,314 91	
Net earnings from operations.....		\$39,754 26
Gross income less operating expenses.....		\$39,754 26
DEDUCTIONS FROM INCOME.		
Taxes { On real and personal property.....	\$256 58	
{ On earnings.....	2,237 06	
		\$2,493 64
Net income.....		\$37,260 62
DEDUCTIONS FROM NET INCOME.		
Reserves and special charges, depreciation.....	\$425 12	
* Dividends 6 4-100 % on \$500,000, common stock.....	53,397 06	
		\$53,822 18
Deficit for year.....		\$16,561 56
Surplus at beginning of year.....		\$16,561 56

GROSS EARNINGS FROM OPERATION.

CAR EARNINGS.		
Passengers.....	\$95,539 70	
Chartered cars.....	7 00	
		\$95,546 70
MISCELLANEOUS EARNINGS.		
Advertising.....	\$379 08	
Rent of land and buildings.....	817 13	
Rent of tracks.....	1,252 54	
Other Miscellaneous Earnings:		
Commission on telephone booth.....	34 14	
Discount on bills.....	20 74	
Weighing machine commission.....	2 00	
Bad accounts.....	16 84	
		\$2,522 47
Total.....		\$98,069 17

* Dividend on earnings from November 1, 1911 to June 30, 1913.

OPERATING EXPENSES.

MAINTENANCE.		
Way and Structures:		
Maintenance of track and roadway	\$5,426 71	
Maintenance of electric line	977 86	
Maintenance of buildings and fixtures	1,208 12	
Total		\$7,612 69
Equipment:		
Maintenance of cars	\$6,356 61	
Maintenance of electric equipment of cars	3,793 98	
Maintenance of miscellaneous equipment	29 32	
Miscellaneous shop expenses	1,282 88	
Total		\$11,462 79
TRANSPORTATION.		
Operation of Power Plant:		
Hired power		\$14,424 46
Operation of Cars:		
Superintendence of transportation	\$1,002 72	
Wages of conductors	7,691 65	
Wages of motormen	7,373 49	
Wages of miscellaneous car service employees	32 61	
Wages of car house employees	923 06	
Car service supplies	86 37	
Miscellaneous car service expenses	1,179 71	
Cleaning and sanding track	714 23	
Removal of snow and ice	895 51	
Total		\$19,899 35
GENERAL.		
Salaries of general officers	\$1,198 90	
Salaries of clerks	31 13	
Printing and stationery	69 60	
Miscellaneous offices expenses	31 16	
Advertising and attractions	846 02	
Miscellaneous general expenses	520 64	
Damages	27 50	
Rent of land and buildings	659 51	
Insurance	1,531 16	
Total		\$4,915 62
Grand total		\$58,314 91

COMPARATIVE GENERAL BALANCE SHEET.

(SHOWING CONDITION AT CLOSE OF BUSINESS JUNE 30, 1913.)

JUNE 30, 1912.		ASSETS.	JUNE 30, 1913.		Year ending June 30, 1913. Increase.
Item.	Total.		Item.	Total.	
	\$505,157 25	Construction and equipment		\$500,713 27	*\$4,443 98
		CURRENT ASSETS AS FOLLOWS.			
	\$2,755 25	Cash		\$2,093 74	*\$661 51
	9,385 67	Accounts receivable		90 12	*9,295 55
	501 70	Material and sup- plies		2,373 78	1,872 08
	536 85	Prepaid accounts		1,443 54	906 69
	\$518,336 72	Total		\$506,714 45	*\$11,622 27
		LIABILITIES.			
	\$500,000 00	Capital stock, com- mon		\$500,000 00	
		CURRENT LIABILI- TIES AS FOLLOWS.			
	1,153 00	Accounts payable		4,583 33	\$3,430 33
		ACCRUED LIABILI- TIES AS FOLLOWS.			
		Taxes accrued and not yet due		536 88	536 88
	484 83	Reserve for depreci- ation		1,259 95	775 12
	137 33	Reserves for liability insurance		334 29	196 96
	16,561 56	Surplus			*16,561 56
	\$518,336 72	Total		\$506,714 45	*\$11,622 27

*Decrease.

CONSTRUCTION AND EQUIPMENT.

ACCOUNT.	Total cost to June 30, 1912.	Additions during year.	Deductions during year.	Total cost to June 30, 1913.
Track and roadway construction.....	\$320,804 68		\$4,743 98	\$316,660 70
Electric line construction..	34,257 27			34,257 27
Buildings and fixtures used in operation of road....	40,218 22			40,218 22
Cars.....	52,370 19		300 00	52,070 19
Electric equipment of cars	44,712 62			44,712 62
Miscellaneous:				
Telephone line.....	501 10			501 10
Tenements and lands...	5,000 00			5,000 00
Cascade theatre and grounds.....	7,293 17			7,293 17
Total.....	\$505,157 25		\$5,043 98	\$500,713 27
Cost of construction and equipment per mile of road owned.....	\$46,133 08			\$45,727 23

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate %.	Amount.
Common.....	5,000	\$100	\$500,000	\$500,000	6 4-100	\$53,397 06

Total number of stockholders, 3.
 Total number of stockholders in this State, 3.
 Amount of stock held in this State, \$500,000.
 Per mile of single track owned 10.95 miles.
 Capital stock outstanding per mile, \$45,662.10.

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Owned.	Leased.	Operated under trackage rights.	Total operated.
Length of road (first track)....	10.50			10.50
Length of sidings and turnouts	.45			.45
Total computed as single track.....	10.95			10.95

CARS, Etc.

	With electric equipment.	Without electric equipment.	Total Number.
Closed passenger cars.....	6		6
Open passenger cars.....	7	4	11
Combination closed and open passenger cars.....	4		4
Total passenger cars.....	17	4	21
Work cars.....	1		1
Snow plows.....	2		2
Total.....	20	4	24

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Passenger car mileage.....	381,477
Passenger car hours.....	36,897
Fare passengers carried.....	1,910,795
Average fare, revenue passengers.....	\$0.05
Car earnings per car mile.....	\$0.2504
Miscellaneous earnings per car mile.....	.0066
Gross earnings per car mile.....	\$0.2570
Car earnings per car hour.....	\$2.5895
Miscellaneous earnings per car hour.....	.0683
Gross earnings per car hour.....	\$2.6578
Operating expenses per car mile.....	\$0.1528
Operating expenses and taxes per car mile.....	.1594
Operating expenses per car hour.....	1.5804
Operating expenses and taxes per car hour.....	1.6480
Operating expenses per cent. of gross earnings.....	59.46
Operating expenses and taxes per cent. of gross earnings.....	62.00
Average number employees, including officials, during year.....	50
Average number employees, excluding officials, during year.....	47
Aggregate amount of salaries and wages paid, including officials.....	\$28,600 45
Aggregate amount of salaries and wages paid, excluding officials.....	\$25,900 45

SUMMARY OF ACCIDENTS DURING YEAR.

	Killed.	Injured.	Total.
Passengers.....		7	7
Others.....	1		1
Total.....	1	7	8

GENERAL INFORMATION.

CORPORATE NAME AND ADDRESS OF COMPANY.

Waterville, Fairfield and Oakland Railway, Waterville, Me.

HISTORICAL SKETCH OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES NOW OPERATED.

November 29, 1911, the Waterville and Oakland Street Railway purchased the railway property of the Waterville and Fairfield Railway and Light Company, and the name of the first named company was changed to Waterville, Fairfield and Oakland Railway. The combined properties have been operated by the latter named company since November 1, 1911.

OFFICERS OF THE COMPANY.

NAME.	Title.	Official Address.
Harvey D. Eaton.....	President.....	Waterville, Maine.
George D. Hegarty.....	Secretary.....	Waterville, Maine.
Walter S. Wyman.....	Treasurer.....	Augusta, Maine.
Ralph J. Patterson.....	General Manager.....	Waterville, Maine.
Lester C. Choate.....	Superintendent.....	Waterville, Maine.

DIRECTORS OF THE COMPANY.

NAME.	Residence.
Harvey D. Eaton.....	Waterville, Maine.
Walter S. Wyman.....	Augusta, Maine.
George D. Hegarty.....	Waterville, Maine.
Ralph J. Patterson.....	Waterville, Maine.
Francis E. Frothingham.....	Boston, Mass.
George G. Weeks.....	Fairfield, Maine.
William M. Ayer.....	Oakland, Maine.

Date of close of fiscal year. June 30.
 Date of stockholders' annual meeting. Last Tuesday in January.

ABSTRACT

OF THE

RETURNS OF RAILROAD COMPANIES

FOR THE

Year Ending June 30, 1913

Report of the Bangor and Aroostook Railroad Company for the Year Ending June 30, 1913.

HISTORY.

Exact name of common carrier making this report. Bangor and Aroostook Railroad Company.

Date of organization. February 13, 1891.

Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. General railroad laws of the State of Maine. Articles of association dated February 6, 1891 and special act of the legislature, approved March, 1891.

DIRECTORS:

NAME.	Post-Office Address.	Date of Expiration of Term.
James Brown.....	New York, N. Y.....	} October 21, 1913.
Percy R. Todd.....	Bangor, Maine.....	
H. F. Binney.....	Boston, Mass.....	
Arthur Holland.....	Concord, Mass.....	
Walter A. Danforth.....	Bangor, Maine.....	
T. U. Coe.....	Bangor, Maine.....	
John Watson.....	Houlton, Maine.....	
W. C. Spaulding.....	Caribou, Maine.....	
T. H. Phair.....	Presque Isle, Maine.....	

PRINCIPAL OFFICERS.

TITLE.	NAME.	Official Address.
President.....	Percy R. Todd.....	Bangor, Maine.
Secretary.....	Wingate F. Cram.....	Bangor, Maine.
Treasurer.....	Walter A. Danforth.....	Bangor, Maine.
Acting General Auditor.....	Arthur W. Grindle.....	Bangor, Maine.
General Manager.....	Joseph B. Stewart.....	Bangor, Maine.
Chief Engineer.....	Moses Burpee.....	Houlton, Maine.
General Freight Agent.....	Geo. E. Wicks.....	Bangor, Maine.
Passenger Traffic Manager....	George M. Houghton.....	Bangor, Maine.

TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

NAME.	CONTROL.			
	Sole or joint.	How Established.	Extent.	Direct or indirect.
ACTIVE CORPORATIONS. Northern Maine Seaport Railroad Co.....	Sole....	Through acquisition of entire Capital Stock....	Whole...	Direct.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors. October 15, 1912.
 Date of last closing of stock books before end of year for which this report is made. January 17 to 25, 1913.
 Total number of stockholders of record at the date required in answer to Question 2. 12
 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, 1913? Yes.
 If control was so held, state:
 The form of control, whether sole or joint. Sole.
 The name of the controlling corporation or corporations. Aroostook Construction Company.
 The manner in which control was established. Ownership of majority of stock.
 The extent of control. Total stock 31,986 shares. Aroostook Construction Company owns 31,975 shares.
 Whether control was direct or indirect. Direct.
 Did any individual, association, or corporation, as trustee, control the respondent on June 30 1913? No.

ROAD OPERATED.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Bangor & Aroostook R. R.Co. Brownville.....	Caribou.....			155.13
Branches.....	Phair.....	Fort Fairfield.....	13.30	
	Ashland Jct.....	Ashland.....	43.87	
	Old Town.....	Greenville.....	76.13	
	Milo Jct.....	Iron Works.....	19.03	
	Caribou.....	Limestone.....	15.67	
	Caribou.....	Van Buren.....	33.40	
	Patten Jct.....	Patten.....	5.87	
	Ashland.....	Fort Kent.....	51.00	
	Schoodic Stream Jct.....	Medway.....	9.46	
	So. Lagrange.....	Packards.....	27.96	
	Squa Pan.....	Stockholm.....	47.97	
	Presque Isle.....	Mapleton.....	7.13	
	Kent Jct.....	St. Francis.....	16.56	
	Van Buren.....	Fort Kent.....	43.72	
	Oakfield Jct.....	Ashland Branch.....	1.59	
	Industrial tracks.....		5.68	
				418.34
LEASED LINE.				
Northern Maine Seaport R.R. So. Lagrange.....	Seaport.....		54.13	
	Cape Junction.....	Cape Jellison Wharf.....	2.15	
	No. Maine Jct.....	Transfer Track.....	.77	
				57.05
Total mileage operated.....				630.52

OUTSIDE OPERATIONS AND OTHER PROPERTIES.

DESIGNATION.	Character of business	Title. (Ownership, lease, etc.)	State or territory.
Dining car service	Serving meals	Ownership . . .	Maine.
Kidder's Electric Plant	Light and power	Ownership . . .	Maine.

ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR
OTHER AGREEMENT.

NAME OF OWNING COMPANY.	Miles of line.	LEASE OR AGREEMENT.		
		Date.	TERM.	
			From—	To—
Northern Maine Seaport R. R.	57.05	Nov. 21, 1905	Nov. 20, 1905	Nov. 20, 2904

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.....	31,986	\$100	\$3,198,600	\$3,198,600	\$3,198,600		
PURPOSE OF THE ISSUE.						Total number of shares outstanding.	Total cash realized.
Issued for construction of new properties						19,066	\$1,897,100
Issued for additions and betterments.....						3,000	300,000
Issued for acquisition of securities						9,920	992,000
Total						31,986	\$3,189,100

FUNDED DEBT.

DESIGNATION OF BONDS OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT.		Total par value not held by respondent.	INTEREST.			
	Date of issue.	Date of maturity.			In treasury	Pledged as collateral.		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. & July	\$168,000 00	\$168,000 00
Second mortgage.....	July 1, 1895	July 1, 1945	1,050,000	1,050,000	\$6,000	\$938,000	106,000	5	Jan. & July	5,300 00	5,300 00
Piscataquis Div., first mortgage.....	April 1, 1899	Jan. 1, 1943	1,500,000	1,500,000			1,500,000	5	April & Oct.	75,000 00	75,000 00
Van Buren Ext., first mortgage.....	April 1, 1899	Jan. 1, 1943	500,000	500,000			500,000	5	April & Oct.	25,000 00	25,000 00
Con. ref. 4% first mort.	July 1, 1901	July 1, 1951	20,000,000	8,659,000		228,000	8,431,000	4	Jan. & July	333,906 67	333,906 67
Medford Ext., first mort.	May 1, 1907	May 1, 1937	1,000,000	1,000,000			1,000,000	5	May & Nov.	50,000 00	50,000 00
Aroostook Northern, 1st mortgage.....	Oct. 1, 1897	Oct. 1, 1947	225,000	225,000			225,000	5	April & Oct.	11,250 00	11,250 00
St. John River Ext., first mortgage.....	Aug. 1, 1909	Aug. 1, 1939	1,800,000	1,800,000			1,800,000	5	Feb. & Aug.	90,000 00	90,000 00
Washburn Ext., first mortgage.....	Aug. 1, 1909	Aug. 1, 1939	1,650,000	1,650,000			1,650,000	5	Feb. & Aug.	82,500 00	82,500 00
MISCELLANEOUS FUNDED OBLIGATIONS.											
Aroostook County.....	July 1, 1895	July 1, 1915	228,000	228,000			228,000	4½	Jan. & July	10,260 00	10,260 00
*Aroostook County.....	Sept. 1, 1892	Sept. 1, 1912						4½	March & Sept	3,750 00	3,750 00
Total.....			\$31,313,000	\$19,972,000	\$6,000	\$1,166,000	\$18,800,000			\$854,966 67	\$854,966 67

* \$500,000 Aroostook County Bonds matured September 1, 1912. Total par value authorized \$500,000. Total par value outstanding, none. Rate 4½%. Payable March and September. Interest accrued during year, \$3,750. Interest paid during year, \$3,750.

FUNDED DEBT—CONTINUED.
EQUIPMENT TRUST OBLIGATIONS.
GENERAL STATEMENT.

SERIES OR OTHER DESIGNATION.	Date of issue.	Term.	Number of payments.	Equipment Covered.	Remarks.
Car Trust "C" certificates.....	June 1, 1906	10 years.	20	510 box cars 635, flat cars	Title in case of each series to remain in name of trustee until equipment is fully paid for. This company being under obligation to keep values and units intact.
Car Trust "D" certificates.....	April 1, 1907	10 years.	20	706 box cars, 300 flat cars 40 stock cars, 6 cabooses cars	
Car Trust "E" certificates.....	Oct. 1, 1911	10 years.	10	6 locomotives, 2 gasoline electric motor cars.	

STATEMENT OF AMOUNT.

SERIES OR OTHER DESIGNATION.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS.				INTEREST.		Rate %.
		PRINCIPAL.		INTEREST.		Amount accrued during the year.	Amount paid during the year.	
		Original amount.	Amount outstanding.	Original amount.	Amount outstanding.			
Car Trust "C" certificates.....	\$100,903 25	\$900,000 00	\$270,000 00	\$227,475 00	\$22,500 00	\$16,500 00	\$16,500 00	5
Car Trust "D" certificates.....	100,000 20	900,000 00	360,000 00	230,535 97	36,250 00	20,250 00	20,250 00	5
Car Trust "E" certificates.....	15,721 25	125,000 00	113,000 00	33,455 55	24,012 50	5,800 00	5,800 00	5
Total.....	\$216,624 70	\$1,925,000 00	\$743,000 00	\$491,466 52	\$82,512 50	\$42,550 00	\$42,550 00	

RECAPITULATION OF FUNDED DEBT.

KIND OF BOND OR OBLIGATION.	TOTAL PAR VALUE HELD BY RESPONDENT.			Total par value not held by respondent.	INTEREST.	
	Total par value outstanding.	In treasury.	Pledged as collateral.		Amount accrued during the year charged to income.	Amount paid during the year.
Mortgage bonds.....	\$19,972,000	\$6,000	\$1,166,000	\$18,800,000	\$54,966 67	\$54,966 67
Equipment trust obligations.....	743,000			743,000	42,550 00	42,550 00
Total.....	\$20,715,000	\$6,000	\$1,166,000	\$19,543,000	\$97,516 67	\$97,516 67
PURPOSE OF THE ISSUE.					Total par value issued during the year.	Cash realized on amount issued during the year.
Issued for refundment of securities.....					\$500,000	\$390,000

BANGOR AND AROOSTOOK RAILROAD.

RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock.....	\$3,198,600	\$3,198,600	573.47	\$5,578
Funded debt.....	20,715,000	20,715,000	573.47	36,122
Total.....	\$23,913,600	\$23,913,600	.....	\$41,700

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.
Consol. refunding 4% bonds..	*\$419,276.30	\$10,682.05 70.90	} \$408,523.35
Car Trust E certificate.....	†1,125.00	58.26		1,066.74
Total.....	\$420,401.30	\$10,811.21	\$409,590.09

DETAILS OF DISCOUNT ON SECURITIES.

*Consolidated Refunding 4% Bonds,			
\$225,000	at 18%	\$40,500.00	July 1909
38,000	" 18%	6,840.00	Aug. 1909
1,210,000	" 22%	266,200.00	May 1912
500,000	" 22%	110,000.00	Aug. 1912
Total discount.....		\$423,540.00	\$423,540.00
Written off June 30			
	1910.....	\$1,146.83	
	1911.....	1,131.83	
	1912 \$2,110.04		
Less Car Trust E.....	125.00		
		1,985.04	
			\$4,263.70
			\$419,276.30

Amount which should have been written off in previous years but was not, on account of premiums on Northern Maine Seaport Railroad bonds being erroneously figured in, is \$70.90 and was charged to Profit and Loss year ending June 30, 1913.

†Car Trust "E" Certificates—Total Discount.....	\$1,250	Feb. 1
Written off June 30, 1912.....	125	
	\$1,125	

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.....	Aroostook Jct..	Caribou.....	155.13	} \$15,827
	Ashland Jct..	Ashland.....	43.87	
	Phair.....	Ft. Fairfield...	13.30	
Second mortgage bonds.....	Phair.....	Ft. Fairfield...	13.30	528
Piscataquis Div., first mortgage bonds.....	Oldtown.....	Greenville....	76.13	19,703
Van Buren Ext., first mortgage bonds.....	Caribou.....	Van Buren....	33.40	14,970
Consol. Refunding 4% bonds.....	Consol. mort. on entire line subject to prior liens.			
Medford Ext., first mort. bonds	So. Lagrange...	Packards.....	27.96	35,765
Aroostook Northern, first mortgage bonds.....	Caribou.....	Limestone....	15.67	14,359
St. John River Ext., first mortgage bonds.....	St. Francis....	Van Buren....	60.28	29,861
Washburn Ext., first mortgage bonds.....	Squa Pan.....	Stockholm....	} 55.10	29,946
	Mapleton.....	Presque Isle...		

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR.

ACCOUNT.	From cash or other working assets.	Through issue of securities.	Property retired or converted.	Total.
Right of way and station grounds.....	\$320 50	\$1,000 00	\$50 00	\$1,270 50
Bridges, trestles, and culverts.....		11 27		11 27
Increased weight of rail.....		2,026 18		2,026 18
Improved frogs and switches.....		50 44		50 44
Track fastenings and appurtenances.....		223 07		223 07
Sidings and spur tracks..	5,704 37	7,793 77	978 36	12,519 78
Fencing right of way.....		447 63		447 63
Station buildings and fixtures.....	1,686 80	809 10		2,495 90
Roadway, machinery and tools.....		243 14		243 14
Shops, enginehouses, and turntables.....		5,987 53	4,746 53	1,241 00
Shop machinery and tools.....		2,610 36		2,610 36
Water and fuel stations..			3,639 38	*3,639 38
Equipment.....	*3,150 26	84,548 26	95,647 77	*14,249 77
Other additions and betterments.....		788 60	283 00	505 60
Total.....	\$4,561 41	\$106,539 35	\$105,345 04	\$5,755 72

* Credit.

ROAD & EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907.

ACCOUNT.	Expenditures for additions and betterments during the year.	Total expenditures, July 1, 1907, to June 30, 1912.	Total expenditures, July 1, 1907, to June 30, 1913.
ROAD.			
Engineering.....	\$432 35	\$11,306 83	\$11,739 18
Right of way and station grounds.....	1,250 00	53,547 04	54,797 04
Real estate.....		40,049 65	40,049 65
Grading.....	1,615 99	187,921 43	189,537 42
Bridges, trestles and culverts.....	687 57	38,640 84	39,328 41
Ties.....	1,270 29	42,152 53	43,422 82
Rails.....	5,378 56	174,924 75	180,303 31
Frogs and switches.....	1,517 45	20,218 57	21,736 02
Track fastenings and other material.....	1,333 80	49,387 86	50,721 66
Ballast.....	698 70	28,610 91	29,309 61
Track laying and surfacing.....	2,205 56	38,572 80	40,778 36
Roadway tools.....	243 14	7,022 91	7,266 05
Fencing right of way.....	447 63	6,778 03	7,225 66
Crossings and signs.....		1,201 69	1,201 69
Interlocking and other signal apparatus.....		13,533 65	13,533 65
Station buildings and fixtures.....	2,369 85	31,541 02	33,910 87
Shops, enginehouses, and turntables.....	1,078 02	40,508 88	41,586 90
Shop machinery and tools.....	2,610 36	7,821 21	10,431 57
Water stations.....	*3,639 38	23,928 97	20,289 59
Fuel stations.....		69,106 33	69,106 33
Dock and wharf property.....		12,021 81	12,021 81
Electric light plants.....		2,212 89	2,212 89
Miscellaneous structures.....	505 60	21,127 61	21,633 21
Transportation of men and material.....		50 44	50 44
Rent of equipment.....		381 60	381 60
Cost of road purchased.....		† 5,567,874 95	5,567,874 95
Total.....	\$20,005 49	\$6,490,445 20	\$6,510,450 69
EQUIPMENT.			
Steam locomotives.....	*\$2,067 50	† \$95,779 63	\$93,712 13
Passenger-train cars.....	*23,722 37	159,257 63	135,535 26
Freight-train cars.....	11,400 62	934,920 48	946,321 10
Work equipment.....	\$139 48	†22,002 45	22,141 93
Total.....	*\$14,249 77	\$1,211,960 19	\$1,197,710 42
GENERAL EXPENDITURES.			
Interest and commissions.....		\$22,259 74	\$22,259 74
Other expenditures.....		749 02	749 02
Total.....		\$23,008 76	123,008 76
RECAPITULATION.			
Road.....	\$20,005 49	\$6,490,445 20	\$6,510,450 69
Equipment.....	*14,249 77	1,211,960 19	1,197,710 42
General expenditures.....		23,008 76	23,008 76
Total—entire line.....	\$5,755 72	\$7,725,414 15	\$7,731,169 87

*Credit.

†Since the property of the Northern Maine Seaport R. R. Co. has never been deeded to the Bangor & Aroostook R. R. Co., there have been excluded from the above figures amounts representing cost of that property as follows and which were included in last year's figures:

Cost of road since June 30, 1907.....	\$4,449,049 92
Cost of equipment since June 30, 1907.....	233,219 20
Cost of equipment since June 30, 1907.....	17,209 80

\$4,699,478 92

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.....	7,731,169 87
Total.....	\$22,977,574 11
Reserve for accrued depreciation—Cr.....	98,568 93
Net total.....	\$22,879,005 18
Cost per mile of line.....	\$39,895 73

INCOME ACCOUNT.

OPERATING INCOME.		
Rail Operations:		
Operating revenues.....	\$3,252,421 34	
Operating Expenses.....	2,219,095 87	
Net operating revenue.....		\$1,033,325 47
Outside Operations:		
Revenues.....	\$12,747 53	
Expenses.....	14,069 31	
Net deficit from outside operations.....		\$1,321 78
Total net revenue.....		\$1,032,003 69
Taxes accrued.....		110,586 96
Operating income.....		\$921,416 73
OTHER INCOME.		
Other Rents—Credits:		
Hire of equipment—balance.....	\$199,025 28	
Miscellaneous rents.....	2,886 04	
		\$201,911 32
Interest on other securities, loans and accounts.....		\$10,415 16
Total other income.....		\$212,326 48
Gross corporate income.....		\$1,133,743 21
DEDUCTIONS FROM GROSS COR- PORATE INCOME.		
Rents accrued for lease of other roads.....	\$236,000 00	
Interest accrued on funded debt.....	897,516 67	
Other interest.....	73,828 95	
Extinguishment of discount on secu- rities.....	10,740 31	
Total deductions from gross cor- porate income.....		\$1,218,085 93
Net corporate loss.....		\$84,342 72
Balance for year carried forward to debit of profit and loss.....		\$84,342 72

PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance for year brought forward from Income Account.....	\$84,342 72	Balance June 30, 1912.....	\$236,405 14
DEDUCTIONS FOR YEAR.		ADDITIONS FOR YEAR.	
Loss on retired road and equipment.....	1,900 00	Delayed income credits.....	88,806 57
Miscellaneous debits.....	86,635 50	Miscellaneous credits.....	54,676 74
DIVIDENDS DECLARED.			
On Common Stock:			
2% declared on Jan. 17, 1913, payable on Jan. 24, 1913.....	63,972 00		
1% declared on June 17, 1913, payable on July 8, 1913.....	31,986 00		
Balance credit, June 30, 1913, carried to general balance sheet.....	111,052 23		
	\$379,888 45		\$379,888 45

OPERATING REVENUES.

ACCOUNT.	State of Maine. total revenues.
REVENUE FROM TRANSPORTATION.	
Freight revenue.....	\$2,452,468 46
Passenger revenue.....	626,929 17
Excess baggage revenue.....	10,073 25
Mail revenue.....	55,307 56
Express revenue.....	45,038 25
Other passenger-train revenue.....	294 49
Total passenger service train revenue.....	\$737,642 72
Switching revenue.....	\$5,470 02
Special service train revenue.....	3,747 30
Miscellaneous transportation revenue.....	17 00
Total revenue from transportation.....	\$3,199,345 50
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.	
Station and train privileges.....	\$2,445 75
Parcel-room receipts.....	296 50
Storage—freight.....	2,278 06
Storage—baggage.....	273 40
Car service.....	15,994 00
Rents of buildings and other property.....	15,521 51
Miscellaneous.....	16,266 62
Total revenue from operations other than transportation.....	\$53,075 84
Total operating revenues.....	\$3,252,421 34

OPERATING REVENUES.

NAME OF REVENUE ACCOUNT.	CLASSIFICATION OF REPAYMENTS.				
	Over-charges and over-collections.	Allowances and arbitrations.	Uncollected earnings.	Fares refunded and tickets redeemed.	Total deductions
Freight revenue	\$3,431 01	\$2,292 58	\$336 01		\$6,059 60
Passenger revenue				\$645 20	645 20
Excess baggage revenue	2 88				2 88
Other passenger-train revenue	50				50
Switching revenue	4 93				4 93
Storage—baggage	90				90
Car service	24 00		5 00		29 00
Rents of buildings and other property	6 17		52 81		58 98
Total	\$3,470 39	\$2,292 58	\$393 82	\$645 20	\$6,801 99

SECURITIES OWNED—STOCKS.

NOT HELD IN SINKING OR OTHER FUNDS.

NAME OF CORPORATION AND SECURITY.	UNPLEGDED.	
	Total par value.	Cost of book value.
RAILWAY COMPANIES—ACTIVE.		
Northern Maine Seaport R. R. Co.	\$420,000	\$420,000 00

SUMMARY OF SECURITIES OWNED.

NOT HELD IN SINKING OR OTHER FUNDS.

KIND OF SECURITY.	Par value.
STOCKS.	
Stocks of railway companies—active	\$420,000
FUNDED DEBT.	
Funded debt of respondent "in treasury" and "pledged as collateral"	\$1,172,000

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 RESERVES.

DESIGNATION.	Accretions during the year.	Disbursements during the year.	Amount on June 30, 1913.
Reserve for legal expenses.....	\$20,341 49	\$15,811 01	\$4,530 48
Reserve for expenses, ex. comm.....	700 00		700 00
Reserve for violation of labor law.....	15,000 00		15,000 00
Reserve for personal injuries.....	14,000 00	6,000 00	8,000 00
Reserve for potato shipment claims...	2,000 00		2,000 00
Total.....	\$52,041 49	\$21,811 01	\$30,230 48

ADVANCES TO PROPRIETARY, AFFILIATED, AND CONTROLLED COMPANIES

TEMPORARY ADVANCES FOR VARIOUS PURPOSES.

NAME OF COMPANY.	Amount.
Van Buren Bridge Co.....	\$603 08

SPECIAL DEPOSITS.

DESIGNATION OF DEPOSIT AND DESCRIPTION OF SECURITY OR PROPERTY.	Cash.	Total.
Proceeds from sale of consol. refunding 4% bonds on deposit with fiscal agents to be used for future additions and betterments as they are made.....	\$281,000 01	\$281,000 01

OPERATING EXPENSES.

ACCOUNT.	Entire line amount.
MAINTENANCE OF WAY AND STRUCTURES.	
Superintendence.....	\$35,602 99
Ballast.....	6,813 74
Ties.....	51,254 02
Rails.....	13,061 14
Other track material.....	12,439 69
Roadway and track.....	265,830 16
Removal of snow, sand and ice.....	32,976 50
Bridges, trestles, and culverts.....	21,678 58
Over and under grade crossings.....	213 72
Grade crossings, fences, cattle guards, and signs.....	8,237 63
Snow and sand fences and snowsheds.....	1,460 88
Signals and interlocking plants.....	5,169 13
Buildings, fixtures and grounds.....	28,103 82
Docks and wharves.....	733 67
Roadway tools and supplies.....	5,551 35
Stationery and printing.....	918 51
Other expenses.....	3,237 55
Maintaining joint tracks, yards, and other facilities—Dr.....	165 66
Total.....	\$493,448 74
MAINTENANCE OF EQUIPMENT.	
Superintendence.....	\$22,132 97
Steam locomotives—repairs.....	90,277 13
Steam locomotives—renewals.....	2,874 90
Steam locomotives—depreciation.....	18,289 14
Passenger-train cars—repairs.....	40,519 59
Passenger-train cars—renewals.....	5,437 70
Passenger-train cars—depreciation.....	8,001 87
Freight-train cars—repairs.....	167,187 30
Freight-train cars—renewals.....	37,215 44
Electric equipment of cars—repairs.....	2 00
Electric equipment of cars—depreciation.....	1,600 08
Work equipment—repairs.....	6,275 36
Work equipment—depreciation.....	1,873 80
Shop machinery and tools.....	8,035 20
Injuries to persons.....	1,204 19
Stationery and printing.....	1,356 54
Other expenses.....	1,392 41
Total.....	\$413,675 62
TRAFFIC EXPENSES.	
Superintendence.....	20,419 99
Outside agencies.....	1,221 54
Advertising.....	8,577 80
Traffic associations.....	509 56
Industrial and immigration bureaus.....	3,282 91
Stationery and printing.....	2,928 02
Other expenses.....	446 05
Total.....	\$37,385 87
TRANSPORTATION EXPENSES.	
Superintendence.....	46,919 99
Dispatching trains.....	12,305 55
Station employes.....	155,651 65
Weighing and car-service associations.....	10 00
Station supplies and expenses.....	17,207 16
Yardmasters and their clerks.....	8,923 35
Yard conductors and brakemen.....	18,323 57
Yard switch and signal tenders.....	2,324 56
Yard supplies and expenses.....	457 53
Yard enginemen.....	12,040 33
Enginehouse expenses—Yard.....	4,293 25
Fuel for yard locomotives.....	18,554 37
Water for yard locomotives.....	611 90
Lubricants for yard locomotives.....	395 12
Other supplies for yard locomotives.....	99 56
Operating joint yards and terminals—Dr.....	1,646 70
Operating joint yards and terminals—Cr.....	946 80

OPERATING EXPENSES—CONCLUDED.

ACCOUNT.	Entire line amount.
TRANSPORTATION EXPENSES—CONTINUED.	
Road enginemen.....	\$135,086 43
Enginehouse expenses—road.....	44,579 17
Fuel for road locomotives.....	297,400 11
Water for road locomotives.....	16,002 64
Lubricants for road locomotives.....	5,959 81
Other supplies for road locomotives.....	2,806 40
Road trainmen.....	154,165 55
Train supplies and expenses.....	24,596 36
Interlocking and block and other signals—operation.....	87 11
Crossing flagmen and gatemen.....	2,888 64
Clearing wrecks.....	4,148 95
Telegraph and telephone operation.....	13,114 80
Stationery and printing.....	12,098 05
Other expenses.....	71,156 60
Loss and damage—freight.....	7,000 97
Loss and damage—baggage.....	395 66
Damage to property.....	207 00
Damage to stock on right of way.....	145 00
Injuries to persons.....	26,279 65
Operating joint tracks and facilities—Dr.....	585 45
Total.....	\$1,117,522 14
GENERAL EXPENSES.	
Salaries and expenses of general officers.....	42,118 17
Salaries and expenses of clerks and attendants.....	35,576 20
General office supplies and expenses.....	10,422 85
Law expenses.....	29,193 17
Insurance.....	23,179 40
Stationery and printing.....	4,996 13
Other expenses.....	11,577 58
Total.....	\$157,063 50
RECAPITULATION OF EXPENSES.	
Maintenance of way and structures.....	\$493,448 74
Maintenance of equipment.....	413,675 62
Traffic expenses.....	37,385 87
Transportation expenses.....	1,117,522 14
General expenses.....	157,063 50
Total operating expenses.....	\$2,219,095 87
Ratio of operating expenses to operating revenues, per cent.....	68.23

SUMMARY OF REVENUES AND EXPENSES OF OUTSIDE OPERATIONS AND OTHER PROPERTIES.

OUTSIDE OPERATIONS.

DESIGNATION.	Revenues.	Expenses.	Net revenue.
Dining and special car service.....	\$9,382 77	\$11,333 53	*\$1,950 76
Electric light and power plants.....	3,364 76	2,735 78	628 98
Total.....	\$12,747 53	\$14,069 31	*\$1,321 78

RENTS RECEIVABLE.

MISCELLANEOUS RENTS.

DESCRIPTION OF PROPERTY.	LOCATION.	NAME OF LESSEE.	Amount.
Dwelling houses....	Milo Juct., etc.....	Various employes.....	\$2,886 04

RENTS PAYABLE.

FOR LEASE OF ROAD.

ROAD LEASED.	Guaranteed interest on bonds.	Total.
Northern Maine Seaport R. R.....	\$236,000 00	\$236,000 00

*Deficit.

HIRE OF EQUIPMENT.

EQUIPMENT LEASED.

KIND OF EQUIPMENT.	NAME OF LESSEE.	No. of units.	Amount.
RENTS ACCRUED RECEIVABLE.			
Locomotives and work equipment	Great Northern Paper Co.	45	\$398 50
Locomotives	Northern Telegraph Co.	1	4 65
Passenger trains	Maine Central R. R.	1,942	443 28
Freight car	Murray Bros.	1	13 00
Locomotives and work equipment	Additions and betterments.	93	306 84
Freight cars	Aroostook Construction Co.	3	12 60
Engineer work cars, steam shovel, etc.	American Thread Co.	32	98 00
Adjustments	Various.		2 35
Total		2,117	\$1,279 22
RENTS ACCRUED PAYABLE.			
Pullman—sleeper	Pullman Co.	1	100 00
Adjustment on bill in previous year	Murray Bros.	1	66 00
Total		2	\$166 00

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-train cars			{ 678	\$0.04	\$27 12
			{ 1,711	.03	51 33
			{ 171	.02	3 42
			{ 1,940	.015	29 10
Freight-train cars	{ 155,260	45cts.			{ 69,867 00
	{ 87,538	35cts.			{ 30,638 30
	{ 21,973	30cts.			{ 6,591 90
			123,090	.00½	923 18
Total	264,771		127,590		\$108,131 35
ACCRUED ON EQUIPMENT LOANED.					
Passenger-train cars			{ 5,338	.02	\$106 76
			{ 349	.03	10 47
Freight-train cars	{ 274,101	45cts.			123,345 45
	{ 405,200	35cts.			141,820 00
	{ 153,306	30cts.			45,991 80
	{ 5	20cts.			1 00
Total	832,612		5,687		\$311,275 48

HIRE OF EQUIPMENT.

PRIVATE CARS.

CARS USED.		Number car-miles.	COMPENSATION.	
NAME OF OWNER.	DESCRIPTION.		Rate.	Amount.
Armour Car Lines.....	Refrigerator.....	18,392	$\frac{1}{2}$ cts.	\$138 03
Arms Palace Horse Car Co.	Horse.....	2,102	6-10 "	12 61
Amer. Refrig. Transit Co.	Refrigerator.....	3,870	"	29 05
Champion Fibre Co.....	Tank.....	19,473	"	146 08
Cold Blast Transp. Co.....	Refrigerator.....	14,829	"	111 25
Cherokee Tanning Ext. Co.	Tank.....	5,838	"	43 80
Cutting Car Co.....	Bark.....	7,628	6-10 "	45 77
Cudahy's M. Refg. Co.	Refrigerator.....	354	"	2 66
Central Fruit Despatch.	Refrigerator.....	1,448	"	10 87
Cum. Refgr. Express.....	Refrigerator.....	222	"	1 67
Chicago Refgr. Despatch.	Refrigerator.....	878	"	6 59
Franklin Tank Line.....	Tank.....	71	"	53
Frisco Refgr. Line.....	Refrigerator.....	764	"	5 73
German American Tank Line	Tank.....	954	"	7 17
Gulf Refining Co.....	Tank.....	424	"	3 18
Heinz Co. H. J.....	Tank.....	536	"	4 03
Indian Abattoir Co.....	Refrigerator.....	372	"	2 80
Merrimac Chemical Co.....	Tank.....	1,272	"	9 55
Merchants Desp. Trans. Co.	Refrigerator.....	13,945	"	104 62
Missouri River Despatch.	Refrigerator.....	318	"	2 39
Manasha Wooden W. Co.	Box.....	408	6-10 "	2 45
Mather Horse & Stock CarCo.	Horse.....	26	6-10 "	16
Penn. Tank Line.....	Tank.....	1,060	"	7 97
Pacific Fruit Express.....	Refrigerator.....	15,601	"	117 02
Pullman Car Co.....	Sleepers.....	195,276	2 "	3,905 52
Southern Extract Co.....	Tank.....	6,427	"	48 24
Swift Refrigerator Lines.	Refrigerator.....	6,345	"	47 62
Santa Fe Refgr. Despatch.	Refrigerator.....	2,771	"	20 79
Tanners & Dyers Exp. Co.	Tank.....	106	"	80
Union Tank Line.....	Tank.....	51,176	"	382 51
Union Refrigerator Co.....	Refrigerator.....	413	"	3 10
White City Refgr. Despatch	Refrigerator.....	92	"	69
Western Heater Despatch.	Refrigerator.....	907	"	6 82
Total.....		374,298		\$5,232 07

RECAPITULATION OF HIRE OF EQUIPMENT.

ACCOUNT.	Amount receivable.	Amount. payable.
Equipment leased.....	\$1,279 22	\$166 00
Equipment interchanged.....	311,275 48	108,131 35
Private cars.....		5,232 07
Total.....	\$312,554 70	\$113,529 42
Balance.....	\$199,025 28	

IMPORTANT CHANGES DURING THE YEAR.

ALL OTHER IMPORTANT PHYSICAL CHANGES.

New sidings built.....	1.44 Miles.
New sidings taken up.....	.24 "
Net increase.....	1.20 "

RAILS LAID DURING YEAR AS FOLLOWS:

85 lb. steel new.....	842 Tons
70 lb. steel relayers.....	88 "

TIE RENEWALS.

Standard cedar.....	106,121
Switch ties (sets).....	146
Bridge ties (hard pine).....	643
Ballast applied.....	32,311 cubic yards
Tie plates applied.....	15,000

WOODEN TRESTLES REPLACED.

No.			
4.18—	243.8	lin. feet by 36 in. C. I. pipe culvert and earth fill.	
4.35—	151.3	lin. feet by 48 in. C. I. pipe culvert and earth fill.	
32.76—	416.0	lin. feet by 24 in C. I. pipe culvert and earth fill.	
198.22—	107.5	lin. feet by double 8 ft. x 3 ft. concrete culvert earth fill.	
202.03—	40.2	lin. feet by double 8 ft. x 3 ft. concrete culvert earth fill.	
204.68—	39.6	lin. feet by double 8 ft. x 4 ft. concrete culvert and earth fill.	
205.53—	40.7	lin. feet by double 8 ft. x 4 ft. concrete culvert and earth fill.	
A200.88—	40.4	lin. feet by single 8 ft. x 6 ft. concrete culvert and earth fill.	
	1,079.5		

CULVERTS.

New 8 cast iron pipe.	
New 13 wood box.	
Replacement of wood with concrete.....	1
With concrete (cattle passes).....	6
With cast iron pipe.....	66
With hard pine.....	20
	93

ALL NEW FUNDED DEBT ISSUED.

\$500,000 par value consolidated refunding 4% bonds, for several years past held by trustees as collateral to the Aroostook County Mortgage were issued Sept. 1st, 1912, and proceeds used in retirement of \$500,000 par value Aroostook County bonds maturing Sept. 1, 1912.

ADJUSTMENTS IN THE BOOK VALUE OF SECURITIES OWNED, AND REASONS THEREFOR.

This company did not report last year, as it should have done, the \$6,000 par value Second Mortgage Bonds held in Treasury, and which are correctly reported this year under "Securities Issued or Assumed-Held in Treasury."

As the Northern Maine Seaport Railroad Company's property is simply leased to the Bangor and Aroostook Railroad Company for a period of 999 years, the bonded indebtedness of the former company has been for several years carried on the books of the latter company incorrectly. There has now been transferred to the books of the Northern Maine Seaport Railroad Company, \$4,720,000 Northern Maine Seaport Railroad Company's First Mortgage Railroad and Terminal 5% Bonds.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE, 30, 1912.		ASSETS.	JUNE 30, 1913.		Increase.
Item.	Amount.		Item.	- Amount.	
		PROPERTY INVESTMENT.			
		Road and Equipment:			
		Investment to June 30, 1907—			
\$11,522,604 94		Road	\$11,522,604 94		
3,723,799 30	\$15,246,404 24	Equipment	3,723,799 30	\$15,246,404 24	
		Investment since June 30, 1907—			
\$6,490,445 20		Road	\$6,510,450 69		\$20,005 49
1,211,960 19		Equipment	1,197,710 42		*14,249 77
23,008 76	\$7,725,414 15	Gen'l expenditures	23,008 76	\$7,731,169 87	
	\$22,971,818 39			\$22,977,574 11	\$5,755 72
	87,341 82	Reserve for accrued depreciation—Cr.		98,568 93	11,227 11
	\$22,884,476 57	Securities:		\$22,879,005 18	*\$5,471 39
		Securities Issued or Assumed—pledged—			
	\$1,666,000 00	Funded debt		\$1,166,000 00	*500,000 00
		Securities of proprietary, affiliated and controlled companies—Unpledged—			
	420,000 00	Stocks		420,000 00	
	\$2,086,000 00	Total		\$1,586,000 00	*\$500,000 00
		WORKING ASSETS.			
\$461,687 33		Cash	\$632,244 10		\$170,556 77
		Securities Issued or Assumed—Held in Treasury—			
6,000 00	\$467,687 33	Funded debt	6,000 00	\$638,244 10	
		Traffic and car service balances due from other companies	\$71,386 04		*14,691 37
28,326 53		Net balance due from agents and conductors	37,283 56		8,957 03
388,507 80		Miscellaneous accounts receivable	131,772 40		*256,735 40
501,182 16	1,004,093 90	Materials and supplies	382,113 70		*119,068 46
		Other working assets	210 81	622,766 51	210 81
	\$1,471,781 23	Total		\$1,261,010 61	*\$210,770 62
		DEFERRED DEBIT ITEMS.			
		Advances—			
		Temporary advances to proprietary, affiliated and controlled companies		\$603 08	\$603 08
	\$346 65	Other advances			*346 65
	18,105 26	Rents and insurance paid in advance		25,822 03	7,716 77
	309,341 30	Unextinguished discount on funded debt		409,590 09	100,248 79
	287,956 93	Special deposits		281,000 01	*6,956 92
	79,268 00	Other deferred debit items		74,744 93	*4,523 07
	\$695,018 14	Total		\$791,760 14	\$96,742 00
	\$27,137,275 94	Grand Total		\$26,517,775 93	*\$619,500 01

*Decrease

COMPARATIVE GENERAL BALANCE SHEET—CONCLUDED.

JUNE 30, 1912.		LIABILITIES.	JUNE 30, 1913.		Increase
Item.	Amount.		Item.	Amount.	
		Stock.			
	\$3,198,600 00	Capital stock— Common stock not held by company		\$3,198,600 00	
	\$20,472,000 00	MORTGAGE, BONDED AND SECURED DEBT. Funded Debt— { Mortgage bonds held by company. { Mortgage bonds not held by com- pany.	\$6,000 00		
	935,000 00	Equipment trust ob- ligations not held by company	19,966,000 00	\$19,972,000 00	*\$500,000 00
	\$21,407,000 00	Total		743,000 00	*192,000 00
				\$20,715,000 00	*\$692,000 00
		WORKING LIABIL- ITIES.			
	\$1,183,522 11	Loans and bills pay- able		\$1,527,589 48	\$344,067 37
	17,886 20	Traffic and car ser- vice balances due to other compa- nies.		12,562 21	*5,323 99
	239,663 07	Audited vouchers and wages unpaid		220,178 53	*19,484 54
	130,320 45	Miscellaneous ac- counts payable		21,896 45	*108,424 00
	247,180 34	Matured interest, dividends and rents unpaid		266,462 50	19,282 16
		Other working li- abilities.		16,945 60	16,945 60
	\$1,818,572 17	Total		\$2,065,634 77	\$247,062 60
		ACCRUED LIABIL- ITIES NOT DUE.			
	\$314,750 00	Unmatured interest, dividends and rents payable		\$210,106 10	*\$104,643 90
		Taxes accrued.		4,162 58	4,162 58
	\$314,750 00	Total		\$214,268 68	*\$100,481 32
		DEFERRED CREDIT ITEMS.			
		Operating reserves		\$30,230 48	\$30,230 48
		Other deferred credit items.		21,041 14	21,041 14
		Total		\$51,271 62	\$51,271 62
		APPROPRIATED SUR- PLUS.			
	\$161,948 63	Additions to prop- erty since June 30, 1907, through in- come.		161,948 63	
	\$236,405 14	PROFIT AND LOSS.			
		Balance		\$111,052 23	*\$125,352 91
	\$27,137,275 94	Grand total		\$26,517,775 93	*\$619,500 01

*Decrease.

EMPLOYEES AND SALARIES.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	6	1,852	\$47,881 77	\$25 85
Other officers.....	26	8,137	53,280 17	6 55
General office clerks.....	99	30,943	81,067 50	2 62
Station agents.....	104	33,281	78,384 61	2 35
Other station men.....	162	45,436	88,336 04	1 94
Enginemmen.....	71	24,070	94,923 46	3 94
Firemen.....	84	23,961	57,391 47	2 39
Conductors.....	54	20,522	68,758 00	3 35
Other trainmen.....	151	53,664	123,017 65	2 29
Machinists.....	35	9,648	25,205 18	2 61
Carpenters.....	30	8,123	20,184 26	2 48
Other shopmen.....	293	87,210	189,138 62	2 17
Section foremen.....	129	38,928	87,588 59	2 25
Other trackmen.....	375	100,204	175,357 71	1 75
Switch tenders, crossing tenders, and watchmen.....	7	2,363	3,090 50	1 31
Dispatchers.....	10	3,236	11,793 01	3 64
All other employees and laborers.....	80	19,062	42,931 08	2 25
Total (including "general officers")	1,716	510,640	\$1,248,329 62	\$2 44
Less "general officers".....	6	1,852	47,881 77	25 85
Total (excluding "general officers")	1,710	508,788	\$1,200,447 85	\$2 36
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures.....	626	170,364	\$350,529 83	\$2 06
Maintenance of equipment.....	373	110,043	247,774 71	2 25
Traffic expenses.....	11	3,448	13,737 50	3 98
Transportation expenses.....	650	207,296	541,745 53	2 61
General expenses.....	49	17,026	89,429 65	5 25
Outside operations.....	7	2,463	5,112 40	2 07

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Column for number passen- gers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mils.
PASSENGER TRAFFIC.				
Number of passengers carried earning revenue	781,519			
Number of passengers carried one mile	27,143,462			
Number of passengers carried one mile per mile of road	43,049			
Average distance carried, miles	34.73			
Total passenger revenue		626,929	17	
Average amount received from each passenger				80
Average receipts per passenger per mile				309
Total passenger service train revenue		737,642	72	
Passenger service train revenue per mile of road		1,169	89	
Passenger service train revenue per train-mile				89
				328
FREIGHT TRAFFIC.				
Number of tons carried of freight earning revenue	1,620,065			
Number of tons carried one mile	213,939,597			
Number of tons carried one mile per mile of road	339,306			
Average distance haul of one ton, miles	132.05			
Total freight revenue		2,452,486	46	
Average amount received for each ton of freight				151
Average receipts per ton per mile				146
Freight revenue per mile of road		3,889	60	
Freight revenue per train-mile				316
				008
TOTAL TRAFFIC.				
Operating revenues		3,252,421	34	
Operating revenues per mile of road		5,158	31	
Operating revenues per train-mile				211
Operating expenses		2,219,095	87	
Operating expenses per mile of road		3,519	47	
Operating expenses per train-mile				144
Net operating revenue		1,033,325	47	
Net operating revenue per mile of road		1,638	84	
Average number of passengers per car-mile	14			
Average number of passengers per train-mile	33			
Average number of passenger cars per train-mile	3.41			
Average number of tons of freight per loaded car- mile	17.55			
Average number of tons of freight per train-mile	275.67			
Average number of freight cars per train-mile	23.87			
Average number of loaded cars per train-mile	15.83			
Average number of empty cars per train-mile	7.24			
Average mileage operated during year	630.52			

TRAFFIC AND MILEAGE STATISTICS.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service:		
Freight locomotive-miles	732,764	
Passenger locomotive-miles	777,279	
Mixed locomotive-miles	71,608	
Special locomotive-miles	1,384	
Switching locomotive-miles	164,994	
Total revenue locomotive mileage		1,748,029
Nonrevenue service locomotive-miles		57,567
CAR MILEAGE.		
Revenue Service:		
Freight Car Miles—		
Loaded	12,186,044	
Empty	5,622,269	
Caboose	717,383	
Total freight car-miles		18,525,696
Passenger Car-Miles—		
Passenger	1,694,286	
Sleeping, parlor, and observation	193,146	
Other passenger-train cars	929,097	
Total Passenger car-miles		2,816,529
Special Car-Miles—		
Freight—loaded	10,671	
Caboose	925	
Passenger	142	
Total special car-miles		11,738
Total revenue car mileage		21,353,963
Nonrevenue service car-miles		311,336
TRAIN MILEAGE.		
Revenue Service:		
Freight-train miles	708,354	
Passenger train-miles	758,048	
Mixed train-miles	67,722	
Special train-miles	931	
Total revenue train mileage		1,535,055
Nonrevenue service train-miles		26,989

FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road.	Freight received from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.		
	Whole tons	Whole tons	Whole tons	Per cent.	
Products of Agriculture	Grain.....	6,358	17,051	23,409	01.44
	Flour.....	487	4,183	4,670	00.29
	Other Mill Products.....	6,088	7,998	14,086	00.87
	Hay.....	19,104	13	19,117	01.18
	Fruit and Vegetables.....	373,760	758	374,518	23.12
	Other products of agriculture.....	125	218	343	00.02
Total.....	405,922	30,221	436,143	26.92	
Products of Animals.	Live stock.....	1,496	477	1,973	00.12
	Dressed Meats.....		101	101	00.01
	Other packing-house products.....		1,904	1,904	00.12
	Poultry, game and fish.....	293	30	323	00.02
	Wool.....		16	16	00.00
	Hides and leather.....	4,224	2,293	6,517	00.40
Other products of animals.....	1,027	1,246	2,273	00.14	
Total.....	7,040	6,067	13,107	00.81	
Products of Mines.	Anthracite coal.....		41,594	41,594	02.57
	Bituminous coal.....		106,938	106,938	06.60
	Coke.....		208	208	00.01
	Ores.....		20	20	
	Stone, sand and other like articles.....	12,146	780	12,926	00.80
Other products of mines.....	29,055	4,422	33,477	02.07	
Total.....	41,201	153,962	195,163	12.05	
Products of Forests.	Lumber.....	352,930	3,616	356,546	22.01
	Other products of forests.....	236,098	1,096	237,194	14.64
	Total.....	589,028	4,712	593,740	36.65
Manufac- tures.	Petroleum and other oils.....	155	4,281	4,436	00.27
	Sugar.....		2,477	2,477	00.15
	Naval stores.....	585	145	730	00.04
	Iron and steel rails.....		914	914	00.06
	Other castings and machinery.....	2,334	3,482	5,816	00.36
	Bar and sheet metal.....		32	32	
	Cement, brick and lime.....	5,711	14,701	20,412	01.26
	Agricultural implements.....	311	1,269	1,580	00.10
	Wagons, carriages, tools, etc.....	241	249	490	00.03
	Household goods and furniture.....	1,121	53	1,174	00.07
Other manufacturers.....	218,272	29,696	247,968	15.31	
Total.....	228,730	57,299	286,029	17.65	
Merchandise.....	46,479	42,174	88,653	05.47	
Miscellaneous: Other commodities not mentioned above.....	5,392	1,838	7,230	00.45	
Total tonnage.....	1,323,792	296,273	1,620,065	100.00	

SELECTED COMMODITIES.

COMMODITY.	Freight carried in carload lots.	Ton-mileage of freight carried in carload lots.	Revenue from freight carried in carload lots.	Revenue per ton per mile from freight carried in carload lots.	
	Whole tons.	Ton-miles.	Dollars.	Cts.	Mills
Grain	23,410	4,780,906	52,686	1	102
Hay	19,118	1,881,280	29,468	1	566
Live stock	1,974	280,225	7,032	2	509
Dressed meats	100	10,789	37,488	4	523
Anthracite coal	41,593	4,326,177	37,372	.....	864
Bituminous coal	106,938	10,916,093	75,911	.....	695
Lumber	356,545	55,044,041	462,672	.....	841

DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1912.	Number added during year.	Number retired during year.	Number on June 30, 1913.	NUMBER FITTED WITH-	
					Train brake.	Automatic coupler.
LOCOMOTIVES—OWNED OR LEASED.						
Passenger	30	1	1	30	30	30
Freight	59	.....	1	58	58	58
Switching	9	.....	.....	9	9	9
Total locomotives in service	98	1	2	97	97	97
Less locomotives leased	15	.....	.....	15	15	15
Total locomotives owned	83	1	2	82	82	82
CARS—OWNED OR LEASED.						
In Passenger Service:						
First-class cars	50	.....	.....	50	50	50
Combination cars	11	.....	.....	11	11	11
Dining cars	2	.....	.....	2	2	2
Baggage, express and postal cars	23	.....	.....	23	23	23
Other cars in passenger service	2	.....	.....	2	2	2
Total	88	.....	.....	88	88	88
In Freight Service:						
Box cars	2,687	10	28	2,669	2,669	2,669
Flat cars	2,539	54	92	2,501	2,501	2,501
Stock cars	109	1	1	109	109	109
Total	5,335	65	121	5,279	5,279	5,279
In Company's Service:						
Officers' and pay cars	3	.....	1	2	2	2
Gravel cars	1	.....	.....	1	1	1
Derrick cars	6	.....	.....	6	6	6
Caboose cars	43	1	.....	44	44	44
Other Road cars	86	.....	.....	86	86	86
Total	139	1	1	139	139	139
Total cars in service	5,562	66	122	5,506	5,506	5,506
Less cars leased	1	.....	.....	1	1	1
Total cars owned	5,561	66	122	5,505	5,505	5,505

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	LINE OWNED.		Line operated under lease.	Total mileage operate.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
ENTIRE LINE.							
Miles of single track	155.13	418.34	57.05	630.55			630.52
Miles of second track	6.46		23.83	30.29			30.29
Miles of yard track and sidings	63.39	87.18	42.72	193.29	1.20		193.29
Total mileage operated (all tracks)	224.98	505.52	123.60	854.10	1.20		854.10

ACCIDENTS TO PERSONS.

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.							
	Trainmen.		Shopmen.		Other employes.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or uncoupling		1						1
Falling from trains, locomotives or cars		6						6
Jumping on or off trains, locomotives or cars		3						3
Struck by trains, locomotives or cars		6	1			1		7
Other causes								
Total		16	1			1	1	17

ACCIDENTS TO PERSONS—CONTINUED.

KIND OF ACCIDENT.	Passengers.		OTHER PERSONS.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....		2						
Jumping on or off trains, locomotives or cars.....			1	1			1	1
STRUCK BY TRAINS, LOCOMOTIVES OR CARS.								
At highway crossings.....						4		4
At other points along track.....			1	1			1	1
Other causes.....		2		1				1
Total.....		4	2	3		4	2	7

SUMMARY. (Tables A and B.)	TOTAL.	
	Killed.	Injured.
TABLE A.		
Railway employes.....	1	17
Passengers.....		4
Other persons.....	2	7
TABLE B.		
Railway employes.....	1	25
Grand total.....	4	53

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.										
	Station men		Shopmen.		Trackmen.		Other employees.		Total.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Handling tools, machinery, etc.					6		2				8
Getting on or off locomotives or cars at rest.					1						1
Other causes.		1	1		6		8		1	1	16
Total.		1	1		13		10		1	1	25

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	842	85	30.82	Cedar	106,121	39.5
				Switch ties, cedar	8,365	104.3
				Hard pine bridge ties	643	3.04
				Total	115,129	45.7

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—tons—bituminous.	Fuel oil—fallons.	Miles run.	Average pounds consumed per mile.
REVENUE SERVICE.				
Freight	55,342		732,764	169.17
Passenger	19,632		726,919	60.50
Mixed	3,793		71,608	118.65
Special	73		1,384	118.01
Switching	4,201		164,994	57.04
Nonrevenue service	2,429		57,567	94.34
Total	85,450		1,755,236	109.05
Gasoline electric motor car		27,525	50,360	1.83 gals.
Average cost at distributing point	\$3.54	14.88 cts. gal.		

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.....	8	148	12	31	Bridges.....	3	13	6
Iron.....	119	13,805	13	781	OVERHEAD RAILWAY CROSSINGS.			
Wooden.....	1	142	142	142	Bridges, steam.....	1	21	.....
Total.....	128	14,095	.....	.....	Bridges, electric.....	1	15	.....
Trestles.....	16	3,495	13	1,175	Total.....	2	.....	.....

Gage of track, 4 feet, 8½ inches. 630.52 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.
671.40	2,121.10	Northern Telegraph Co.....	Northern Telegraph Co.

**Report of the Boston and Maine Railroad for the Year Ending
June 30, 1913.**

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 and for years 1900 to 1911 see report of 1911.

STATE OF MASSACHUSETTS.

1911. Chap. 139. An act relating to the widening Mt. Auburn St. Bridge, Cambridge, Mass.

1911. Chap. 465. An Act authorizing the purchase of electricity for operating trains in Hoosac Tunnel

1911. Chap. 496. An Act relating to the separation of grades at Winchester, Mass.

1912. Chap. 492. An Act relating to the abolition of grade crossings in Lynn, Mass.

1912. Chap. 529. An Act relating to the abolition of grade crossings in Charlestown-Mass.

1912. Chap. 698. An Act providing for the location of the East Boston Terminal R. R. Co. property along the location of the Boston and Maine R. R.

1912. Chap. 727. An Act authorizing the Connecticut River Railroad Co. to acquire the property, rights and franchises of the Vermont Valley R. R. of Vermont and the Sullivan County Railroad of New Hampshire.

STATE OF NEW HAMPSHIRE.

1911. Chap. 337. An Act authorizing the extension of the Connecticut River Railroad.

STATE OF MAINE.

1911. Chap. 189. An Act relative to the Portland Terminal Company

DIRECTORS.

NAME.	Post-Office Address.	Date of Expiration. of Term.
Lucius Tuttle.....	Brookline, Mass.....	} October 8, 1913.
Alvah W. Sulloway.....	Franklin, N. H.....	
Richard Olney.....	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.....	
Philip Dexter.....	Boston, Mass.....	
Theodore N. Vail.....	Lyndon, Vt.....	
Alexander Cochrane.....	Boston, Mass.....	
William Skinner.....	Holyoke, Mass.....	
Sidney W. Winslow.....	Orleans, Mass.....	

PRINCIPAL OFFICERS.

TITLE.	Name.	Official Address.
Chairman of the Board.....	Lucius Tuttle.....	Boston, Mass.
President.....	*Charles S. Mellen.....	Boston, Mass.
Vice-President.....	*Timothy E. Byrnes.....	Boston, Mass.
Vice-President.....	*Henry J. Horn.....	Boston, Mass.
Vice-President.....	William J. Hobbs.....	Boston, Mass.
Vice-President.....	Benjamin Campbell.....	Boston, Mass.
Corporation Clerk.....	Arthur B. Nichols.....	Boston, Mass.
Treasurer.....	Herbert E. Fisher.....	Boston, Mass.
General Solicitor.....	Edgar J. Rich.....	Boston, Mass.
General Counsel.....	Richard Olney.....	Boston, Mass.
General Auditor.....	Stuart H. McIntosh.....	Boston, Mass.
General Manager.....	Benjamin R. Pollock.....	Boston, Mass.
Mgr. of Purchases & Supplies.....	Harry A. Fabian.....	Boston, Mass.
Chief Engineer.....	Arthur B. Corthell.....	Boston, Mass.
General Superintendent.....	William F. Ray.....	Boston, Mass.
Freight Traffic Manager.....	Amos S. Crane.....	Boston, Mass.
General Freight Agent.....	George H. Eaton.....	Boston, Mass.
General Passenger Agent.....	Charles M. Burt.....	Boston, Mass.
Commissioner, Real Estate, etc.	Arthur A. Maxwell.....	Boston, Mass.

Mr. Charles S. Mellen resigned as President and Director of this Company on July 16, 1913, and the vacancy was filled by the election of Mr. Morris McDonald on that date.

Mr. Henry J. Horn, Vice-President resigned July 31, 1913, vacancy not filled.

Mr. Timothy E. Byrnes, Vice-President resigned August 31, 1913, vacancy not filled.

The present Board of Directors elected at the annual meeting October 8th, 1913, are as follows:

Richard Olney.....	Boston, Mass.
Alvah W. Sulloway.....	Franklin, N. H.
Lucius Tuttle.....	Brookline, Mass.
Frederic C. Dumaine.....	Concord, Mass.
James M. Prendergast.....	Boston, Mass.
Edwin Farnham Greene.....	Wayland, Mass.
Fred E. Richards.....	Portland, Maine.
Edward P. Ricker.....	So. Poland, Maine.
Alexander Cochrane.....	Boston, Mass.
Morris McDonald.....	Portland, Maine.
Howard Elliott.....	Boston, Mass.
Charles W. Bosworth.....	Springfield, Mass.
Edward B. Winslow.....	Portland, Maine.
Frank P. Carpenter.....	Manchester, N. H.
James D. Upham.....	Claremont, N. H.
George N. Prouty.....	Newport, Vt.
Samuel Carr.....	Boston, Mass.

*Resigned (Subsequent to June 30, 1913.).

TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

NAME.	CONTROL.			
	Sole or joint.	HOW ESTABLISHED.	Extent.	Direct or indirect.
ACTIVE CORPORATIONS.			Per Cent.	
Concord & Claremont, N. H. R. R.	Sole	Stock ownership 1.	99.8	Direct.
Conway Electric Street Ry. Co.	"	" " 2.	59.2	"
Franklin & Tilton R. R.	"	" " 3.	100.	"
Maine Central R. R.	"	" " 4.	64.4	"
Mount Washington Ry. Co.	"	" " 5.	100.	"
Newport & Richford R. R. Co.	"	" " 6.	100.	"
Peterborough & Hillsboro R. R.	"	" " 7.	54.6	"
St. Johnsbury & Lake Champlain R. R. Co.	"	" " 8.	100.	"
Sullivan County R. R.	"	" " 9.	99.9	"
Vermont Valley R. R.	"	" " 8.	89.	"
York Harbor & Beach R. R. Co.	"	" " 8.	99.9	"
Montpelier & Wells River R. R.	"	" " 8.	99.5	"
Barre R. R. Co.	"	" " 8.	100.	"
Barre Branch R. R. Co.	"	" " 2.	25.	"
Troy Union R. R.	*Joint	" " " "		

*Other parties to agreement for joint control: N. Y. C. & H. R. R., 50% . D. & H. Co., 25%.

EXPLANATORY REMARKS.

- 97% owned by the Northern R. R., a leased road, 2.8% owned by B. & M. R. R.
- Owned by Fitchburg R. R., a leased road.
- The Concord & Montreal R. R. and Northern R. R., both leased roads, each own 50%.
- Owned by the Concord & Montreal R. R., a leased road.
- Owned by the Connecticut & Passumpsic River R. R. Co., a leased road.
- Owned by the Northern R. R.
- 53.4% owned by Boston & Lowell R. R. Corp., a leased road; 1.2% owned by B. & M. R. R.
- Owned by Vermont Valley R. R. See note 9.
- Owned by Connecticut River R. R., a leased road.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

- Date of last meeting of stockholders for election of directors, October 9, 1912.
 Date of last closing of stock books before end of year for which this report is made. October 2, 1912.
 Total number of stockholders of record at the date required in answer to Question 2. 8107.
 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, 1913? 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 Capital Stock.
 The extent of control. 52.9%.
 Whether control was direct or indirect. Direct.
 Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? 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 Div. (Via Dover)	Boston, Mass.	Rigby, Maine	111. 11	
Portland Div. (Via Portsmouth)	Boston, Mass.	Rigby, Maine	104. 90	
Portland (Conway Section)	Jewett, Maine	Intervale, N. H.	73. 37	
Southern Division	N. Cambridge, Mass.	Northampton, Ms.	95. 69	
Worc.Nash.&Portland Div.	Worcester, Mass.	Westbrook, Maine	139. 47	
Total main lines				524. 54
BRANCH LINES.				
Medford Branch	Medford Jct., Mass.	Medford, Mass.	2. 00	
South Reading Branch	Peabody, Mass.	Wakefield Jct., Ms.	8. 12	
Newburyport Branch	Wakefield Jct., Ms.	Newburyport, Ms.	30. 37	
Methuen Branch	Lawrence, Mass.	N. H. State Line	3. 75	
Georgetown Branch	Bradford, Mass.	Georgetown, Mass.	5. 87	
West Amesbury Branch	Newton Jct., N. H.	Merrimac, Mass.	4. 45	
Dover & Winn Branch	Dover, N. H.	Alton Bay, N. H.	29. 00	
Somersworth Branch	Rollinsford, N. H.	Somersworth, N. H.	2. 75	
Orchard Beach Branch	Old Orchard, Me.	Camp Ellis, Maine	3. 27	
Charlestown Branch	E. Somerville, Mass.	Charlestown, Mass.	1. 09	
Saugus Branch	Everett Jct., Mass.	W. Lynn, Mass.	9. 55	
Chelsea Beach Branch	Revere Jct., Mass.	Saugus River, Jct.	3. 34	
Swampscott Branch	Swampscott, Mass.	Marblehead, Mass.	3. 96	
Marblehead Branch	Salem, Mass.	Marblehead, Mass.	3. 52	
Lawrence Branch	Salem, Mass.	No. Andover, Mass.	19. 89	
Gloucester Branch	Beverly, Mass.	Rockport, Mass.	16. 94	
Essex Branch	H. & Wenham, Ms.	Conomo, Mass.	6. 00	
Newburyport City Branch	Freight Tracks in	Newburyport, Mass.	1. 97	
Salisbury Branch	Salisbury, Mass.	Amesbury, Mass.	3. 79	
Dover Branch	Portsmouth, N. H.	Dover, N. H.	10. 88	
Wolfboro Branch	Sanbornville, N. H.	Wolfboro, N. H.	12. 03	
*Lowell & Lawrence and Lowell & Andover connection in Lowell, Mass.				25
†Electric Street Railway Portsmouth, Rye & N. Hampton, N. H.				18. 10
Total branch lines				200. 89
LEASED LINES.				
Lowell & Andover Railroad	Lowell Jct., Mass.	Lowell, Mass.	8. 85	
Manchester & Lawrence R. R.	Manchester, N. H.	Mass. State Line	22. 39	
Kenneb'k, Kenneb'p't R. R.	Kennebunk, Me.	Kennebunkport, Me.	4. 50	
Boston & Lowell R. R.	Boston, Mass.	Lowell, Mass.	26. 27	
Mystic Branch	Mystic Jct., Mass.	Mystic Wharves	2. 25	
Lexington Branch	Somerville Jct., Ms.	Lexington, Mass.	8. 11	
Middlesex Central Branch	Lexington, Mass.	Reformatory, Mass.	11. 08	
Bedford & Billerica Branch	Bedford, Mass.	North Billerica, Ms.	7. 63	
Woburn Branch	Winchester, Mass.	N. Woburn Jct., Ms.	6. 20	
Stoneham Branch	Montvale, Mass.	Stoneham, Mass.	2. 50	
Lawrence Branch	Wilmington, Mass.	Wilmington Jct.	3. 21	
Salem & Lowell Branch	Tewksbury Jct., Ms.	Peabody, Mass.	16. 80	
Lowell & Lawrence Branch	Lowell, Mass.	Lawrence, Mass.	12. 42	
‡Manchester & Keene Br	Greenfield, N. H.	Keene, N. H.	14. 80	
Nashua & Lowell Railroad	Lowell, Mass.	Nashua, N. H.	14. 50	
Stony Brook Railroad	N. Chelmsford, Mass.	Ayer, Mass.	13. 16	
Wilton Railroad	Nashua, N. H.	Wilton, N. H.	15. 50	
Peterborough Railroad.	Wilton, N. H.	Greenfield, N. H.	10. 50	

*Total length .37 mile, of which .12 mile is leased.

†Total length 21.51 miles of which 3.41 miles is leased.

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. H.	Bow Jct., N. H.	7.59	
Mt. Washington Branch	Wing Road, N. H.	Base Station, N. H.	20.17	
Manch. & N. Weare Branch	Manchester, N. H.	Henniker Jct., N. H.	24.50	
Lake Shore Branch	Lakeport, N. H.	Alton Bay, N. H.	17.28	
Tilton & Belmont Branch	Belmont Jct., N. H.	Belmont, N. H.	4.17	
Whitefield & Jefferson Br.	Whitef'd Jct., N. H.	Berlin Mills, N. H.	30.58	
Waumbek Branch	Cherry Mt., N. H.	Jefferson, N. H.	3.48	
Profile and Fran. Notch Br.	Beth'l'm Jct., N. H.	Beth. & Profile, Hs.	12.84	
Manchester & Milford Br.	Grasmere Jct., N. H.	E. Milford, N. H.	18.54	
Suncook Valley Ext. Br.	Pittsfield, N. H.	Ctr. B'rnst'd, N. H.	4.46	
½ Manch. & Keene Branch	Greenfield, N. H.	Keene, N. H.	14.79	
Conc. & Manch. Elec. Br.	Concord, N. H.	Manchester & Penacook, N. H.	28.70	
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 R. R.	Manchester, N. H.	Portsmouth, N. H.	39.87	
Suncook Valley Railroad	Suncook, N. H.	Pittsfield, N. H.	17.41	
Penigewasset Valley Branch	Plymouth, N. H.	Lincoln, N. H.	22.93	
Franklin & Tilton Railroad	Franklin Jct., N. H.	Tilton, N. H.	4.95	
Northern Railroad	Concord, N. H.	White River Jct.	69.50	
Bristol Branch	Franklin, N. H.	Bristol, N. H.	33.41	
Concord & Claremont, N. H.	Concord, N. H.	Claremont Jct., N. H.	56.30	
Hillsboro Branch	Contcook, 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, Vt.	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, Mass.	2.59	
Worcester Branch	Worcester, Mass.	Winchendon, Mass.	35.74	
Peterboro Branch	Winchendon, Mass.	Peterboro, N. H.	15.93	
Saratoga Branch	Saratoga Jct., N. Y.	Saratoga, N. Y.	17.50	
Schuylerville Branch	Schuyler Jct., N. Y.	Schuylerville, N. Y.	8.32	
Vermont & Mass. R. R.	Fitchburg, Mass.	Greenfield, Mass.	55.78	
Turners Falls Branch	Turners Falls Jct.	Turners Falls	2.80	
Troy & Bennington Railroad	Hoosick Jct., N. Y.	Vt. State Line	5.04	
Connecticut River Railroad	Springfield, Mass.	Brattleboro, Vt.	59.65	
Chicopee Falls Branch	Chicopee Jct., Mass.	Chicopee Falls	2.35	
Eastampton Branch	Mt. Tom, Mass.	Easthampton, Mass.	3.50	
East Deerfield Branch	Deerfield Jct., Mass.	East Deerfield	1.04	
Ashuelot Branch	Dole Jct., N. H.	Keene, N. H.	21.82	
Conn. & 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	
UNDER CONTRACT.				1,543.51
Horn Pond Branch Railroad	Woburn Branch	Horn Pond Wo., Ms. . . . .	.59	
Citizens Ry. Materials Co. Ex.	Portsmouth, N. H.	Green'd Parade N.H.	3.41	
Portsmouth Elec. Ry.				4.00
TRUCKAGE RIGHTS.				
Portland Terminal Co.	Rigby, Maine	Port., Me., Union Sta.	4.41	
Portland Terminal Co.	Rigby, Maine	Port., Me., Com. St.	3.84	
Portland Terminal Co.	Westbrook	Port., Me., Union Sta.	7.51	
Portland Terminal Co.	Cumberland Mills	Port., (Fore Riv. Yd.)	3.80	
N. Y., N. H. & H. R. R.	North Acton, Mass.	Concord Jct., Mass.	4.21	
B. & A. R. R.	Connect. Track	Winchendon, Mass. . . . .	.21	
Troy Union R. R.	Junction to Station	Troy, N. Y.	2.03	
Grand Trunk, R. R.	Lennoxville, P. Q.	Sherbrooke, P. Q.	2.95	
Grand total				2,301.90

ROAD OPERATED—STATE OF MAINE.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
BOSTON & MAINE.				
MAIN LINES.				
Portland Div. (Dover Route)	New Hampshire Line	Rigby, Maine	39.93	
Portland Div. (Ports. Route)	New Hampshire Line	Rigby, Maine	47.37	
Portland Div. (Conway Sect.)	Jewett, Maine	So. Berwick, Maine	2.92	
Worcester, Nashua & Portland Div.	New Hampshire Line	Westbrook (Gorham Line)	41.92	
Total main lines				132.14
BRANCH LINES.				
Orchard Beach Branch	Old Orchard, Maine	Camp Ellis, Maine . .	3.27	3.27
LEASED LINES.				
Kenneb'k & Kenneb'p't R.R.	Kennebunk, Me.	Kenneb'p't Maine . .	4.50	4.50
				139.91
TRackage RIGHTS.				
Portland Terminal Co.	Rigby, Maine	Port. (Union Sta.) . .	4.41	
Portland Terminal Co.	Rigby, Maine	Port. (Com. St.) . . .	3.84	
Portland Terminal Co.	Westbrook (Gorham Line)	Port. (Union Sta.) . .	7.51	
Portland Terminal Co.	Cumberland Mills . .	Portland (Fore River Yard)	3.80	
				19.56
Total mileage operated.				159.47

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 and leased.	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 & Canada.
Portsmouth Bridge.	Toll Bridge.	Owned.	New Hampshire and Maine.
Dover Point Bridge.	Toll Bridge.	Owned.	New Hampshire.
Wells River Bridge.	Toll Bridge.	Leased.	Vermont and New Hampshire.
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, New York and Vermont.
Coal Discharging Plant.	Discharging coal.	Leased.	Massachusetts.
Icing Plant.	Icing cars.	Leased.	Massachusetts.

OTHER PROPERTIES.

DESIGNATION.	State or Territory.	Net investment.
Real estate.	Mass., N. H. & Vt.	\$73,091 82
Track material loaned.	New Hampshire.	141,479 95
Total.		\$214,571 77

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.
Boston and Lowell R. R. Corpn.	111.27	June 22, 1887	99yrs. from Apr.1,1887	For 7% on capital stock until January 1, 1897—8% 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 Jul.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 and Claremont, N.H. R. R.	70.90 } 18.51 }	Included in Northern Railroad lease.		
Peterboro and Hillsboro R. R.		10.50	April 1, 1893	93yrs.from Apr. 1, 1893	For 4% on capital stock and organization expenses.
Peterboro Railroad	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.
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.
Wilton R. R. Co.	15.50	February 1, 1884	99 yrs.from Oct.1,1883	For 7% on capital stock to January 1, 1891—8½% thereafter.
The Concord and Montreal R. R. (includes Nashua & Acton R. R.)	388.29	June 29, 1895	91 yrs.from Apr.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 Apr.1,1895	For \$1.00 per annum and organization expenses.
New Boston R. R. Co.	5.19	June 21, 1893	99 yrs.from Jun.19,1893	For 4% on cost of construction not to exceed \$70,000.
Pemigewasset 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	Jan. 22, 1912	2 yrs. from Jan.1,1912	For 3% on capital stock and organization expenses.

BOSTON AND MAINE RAILROAD.

ROAD ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT—CONCLUDED.

NAME OF OWNING COMPANY.	Miles of line.	LEASE OR AGREEMENT.		
		Date.	Term.	Concise Summary of Provisions.
Connecticut River R. R. Co.....	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 July1,1900	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....	58.58	January 1, 1874.....	999 yrs.fromJan.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.....	99yrs.fromMay15,1883	For 4½% 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.fromSept.1,1887	For 10% on capital stock, interest on funded debt and organization expenses.
*Horn Pond Branch R. R.....	0.59			

* The Horn Pond Branch Railroad (0.59 mile) is a short freight spur operated by our Company principally for the transportation of ice for the Boston Ice Company at Horn Pond, Woburn, Mass., that company owning all of the capital stock of the Horn Pond Branch Railroad. There is no written lease or 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.

ROAD OR TRACKS ASSIGNED TO ANOTHER CARRIER THROUGH LEASE
OR OTHER AGREEMENT.

NAME OF OPERATING COMPANY.	Miles of line.	LEASE OR AGREEMENT.		
		Date.	TERM.	
			From—	To—
*Montreal & Atlantic Ry. Co..	22.00	June 8, 1881	June 8, 1881	June 8, 1980

* The Newport and Richford R. R. was leased June 8, 1881, by the Connecticut and Passumpsic Rivers R. R. Co., owners of the entire capital stock, to the South Eastern Ry. Co., since reorganized as the Montreal & Atlantic Ry. Co. for a term of 99 years at a rental of \$18,000 per annum.

The Boston and Maine R. R. lessees of the Connecticut & Passumpsic Rivers R. R. Co., collect this rental, from which is paid the interest on the bonds of Newport & Richford R. R. Co., amounting to \$17,500 per annum, the balance \$500 being retained by the Boston & Maine R. R. under the terms of the lease of the Connecticut & Passumpsic Rivers R. R. Co.

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.....	395,205 ²⁵³	\$100	\$39,520,525 30	\$39,505,100 00	\$39,505,100 00	3	\$1,185,150 00
Common scrip.....				290 70	290,70		
Preferred.....	31,498	100	3,149,800 00	3,149,800 00	3,149,800 00	6	188,988 00
Total.....	426,703 ²⁵³		\$42,670,325 30	\$42,655,190 70	\$42,655,190 70		\$1,374,138 00
PURPOSE OF THE ISSUE.					Number of shares issued during the year.	Total number of shares outstanding.	Total cash realized.
Issued for cash.....						292,435	\$35,154,780 51
Issued for purpose of railway or other property.....						134,114	
Issued for Reorganization:							
Issued in exchange for instalment receipts fully paid in previous years.....					20		
Issued in exchange for script.....					1		
Total.....					21	426,549	\$35,154,780 51

FUNDED DEBT.

DESIGNATION OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value held by respon- dent, in sinking or other funds.	Total par value not held by respon- dent.	INTEREST.			
	Date of issue.	Date of maturity.					Rate %.	When payable.	Amount accrued dur- ing the year.	Amount paid during the year.
MORTGAGE BONDS.										
Port., Gt. Falls & Con- way R. R., first mort- gage.....	June 1, 1877	June 1, 1937	\$1,000,000	\$1,000,000	.....	\$1,000,000	4½	June & Dec. 1	\$45,000 00	\$44,943 75
Worc., Nashua and Roch. R. R. first mortgage.....	Jan. 1, 1890	Jan. 1, 1930	735,000	735,000	.....	735,000	4	Jan. & July 1	29,400 00	29,400 00
First mortgage.....	Oct. 1, 1894	Oct. 1, 1934	380,000	380,000	.....	380,000	4	Apr. & Oct. 1	15,200 00	15,200 00
First mortgage.....	Jan. 1, 1906	Jan. 1, 1935	150,000	150,000	.....	150,000	4	Jan. & July 1	6,000 00	6,000 00
First mortgage.....	Jan. 1, 1893	Jan. 1, 1913	.....	.....	.....	.....	4	Ja 1, six mos. only.....	10,220 00	20,440 00
PLAIN BONDS.										
Boston & Maine R. R.	Nov. 1, 1901	Nov. 1, 1921	1,000,000	1,000,000	\$16,000	984,000	3½	May & Nov. 1	35,000 00	34,965 00
Boston & Maine R. R.	Jan. 1, 1903	Jan. 1, 1923	2,000,000	2,000,000	104,000	1,896,000	3½	Jan. & July 1	70,000 00	70,105 00
Boston & Maine R. R.	Feb. 2, 1905	Feb. 2, 1925	500,000	500,000	32,000	468,000	3½	Feb. & Aug. 1	17,500 00	17,570 00
Boston & Maine R. R.	Sept. 1, 1906	Sept. 1, 1926	10,000,000	10,000,000	52,000	9,948,000	4	Mch. & Sept. 1	400,000 00	399,780 00
Improvement Bonds	Feb. 1, 1887	Feb. 1, 1937	2,000,000	1,919,000	126,000	1,793,000	4	Feb. & Aug. 1	56,760 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. & Jan. 1	100,000 00	99,820 00
Boston & Maine R. R.	Jan. 1, 1894	Jan. 1, 1944	6,000,000	6,000,000	68,000	5,932,000	4½	Jan. & July 1	270,000 00	268,965 00
Boston & Maine R. R.	Jan. 2, 1900	Jan. 2, 1950	5,454,700	5,454,000	22,000	5,432,000	3	Jan. & July 2	163,620 00	163,590 00
Boston & Maine R. R.	April 1, 1909	April 1, 1929	11,700,000	11,700,000	50,000	11,650,000	4½	Apr. & Oct.	526,500 00	527,332 50
Miscellaneous funded obligations.....										15 00
Total.....			\$43,419,700	\$43,338,000	\$470,000	\$42,668,000			\$1,765,200 00	\$1,744,886 25

BOSTON AND MAINE RAILROAD.

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	\$2,265,000	.....	\$2,265,000	\$105,820 00	\$115,998 75
Plain bonds, debentures and notes.....	41,073,000	\$470,000	40,603,000	1,659,380 00	1,658,887 50
Total.....	\$43,338,000	\$470,000	\$42,868,000	\$1,765,200 00	\$1,774,886 25

PURPOSE OF THE ISSUE.	Total par value outstanding.	Total cash realized.
Issued for cash.....		\$18,965,000
Issued for additions and betterments.....		3,919,000
Issued for acquisition of securities.....		5,454,000
Issued for refundment of securities.....		15,000,000
Total.....		\$43,338,000
		\$43,523,543 60

RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock.....	\$42,655,190 70	\$42,655,190 70	725 43	\$58,800
Funded debt.....	43,338,000 00	43,338,000 00	725.43	59,741
Total.....	\$85,993,190 70	\$85,993,190 70	.....	\$118,541

PREMIUM ON SECURITIES.

ON STOCKS.

CLASS OF STOCK.	Net amount of premium.
Common.....	\$6,501,620 14

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.
One year coupon notes—various	\$352,375 00	\$74,750 00	\$277,625 00

SECURITY FOR FUNDED DEBT.

DESIGNATION OF BOND OR OBLIGATION.	ROAD OR TRACKS MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Portsmouth, Great Falls and Conway R. R., first mortgage bonds.....	Jewett, Me. . . .	N.Conway,N.H.	72.86	\$13,725
†Worcester, Nashua and Rochester, R. R., first mortgage bonds.....	Worcester, Mass	Nashua, N. H..	46.09	27,446

†Equipment, income, securities and other property mortgaged: Equipment formerly owned by W. N. & R. R. R.

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR.

ENTIRE LINE.

ACCOUNT.	Through issue of securities.	Property retired or converted.	Total.
Right of way and station grounds.....	\$104,821 76	*\$14,789 00	\$90,032 76
Real estate.....	6,881 27		6,881 27
Widening cuts and fills.....	94 47		94 47
Protection of banks and drainage.....	4,032 62		4,032 62
Grade reductions and changes of line.....	4,973 29		4,973 29
Bridges, trestles and culverts.....	25,380 05		25,380 05
Increased weight of rail.....	6,022 83		6,022 83
Improved frogs and switches.....	264 02		264 02
Track fastenings and appurtenances.....	14,993 11		14,993 11
Ballast.....	54,574 16		54,574 16
Additional Main tracks.....	309,258 93	*855 61	308,403 32
Sidings and spur tracks.....	97,112 66	*12,600 32	84,512 34
Terminal yards.....	22,225 75		22,225 75
Fencing right of way.....	1,718 41		1,718 41
Improvement of crossings under or over grade.....	480 12		480 12
Elimination of grade crossings.....	510,415 19		510,415 19
Interlocking apparatus.....	37,418 16		37,418 16
Block and other signal apparatus.....	100,102 80		100,102 80
Station buildings and fixtures.....	62,462 00		62,462 00
Roadway machinery and tools.....	9,696 50		9,696 50
Shops, enginehouses and turntables.....	1,221,960 21	*4,000 00	1,217,960 21
Shop machinery and tools.....	177,816 07		177,816 07
Water and fuel stations.....	20,747 41	*2,000 00	18,747 41
Electric light and power plants.....	822 18		822 18
Equipment.....	2,245,059 40	*865,677 69	1,379,381 71
Other additions and betterments.....	568 47	130 00	438 47
Total.....	\$5,039,901 84	\$900,052 62	\$4,139,849 22

*Credit.

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

ACCOUNT.	Expenditures for additions and betterments during the year.	Total expenditures, July 1, 1907, to June 30, 1912.	Total expenditures, July 1, 1907, to June 30, 1913.
ROAD.			
Engineering.....	\$61,246 09	*\$49,455 28	\$11,790 81
Right of way and station grounds....	88,524 32	*155,713 30	*67,188 98
Real estate.....	6,881 27	309,945 45	316,826 72
Grading.....	146,123 04	131,482 74	277,605 78
Bridges, trestles and culverts.....	187,931 00	400,814 20	588,745 20
Ties.....	54,820 61	63,462 10	118,282 71
Rails.....	94,073 83	168,334 82	262,408 65
Frogs and switches.....	18,111 13	18,750 79	36,861 92
Track fastenings and other material....	37,260 23	*10,836 36	26,423 87
Ballast.....	65,485 27	*28,765 74	36,719 53
Track laying and surfacing.....	43,133 15	116,893 25	160,026 40
Roadway tools.....	9,696 50	6,888 42	16,584 92
Fencing right of way.....	1,718 41	1,057 73	2,776 14
Crossings and signs.....	503,366 17	302,693 94	806,060 11
Interlocking and other signal apparatus	147,642 98	508,129 21	655,772 19
Telegraph and telephone lines.....	.....	*794 49	*794 49
Station buildings and fixtures.....	58,476 44	231,931 85	290,408 29
Shops, enginehouses and turntables....	1,034,142 16	46,201 56	1,080,343 72
Shop machinery and tools.....	177,829 77	5,084 39	182,914 16
Water stations.....	11,953 53	28,670 34	40,623 87
Fuel stations.....	6,790 63	12,697 61	19,488 24
Dock and wharf property.....	.....	*130,121 98	*130,121 98
Electric light plants.....	822 18	2,444 16	3,266 34
Electric power plants.....	.....	182 28	182 28
Miscellaneous structures.....	1,639 11	6,854 70	8,493 81
Cost of road purchased.....	.....	7,698,448 63	7,698,448 63
Total.....	\$2,757,667 82	\$9,685,281 02	\$12,442,948 84
EQUIPMENT.			
Steam locomotives.....	\$1,807,914 11	\$3,432,760 01	\$5,240,674 12
Electric locomotives.....	.....	245,188 61	245,188 61
Passenger train cars.....	*92,942 75	3,951,131 52	3,858,188 77
Freight train cars.....	*403,102 22	8,038,220 40	7,635,118 18
Work equipment.....	67,512 57	229,720 62	297,233 19
Total.....	\$1,379,381 71	\$15,897,021 16	\$17,276,402 87
GENERAL EXPENDITURES.			
Law expenses.....	\$2,799 69	.....	\$2,799 69
RECAPITULATION.			
Road.....	\$2,757,667 82	\$9,685,281 02	\$12,442,948 84
Equipment.....	1,379,381 71	15,897,021 16	17,276,402 87
General expenditures.....	2,799 69	.....	2,799 69
Total—entire line.....	\$4,139,849 22	\$25,582,302 18	\$29,722,151 40

*Credit.

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	Amount—entire line.
INVESTMENT TO JUNE 30, 1907.	
Road.....	\$45,641,171 01
Equipment.....	12,763,629 73
Investment since June 30, 1907.....	29,722,151 40
Total.....	\$88,126,952 14
Reserve for accrued depreciation—Cr.....	4,182,211 58
Net total.....	\$83,944,740 56
Cost per mile of line 725.43 miles.....	\$113,717 22

INCOME ACCOUNT.

OPERATING INCOME.		
Rail Operations:		
Operating revenues	\$48,513,507 35	
Operating expenses	38,101,424 62	
Net operating revenue		\$10,412,082 73
Outside Operations:		
Revenues	\$728,440 42	
Expenses	540,527 01	
Net revenue from outside operations		187,913 41
Total net revenue		\$10,599,996 14
Taxes accrued		2,025,628 78
Operating income		\$8,574,367 36
OTHER INCOME.		
Rents accrued from lease of road		\$18,000 00
Other Rents—Credits:		
Joint facilities	\$88,146 39	
Miscellaneous rents	210,314 87	
		298,461 26
Other properties—net income		5,130 67
Dividends declared on stocks owned or controlled		771,909 81
Interest accrued on funded debt owned or controlled		41,159 33
Interest on other securities, loans and accounts		210,695 16
Miscellaneous income		10,872 26
Total other income		\$1,356,228 49
Gross corporate income		\$9,930,595 85
DEDUCTIONS FROM GROSS CORPORATE INCOME.		
Rents accrued for lease of other roads		\$5,312,700 28
Other Rents—Debits:		
Hire of equipment—balance	\$1,748,315 03	
Joint facilities	163,078 54	
Miscellaneous rents	5,959 14	
		1,917,352 71
Interest accrued on funded debt		\$1,765,200 00
Other interest		782,111 04
Extinguishment of discount on securities		74,750 00
Sinking and redemption funds chargeable to income		28,785 00
Total deductions from gross corporate income		\$9,880,899 03
Net corporate income		\$49,696 82
Balance for year carried forward to credit of profit and loss		\$49,696 82

PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
DEDUCTIONS FOR YEAR.		Balance June 30, 1912. . .	\$1,812,090 64
Depreciation accrued prior to July 1, 1907, on equipment retired during the year.	\$220,433 46	Balance for year brought forward from income account.	49,696 82
Loss on sale of securities.	284,525 00	ADDITIONS FOR YEAR.	
DIVIDENDS DECLARED.		Adjustment of old accounts	3,013 36
On Common Stock:		Balance debit June 30, 1913 carried to general balance sheet.	14,295 64
1% declared on July 9, 1912; payable on Oct. 1, 1912.	\$395,050 00		
1% declared on Nov. 5, 1912; payable on Jan. 1, 1913.	395,050 00		
1% declared on Feb. 4, 1913; payable on April 1, 1913.	395,050 00		
On Preferred Stock:			
Declared on July 9, 1912; payable on Sept. 3, 1912.	94,494 00		
Declared on Feb. 4, 1913; payable on March 1, 1913.	94,494 00		
	\$1,879,096 46		\$1,879,096 46

OPERATING REVENUES—ENTIRE LINE.

ACCOUNT.	Entire line—total revenues.
REVENUE FROM TRANSPORTATION.	
Freight revenue.	\$28,692,688 94
Passenger revenue.	\$16,049,174 21
Excess baggage revenue.	115,645 43
Parlor and chair car revenue.	598 75
Mail revenue.	441,392 06
Express revenue.	1,293,761 41
Milk revenue (on passenger trains).	436,340 36
Other passenger-train revenue.	124,332 58
Total passenger service train revenue.	\$18,467,244 80
Switching revenue.	\$412,362 37
Special service train revenue.	75,642 81
Miscellaneous transportation revenue.	53,431 78
Total revenue from transportation.	\$47,701,370 70
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.	
Station and train privileges.	\$73,643 03
Parcel-room receipts.	30,158 50
Storage—freight.	77,473 67
Storage—baggage.	17,279 17
Car service.	335,024 12
Telegraph and telephone service.	20,393 30
Rents of buildings and other property.	132,476 57
Miscellaneous.	120,814 42
Total revenue from operations other than transportation.	\$807,762 78
Joint facilities revenue—Cr.	\$4,873 87
Total operating revenues.	\$48,513,507 35

SECURITIES OWNED—STOCKS.
NOT HELD IN SINKING OR OTHER FUNDS.

NAME OF CORPORATION AND SECURITY.	UNPLEGDED.		DIVIDENDS DE-CLARED.	
	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) ..	\$5,551,400	\$5,488,394 75	6	\$586,097 01
Maine Central R. R. Co.	15,960,100	16,298,998 29	6	
York Harbor & Beach R. R. Co., (par \$50)	266,900	256,780 00	3	7,866 00
Suncook Valley R. R., A.			3	1,891 80
Pemigewasset Valley R. R., B.			6	2,286 00
New Boston R. R. Co., C.			4	400 00
Peterborough R. R., D.			4	1,324 00
Vermont Valley R. R., E.			10	99,000 00
Mt. Washington Ry. Co., F.			2	4,230 00
Railway Companies—Inactive:				
Portsmouth Horse R. R.	*\$3,100			
Other Than Railway Companies—Active:				
Portsmouth Bridge	\$40,000	\$4,000 00		
Proprietors of Wells River Bridge	1,100	1,090 00		
Woodville Aqueduct Co., par value \$10,000, owned by C. & M. R. R.			4	\$400 00
Total	\$21,822,600	\$22,049,263 04		\$703,494 81

*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.

- A., Par value, \$63,060 owned by C. & M. R. R.
- B., Par value, 38,100 owned by C. & M. R. R.
- C., Par value, 10,000 owned by C. & M. R. R.
- D., Par value, 33,100 owned by B. & L. R. R.
- E., Par value, 990,000 owned by C. River R. R.
- F., Par value, 211,500 owned by C. & M. R. R.

SECURITIES OWNED—FUNDED DEBT.

NOT HELD IN SINKING OR OTHER FUNDS.

NAME OF CORPORATION AND SECURITY.	INTEREST ACCRUED.	
	Rate.	Amount.
Other Than Railway Companies—Active:		
Woodville Aqueduct Co., par value \$10,000 owned by C. & M. R. R.		\$400 00

MARKETABLE SECURITIES—STOCKS.

NAME OF CORPORATION AND SECURITY.	Par value of securities owned.	Cost or book value.	DIVIDENDS DECLARED.	
			Rate	Amount
RAILWAY COMPANIES—ACTIVE.				
St. Johnsbury & Lake Champlain R. R. Co., (par \$50).....	\$43,550	\$4,517 06	.....	.....
Montreal & Atlantic Ry. Co.	37,300	3,000 00	.....	.....
Concord & Claremont, N. H., R. R. .	11,700	4,890 00	.....	.....
Boston & Lowell R. R. Corporation..	561,900	1,198,820 28	8%	\$44,852 00
The Concord & Montreal R. R.	333,500	533,600 00	7%	23,345 00
OTHER THAN RAILWAY COMPANIES—ACTIVE.				
Woodville Aqueduct Co., (stock acquired with bonds purchased).....	5,450	.....	4%	218 00
Total.....	\$993,400	\$1,744,827 34		\$68,415 00

SECURITIES OWNED—CONCLUDED.

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 & Lake Champlain R. R. Co.....	\$432,000	\$432,000 00	5	.....
Montreal & Atlantic Ry. Co.....	108,000	108,000 00	5	\$5,400 00
Portland Terminal Co., (par value \$2,396,000. Sold in 1912).....			4	35,141 33
OTHER THAN RAILWAY COMPANIES—ACTIVE.				
Woodville Aqueduct Co.....	5,450	5,618 50	4	218 00
Total.....	\$545,450	\$545,618 50		\$40,759 33

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.....	\$22,766,350	\$771,291 81
Stocks of railway companies—inactive.....	3,100	.....
Stocks of other than railway companies.....	46,550	618 00
Total.....	\$22,816,000	\$771,909 81
FUNDED DEBT.		
Funded debt of railway companies—active.....	\$540,000	\$40,541 33
Funded debt of other than railway companies—active..	5,450	618 00
Total.....	\$545,450	\$41,159 33

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make any 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 Boston & Maine R. R., Improvement bonds.....	\$28,785 00	\$42,802 41	\$71,587 41

ASSETS ON JUNE 30, 1913.

NAME OF FUND AND SECURITY.	SECURITIES IN FUND.		Cash in fund.	Total.
	Par value.	Cost or book value.		
SINKING AND REDEMPTION FUNDS. For redemption of Boston & Maine R. R. improvement bonds.....			\$12,276 94	
3½% bonds of B. & M. R. R., due 1921.....	\$16,000	\$14,855 82		
3½% bonds of B. & M. R. R., due 1923.....	104,000	99,325 31		
3½% bonds of B. & M. R. R., due 1925.....	32,000	29,837 80		
4% bonds of B. & M. R. R., due 1926.....	52,000	51,153 45		
4½% bonds of B. & M. R. R., due 1929.....	50,000	52,884 96		
4% Imp. bonds of B. & M. R. R., due 1937.....	126,000	125,232 67		
4½% bonds of B. & M. R. R., due 1944.....	68,000	78,094 63		
3% bonds of B. & M. R. R., due 1950.....	22,000	16,940 00		
3½% bonds of N. Y., N. H. & H. R. R., Co. due 1954.....	30,000	24,130 00		
4% bonds of N. Y., N. H. & H. R. R. Co., due 1956.....	40,000	37,333 46		
4% bonds of Portland Union Ry. Station Co., due 1927.....	45,000	45,301 56		
4% bonds of Portland Union Ry. Station Co., due 1929.....	20,000	20,075 55		
4½% bonds of M. C. R. R., due 1917.....	31,000	32,290 35		
4½% bonds of Portland & Ogdensburg Ry., due 1928.....	18,000	18,931 50		
4% bonds of European & North American Ry., due 1933.....	8,000	9,198 24		
3½% bonds of The Concord & Montreal R. R., due 1920.....	300,000	299,070 96		
3½% bonds of Conn. River R. R. Co., due 1923.....	17,000	17,255 00		
4% bonds of Fitchburg R. R. Co., due 1915.....	15,000	14,969 17		
3½% bonds of Fitchburg R. R. Co., due 1921.....	125,000	125,959 50		
Conn. River R. R. Co., stock (31 shares).....	3,100	7,734 50		
Fitchburg R. R. Co., preferred stock (259 shares).....	25,900	37,037 00		
Total.....	\$1,148,000	\$1,157,591 43	\$12,276 94	\$1,169,868 37

RESERVES FROM INCOME OR SURPLUS.

DESIGNATION.	Amount on June 30, 1912.	Accretions during the year.	Amount on June 30, 1913.
INVESTED IN SINKING AND REDEMPTION FUNDS. For redemption of Boston & Maine R. R., improvement bonds.....	\$1,098,280 96	\$71,587 41	\$1,169,868 37

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.
Conn. & Pass. River R. R. Co.	\$752,198 13	Fitchburg Railroad Co.	\$1,454,220 91
Northern Railroad	558,932 73	Boston & Lowell R. R.	174,646 92
Lowell & Andover R. R.	182,749 06	Concord & Montreal R. R.	147,838 40
Manch. & Lawrence R. R.	137,067 90	Connecticut River R. R.	258,916 76
Nashua & Lowell R. R.	333,966 53	Peterborough R. R.	26,981 69
Stony Brook R. R.	85,699 45	Wilton R. R.	36,162 53
Boston & Lowell R. R.	156,959 36	The Boston & Maine R. R. will be reimbursed through the sale of securities of these roads upon the request of that company.	
Total	\$2,207,573 16	Total	\$2,098,767 21

SPECIAL DEPOSITS.

DESIGNATION OF DEPOSIT AND DESCRIPTION OF SECURITY OR PROPERTY.	Cash.	Total.
For Eastern R. R. bonds and coupons outstanding (deposited with the Old Colony Trust Co.).....	\$8,265 00	\$8,265 00

OPERATING EXPENSES—ENTIRE LINE.

ACCOUNT.	Entire line amount.
MAINTENANCE OF WAY AND STRUCTURES.	
Superintendence.....	\$281,310 77
Ballast.....	13,639 73
Ties.....	970,793 49
Rails.....	196,838 48
Other track material.....	256,851 49
Roadway and track.....	2,003,149 66
Removal of snow, sand and ice.....	49,269 75
Tunnels.....	19,188 76
Bridges, trestles and culverts.....	290,850 78
Over and under grade crossings.....	27,735 88
Grade crossings, fences, cattle guards and signs.....	124,141 63
Snow and sand fences and snowsheds.....	231 19
Signals and interlocking plants.....	245,510 88
Telegraph and telephone lines.....	23,216 00
Electric power transmission.....	15,326 32
Buildings, fixtures and grounds.....	677,382 75
Dock and wharves.....	44,463 33
Roadway tools and supplies.....	60,726 01
Injuries to persons.....	34,222 40
Stationery and printing.....	12,805 28
Other expenses.....	2,076 03
Maintaining joint tracks, yards and other facilities—Dr.....	119,812 01
Maintaining joint tracks, yards and other facilities—Cr.....	45,438 49
Total.....	\$5,424,104 13
MAINTENANCE OF EQUIPMENT.	
Superintendence.....	\$166,299 59
Steam locomotives—repairs.....	2,784,396 39
Steam locomotives—renewals.....	10,467 01
Steam locomotives—depreciation.....	392,840 86
Electric locomotives—repairs.....	23,362 25
Electric locomotives—depreciation.....	4,087 38
Passenger-train cars—repairs.....	835,611 84
Passenger-train cars—renewals.....	14,602 76
Passenger-train cars—depreciation.....	200,389 53
Freight-train cars—repairs.....	2,463,853 30
Freight-train cars—renewals.....	56,932 79
Freight-train cars—depreciation.....	643,912 33
Work equipment—repairs.....	27,932 21
Work equipment—renewals.....	46 28
Work equipment—depreciation.....	18,545 08
Shop machinery and tools.....	66,961 02
Injuries to persons.....	31,211 01
Stationery and printing.....	13,227 21
Other expenses.....	1,391 99
Maintaining joint equipment at terminals—Dr.....	18,757 24
Maintaining joint equipment at terminals—Cr.....	4,923 58
Total.....	\$7,769,904 49
TRAFFIC EXPENSES.	
Superintendence.....	\$156,569 74
Outside agencies.....	61,152 89
Advertising.....	127,171 64
Traffic associations.....	10,914 05
Fast freight lines.....	61,128 97
Industrial and immigration bureaus.....	61,572 25
Stationery and printing.....	30,943 81
Other expenses.....	83 21
Total.....	\$454,536 56

OPERATING EXPENSES—ENTIRE LINE—CONCLUDED.

ACCOUNT.	Entire line Amount.
TRANSPORTATION EXPENSES.	
Superintendence.....	\$296,746 73
Dispatching trains.....	125,017 41
Station employes.....	3,814,854 67
Weighing and car-service associations.....	5,414 26
Station supplies and expenses.....	312,607 65
Yardmasters and their clerks.....	462,846 29
Yard conductors and brakemen.....	1,454,684 14
Yard switch and signal tenders.....	191,424 67
Yard supplies and expenses.....	27,293 87
Yard engine-men.....	775,625 96
Enginehouse expenses—yard.....	188,338 21
Fuel for yard locomotives.....	746,752 93
Water for yard locomotives.....	31,718 09
Lubricants for yard locomotives.....	10,367 81
Other supplies for yard locomotives.....	9,477 94
Operating joint yards and terminals—Dr.....	489,507 53
Operating joint yards and terminals—Cr.....	321,521 34
Motormen.....	24,953 69
Road engine-men.....	2,665,626 19
Enginehouse expenses—road.....	654,758 61
Fuel for road locomotives.....	4,678,525 38
Water for road locomotives.....	218,078 48
Lubricants for road locomotives.....	53,824 85
Other supplies for road locomotives.....	73,230 18
Purchased power.....	86,247 73
Road trainmen.....	2,981,699 19
Train supplies and expenses.....	581,702 07
Interlockers and block and other signals—Operation.....	546,908 47
Crossing flagmen and gatemen.....	471,567 77
Drawbridge operation.....	44,703 97
Clearing wrecks.....	50,344 54
Telegraph and telephone—operation.....	291,671 31
Stationery and printing.....	198,436 29
Other expenses.....	26,761 97
Loss and damage—freight.....	359,212 71
Loss and damage—baggage.....	4,779 76
Damage to property.....	91,520 18
Damage to stock on right of way.....	5,806 66
Injuries to persons.....	402,746 24
Operating joint tracks and facilities—Dr.....	11,660 67
Operating joint tracks and facilities—Cr.....	52,958 14
Total.....	\$23,092,965 59
GENERAL EXPENSES.	
Salaries and expenses of general officers.....	\$138,903 96
Salaries and expenses of clerks and attendants.....	475,155 00
General office supplies and expenses.....	16,495 34
Law expenses.....	241,725 66
Insurance.....	244,762 20
Pensions.....	93,087 00
Stationery and printing.....	46,155 46
Other expenses.....	96,399 54
General administration joint tracks, yards, and terminals—Dr.....	7,229 69
Total.....	\$1,359,913 85
RECAPITULATION OF EXPENSES.	
Maintenance of way and structures.....	\$5,424,104 13
Maintenance of equipment.....	7,769,904 49
Traffic expenses.....	454,536 56
Transportation expenses.....	23,092,965 59
General expenses.....	1,359,913 85
Total operating expenses.....	\$38,101,424 62
Ratio of operating expenses to operating revenues, per cent.....	78.54

SUMMARY OF REVENUES AND EXPENSES OF OUTSIDE OPERATIONS AND OTHER PROPERTIES.

OUTSIDE OPERATIONS.

DESIGNATION.	Revenues.	Expenses.	Net revenue or deficit.
Boat lines	\$19,489 63	\$19,676 63	*\$187 00
Electric Railways	256,435 53	176,025 26	80,410 57
Dining and special car service	132,676 86	161,605 99	*28,929 13
Grain elevators	138,592 04	89,534 86	49,057 18
Stock yards	1,567 65	1,139 28	428 37
Public toll-bridge service	25,528 37	7,735 70	17,792 67
MISCELLANEOUS.			
Coal discharging plants	\$126,345 84	\$70,502 65	\$55,843 19
Freight storage plants	24,301 27	7,740 51	16,560 76
Stage line	900 74	1,196 43	*295 69
Iceing plant	2,602 19	5,369 70	*2,767 51
Total	\$728,440 42	\$540,527 01	\$187,913 41

OTHER PROPERTIES

DESIGNATION.	Revenues (or income.)	Expenses.	Taxes.
†Real estate			
Track material loaned	\$5,130 67		\$5,130 67

* Deficit.

†No specific return can be made covering taxes assessed on this real estate much of which is in the state of 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.			
Main line.....	Between Worcester and Sterling Jct., Mass., 11.94 miles.....	N. Y. N. H. & H. R. R....	\$25,000 00
Main line.....	Between Shelburne Jct., and Shelburne Falls, Mass., 4.67 miles.....	N. Y. N. H. & H. R. R....	7,600 00
Main line.....	Between Troy and Eagle bridge, N. Y., 22.81 mls	Delaware & Hudson Co....	15,000 00
Trackage of sundry passenger trains....	Between No. Adams and Williamstown, Mass., 4.63 miles.....	N. Y., H. N. & H. R. R....	1,589 61
Trackage of sundry freight trains.....	Between Springfield and Northampton, Mass., 17.05 miles.....	N. Y., N. H. & H. R. R....	10,637 33
			\$59,826 94
JOINT YARDS AND TERMINALS.			
	Athol, Mass.....	Boston & Albany R. R....	\$300 00
	Baldwinville, Mass.....	Boston & Albany R. R....	21 24
	Boston, Mass.....	N. Y., N. H. & H. R. R....	349 08
	Fitchburg, Mass.....	N. Y., N. H. & H. R. R....	800 00
	Lowell, Mass.....	N. Y., N. H. & H. R. R....	600 00
	Newport, Vt.....	Can. Pac. Ry.....	251 26
	No. Acton, Mass.....	N. Y. N. H. & H. R. R....	30 00
	No. Adams, Mass.....	Boston & Albany R. R....	550 00
	Northampton, Mass.....	N. Y., N. H. & H. R. R....	800 00
	Rotterdam Jct., N. Y.....	N. Y. C. & H. R. R. R....	13,128 88
	Sherbrooke, P. Q.....	Quebec Central Ry.....	180 00
	St. Johnsbury, Vt.....	St. J. & L. C. R. R....	1,200 00
	Sterling Jct., Mass.....	N. Y., N. H. & H. R. R....	538 52
	Ware, Mass.....	Boston & Albany R. R....	327 78
	Worcester, Mass.....	Boston & Albany R. R....	4,289 36
	Worcester, Mass.....	N. Y., N. H. & H. R. R....	4,953 33
Total joint yards.....			\$28,319 45
Grand total.....			\$88,146 39

FROM LEASE OF ROAD.

ROAD LEASED.	LOCATION.	NAME OF LESSEE.	Amount.
Newport & Richford R. R.....	Newport to Canada lines near No. Troy, Vt., Canada line near E. Richford, Vt., to Canada line near Richford Station.....	Montreal & Atlantic Ry.Co.	\$18,000 00

RENTS RECEIVABLE—CONCLUDED.

MISCELLANEOUS RENTS.

DESCRIPTION OF PROPERTY.	LOCATION.	NAME OF LESSEE.	Amount.
Land	Charlestown, Mass.	Boston Ice Co.	\$1,500 00
Land	Charlestown, Mass.	G. I. Jones.	1,600 00
Land	Charlestown, Mass.	W. A. Taft, Tr.	1,500 00
Land	Charlestown, Mass.	J. O. Armour.	2,000 00
Land	Charlestown, Mass.	D. Whiting & Son.	1,750 00
Land	Charlestown, Mass.	Portland Stone Ware Co.	1,500 00
Building.	Charlestown, Mass.	N. Tufts & Son.	3,000 00
Building and Wharf	East Boston, Mass.	U. S. Government.	1,800 00
Wharf	East Boston, Mass.	N. Y., C. & H. R. R. R.	12,000 00
Building.	East Boston, Mass.	Amer. Agr. Chemical Co.	1,800 00
Land	Fitchburg, Mass.	C. A. Cross & Co.	1,000 00
Building.	Lawrence, Mass.	J. Cahn.	4,500 00
Building.	Lawrence, Mass.	N. Morris & Co.	1,500 00
Building.	Lawrence, Mass.	Amer. Express Co.	1,200 00
Building.	Lowell, Mass.	N. Eng. Tel. & Tel. Co.	2,500 00
Building.	Lynn, Mass.	Collins Hardware Co.	1,500 00
Building.	Lynn, Mass.	W. E. & E. W. LaCroix.	1,500 00
Building.	Lynn, Mass.	F. E. Gregory Co.	1,500 00
Land	Lynn, Mass.	Swift & Co.	1,200 00
Land	Somerville, Mass.	Simpson Bros. Co.	1,200 00
Land	Troy, N. Y.	Simpson & Packer Coal Co.	1,000 00
Building.	Worcester, Mass.	Scranton Coal Co.	1,000 00
Side Tracks.	Various.	Various.	5,271 59
Miscellaneous.	Various.	Various.	156,993 28
Total. ....	.....	.....	\$210,314 87

MISCELLANEOUS INCOME.

SOURCE OF INCOME.	Gross income.	Expenses.	Net miscellaneous income.
Sale of standing growth and sundries	\$10,872 26	.....	\$10,872 26

RENTS PAYABLE.
FOR JOINT FACILITIES.

FACILITY LEASED.	LOCATION.	NAME OF LESSOR.	Amount.
Joint tracks.....	Between Troy and Albany, N. Y., 5.45 miles.	Delaware & Hudson Co....	\$1,584 00
	Between Lennoxville and Sherbrooke, P. Q., 2.95 miles.....	Grand Trunk Ry.....	1,224 96
	At Winchendon, Mass., 0.21 miles.....	Boston & Albany R. R....	700 08
	Between Concord Jct., and Acton Jct., Mass., 4.21 miles.....	N. Y., N. H. & H. R. R. . .	3,082 14
Total joint tracks.....			\$6,591 18
Yards and terminals	Albany, N. Y.....	Delaware & Hudson Co....	\$900 00
	Albany, N. Y.....	N. Y. C. & H. R. R. R.....	336 08
	Belchertown, Mass.....	Central Vermont Ry. Co....	144 43
	Bellows Falls, Vt.....	Rutland R. R.....	1,142 00
	Bellows Falls, Vt.....	Vermont Valley R. R.....	123 00
	Claremont Jct., N. H.....	Sullivan County R. R.....	88 01
	Concord Jct., Mass.....	N. Y., N. H. & H. R. R. . .	480 00
	Groveton, N. H.....	Grand Trunk Ry.....	146 50
	Portland, Me.....	Portland Terminal Co.....	105 189 99
	Rotterdam Jct., N. Y.....	N. Y. C. & H. R. R. R.....	384 99
	Sherbrooke, P. Q.....	Grand Trunk Ry.....	900 00
	South Worcester.....	N. Y., N. H. & H. R. R. . .	5 400 00
	Springfield, Mass.....	Boston & Albany R. R. R.....	13,200 00
	Troy, N. Y.....	Troy Union R. R.....	9,700 37
	Ware, Mass.....	Boston & Albany R. R. R.....	54 85
	Worcester, Mass.....	Boston & Albany R. R. R.....	18,296 55
Total yards and terminals.....			\$156,487 36
Grand total.....			\$163,078 54

FOR LEASE OF ROAD.

ROAD LEASED.	Guaranteed interest on bonds.	Guaranteed dividends on stock.	Cash.	Total.
Fitchburg.....		\$943,000 00	\$1,060,447 94	\$2,003,447 94
Concord & Montreal.....		577,948 00	301,001 30	878,949 30
Boston & Lowell.....			883,820 81	883,820 81
Connecticut River.....		323,330 00	100,240 64	423,570 64
Connecticut & Passumpsic River.....			237,162 35	237,162 35
Vermont & Massachusetts.....			231,841 32	231,841 32
Northern.....			223,056 84	223,056 84
Manchester & Lawrence.....	\$10,960 00		102,888 55	113,848 55
Nashua & Lowell.....			73,662 80	73,662 80
Lowell & Andover.....			52,983 39	52,983 39
Pemigewasset Valley.....			32,790 00	32,790 00
Concord & Portsmouth.....			25,000 00	25,000 00
Massawippi Valley.....			24,000 00	24,000 00
Stony Brook.....			22,890 16	22,890 16
Wilton.....			20,431 00	20,431 00
Peterborough.....			16,069 18	16,069 18
Troy & Bennington.....			15,400 00	15,400 00
Suncook Valley.....			10,551 00	10,551 00
Kennebunk & Kennebunkport.....			2,925 00	2,925 00
New Boston.....			2,800 00	2,800 00
Newport & Richford (sublet to M. & A. Ry.).....			17,500 00	17,500 00
Total.....	\$10,960 00	\$1,844,278 00	\$3,457,462 28	\$5,312,700 28

RENTS PAYABLE—CONCLUDED.

MISCELLANEOUS RENTS.

DESCRIPTION OF PROPERTY.	LOCATION.	NAME OF LESSOR.	Amount.
Land	Lowell, Mass.	Props. of locks and canals on Merrimac River	\$2,821 02
Land	Bellows Falls, Vt.	Rutland Railroad	1,080 00
Land	Springfield, Mass.	Hampden Park Assn.	729 04
Land	Worcester, Mass.	Boston & Albany R. R.	487 80
Land	Sherbrooke, P. Q.	Canadian Pacific Ry.	489 34
Land	Manchester, N. H.	Amoskeag Mfg. Co.	90 00
Sundries	Various.	Various.	261 94
Total			\$5,959 14

HIRE OF EQUIPMENT.

EQUIPMENT LEASED.

KIND OF EQUIPMENT.	NAME OF LESSEE.	Number of units.	Amount.
RENTS ACCRUED RECEIVABLE.			
Locomotives	St. Johnsbury & Lake Cham. R.R.	12	\$12,113 14
Passenger cars		13	3,608 63
Company's cars		13	1,332 74
Total		38	\$17,054 51

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 locomotives	2,328	\$4.50to\$25.	16,915	6 & 30c	\$26,014 34
Passenger-train cars			6,316,958	1½-2-3-4-5c	200,546 63
Freight-train cars	8,544,338	35-45c	810,759	6-10-½-1c	3,361,208 16
Total	8,546,666		7,144,632		\$3,587,769 13
ACCRUED ON EQUIPMENT LOANED.					
Freight locomotives	4,211	\$5-6-7-8	6,974	6c	\$25,566 31
Passenger-train cars	2,265	\$3-5-7	12,091,587	1½-2-3-4-5c	327,561 07
Freight-train cars	4,191,139	35-45c	3,607,696	6-10-½-1c	1,667,113 75
Work cars	29,013	50-75-\$2-3			
		5.....			21,318 11
Total	4,226,628		15,706,237		\$2,041,559 24

HIRE OF EQUIPMENT—CONCLUDED.
PRIVATE CARS.

CARS USED.		Number car-miles.	COMPENSATION.	
NAME OF OWNER.	DESCRIPTION.		Rate.	Amount.
Various.....	Freight.....	14,658,626	6-10- $\frac{1}{4}$ -1c	\$113,494 03
Various.....	Freight, 24.614 days.....		25-30-35-45c.....	9,643 80
Pullman.....	Passenger.....	4,801,091	2c	96,021 82
Total.....		19,459,717		\$219,159 65

RECAPITULATION OF HIRE OF EQUIPMENT.

ACCOUNT.	Amount receivable.	Amount payable.
Equipment leased.....	\$17,054 51	
Equipment interchanged.....	2,041,559 24	\$3,587,769 13
Private cars.....		219,159 65
Total.....	\$2,058,613 75	\$3,806,928 78
Balance.....		\$1,748,315 03

IMPORTANT CHANGES DURING THE YEAR—ENTIRE LINE.

The extension of the Connecticut River Railroad from Dole Junction, N. H., to Brattleboro, Vt., was completed and opened for traffic June 23, 1913. New second track in the Connecticut & Passumpsic division has been completed and put in operation for a distance of 1.51 miles north of Greenfield, Mass. There has been a net addition of 31.29 miles of side tracks laid during the year.

On October 8, 1912 an agreement was made with the Citizens Railway Materials Company for the operation of an Electric Street Railway extending from Portsmouth Plains to Greenland Parade, a distance of 3.41 miles, for the term of three years from date. This line was a portion of the former Portsmouth & Exeter Street Railway and was partially dismantled. The Boston & Maine Railroad agreed to restore the dismantled portion and to assume \$1,000 toward the expense thereof in lieu of rent; any cost in excess of that amount to be paid by the Citizens Railway Materials Company. The Boston & Maine further agreed to maintain the property during said term and in consideration of the foregoing conditions it receives for its own use the entire receipts. The road was opened Dec. 23, 1912, and is operated as the Greenland Extension of the Portsmouth Electric Branch.

ALL NEW STOCK ISSUED.

During the year 20 shares of common stock were issued in exchange for installment receipts fully paid in the previous year, and one new share had been issued in exchange for fractional scrip.

ALL CHANGES IN THE RESPONDENT'S HOLDINGS OF STOCKS AND FUNDED DEBT.

First mortgage 50 year gold bonds of the Portland Terminal Co. dated Jan. 1, 1911, of par value of \$2,396,000, bearing interest at 4% per annum were received in exchange for temporary notes of a like amount taken in payment for property sold in 1911, and referred to in a previous report. These bonds were sold in November 1912 for \$2,111,475 and the loss thereby resulting was charged to Profit and Loss account. Additional shares of stock in other companies have been purchased as follows:

109,195 Maine Central Railroad Co.....	\$11,255,302 29
2,819 Boston & Lowell Railroad Corporation.....	581,371 87
94 York Harbor & Beach Railroad Co.....	2,350 00

ALL OTHER IMPORTANT FINANCIAL CHANGES.

First mortgage 4% bonds of the Worcester, Nashua & Rochester R. R. Company amounting to \$511,000 assumed by this Company with the purchase of that road, matured and were paid on January 1, 1913. One year coupon notes of a par value of \$12,000,000 bearing interest at 4% matured and were paid June 10, 1913. One year coupon notes were issued on February 3, 1913 for \$10,000,000 bearing interest at rate of 5% per annum, payable semi-annually, and one year coupon notes were issued on June 2, 1913, for \$17,000,000 bearing interest at rate of 6% per annum, payable semi-annually.

COMPARATIVE GENERAL BALANCE SHEET

JUNE 30 1912.		ASSETS	JUNE 30 1913		Increase.
Item	Amount.		Item	Amount.	
		PROPERTY INVESTMENT.			
		Road and Equipment:			
	\$58,404,800 74	Investment to June 30, 1907.....		\$58,404,800 74	
\$45,641,171 01		Road.....	\$45,641,171 01		
12,763,629 73		Equipment.....	12,763,629 73		
	25,582,302 18	Investment since June 30, 1907—		29,722,151 40	\$4,139,849 22
9,685,281 02		Road.....	12,442,948 84		
15,897,021 16		Equipment.....	17,276,402 87		
		General expenditures.....	2,799 69		
	\$83,987,102 92	Reserve for accrued depreciation—Cr.		\$88,126,521 14	\$4,139,849 22
	3,070,228 49			4,182,211 58	1,111,963 09
	\$80,916,874 43	Total.....		\$83,944,405 56	\$3,027,866 13
		SECURITIES:			
		Securities of proprietary, affiliated and controlled companies—Unpledged—			
	\$10,791,610 75	Stocks.....		\$22,049,263 04	\$57,652 29
	\$1,865,832 40	OTHER INVESTMENTS			
		Advance to proprietary, affiliated and controlled companies for construction, equipment and betterments.		\$2,207,573 16	\$341,740 76
		Miscellaneous Investments—			
	218,066 77	Physical property.....		214,571 77	*3,515 00
	\$2,083,919 17	Total.....		\$2,422,144 93	\$338,225 76
		WORKING ASSETS.			
	\$7,868,034 03	Cash.....		\$4,898,223 44*	\$2,969,810 59
		Marketable securities—			
	1,163,455 47	Stocks.....		1,744,827 34	581,371 87
	545,618 50	Funded debt.....		545,618 50	
	2,998,379 77	Loans and bills receivable.....		2,307,013 58	*691,366 19
	58,111 94	Traffic and car-service balances due from other companies.....		112,855 21	54,743 27
	1,663,294 33	Net balance due from agents and conductors.....		1,860,929 69	197,635 36
	1,614,114 50	Miscellaneous accounts receivable.....		2,301,231 16	687,116 66
	3,874,810 94	Materials and supplies.....		4,655,189 35	780,378 41
	\$19,785,819 48	Total.....		\$18,425,888 27	*\$1,359,931 21

*Decrease.

COMPARATIVE GENERAL BALANCE SHEET—CONTINUED

JUNE 30, 1912		ASSETS—CON- CLUDED.	JUNE 30, 1913.		Increase.
Item.	Amount.		Item.	Amount.	
	\$605 91	ACCRUED INCOME NOT DUE. Unmatured interest, dividends and rents receivable.....		\$612 54	\$6 63
	\$1,757,787 22	DEFERRED DEBIT ITEMS. Advances— Temporary advances to proprietary, af- filiated and con- trolled companies.....		\$2,098,767 21	\$340,979 99
	7,491 82	Working funds.....		7,553 08	61 26
	27,383 27	Other advances.....		19,286 65	*81,338 57
	100,624 22	Rent and insurance paid in advance.....			
	42,375 00	Unextinguished dis- count on funded debt.....		277,625 00	235,250 00
	8,280 00	Special deposits.....		8,265 00	*15 00
	1,098,280 96	Cash and securities in sinking and re- demption funds.....		1,169,868 37	71,587 41
	1,898,562 26	Other deferred debit items.....		1,288,167 02	*610,395 24
	\$4,940,784 75	Total.....		\$4,966,153 08	\$25,368 33
	\$118,519,614 49	Grand total.....		\$131,808,802 42	\$13,289,187 93
		LIABILITIES.			
	\$39,503,390 70	Stock. Capital Stock— Common stock not held by company.....		\$39,505,390 70	\$2,000 00
	3,149,800 00	Preferred stock not held by company.....		3,149,800 00	
	2,000 00	Receipts outstand- ing for instalments paid.....			*2,000 00
	6,501,620 14	Premiums realized on capital stock.....		6,501,620 14	
	\$49,156,810 84	Total.....		\$49,156,810 84	
	\$2,776,000 00	MORTGAGE, BONDED AND SECURED DEBT Funded Debt— Mortgage bonds not held by company.....		\$2,265,000 00	*511,000 00
	41,073,000 00	Plain bonds debentures and notes held by company in sinking fund.....		470,000 00	
		Plain bonds, debentures and notes not held by com- pany.....		40,603,000 00	
	\$43,849,000 00	Total.....		\$43,338,000 00	*\$511,000 00

*Decrease.

COMPARATIVE GENERAL BALANCE SHEET—CONCLUDED.

JUNE 30, 1912		LIABILITIES—CON- CLUDED.	JUNE 30 1913		Increase.
Item.	Amount.		Item.	Amount.	
		WORKING LIABILITIES.			
	\$12,000,000 00	Loans and bills payable	\$27,000,000 00	\$15,000,000 00	
	1,373,500 55	Traffic and car service balances due to other companies	1,598,992 22	225,491 67	
	3,063,644 20	Audited vouchers and wages unpaid	3,465,628 33	401,984 13	
	715,841 29	Miscellaneous accounts payable	691,616 89	*24,224 40	
	1,874,942 01	Matured interest dividends and rents unpaid	1,496,446 04	*378,495 97	
	6,100 21	Matured mortgage, bonded and secured debt unpaid	6,100 21		
	\$19,034,028 26	Total	\$34,258,783 69	\$15,224,755 43	
		ACCRUED LIABILITIES NOT DUE.			
	\$841,238 96	Unmatured interest, dividends and rents payable	\$1,111,300 07	\$270,061 11	
	582,215 70	Taxes accrued	603,301 55	121,085 85	
	\$1,423,454 66	Total	\$1,714,601 62	\$291,146 96	
		DEFERRED CREDIT ITEMS.			
	\$1,954,607 92	Other deferred credit items	\$1,993,692 33	\$39,084 41	
		APPROPRIATED SURPLUS.			
	\$191,341 21	Additions to property since June 30, 1907, through income	\$191,341 21		
	1,098,280 96	Reserves from income or surplus			
		Invested in sinking and redemption funds	1,169,868 37	\$71,587 41	
		Not specifically invested, profit and loss deficit, balance	*14,295 64	*14,295 64	
	\$1,289,622 17	Total	\$1,346,913 94	\$57,291 71	
		PROFIT AND LOSS.			
	\$1,812,090 64	Balance		*\$1,812,090 64	
	\$118,519,614 49	Grand total	\$131,808,802 42	\$13,289,187 93	

*Decrease.

EMPLOYES AND SALARIES—ENTIRE LINE.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General Officers.....	18	5,658	\$159,859 00	28 25
Other officers.....	90	40,595	305,618 94	7 53
General office clerks.....	1,297	577,401	1,337,720 10	2 32
Station agents.....	741	266,353	681,202 71	2 56
Other station men.....	5,484	1,647,405	3,622,169 86	2 20
Enginemen.....	1,338	483,315	2,203,569 63	4 56
Firemen.....	1,235	488,680	1,309,131 87	2 68
Conductors.....	1,043	347,692	1,456,968 30	4 19
Other trainmen.....	3,203	917,427	2,951,895 50	3 22
Machinists.....	922	257,713	745,910 64	2 89
Carpenters.....	554	187,010	557,802 80	2 98
Other shopmen.....	3,948	1,337,176	2,996,822 45	2 24
Section foremen.....	626	213,608	593,302 33	2 78
Other trackmen.....	3,847	1,327,395	2,471,322 11	1 86
Switch tenders, crossing tenders and watchmen.....	1,958	707,411	1,313,244 08	1 86
Telegraph operators and dispatchers..	504	154,735	374,457 14	2 42
Employes—account floating equipment	30	3,700	5,490 89	1 48
All other employes and laborers.....	1,626	527,365	1,054,731 60	2 00
Total (including "general officers")	28,464	9,490,639	\$24,141,219 95	\$2 54
Less "general officers".....	18	5,658	159,859 00	28 25
Total(excluding "general officers")	28,446	9,484,981	\$23,981,360 95	\$2 53
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures....	4,518	1,881,994	\$3,974,036 34	\$2 11
Maintenance of equipment.....	4,195	1,310,031	3,286,674 68	2 51
Traffic expenses.....	278	61,269	218,376 26	3 56
Transportation expenses.....	18,067	5,913,921	15,818,185 50	2 67
General expenses.....	862	194,515	567,983 26	2 89
Outside operations.....	544	128,909	275,963 91	2 14

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEMS.	Columns for number passen- gers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
PASSENGER TRAFFIC.				
Number of passengers carried earning revenue . . .	49,918,103 . . .			
Number of passengers carried one mile	904,059,166 . . .			
Number of passengers carried one mile per mile of road	401,503 . . .			
Average distance carried, miles	18.11 . . .			
Total passenger revenue		16,049,174	21	
Average amount received from each passenger			32	151
Average receipts per passenger per mile			01	775
Total passenger service train revenue		18,467,244	80	
Passenger service train revenue per mile of road		8,201	50	
Passenger service train revenue per train-mile			148	375
FREIGHT TRAFFIC.				
Number of tons carried of freight earning revenue	25,473,568 . . .			
Number of tons carried one mile	2,721,196,610 . . .			
Number of tons carried one mile per mile of road	1,208,513 . . .			
Average distance haul of one ton, miles	106.82 . . .			
Total freight revenue		28,692,688	94	
Average amount received for each ton of freight			1	12 637
Average receipts per ton per mile			01	054
Freight revenue per mile of road		12,742	73	
Freight revenue per train-mile			3	07 423
TOTAL TRAFFIC.				
Operating revenues		48,513,507	35	
Operating revenues per mile of road		21,545	38	
Operating revenues per train-mile		2	24	124
Operating expenses		38,101,424	62	
Operating expenses per mile of road		16,921	26	
Operating expenses per train-mile		1	76	022
Net operating revenue		10,412,082	73	
Net operating revenue per mile of road		4,624	12	
Average number of passengers per car-mile	21 . . .			
Average number of passengers per train-mile	73 . . .			
Average number of passenger cars per train-mile	4.90 . . .			
Average number of tons of freight per loaded car- mile	15.70 . . .			
Average number of tons of freight per train-mile	291.56 . . .			
Average number of freight cars per train-mile	25.43 . . .			
Average number of loaded cars per train-mile	18.57 . . .			
Average number of empty cars per train-mile	5.89 . . .			
Average mileage operated during year	2,251.69 . . .			

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE—CONCLUDED.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service:		
Freight locomotive-miles	10,728,078	
Passenger locomotive-miles	12,562,080	
Mixed locomotive-miles	243,352	
Special locomotive-miles	102,782	
Switching-locomotive-miles	7,029,651	
Total revenue locomotive mileage		30,665,943
Nonrevenue service locomotive-miles		735,432
CAR MILEAGE.		
Revenue Service:		
Freight Car-Miles—		
Loaded	173,279,081	
Empty	54,941,505	
Caboose	9,081,682	
Total freight car-miles		237,302,268
Passenger Car-Miles—		
Passengers	36,547,420	
Sleeping, parlor and observation	6,468,541	
Other passenger-train cars	17,930,972	
Total passenger car-miles		60,946,933
Special Car-Miles—		
Freight—loaded	61,332	
Freight—empty	1,646	
Caboose	4,588	
Passenger	246,650	
Sleeping, parlor and observation	37,740	
Other passenger-train cars	192,024	
Total special car-miles		543,980
Total revenue car mileage		298,793,181
Nonrevenue service car-miles		4,523,802
TRAIN MILEAGE.		
Revenue Service:		
Freight train-miles	9,098,716	
Passenger train-miles	12,211,748	
Mixed train-miles	234,586	
Special train-miles	100,815	
Total revenue train mileage		21,645,865
Nonrevenue service train-miles		603,530

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	110,275	1,101,141	1,211,416	04.75
	Flour	118,563	303,645	422,208	01.66
	Other mill products	55,986	365,635	421,621	01.66
	Hay	109,891	393,051	502,942	01.97
	Tobacco	9,057	1,680	20,737	00.08
	Cotton		242,673	242,673	00.95
	Fruit and vegetables	210,074	651,161	861,235	03.38
	Other products of agriculture	40,937	48,503	89,440	00.35
Total	654,783	3,117,489	3,772,272	14.80	
Products of Animals.	Live stock	69,570	87,161	156,731	00.62
	Dressed meats	106,412	169,895	276,307	01.08
	Other packing-house products	100,269	70,906	171,175	00.67
	Poultry, game and fish	53,702	25,038	78,740	00.31
	Wool	81,026	52,166	133,192	00.52
	Hides and leather	120,906	114,024	234,930	00.92
	Other products of animals	35,702	9,142	44,844	00.18
Total	567,587	528,332	1,095,919	04.30	
Products of Mines.	Anthracite coal		1,910,883	1,910,883	07.50
	Bituminous coal		3,090,496	3,090,496	12.13
	Coke	137,752	70,362	208,114	00.82
	Ores	36,928	51,750	88,678	00.35
	Stone, sand, and other like articles	1,011,111	337,230	1,348,341	05.29
Other products of mines	39,485	25,457	64,942	00.25	
Total	1,225,276	5,486,178	6,711,454	26.34	
Products of Forests.	Lumber	1,175,346	1,337,015	2,512,361	09.86
	Other products of forests	627,295	627,737	1,255,032	04.93
	Total	1,802,641	1,964,752	3,767,393	14.79
Manufactures.	Petroleum and other oils		251,891	251,891	00.99
	Sugar		201,714	201,714	00.79
	Naval stores	19,494	20,716	40,210	00.15
	Iron, pig and bloom	60,762	126,182	186,944	00.74
	Iron and steel rails	32,690	99,538	132,228	00.52
	Other castings and machinery	309,628	186,146	495,774	01.95
	Bar and sheet metal	47,705	77,008	124,713	00.49
	Cement, brick and lime	474,513	365,667	840,180	03.30
	Agricultural implements	42,122	12,626	54,748	00.22
	Wagons, carriages, tools, etc.	32,176	16,450	48,626	00.19
	Wines, liquors and beers	166,200	50,366	216,566	00.85
	Household goods and furniture	109,262	30,521	139,783	00.55
	Other manufactures	1,537,894	762,251	2,300,145	09.03
Total	2,832,424	2,201,076	5,033,522	19.77	
Merchandise	955,424	1,035,760	1,991,184	07.82	
Miscellaneous: Other commodities not mentioned above	1,911,711	1,190,113	3,101,824	12.18	
Total tonnage	9,949,868	15,523,700	25,473,568	100.00	

DESCRIPTION OF EQUIPMENT—ENTIRE LINE.

ITEM.	Number on June 30, 1912.	Number added during year.	Number retired during year.	Number on June 30, 1913.	NUMBER FITTED WITH—	
					Train brake.	Automatic coupler.
LOCOMOTIVES—OWNED OR LEASED.						
Passenger, (includes 2 electric).....	447	41	1	487	487	487
Freight, (includes 3 electric).....	478	50	25	503	503	503
Switching.....	247	10	16	241	241	241
Total locomotives in service.....	1,172	101	42	1,231	1,231	1,231
Less locomotives leased.....	449	.....	19	430	430	430
Total locomotives owned.....	723	101	23	801	801	801
CARS—OWNED OR LEASED.						
In Passenger Service:						
First-class cars.....	1,232	.....	40	1,192	1,192	1,192
Second-class cars.....	10	.....	.....	10	10	10
Combination cars.....	257	.....	7	250	250	250
Dining cars.....	12	.....	.....	12	12	12
Parlor cars.....	9	.....	.....	9	9	9
Electric street railway cars.....	58	.....	.....	58	49	.....
Baggage, express and postal cars.....	392	1	9	384	384	384
Other cars in passenger service.....	102	.....	.....	102	102	102
Total.....	2,072	1	56	2,017	2,008	1,959
In Freight Service:						
Box cars.....	13,813	2	512	13,303	13,303	13,303
Flat cars.....	2,021	2	282	1,741	1,741	1,741
Stock cars.....	141	.....	9	132	132	132
Coal cars.....	8,701	.....	398	8,303	8,303	8,303
Refrigerator cars.....	370	.....	20	350	350	350
Other cars in freight service.....	364	.....	38	326	282	282
Total.....	25,410	4	1,259	24,155	24,111	24,111
In Company's Service:						
Officers and pay cars.....	7	.....	.....	7	7	7
Air brake instruction cars.....	1	.....	.....	1	1	1
Gravel cars.....	37	100	36	101	101	101
Derrick cars.....	62	.....	.....	62	57	62
Caboose cars.....	446	7	21	432	432	432
Other road cars.....	782	113	134	761	739	752
Total.....	1,335	220	191	1,364	1,337	1,355
Total cars in service.....	28,817	225	1,506	27,536	27,456	27,425
Less cars leased.....	7,851	169	895	7,125	7,047	7,037
Total cars owned.....	20,966	56	611	20,411	20,409	20,388

EQUIPMENT OWNED OR LEASED NOT IN SERVICE OF THE RESPONDENT.

Locomotives.....	13	.....	1	12	12	12
Cars in passenger service.....	13	.....	.....	13	13	13
Cars in company's service.....	13	.....	.....	13	13	13
Total cars.....	26	.....	.....	26	26	26

MILEAGE.

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.
ENTIRE LINE.									
Miles of single track	524.54	200.89	1,543.51	4.00	28.96	2,301.90	10.88	2,272.94	
Miles of second track	203.45	31.98	335.09		20.10	590.62	1.51	570.52	
Miles of third track	2.56		5.83			8.39		8.39	
Miles of fourth track			2.02			2.02		2.02	
Miles of yard tracks and sidings	339.78	71.84	931.72	.09		1,343.43		1,239.38	104.05
Total mileage operated (all tracks)	1,070.33	304.71	2,818.17	4.09	49.06	4,246.36	12.39	4,093.25	104.05
STATE OF MAINE.									
Miles of single track	132.14	3.27	4.50			159.47		139.91	
Miles of second track	28.76					39.92		28.76	
Miles of yard track and siding	34.76	.48	1.07			36.31		29.04	7.27
Total mileage operated (all tracks)	195.66	3.75	5.75		30.72	235.70		197.71	7.27

MILEAGE—CONCLUDED.

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.....	213.23	122.54	446.68	.59	4.42	787.46	.....	.....	783.04
New Hampshire.....	179.17	75.08	813.22	3.41	.....	1,070.88	10.88	*	1,070.88
Maine.....	132.14	3.27	4.50	.....	19.56	159.47	.....	.....	139.91
Vermont.....	.....	.....	123.95	.....	.....	123.95	.....	.....	123.95
New York.....	.....	.....	119.70	.....	2.03	121.73	.....	.....	119.70
Canada.....	.....	.....	35.46	.....	2.95	38.41	.....	.....	35.46
Total mileage operated (single track).....	524.54	200.89	1,543.51	4.00	28.96	2,301.90	10.88	*	2,272.94

* Includes 3.41 miles of electric street railway reconstructed and put in operation which was formerly abandoned.

MILEAGE.

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.....	213.23	122.54	335.77	.....	335.77
New Hampshire.....	179.17	75.08	254.25	.....	254.25
Maine.....	132.14	3.27	135.41	.....	135.41
Total mileage operated (single track).....	524.54	200.89	725.43	.....	725.43

EXPLANATORY REMARKS.

ELECTRIC STREET RAILWAY MILEAGE.

	Miles owned.	Miles leased etc.	Total.
Single track.....	18.10	32.11	50.21
Sidings.....	1.14	2.11	3.25
	19.24	34.22	53.46

ACCIDENTS TO PERSONS—STATE OF MAINE.

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.					
	Trainmen.		Trackmen.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or uncoupling.....	1				1	
Struck by trains, locomotives or cars.....			1	1	1	1
Total.....	1		1	1	2	1

KIND OF ACCIDENT.	OTHER PERSONS.				SUMMARY.	Total.	
	Trespassing		Total.			Killed.	Injured.
	Killed.	Injured.	Killed.	Injured.			
Falling from trains, locomotives or cars.....		1		1	Railway employees.....	2	1
At other points along track.....	6	1	6	1	Other persons.....	6	2
Total.....	6	2	6	2	Grand total.....	8	3

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.....	184.56	85 to 90	\$31.15	Cross ties (various)...	70,036	61.5
				Switch ties (60 ft)....	1,714	139.8
				Total.....	71,750	63.4

RENEWALS OF RAILS AND TIES—ENTIRE LINE.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	TONS.	Weight per yard—Pounds.	Average price per ton at distributing point—Dollars.	KIND.	Number.	Average price at distributing point—Cents.
Steel.....	13,069.60	85 to 100	\$30.97	Cedar.....	672,766	52.2
				Hard pine.....	436,052	76.3
				Chestnut.....	99,669	52.4
				Oak.....	37,376	52.5
				Hard pine switch (60 ft)	65,021	126.1
				Total.....	1,310,884	64.1

CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE.

LOCOMOTIVES.	COAL—TONS. Bituminous.	WOOD—CORDS. Hard.	Total fuel consumed—tons.	*Miles run.	Average pounds consumed. per mile.
REVENUE SERVICE.					
Freight.....	885,419		885,419	10,581,756	167.35
Passenger.....	637,502	71,407	708,909	12,508,281	113.35
Mixed.....	10,625		10,625	243,352	97.34
Special.....	5,313		5,313	102,782	103.38
Switching.....	196,563	68,607	265,170	7,029,651	75.44
Nonrevenue service.....	35,417		35,417	734,925	96.38
Total.....	1,770,839	140,014	1,910,853	31,200,747	122.49
Average cost at distributing point.....	\$2 89	\$3 00	\$2 90		

* Does not include electric locomotives.

CHARACTERISTICS OF ROAD—ENTIRE LINE.
BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	Aggregate length.	Minimum length.	Maximum length.	ITEM.	No.	Height of lowest above surface of rail.		
		Feet.	Feet.	Feet.			Feet.	In.	
BRIDGES.					OVERHEAD HIGHWAY CROSSINGS.				
Stone.....	176	4,673	10	324	Bridges.....	315	14	9	
Iron.....	732	61,244	10	1,492	Trestles.....	138	14	9	
Wooden.....	427	19,593	10	863	Total.....	453			
Total.....	1335	85,510			OVERHEAD RAILWAY CROSSINGS.				
Trestles.....	239	40,662	11	2,741	Bridges.....	13	14	11	
Tunnels.....	4	27,612	418	25,081	Tunnels.....	4	14	6	

Gage of track 4 feet, 8½ inches. 2,272.94 miles.

TELEGRAPH—ENTIRE LINE.

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.
140.54	365.29	140.54	365.29	Western Union Telegraph Co.
235.11	597.60	235.11	597.60	*Western Union Telegraph Co.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	NAME OF OWNER.	NAME OF OPERATING COMPANY.
2,015.46	12,739.48	Western Union Telegraph Co...	Western Union Telegraph Co.
35.46	92.00	Great Northwestern Teleg. Co.	Great Northwestern Teleg. Co.

*This line is owned by the Fitchburg R. R. Co. A leased road.

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	430	10	68	Bridges.....	22	14	11	
Iron.....	49	3,661	11	593	Trestles.....	10	14	9	
Wooden.....	3	215	13	152					
Total.....	68	4,306			Total.....	32			
Trestles.....	5	1,777	27	1,253	OVERHEAD ELECTRIC RAILWAY CROSSINGS.				
					Bridges.....	1	19	11	
					Trestles.....	1	18	8	

Gage of track, 4 feet, 8½ inches. 139.91 miles.

TELEGRAPH—STATE OF MAINE.

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 Telegraph Co.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	NAME OF OWNER.	NAME OF OPERATING COMPANY.
226.85	1,795.99	Western Union Telegraph Co...	Western Union Telegraph Co.

**Report of Bridgton and Saco River Railroad Company for the Year
Ending June 30, 1913.**

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 the State of Maine.

DIRECTORS.

NAME.	Post-Office Address.	Date of Expiration of Term.
Howard Elliott.....	New Haven, Conn.....	} Upon election of successor.
Morris McDonald.....	Portland, Maine.....	
Edward P. Ricker.....	South Poland, Maine.....	
Weston Lewis.....	Gardiner, Maine.....	
Joseph A. Bennett.....	Bridgton, Maine.....	

PRINCIPAL OFFICERS.

TITLE.	Name.	Official Address.
President.....	Morris McDonald.....	Portland, Maine.
Comptroller.....	Arthur P. Foss.....	Portland, Maine.
Clerk of Corporation.....	Dana C. Douglass.....	Portland, Maine.
Treasurer.....	George W. York.....	Portland, Maine.
General Manager.....	Joseph A. Bennett.....	Bridgton, Maine.
Chief Engineer.....	Bertrand T. Wheeler.....	Portland, Maine.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors. Nov. 20, 1912.

Date of last closing of stock books before end of year for which this report is made. Do not close.

Total number of stockholders of record at the date required in answer to question 2. Six.

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, 1913? 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 Company.

The manner in which control was established. Ownership of Capital Stock.

The extent of control. 100%.

Whether control was direct or indirect. Direct.

Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? No.

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 Railroad Co.....	Bridgton Jct. East leg of Y. Switch at Bridgton.	Bridgton Harrison	15.89 .....	.....
Total .....	.....	.....	5.13	21.02

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	2,200	\$50	\$110,000	\$102,250	\$102,250	5 & 6	\$5,368 13
PURPOSE OF THE ISSUE.					Total number of shares outstanding.	Total cash realized.	
Issued for cash.....					2,045	\$102,250	

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	June 1, 1898	June 1, 1928	\$135,000	\$135,000	\$135,000	4	June 1&Dec.1	\$5,400 00	\$5,130 00
Second	Dec. 2, 1901	June 1, 1928	35,000	35,000	35,000	4	June 1&Dec.1	1,400 00	1,360 00
Total.....	.....	.....	\$170,000	\$170,000	\$170,000	.....	.....	\$6,800 00	\$6,490 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.....	\$170,000	\$170,000	\$6,800 00	\$6,490 00
PURPOSE OF THE ISSUE.			Total par value outstanding.	Total cash realized
Issued for cash.....			\$170,000	\$169,267

RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock.....	\$102,250	\$102,250	21.02	\$4,864
Funded debt.....	170,000	170,000	21.02	8,087
Total.....	\$272,250	\$272,250	.....	\$12,951

SECURITY FOR FUNDED DEBT.

DESIGNATION OF BOND OR OBLIGATION.	ROAD OR TRACKS MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First and second mortgage....	Harrison, Maine	Bridgton Jct., Maine.....	21.02	\$8,087

Equipment, income, securities and other property mortgaged:—All equipment.

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING
THE YEAR.

ACCOUNT.	From Special Ap- propriations.	Property Retired or Converted.	Total.
Station buildings and fixtures.....	\$71 29		\$71 29
Shops, enginehouses and turntables.....	380 53		380 53
Water and fuel stations.....	565 79		565 79
Equipment.....	5,390 97	*\$2,476 67	2,914 30
Other additions and betterments.....	68 80		68 80
Total.....	\$6,477 38	*\$2,476 67	\$4,000 71

* Credit.

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907.

ACCOUNT.	Expenditures for additions and better- ments during the year.	Total expenditures July 1, 1907, to June 30, 1912,	Total expenditures July 1, 1907, to June 30, 1913.
ROAD.			
Engineering.....	\$42 02		\$42 02
Rails.....		\$3,221 86	3,221 86
Crossings and signs.....	68 80		68 80
Station buildings and fixtures.....	71 29		71 29
Shops, enginehouses and turntables.....	380 53		380 53
Fuel stations.....	523 77		523 77
Total.....	\$1,086 41	\$3,221 86	\$4,308 27
EQUIPMENT.			
Steam locomotives.....	\$2,476 67	\$5,677 78	\$3,201 11
Passenger-train cars.....	3,041 07	1,554 19	4,595 26
Freight-train cars.....	2,349 90		2,349 90
Total.....	\$2,914 30	\$7,231 97	\$10,146 27
RECAPITULATION.			
Road.....	\$1,086 41	\$3,221 86	\$4,308 27
Equipment.....	2,914 30	7,231 97	10,146 27
Total.....	\$4,000 71	\$10,453 83	\$14,454 54

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	Amount— entire line.
INVESTMENT TO JUNE 30, 1907.	
Road.....	\$224,856 30
Equipment.....	48,119 28
Investment since June 30, 1907.....	14,454 54
Total.....	\$287,430 12
Reserve for accrued depreciation—Cr.....	4,658 51
Net total.....	\$282,771 61
Cost per mile of line.....	\$13,452 50

INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenues	\$57,486 12		
Operating expenses	38,797 74		
Net operating revenue		\$18,688 38	
Taxes accrued		927 10	
Operating income			\$17,761 28
OTHER INCOME.			
Other Rents—Credits:			
Miscellaneous rents		\$8 82	
Dividends declared on stocks owned or controlled		180 00	
Interest on other securities, loans and accounts		116 99	
Total other income			\$305 81
Gross corporate income			\$18,067 09
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Interest accrued on funded debt			\$6,800 00
Net corporate income			\$11,267 09
DISPOSITION OF NET CORPORATE INCOME.			
Dividends Declared:			
On Common Stock—			
1½% declared on Sept. 11, 1912; payable on Oct. 15, 1912	\$1,278 13		
1½% declared on Nov. 20, 1912; payable on Jan. 15, 1913	1,278 13		
1½% declared on April 9, 1913; payable on April 15, 1913	1,278 12		
1½% declared on June 11, 1913; payable on July 15, 1913	1,533 75		
		\$5,368 13	
Appropriations for Additions and Betterments:			
Expended during the year		\$4,000 71	
			\$9,368 84
Balance for year carried forward..			
To credit of profit and loss			\$1,898 25

PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance credit, June 30, 1913 carried to general balance sheet	\$17,168 20	Balance June 30, 1912	\$14,177 89
		Balance for year brought forward from income account	1,898 25
		Additions for Year:	
		Sundry items	1,092 06
	\$17,168 20		\$17,168 20

OPERATING REVENUES.

ACCOUNT.	Total revenues.
REVENUE FROM TRANSPORTATION.	
Freight revenue.....	\$31,468 89
Passenger revenue.....	\$19,733 23
Excess baggage revenue.....	326 55
Mail revenue.....	1,860 38
Express revenue.....	3,983 63
Other passenger-train revenue.....	6 75
Total passenger service train revenue.....	\$25,910 54
Total revenue from transportation.....	\$57,379 43
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.	
Parcel-room receipts.....	\$3 45
Telegraph and telephone service.....	42 24
Rents of buildings and other property.....	13 00
Miscellaneous.....	48 00
Total revenue from operations other than transportation.....	\$106 69
Total operating revenues.....	\$57,486 12

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.
OTHER THAN RAILWAY COM- PANIES—ACTIVE.				
Bridgton Telegraph Co.....	\$1,800	\$3,600 00	10%	\$180 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.	Entire line amount.
MAINTENANCE OF WAY AND STRUCTURES.	
Ties.....	\$1,252 55
Rails.....	*2 00
Other track material.....	106 60
Roadway and track.....	4,488 13
Removal of snow, sand and ice.....	21 84
Bridges, trestles and culverts.....	96 27
Grade crossings, fences, cattle guards and signs.....	111 14
Signals and interlocking plants.....	29 18
Buildings, fixtures and grounds.....	1,510 40
Roadway tools and supplies.....	200 47
Stationery and printing.....	5 01
Other expenses.....	122 57
Maintaining joint tracks, yards and other facilities—Dr.....	89 45
Total.....	\$8,031 61
MAINTENANCE OF EQUIPMENT.	
Steam locomotives—repairs.....	\$1,838 72
Steam locomotives—depreciation.....	573 36
Passenger-train cars—repairs.....	1,546 78
Passenger-train cars—depreciation.....	308 16
Freight-train cars—repairs.....	1,713 07
Freight-train cars—depreciation.....	368 70
Work equipment—repairs.....	11 13
Work equipment—depreciation.....	12 66
Shop machinery and tools.....	14 65
Stationery and printing.....	6 44
Other expenses.....	35
Total.....	\$6,394 02
TRAFFIC EXPENSES.	
Outside agencies.....	\$ 70
Advertising.....	255 32
Traffic associations.....	10 00
Stationery and printing.....	96 67
Other expenses.....	30 00
Total.....	\$392 69
TRANSPORTATION EXPENSES.	
Station employees.....	\$8,829 88
Station supplies and expenses.....	1,604 26
Road enginemen.....	2,842 34
Enginehouse expenses—road.....	1,254 59
Fuel for road locomotives.....	3,340 29
Water for road locomotives.....	68
Lubricants for road locomotives.....	114 04
Other supplies for road locomotives.....	55 21
Road trainmen.....	2,210 64
Train supplies and expenses.....	305 33
Telegraph and telephone—operation.....	46 55
Stationery and printing.....	514 31
Other expenses.....	51 45
Loss and damage—freight.....	3 71
Loss and damage—baggage.....	1 40
Damage to property.....	62 50
Injuries to persons.....	1 00
Operating joint tracks and facilities—Dr.....	128 98
Total.....	\$21,367 16

* Credit.

OPERATING EXPENSES—CONCLUDED.

ACCOUNT.	Entire line amount.
GENERAL EXPENSES.	
Salaries and expenses of general officers.....	\$2,002 42
Salaries and expenses of clerks and attendants.....	82 71
Insurance.....	82 71
Stationery and printing.....	169 82
Other expenses.....	274 60
Total.....	\$2,612 26
RECAPITULATION OF EXPENSES.	
Maintenance of way and structures.....	\$8,031 61
Maintenance of equipment.....	6,394 02
Traffic expenses.....	392 89
Transportation expenses.....	21,367 16
General expenses.....	2,612 26
Total operating expenses.....	\$38,797 74
Ratio of operating expenses to operating revenues, per cent.....	67.49

RENTS RECEIVABLE.

MISCELLANEOUS RENTS.

DESCRIPTION OF PROPERTY.	Amount.
Miscellaneous.....	\$8 82

IMPORTANT CHANGES DURING THE YEAR.

IMPORTANT PHYSICAL CHANGES.

Change in mileage due to re-survey.
 All changes in the Respondents' Holdings of Stocks and Funded Debt.
 Entire capital stock of the Bridgton Telegraph Co. (72 shares) purchased for investment

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1912.		ASSETS.	JUNE 30, 1913.		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	
		Investment since June 30, 1907—			
	3,221 86	Road		4,308 27	\$1,086 41
	7,231 97	Equipment		10,146 27	2,914 30
	\$283,429 41			\$287,430 12	\$4,000 71
	3,609 00	Reserve for accrued depreciation—Cr.		4,658 51	*1,049 51
	\$279,820 41	Total		\$282,771 61	\$2,951 20
		SECURITIES			
		Securities of Proprietary, Affiliated and Controlled Companies—Unpledged—			
		Stocks		\$3,600 00	\$3,600 00
		WORKING ASSETS			
	\$9,792 48	Cash		\$18,089 17	\$8,296 69
		Net balance due from agents and conductors		1,348 58	1,348 58
	234 28	Miscellaneous accounts receivable		982 08	747 80
	328 00	Materials and supplies		2,993 68	2,665 68
	\$10,354 76	Total		\$23,413 51	\$13,058 75
		DEFERRED DEBIT ITEMS			
		Taxes paid in advance		\$526 92	\$526 92
	\$290,175 17	Grand total		\$310,312 04	\$20,136 87
		LIABILITIES			
		STOCK			
	\$102,250 00	Capital Stock—Common stock not held by company		\$102,250 00	
	\$170,000 00	MORTGAGE BONDED AND SECURED DEBT			
		Funded Debt—Mortgage bonds not held by company		\$170,000 00	

COMPARATIVE GENERAL BALANCE SHEET—CONCLUDED.

JUNE 30, 1912.		LIABILITIES.	JUNE 30, 1913.		Increase.
Item.	Amount.		Item.	Amount.	
		WORKING LIABILITIES			
	\$589 86	Traffic and car-service balances due to other companies		\$535 89	*\$53 97
	1,029 91	Audited vouchers and wages unpaid		10,768 98	9,739 07
	6 66	Miscellaneous accounts payable		1,613 66	1,607 00
		Matured interest, dividends and rents unpaid		1,853 75	1,853 75
	\$1,626 43	Total		\$14,772 28	\$13,145 85
		ACCRUED LIABILITIES NOT DUE			
	\$566 66	Unmatured interest, dividends and rents payable		\$566 66	
		APPROPRIATED SURPLUS			
	\$1,554 19	Additions to property since June 30, 1907, through income		\$5,554 90	\$4,000 71
	\$14,177 89	PROFIT AND LOSS			
		Balance		\$17,168 20	\$2,990 31
	\$290,175 17	Grand total		\$310,312 04	\$20,136 87

* Decrease

EMPLOYEES AND SALARIES.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	6	365	\$1,999 92	\$5 48
Other officers.....	1	396	1,037 58	2 62
Station agents.....	6	1,984	3,045 03	1 53
Other station men.....	7	2,238	3,674 10	1 64
Enginemen.....	2	654	1,616 85	2 47
Firemen.....	2	667	1,180 01	1 77
Conductors.....	2	550	1,119 82	2 04
Other trainmen.....	2	813	1,457 42	1 79
Machinists.....	1	282	642 24	2 28
Other shopmen.....	3	789	1,501 29	1 90
Section Foremen.....	3	772	1,440 73	1 87
Other trackmen.....	8	1,847	2,901 08	1 57
Switch tenders, crossing tenders and watchmen.....	2	720	1,119 85	1 56
All other employees and laborers.....	7	2,143	3,582 46	1 67
Total(including "general officers")	52	14,220	\$26,318 38	\$1 85
Less "general officers".....	6	365	1,999 92	5 48
Total(excluding "general officers")	46	13,855	\$24,318 46	\$1 76
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures....	12	2,619	\$4,341 81	\$1 66
Maintenance of equipment.....	7	2,186	4,300 96	1 97
Transportation expenses.....	28	9,050	15,675 69	1 62
General expenses.....	5	365	1,999 92	5 48

Five general officers, employed in similar capacities by the Maine Central Railroad Company, receive no compensation.

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Column for number passen- gers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
PASSENGER TRAFFIC.				
Number of passengers carried earning revenue . . .	36,727 . . .			
Number of passengers carried one mile	468,733 . . .			
Number of passengers carried one mile per mile of road	22,299 . . .			
Average distance carried, miles	12.76 . . .			
Total passenger revenue		19,733	23	
Average amount received from each passenger . . .				53 729
Average receipts per passenger per mile				4 210
Total passenger service train revenue		25,910	54	
Passenger service train revenue per mile of road . .		1,232	66	
Passenger service train revenue per train-mile . . .				56 013
FREIGHT TRAFFIC.				
Number of tons carried of freight earning revenue . .	29,482 . . .			
Number of tons carried one mile	494,979 . . .			
Number of tons carried one mile per mile of road . .	23,548 . . .			
Average distance haul of one ton, miles	16.79 . . .			
Total freight revenue		31,468	89	
Average amount received for each ton of freight . .				1 06 739
Average receipts per ton per mile				06 358
Freight revenue per mile of road		1,497	09	
Freight revenue per train mile				68 029
TOTAL TRAFFIC.				
Operating revenues		57,486	12	
Operating revenues per mile of road		2,705	23	
Operating revenues per train-mile				1 24 273
Operating expenses		38,797	74	
Operating expenses per mile of road		1,825	78	
Operating expenses per train-mile				83 873
Net operating revenue		18,688	38	
Net operating revenue per mile of road				879 45
Average number of passengers per train-mile	10 . . .			
Average number of tons of freight per train-mile . .	10.70 . . .			
Average mileage operated during year	21.02 . . .			

TRAFFIC AND MILEAGE STATISTICS.

CLASSIFICATION.	Total.
LOCOMOTIVE MILEAGE.	
Revenue Service—	
Mixed locomotive-miles	46,258
Switching locomotive-miles	8,562
Total revenue locomotive mileage	54,820
Non-revenue service locomotive-miles	460
TRAIN MILEAGE.	
Revenue Service—	
Mixed train-miles	46,258
Non-revenue service train-miles	460

FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road.	Freight received from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.		
	Whole tons	Whole tons	Whole tons	Per cent.	
Products of Agriculture.	Grain	2,950	18	2,968	10.07
	Flour	383	44	427	01.45
	Other mill products	994	17	1,011	03.43
	Hay	72	.....	72	00.24
	Cotton	2	26	28	00.09
	Fruit and vegetables	3,117	108	3,225	10.94
	Other products of agriculture .....	.....	1	1	00.01
Total	7,518	214	7,732	26.23	
Products of Animals.	Live stock	17	4	21	00.07
	Dressed meats .....	.....	22	22	00.08
	Other packing-house products	8	11	19	00.06
	Wool	32	83	115	00.39
	Hides and leather	511	41	552	01.87
	Other products of animals	19	18	37	00.13
Total	587	179	766	02.60	
Products of Mines.	Anthracite coal .....	.....	1,338	1,338	04.54
	Bituminous coal .....	.....	2,848	2,848	09.66
	Stone, Sand and other like articles	13	35	48	00.16
	Other products of mines	278	23	301	01.02
Total	291	4,244	4,535	15.38	
Products of Forests.	Lumber	5,137	117	5,254	17.82
	Other products of forests	4,421	15	4,436	15.05
Total	9,558	132	9,690	32.87	
Manufactures.	Petroleum and other oils	12	409	421	01.43
	Sugar	7	111	118	00.40
	Naval stores	1	.....	1	00.01
	Iron, pig and bloom	44	33	77	00.26
	Other castings and machinery	223	398	621	02.10
	Bar and sheet metal	8	4	12	00.04
	Cement, brick and lime	426	251	677	02.30
	Agricultural implements	5	6	11	00.04
	Wagons, carriages, tools, etc.	4	4	8	00.03
	Wines, liquors and beers .....	.....	23	23	00.07
	Household goods and furniture	101	59	160	00.54
	Other manufactures	878	865	1,743	05.91
Total	1,709	2,163	3,872	13.13	
Merchandise	1,138	1,690	2,828	09.59	
Miscellaneous: Other commodities not mentioned above	10	49	59	00.20	
Total tonnage	20,811	8,671	29,482	100.00	

DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1912.	Number added during year.	Number retired during year.	Number on June 30, 1913.	NUMBER FITTED WITH—	
					Train brake.	Automatic coupler.
LOCOMOTIVES—OWNED OR LEASED.						
Passenger.....	5		1	4	4	4
Freight.....						
Switching.....						
CARS—OWNED OR LEASED.						
In Passenger Service:						
First-class cars.....	4			4	4	4
Combination cars.....		1		1	1	1
Baggage, express and postal cars.....	2			2	2	2
Other cars in passenger service.....	1		1			
Total.....	7	1	1	7	7	7
In Freight Service:						
Box cars.....	26	3		29	29	29
Flat cars.....	30	3		33	33	33
Total.....	56	6		62	62	62
In Company's Service:						
Caboose cars.....		1		1	1	1
Other road cars.....	1	2		3	3	3
Total.....	1	3		4	4	4
Total cars owned and in service.....	64	10	1	73	73	73

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	Line owned—main line.	Total mileage operated.	Rails—steel.
ENTIRE LINE.			
Miles of single track.....	21.02	21.02	21.02
Miles of yard track and sidings.....	3.12	3.12	3.12
Total mileage operated (all tracks).....	24.14	24.14	24.14

RENEWALS OF TIES.

NEW TIES LAID DURING YEAR.

KIND.	Number.	Average price at distributing point—Cents.
Cedar.....	7,072	.172

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—tons—bituminous.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
REVENUE SERVICE.				
Mixed.....	729	729	46,258	31.50
Switching.....	127	127	8,562	29.61
Non-revenue service.....	7	7	460	33.09
Total.....	863	863	55,280	31.26
Average cost at distributing point.....	\$3.87			

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	Aggregate length.	Minimum length.	Maximum length.
		Feet.	Feet.	Feet.
BRIDGES.				
Iron or steel.....	3	130	30	50

Gage of track, 2 feet. 21.02 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.
1,600	32.00	Bridgton Telegraph Co.....	Bridgton Telegraph Co.

**Report of the Canadian Pacific Railway Company for the Year Ending
June 30, 1913.**

**[International Railway of Maine, Houlton Branch Railroad of Maine,
and Aroostook River Railroad of Maine.]**

HISTORY.

Name of common carrier making this report. The International Railway of Maine, The Houlton Branch Railroad of Maine and The Aroostook River Railroad of Maine—
Under laws of what government, state or territory organized. Under the laws of the State of Maine.*

***HOULTON BRANCH RAILROAD.**

Section 3 Incorporated under the provisions of chapter 216 of the Private and Special Laws of the State of Maine, 1867. By Chapter 287 of Private and Special Laws, 1867, the town of Houlton was authorized to aid in construction.

***AROOSTOOK RIVER RAILROAD.**

Incorporated under the provisions of Chapter 376 of the Private and Special Laws of the State of Maine, 1873. By Chapter 412 of Private and Special Laws, 1874, time within which it might locate and construct was extended for three years. By chapter 281 of Private and Special Laws, 1876, the A. R. R. 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.
The Rt. Hon. Lord Strathcona and Mount Royal, G.C.M.G.	London, England.....	October, 1914.
Sir Thomas G. Shaughnessy, K. C. V. O.	Montreal, Que.....	October, 1914.
Sir Thomas Skinner, Bart.	London, England.....	October, 1914.
Sir William C. Van Horne, K. C. M. G.	Montreal, Que.....	October, 1915.
R. B. Angus.	Montreal, Que.....	October, 1915.
Sir Edmund B. Osler, M. P.	Toronto, Ont.....	October, 1915.
H. S. Holt.	Montreal, Que.....	October, 1915.
Sir Sanford Fleming, K.C.M.G.	Ottawa, Ont.....	October, 1916.
Wilmont D. Matthews	Toronto.....	October, 1916.
Sir William Whyte	Winnipeg.....	October, 1916.
A. R. Creelman, K. C.	Montreal, Que.....	October, 1916.
C. R. Hosmer.	Montreal, Que.....	October, 1913.
Hon. Robert Mackay, Senator	Montreal, Que.....	October, 1913.
Hon. James Dunsmuir	Victoria, B. C.....	October, 1913.
David McNicoll.	Montreal, Que.....	October, 1913.

PRINCIPAL OFFICERS.

CANADIAN PACIFIC RAILWAY COMPANY.

TITLE.	Name.	Official Address.
President and Chairman of the Company.....	Sir Thomas G. Shaughnessy, K. C. V. O.	Montreal, Que.
Vice-President.....	D. McNicoll.	Montreal, Que.
Vice-President.....	I. G. Ogden.	Montreal, Que.
Vice-President.....	G. M. Bosworth.	Montreal, Que.
Vice-President and General Manager of Western Lines.	G. Bury.	Winnipeg, Man.
Secretary and Asst. to President.	W. R. Baker, C. V. O.	Montreal, Que.
Treasurer.....	H. E. Suckling.	Montreal, Que.
General Solicitor.....	E. W. Beatty.	Montreal, Que.
General Counsel.....	A. R. Creelman, K. C.	Montreal, Que.
Assistant Comptroller.....	J. Leslie.	Montreal, Que.
General Auditor.....	H. L. Penny.	Montreal, Que.
Auditor of Disbursements.	F. E. Shrimpton.	Montreal, Que.
General Manager of Eastern Lines.	A. D. McTier.	Montreal, Que.
Manager of Telegraphs.	J. Kent.	Montreal, Que.
Asst. Chief Engineer, Eastern Lines.	J. M. R. Fairbairn.	Montreal, Que.
General Superintendent, Atlantic Div.	W. Downie.	St. John, N. B.
Passenger Traffic Manager.	C. E. E. Ussher.	Montreal, Que.
Freight Traffic Manager.	W. R. MacInnes.	Montreal, Que.
General Passenger Agent, Eastern Lines.	Wm. Stitt.	Montreal, Que.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Total number of stockholders of record at date of last election.

International Ry. of Maine	13
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, 1913? No.

Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? 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 Me.	Boundary	Mattawamkeag	144.5	
Houlton Branch R. R. of Me.	Boundary	Houlton	3.0	
Aroostook River R. R. of Me.	Boundary	Presque Isle	29.2	
Maine Central Railroad	Mattawamkeag	Vanceboro		176.70
				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.
	3.0	Boundary	Houlton.
†The Canadian Pacific Ry. Co.	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)	14,450	\$100	\$1,445,000	\$1,445,000	\$1,445,000
Houlton Branch Railroad of Maine	280		28,000	28,000	28,000
Aroostook River Railroad of Maine	8,000		800,000	800,000	800,000
Total	22,730		\$2,273,000	\$2,273,000	\$2,273,000

PURPOSE OF THE ISSUE.

Issued for cash: Common, total number of shares outstanding, 22,730.
Total cash realized, \$2,273,000.

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 per cent.	When payable.	Amount accrued during year.	Amount paid during year.
MORTGAGE BONDS.									
International Railway of Maine (A. & N. W. Ry.).....	Jan. 1, 1887	Jan. 1, 1937	\$2,890,000	\$2,890,000	\$2,890,000	5	Jan. & July	\$144,500 00	\$144,500 00
*Houlton Branch R. R. of Maine....	July 3, 1873	July 3, 1893	24,000	24,000	24,000	6	Jan. & July	1,440 00	1,440 00
Total.....			\$2,914,000	\$2,914,000	\$2,914,000	.....	.....	\$145,940 00	\$145,940 00

* Extended in April, 1913, payable on six months' notice.

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.....	\$2,914,000	\$2,914,000	\$145,940 00	\$145,940 00
PURPOSE OF THE ISSUE.			Total par value outstanding.	Total cash realized.
Issued for cash.....			\$2,914,000	\$2,914,000

RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock.....	\$2,273,000	\$2,273,000	176.70	\$12,864
Funded debt.....	2,914,000	2,914,000	176.70	16,491
Total.....	\$5,187,000	\$5,187,000	.....	\$29,355

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
Houlton Branch R. R. of Maine	Boundary.....	Houlton.....	3.00	8,000

† All equipment, income and securities mortgaged.

EXPENDITURES FOR ADDITIONS AND BETTERMENTS
DURING THE YEAR—STATE OF MAINE.

ACCOUNT.	From cash or other working assets.	Property retired or converted.	Total.
Right of way and station grounds	\$103 52		\$103 52
Widening cuts and fills	903 40		903 40
Protection of banks and drainage	1,635 00		1,635 00
Grade reductions and changes of line	8 25		8 25
Bridges, trestles and culverts	5,799 89		5,799 89
Increased weight of rail	3,766 54		3,766 54
Track fastenings and appurtenances	25,757 14		25,757 14
Ballast	1,312 66		1,312 66
Sidings and spur tracks	1,489 93		1,489 93
Fencing right of way	916 24		916 24
Block and other signal apparatus	52 17		52 17
Station buildings and fixtures	4,244 26		4,244 26
Roadway machinery and tools	4,463 50		4,463 50
Water and fuel stations	1,361 84		1,361 84
Equipment	24,804 00	\$24,804 00	
Other additions and betterments, section houses	15,503 41		15,503 41
Total	\$92,121 75	\$24,804 00	\$67,317 75

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—
STATE OF MAINE.

ACCOUNT.	Expenditures for additions and better- ments during the year.	Total expenditures, July 1, 1907, to June 30, 1912.	Total expenditures, July 1, 1907, to June 30, 1913.
ROAD.			
Engineering	\$273 51	\$4,107 29	\$4,380 80
Right of way and station grounds		5,787 73	5,787 73
Grading	2,492 73	34,184 82	36,677 55
Bridges, trestles and culverts	5,719 97	50,724 38	56,444 35
Ties	51 56	6,122 22	6,173 78
Rails	4,158 07	27,011 41	31,169 48
Frogs and switches	69 87	3,741 50	3,811 37
Track fastenings and other material	25,847 55	9,442 27	35,289 82
Ballast	706 30	27,597 97	28,304 27
Track laying and surfacing	1,337 10	5,195 00	6,532 10
Roadway tools	4,569 32		4,569 32
Fencing right of way	916 24	3,947 88	4,864 12
Crossings and signs	60 42	628 15	688 57
Interlocking and other signal apparatus		20 00	20 00
Telegraph and telephone lines		9,273 98	9,273 98
Station buildings and fixtures	3,865 06	25,962 62	29,827 68
Shops, enginehouses and turntables		5,659 44	5,659 44
Water stations	1,332 92	4,804 06	6,136 98
Storage warehouses		8,300 00	8,300 00
Miscellaneous structures	15,917 13	9,184 53	25,101 66
Total	\$67,317 75	\$241,695 25	\$309,013 00
EQUIPMENT.			
Freight-train cars		\$11,868 73	\$11,868 73
GENERAL EXPENDITURES.			
Interest and commissions		407 37	407 37
RECAPITULATION.			
Road	\$67,317 75	\$241,695 25	\$309,013 00
Equipment		11,868 73	11,868 73
General expenditures		407 37	407 37
Total	\$67,317 75	\$253,971 35	\$321,289 10

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	Amount— State of Maine.
INVESTMENT TO JUNE 30, 1907.	
Road.....	\$7,088,656 99
Equipment.....	546,131 27
Investment since June 30, 1907.....	321,289 10
Total	\$7,956,077 36
Reserve for accrued depreciation—Cr.....	80,466 81
Net total	\$7,875,610 55
Cost per mile of line.....	\$44,570 52

INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenues.....	\$1,476,484 02		
Operating expenses.....	1,372,608 29		
Net operating revenue		\$103,875 73	
Total net revenue		\$103,875 73	
Taxes accrued.....		124,038 90	
Operating loss			\$20,163 17
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Rents accrued for lease of other roads.....		\$1,680 00	
Other Rents—Debits:			
Hire of equipment—balance.....	\$3,004 58		
Joint facilities.....	24,537 26		
Interest accrued on funded debt.....		27,541 84	
Other interest.....		144,500 00	
		1,440 00	
Total deductions			\$175,161 84
Net corporate loss			\$195,325 01
Balance for year carried forward to debit of profit and loss			\$195,325 01

PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance for year brought forward from income account.....	\$195,325 01	Contributed by the Canadian Pacific Railway Co.	\$211,546 28
Depreciation prior to July 1, 1909, on cars retired...	16,221 27		
	\$211,546 28		

OPERATING REVENUES—STATE OF MAINE.

ACCOUNT.	Total revenues.
REVENUE FROM TRANSPORTATION.	
Freight revenue.....	\$983,341 48
Passenger revenue.....	\$379,026 54
Excess baggage revenue.....	3,212 81
Mail revenue.....	29,982 96
Express revenue.....	70,721 20
Other passenger-train revenue.....	146 60
Total passenger service train revenue.....	\$483,090 11
Switching revenue.....	\$ 39 00
Special service train revenue.....	813 90
Miscellaneous transportation revenue.....	534 94
Total revenue from transportation.....	\$1,467,819 43
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.	
Storage—freight.....	\$162 99
Storage—baggage.....	3 10
Car service.....	1,850 50
Miscellaneous.....	6,648 00
Total revenue from operations other than transportation.....	\$8,664 59
Total operating revenues—State of Maine.....	\$1,476,484 02
Total operating revenues—entire line.....	\$127,349,241 64

DEDUCTIONS FROM TOTAL RECEIPTS.

NAME OF REVENUE ACCOUNT.	CLASSIFICATION OF REPAYMENTS.			Total deductions.
	Overcharges and over-collections.	Fares refunded and tickets redeemed.	Other repayments.	
Freight revenue.....	\$35,148			\$35,148
Passenger revenue.....		\$9,492		9,492
Excess baggage revenue.....			\$148	148
Joint facilities revenue—Dr.....			293	293
Total.....	\$35,148	\$9,492	\$441	\$45,081

OBLIGATIONS FOR ADVANCES FROM OTHER COMPANIES.

ADVANCES FOR CONSTRUCTION, EQUIPMENT AND BETTERMENTS.

NAME OF COMPANY.	Amount.
The Canadian Pacific Railway Company	\$2,688,610 55

OPERATING EXPENSES—STATE OF MAINE.

ACCOUNT.	State of Maine —Amount.
MAINTENANCE OF WAY AND STRUCTURES.	
Superintendence	\$8,358 71
Ballast	6,719 36
Ties	26,104 35
Rails	17,540 29
Other track material	13,162 60
Roadway and track	120,397 55
Removal of snow, sand and ice	10,442 19
Bridges, trestles and culverts	19,900 74
Grade crossings, fences, cattle guards and signs	1,239 77
Snow and sand fences and snowsheds	161 19
Signals and interlocking plants	1,121 73
Telegraph and telephone lines	23,341 17
Buildings, fixtures and grounds	17,873 28
Roadway tools and supplies	3,411 54
Injuries to persons	342 00
Stationery and printing	434 30
Other expenses	110 85
Maintaining joint tracks, yards and other facilities—Dr.	84,043 37
Total	\$354,704 99
MAINTENANCE OF EQUIPMENT.	
Superintendence	\$5,940 17
Steam locomotives—repairs	74,305 31
Steam locomotives—depreciation	2,974 98
Passenger-train cars—repairs	31,243 43
Freight-train cars—repairs	82,629 37
Freight-train cars—renewals	42 92
Freight-train cars—depreciation	16,555 02
Work equipment—repairs	5,072 32
Shop machinery and tools	1,422 64
Stationery and printing	429 40
Total	\$220,615 56
TRAFFIC EXPENSES.	
Superintendence	\$14,547 68
Outside agencies	33,034 16
Advertising	18,123 54
Traffic associations	772 12
Industrial and immigration bureaus	1,053 34
Stationery and printing	6,826 05
Other expenses	137 13
Total	\$74,604 02

OPERATING EXPENSES—STATE OF MAINE—CONCLUDED.

ACCOUNT.	State of Maine —Amount.
TRANSPORTATION EXPENSES.	
Superintendence.....	\$10,198 84
Dispatching trains.....	11,877 78
Station employees.....	31,765 31
Station supplies and expenses.....	6,444 18
Yardmasters and their clerks.....	198 15
Yard conductors and brakemen.....	7,698 10
Yard switch and signal tenders.....	163 80
Yard supplies and expenses.....	805 67
Yard enginemen.....	5,799 65
Enginehouse expenses—yard.....	3,142 48
Fuel for yard locomotives.....	6,406 18
Water for yard locomotives.....	204 40
Lubricants for yard locomotives.....	216 68
Other supplies for yard locomotives.....	265 56
Operating joint yards and terminals—Dr.....	34,753 05
Operating joint yards and terminals—Cr.....	1,089 95
Road enginemen.....	88,668 97
Enginehouse expenses—road.....	21,751 54
Fuel for road locomotives.....	222,065 04
Water for road locomotives.....	7,495 69
Lubricants for road locomotives.....	2,751 35
Other supplies for road locomotives.....	2,945 62
Road trainmen.....	92,125 75
Train supplies and expenses.....	28,679 88
Crossing flagmen and gatemen.....	992 13
Clearing wrecks.....	5,216 82
Telegraph and telephone—operation.....	2 80
Stationery and printing.....	3,564 28
Other expenses.....	458 21
Loss and damage—freight.....	14,086 86
Damage to property.....	43,909 89
Damage to stock on right of way.....	175 00
Injuries to persons.....	6,198 78
Operating joint tracks and facilities—Dr.....	2,068 00
Total.....	\$662,006 49
GENERAL EXPENSES.	
Salaries and expenses of general officers.....	\$7,923 40
Salaries and expenses of clerks and attendants.....	14,277 45
General office supplies and expenses.....	3,876 16
Law expenses.....	11,457 03
Insurance.....	12,875 00
Stationery and printing.....	2,512 15
Other expenses.....	7,756 04
Total.....	\$60,677 23
RECAPITULATION OF EXPENSES.	
Maintenance of way and structures.....	\$354,704 99
Maintenance of equipment.....	220,615 56
Traffic expenses.....	74,604 02
Transportation expenses.....	662,006 49
General expenses.....	60,677 23
Total operating expenses.....	\$1,372,608 29
Ratio of operating expenses to operating revenues, per cent.....	92.96

RENTS PAYABLE.
FOR JOINT FACILITIES.

FACILITY LEASED.	Location.	Name of Lessor.	Amount.
Joint tracks.....	Mattawamkeag to Vanceboro.....	Maine Central R. R. Co...	\$24,537 26

FOR LEASE OF ROAD.

ROAD LEASED.	Guaranteed dividends on stock.
Houlton Branch R. R. of Maine.....	\$1,630 00

Recapitulation of hire of equipment;—amount payable, balance, \$3,004.58.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1912.		ASSETS.	JUNE 30, 1913.		Increase.
Item.	Amount.		Item.	Amount.	
		PROPERTY INVESTMENT.			
		Road and equipment:			
		Investment to June 30, 1907—			
\$7,088,656 99		Road.....	\$7,088,656 99		
546,131 27		Equipment.....	546,131 27		
	\$7,634,788 26			\$7,634,788 26	
		Investment since June 30, 1907—			
\$241,695 25		Road.....	\$309,013 00		\$67,317 75
11,868 73		Equipment.....	11,868 73		
407 37		General expenditures.....	407 37		
	253,971 35			321,289 10	
	\$7,888,759 61			\$7,956,077 36	\$67,317 75
	64,318 89	Reserve for accrued depreciation—Cr.....		80,466 81	16,147 92
	\$7,824,440 72	Grand total.....		\$7,875,610 55	\$51,169 83
		LIABILITIES.			
		STOCK.			
		Capital Stock—			
	\$2,273,000 00	Common stock not held by company.....		\$2,273,000 00	

COMPARATIVE GENERAL BALANCE SHEET—CONCLUDED.

JUNE 30, 1912.		LIABILITIES.	JUNE 30, 1913.		Increase.
Item.	Amount.		Item.	Amount.	
		MORTGAGE, BONDED AND SECURED DEBT. Funded Debt—			
	\$2,890,000 00	Mortgage bonds not held by company.		\$2,914,000 00	\$24,000 00
	2,637,440 72	Obligations for advances received for construction, equipment and betterments.		2,688,610 55	51,169 83
	\$5,527,440 72	Total		\$5,602,610 55	\$75,169 83
		WORKING LIABILITIES.			
	\$24,000 00	Matured mortgage, bonded and secured debt unpaid.			*\$24,000 00
	\$7,824,440 72	Grand total		\$7,875,610 55	\$51,169 83

* Decrease.

EMPLOYEES AND SALARIES—STATE OF MAINE.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	4	1,172	\$5,728 76	\$4 89
General office clerks	9	2,984	5,195 97	1 74
Station agents	15	5,843	17,312 04	2 96
Other station men	20	6,424	9,052 22	1 41
Enginemen	30	12,998	60,432 67	4 65
Firemen	30	12,998	38,573 94	2 97
Conductors	23	11,782	43,050 57	3 65
Other trainmen	51	25,214	60,902 98	2 42
Machinists		924	3,049 20	3 30
Carpenters	2	288	885 60	3 08
Other shopmen	36	9,572	21,431 22	2 24
Section foremen	32	9,937	23,970 91	2 41
Other trackmen	153	30,823	55,207 47	1 79
Switch tenders, crossing tenders and watchmen		207	309 00	1 49
Telegraph operators and dispatchers	12	6,732	17,197 52	2 55
All other employees and laborers	264	43,731	78,476 62	1 79
Total (including "general officers")	681	181,629	\$440,776 69	\$2 43
Less "general officers"	4	1,172	5,728 76	4 89
Total (excluding "general officers")	677	180,457	\$435,047 93	\$2 41
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures	416	77,207	\$145,889 72	\$1 89
Maintenance of equipment	29	7,965	17,369 52	2 18
Traffic expenses	33	13,019	33,733 61	2 59
Transportation expenses	190	79,282	232,859 11	2 94
General expenses	13	4,156	10,924 73	2 63

TRAFFIC AND MILEAGE STATISTICS—STATE OF MAINE.

ITEM.	Column for number passen- gers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
PASSENGER TRAFFIC.				
Number of passengers carried earning revenue	251,318			
Number of passengers carried one mile	25,984,796			
Number of passengers carried one mile per mile of road	111,371			
Average distance carried, miles	103.40			
Total passenger revenue		379,026	54	
Average amount received from each passenger		1	50	816
Average receipts per passenger per mile			01	459
Total passenger service train revenue		483,090	11	
Passenger service train revenue per mile of road		2,070	68	
Passenger service train revenue per train-mile		1	31	366
FREIGHT TRAFFIC.				
Number of tons carried of freight earning revenue	1,209,995			
Number of tons carried one mile	191,942,573			
Number of tons carried one mile per mile of road	822,721			
Average distance haul of one ton, miles	158.63			
Total freight revenue		983,341	48	
Average amount received for each ton of freight			81	268
Average receipts per ton per mile			00	512
Freight revenue per mile of road		4,214	92	
Freight revenue per train-mile		1	21	725
TOTAL TRAFFIC.				
Operating revenues		1,476,486	02	
Operating revenues per mile of road		6,328	69	
Operating revenues per train-mile			1	42
Operating expenses		1,372,608	29	
Operating expenses per mile of road		5,883	44	
Operating expenses per train-mile			1	32
Net operating revenue		103,875	73	
Net operating revenue per mile of road		445	24	
Average number of passengers per car-mile	17			
Average number of passengers per train-mile	71			
Average number of passenger cars per train-mile	6.04			
Average number of tons of freight per loaded car- mile	17.45			
Average number of tons of freight per train-mile	237.60			
Average number of freight cars per train-mile	17.68			
Average number of loaded cars per train-mile	13.61			
Average number of empty cars per train-mile	3.17			
Average mileage operated during year	233.3			

TRAFFIC AND MILEAGE STATISTICS—STATE OF MAINE—CONCLUDED.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service:		
Freight locomotive-miles	687,880	
Passenger locomotive-miles	228,355	
Mixed locomotive-mile	140,140	
Special locomotive-miles	603	
Switching locomotive-miles	59,109	
Total revenue locomotive mileage		1,116,087
Nonrevenue service locomotive-miles	27,619	
CAR MILEAGE.		
Revenue Service:		
Freight Car-Miles—		
Loaded	10,997,807	
Empty	2,556,993	
Caboose	724,628	
Total freight car-miles		14,279,428
Passenger Car-Miles—		
Passenger	1,117,174	
Sleeping, parlor and observation	393,742	
Other passenger-train cars	709,380	
Total passenger car-miles		2,220,296
Special Car-Miles—		
Freight—loaded	657	
Caboose	128	
Passenger	895	
Sleeping, parlor and observation	1,005	
Other passenger-train cars	1,407	
Total special car-miles		4,092
Total revenue car mileage		16,503,816
Nonrevenue service car-miles	201,422	
TRAIN MILEAGE.		
Revenue Service:		
Freight train-miles	668,050	
Passenger train-miles	227,957	
Mixed train-miles	139,787	
Special train-miles	603	
Total revenue train mileage		1,036,397
Nonrevenue service train-miles	27,517	

FREIGHT TRAFFIC MOVEMENT—STATE OF MAINE.

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	500	296,771	297,271	24.57
	Flour	73	95,087	95,160	07.86
	Other mill products	370	20,249	20,619	01.70
	Hay	8,584	2,807	11,391	00.94
	Tobacco		303	303	00.03
	Cotton		584	584	00.05
	Fruit and vegetables	91,098	34,392	125,490	10.37
	Other products of agriculture	514	22,420	22,934	01.90
Total	101,139	472,613	573,752	47.42	
Products of Animals.	Live stock	1,104	1,354	2,458	00.20
	Dressed meats	73	6,433	6,506	00.54
	Other packing-house products	246	24,013	24,259	02.01
	Poultry, game and fish	47	9,557	9,604	00.79
	Wool		1,283	1,283	00.11
	Hides and leather	254	2,052	2,306	00.19
	Other products of animals	192	14,354	14,546	01.20
Total	1,916	59,046	60,962	05.04	
Products of Mines.	Anthracite coal	1,483	1,872	3,355	00.28
	Bituminous coal	441	1,689	2,130	00.18
	Coke		2,360	2,360	00.19
	Ores		157	157	00.01
	Stone, sand and other like articles	422	1,154	1,576	00.13
	Other products of mines	78	14,784	14,862	01.23
Total	2,424	22,016	24,440	02.02	
Products of Forests.	Lumber	47,683	60,177	107,860	08.91
	Other products of forests	62,261	30,552	92,813	07.67
	Total	109,944	90,729	200,673	16.58
Manufac- tures.	Petroleum and other oils	694	2,963	3,657	00.30
	Sugar	229	3,602	3,831	00.32
	Naval stores		230	230	00.02
	Iron, pig and bloom	85	3,765	3,850	00.32
	Iron and steel rails	246	828	1,074	00.09
	Other castings and machinery	1,150	26,735	27,885	02.30
	Bar and sheet metal		11,133	11,133	00.92
	Cement, brick and lime	579	18,386	18,965	01.57
	Agricultural implements	86	3,982	4,068	00.34
	Wagons, carriages, tools, etc.	100	3,699	3,799	00.31
	Wines, liquors and beers	33	4,839	4,872	00.40
	Household goods and furniture	608	5,382	5,990	00.50
	Other manufactures	27,293	80,515	107,808	08.91
Total	31,103	166,059	197,162	16.30	
Merchandise	4,090	145,402	149,492	12.35	
Miscellaneous: Other commodities not mentioned above	185	3,329	3,514	00.29	
Total tonnage	250,801	959,194	1,209,995	100.00	

SELECTED COMMODITIES—STATE OF MAINE.

COMMODITY.	Freight carried in carload lots.	Ton-Mileage of freight carried in carload lots.	Revenue from freight carried in carload lots.	Revenue per ton per mile from freight carried in carload lots.	
	Whole tons.	Ton-Miles.	Dollars.	Cts.	Mls.
Grain	296,627	58,423,689	171,407	2	93
Hay	8,494	1,027,942	9,334	9	08
Cotton	311	62,594	441	7	05
Live stock	1,171	183,587	1,957	1	06
Dressed meats	5,664	1,005,839	6,042	6	01
Anthracite coal	3,281	40,732	380	9	33
Bituminous coal	1,956	151,205	1,198	7	92
Lumber	101,379	10,706,146	52,559	4	91

DESCRIPTION OF EQUIPMENT—STATE OF MAINE.

ITEM.	Number on June 30, 1912.	Number added during year.	Number retired during year.	Number on June 30, 1913.	NUMBER FITTED WITH	
					Automatic coupler.	Train brake.
LOCOMOTIVES—OWNED OR LEASED.						
Freight	10	.....	.....	10	10	10
Switching						
In Freight Service:						
Box cars	1,000	53	53	1,000	1,000	1,000
In Company's Service:						
Caboose cars	6	.....	.....	6	6	6
Total cars owned and in service	1,006	53	53	1,006	1,006	1,006

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	LINE OWNED.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
ENTIRE LINE.										
Miles of single track	2,902.8	3,971.6	3,033.6	1,497.2	102.6	93.9	11,601.7	618.7		11,507.8
Miles of second track	757.8			212.4			970.2	216.0		970.2
Miles of third track	4						4	4		
Miles of yard track and sidings	3,213.2						3,213.2	302.1		3,213.2
Total mileage operated (all tracks)	6,874.2	3,971.6	3,033.6	1,709.6	102.6	93.9	15,785.5	1,137.2		15,691.6
STATE OF MAINE.										
Miles of single track	176.7						56.6	233.3		176.7
Miles of yard track and sidings	41.3						41.3			41.3
Total mileage operated (all tracks)	218.0						56.6	274.6		218.0

MILEAGE OF LINE OPERATED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.							Iron.	Steel.
Dominion of Canada	2,726.1	3,971.6	3,033.6	1,497.2	102.6	37.3	11,368.4	618.7		11,331.1
State of Maine	176.7						56.6	233.3		176.7
Total mileage operated (single track)	2,902.8	3,971.6	3,033.6	1,497.2	102.6	93.9	11,601.7	618.7		11,507.8

MILEAGE—CONCLUDED.

MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Dominion of Canada.....	2,726.1	3,971.6	6,697.7	206.5	.....	6,697.7

ACCIDENTS TO PERSONS—STATE OF MAINE.

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.											
	Trainmen.		Shopmen.		Trackmen.		Telegraph employees.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or uncoupling		1										1
Collisions	1	3						1	1			4
Struck by trains, locomotives or cars					2							2
Other causes				1				1				2
Total	1	4		1	2			2	1			7

CANADIAN PACIFIC RAILWAY.

ACCIDENTS TO PERSONS—STATE OF MAINE—CONTINUED.

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

KIND OF ACCIDENT.	OTHER PERSONS						SUMMARY (TABLES A AND B.)	Total.	
	Tres- passing.		Not tres- passing.		Total.			Killed.	Injured.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			
STRUCK BY TRAINS, LOCOMOTIVES OR CARS.									
At highway crossings.....			2		2		Railway employees.....	4	7
At stations.....				1			Other persons.....	3	1
At other points along track.....	1				1		Railway employees.....		1
Total.....	1		2	1	3	1	Grand total.....	7	9

ACCIDENTS TO PERSONS—STATE OF MAINE—CONCLUDED.

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.			
	Trackmen.		Total.	
	Killed.	Injured.	Killed.	Injured.
Other causes.....	1	.....	1

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.....	1,737.28	80.00	33.00	Cedar.....	61,732	47
				Hemlock.....	1,863	47
				Tamarac.....	81	47
				Total.....	63,676	47

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF MAINE.

LOCOMOTIVES.	Coal—Tons —Bituminous.	Wood—Cords —†Soft.	*Charcoal.	Total fuel consumed —Tons.	Miles run.	Average pounds consumed per mile.
REVENUE SERVICE.						
Freight.....	49,331	43	2,192	49,375	687,880	143.56
Passenger.....	11,983	14	729	11,997	228,355	105.07
Mixed.....	6,317	8	447	6,325	140,140	90.27
Special.....	27	.....	2	27	603	89.55
Switching.....	1,923	4	188	1,927	59,109	65.20
Nonrevenue service.....	1,604	2	88	1,606	27,619	116.30
Total.....	71,185	71	3,646	71,257	1,143,706	124.61
Average cost at distributing point.....	\$3.276	\$1.346	\$0.13	\$3.280		

* 100 bushels charcoal equals 1 ton.

† 2 cords equals 1 ton.

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.....	41	5,306	12	1,180	Bridges.....	2	20	9
Trestles.....	3	130	40	46				

Gage of track, 4 feet, 8½ inches. 176.7 miles.

RAILROAD COMMISSIONERS' REPORT.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

TOTAL.		OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.
Miles of line.	Miles of wire.	Miles of line.	Miles of wire.	Name of Operating Company.
206.0	2,142.0	206.0	2,142.0	.....

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.
29.0	58.0	Western Union Telegraph Co...	Western Union Telegraph Co.
10.0	10.0	Northern Telegraph Co.....	Northern Telegraph Co.
.....	56.0	Commercial Cable Co.....	Commercial Cable Co.
23.5	64.0	Moosehead Telephone Co.....	Moosehead Telephone Co.

**Report of the Georges Valley Railroad Company for the Year Ending
June 30, 1913.**

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, 1913.
W. W. Case.....	Rockland, Maine.....	
G. M. Brainard.....	Rockland, Maine.....	
N. F. Cobb.....	Rockland, Maine.....	
J. Lovejoy.....	Rockland, Maine.....	
H. L. Grinnell.....	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 1, 1912.
 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, 1913? No.
 Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913? 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	Warren.....	Union.....	8.00	.....
Company.....	Branch to.....	Lime Kiln.....	.50	.....
Total.....	.....	.....	.....	8.50

CAPITAL STOCK.

KIND.	Number of shares outstanding.	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.....			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 year.	Amount paid during year.
First mortgage bonds.....	1893	1913	\$50,000	\$50,000	\$50,000	6	Jan. and July	\$3,000 00	\$1,500

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	\$1,500 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.	Assignment to railways.	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 kilns.....	.50	

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	Amount—entire line.
INVESTMENT TO JUNE 30, 1907.	
Road.....	\$80,982 00
Equipment.....	4,172 36
Investment since June 30, 1907.....	1,575 00
Total.....	\$86,729 36
Cost per mile of line.....	\$10,203 45

INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenues.....	\$15,792 39		
Operating expenses.....	12,090 61		
Net operating revenue.....		\$3,701 78	
Taxes accrued.....		133 34	
Operating income.....			\$3,568 44
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Interest accrued on funded debt.....		\$3,000 00	
Other interest.....		120 00	
Total deductions from gross corporate income.....			\$3,120 00
Net corporate income.....			\$448 44
Balance for year carried forward to credit of profit and loss.....			\$448 44

PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance June 30, 1912....	\$73,559 70	Balance for year brought forward from income account.....	\$448 44
		Balance debit, June 30, 1913 carried to general balance sheet.....	73,111 26
	\$73,559 70		\$73,559 70

OPERATING REVENUES.

ACCOUNT.	Entire line total revenues.
REVENUE FROM TRANSPORTATION.	
Freight revenue.....	\$12,180 65
Passenger revenue.....	\$2,164 50
Excess baggage revenue.....	4 42
Mail revenue.....	326 13
Express revenue.....	1,115 69
Total passenger service train revenue.....	\$3,610 74
Total revenue from transportation.....	\$15,791 39
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.	
Miscellaneous.....	1 00
Total operating revenues.....	\$15,792 39

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.	Entire line amount.
MAINTENANCE OF WAY AND STRUCTURES.	
Maintenance of roadway and track.....	\$3,189 06
Maintenance of buildings, docks and wharves.....	12 88
Other maintenance of way and structures expenses.....	36 27
Total.....	\$3,238 21
MAINTENANCE OF EQUIPMENT.	
Locomotives—repairs.....	\$229 00
Cars—repairs.....	154 62
Other maintenance of equipment expenses.....	138 23
Total.....	\$521 85
TRANSPORTATION EXPENSES.	
Station service.....	\$1,014 00
Road enginemen and watchmen.....	1,599 90
Fuel for road locomotives.....	1,822 65
Other road locomotive supplies and expenses.....	102 43
Road trainmen.....	600 00
Train supplies and expenses.....	5 72
Loss and damage.....	71 08
All other transportation expenses.....	2,323 37
Total.....	\$7,539 15
GENERAL EXPENSES.	
Administration.....	\$600 00
Insurance.....	138 64
Other general expenses.....	52 76
Total.....	\$791 40
RECAPITULATION OF EXPENSES.	
Maintenance of way and structures.....	\$3,238 21
Maintenance of equipment.....	521 85
Transportation expenses.....	7,539 15
General expenses.....	791 40
Total operating expenses.....	\$12,090 61
Ratio of operating expenses to operating revenues, per cent.....	76.55

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1912.		ASSETS.	JUNE 30, 1913.		Increase.
Item.	Amount.		Item.	Amount.	
		PROPERTY INVESTMENT.			
		Road and Equipment:			
		Investment to June 30, 1907—			
	\$30,982 00	Road		\$30,982 00	
	4,172 36	Equipment		4,172 36	
		Investment since June 30, 1907—			
	1,575 00	Equipment		1,575 00	
	\$36,729 36	Total		\$36,729 36	
		WORKING ASSETS.			
	\$4,638 84	Cash		\$2,705 11	*\$1,933 73
	1,191 33	Net balance due from agents and conductors		1,022 19	*169 14
	249 30	Miscellaneous accounts receivable		2,011 18	1,761 88
	149 44	Materials and supplies		33 88	*115 56
	\$6,228 91	Total		\$5,772 36	*\$456 55
		DEFERRED DEBIT ITEMS.			
	\$68 00	Rents and insurance paid in advance			*\$68 00
		PROFIT AND LOSS.			
	\$73,559 70	Balance		73,111 26	*448 44
	\$166,585 97	Grand Total		\$165,612 98	*\$972 99
		LIABILITIES.			
		STOCK.			
	\$100,000 00	Capital stock		\$100,000 00	
		MORTGAGE, BONDED AND SECURED DEBT.			
	\$50,000 00	Funded debt		\$50,000 00	
		WORKING LIABILITIES.			
	\$2,000 00	Loans and bills payable		\$2,000 00	
	1,503 82	Traffic and car-service balances due to other companies		1,352 39	\$151 43
	1,082 15	Miscellaneous accounts payable		260 59	*\$821 56
	12,000 00	Matured interest, dividends and rents unpaid		12,000 00	
	\$16,585 97	Total		\$15,612 98	*\$972 99
	\$166,585 97	Grand total		\$165,612 98	*\$972 99

* Decrease.

EMPLOYES 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	1,014 00	1 08
Enginemmen.....	1	313	660 00	2 10
Firemen.....	1	313	574 90	1 83
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	\$5,916 30	\$1 55
Less "general officers".....	1	313	600 00	.....
Total (excluding "general officers")	11	3,495	\$5,316 30	\$1 52
DISTRIBUTION OF ABOVE.				
Maintenance of way and structure.....	4	1,252	\$2,102 40	\$1 68
Transportation expenses.....	7	2,243	3,213 90	1 43
General expenses.....	1	313	600 00	1 91

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Column for number passengers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.	
		Dollars.	Cents. Mills.
PASSENGER TRAFFIC.			
Number of passengers carried earning revenue.....	6,012		
Number of passengers carried one mile.....	48,096		
Number of passengers carried one mile per mile of road.....	5,658		
Average distance carried, miles.....	8.00		
Total passenger revenue.....		2,164	50
Average amount received from each passenger.....			36 002
Average receipts per passenger per mile.....			4 500
Total passenger service train revenue.....		3,610	74
Passenger service train revenue per mile of road.....		427	79
Passenger service train revenue per train-mile.....			31 673
FREIGHT TRAFFIC.			
Number of tons carried of freight earning revenue.....	15,070		
Number of tons carried per mile.....	120,560		
Number of tons carried one mile per mile of road.....	14,183		
Average distance haul of one ton, miles.....	8.00		
Total freight revenue.....		12,180	65
Average amount received for each ton of freight.....			80 827
Average receipts per ton per mile.....			10 103
Freight revenue per mile of road.....		1,433	01
Freight revenue per train-mile.....			1 06 847
TOTAL TRAFFIC.			
Operating revenues.....		15,792	39
Operating revenues per mile of road.....		1,857	93
Operating revenues per train-mile.....			1 38 521
Operating expenses.....		12,090	61
Operating expenses per mile of road.....		1,422	42
Operating expenses per train-mile.....			1 06 058
Average number of passengers per car-mile.....	4		
Average number of passengers per train-mile.....	4		
Average number of passengers cars per train-mile.....	1		
Average number of tons of freight per loaded car-mile.....	15.65		
Average number of tons of freight per Train-mile.....	10.57		
Average number of freight cars per train-mile.....	1.00		
Average number of loaded cars per train-mile.....	.67		
Average number of empty cars per train-mile.....	.32		
Average mileage operated during year.....	8.50		

TRAFFIC AND MILEAGE STATISTICS.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service:		
Mixed locomotive-miles		11,400
CAR MILEAGE.		
Revenue Service:		
Freight-Car Miles—		
Loaded		7,700
Empty		3,700
Total freight-car miles		11,400
TRAIN MILEAGE.		
Revenue Service:		
Mixed train-miles		11,400

TRAFFIC AND CAR STATISTICS.

ITEM.	Column for Number of Cars.	Column for Revenue and Rates.
CAR STATISTICS.		
Terminal Operations—Freight:		
Number of cars handled earning revenue	1,432	
Terminal Operations—Passenger:		
Number of cars handled earning revenue	313	
Summary:		
Total number of cars handled earning revenue—loaded...	1,745	
REVENUE AND EXPENSE STATISTICS.		
Switching Traffic and Terminal Operations:		
Revenue from revenue cars		\$15,791 39
Other revenue		1 00
Total revenue		\$15,792 39
Average revenue per revenue car		\$9 05
Operating expenses		12,090 61
Average expenses per car handled		6 93

FREIGHT TRAFFIC MOVEMENT

(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight originating on this road.	Freight received from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.		
	Whole tons	Whole tons	Whole tons	Per cent.	
Products of Agriculture	Grain	1,304	1,304	08.65	
	Flour	220	220	01.46	
	Other mill products	800	800	05.31	
	Hay	500	500	03.32	
	Fruit and Vegetables	1,375	5	1,380	09.16
Total	1,875	2,329	4,204	27.90	
Products of Animals.	Dressed meats	10	4	14	00.09
	Other Packing-house products	500	500	03.32	
	Hides and leather	25	25	00.16	
	Other products of animals	100	100	00.67	
Total	635	4	639	04.24	
Products of Mines.	Anthracite coal	260	260	01.73	
	Bituminous coal	126	126	00.83	
	Stone, sand and other like articles	1,850	100	1,950	12.94
Total	1,850	486	2,336	15.50	
Products of Forests.	Lumber	2,760	430	3,190	21.16
	Other products of forests	1,011	1,011	06.71	
	Total	3,771	430	4,201	27.87
Manufac- tures.	Petroleum and other oils	110	110	00.73	
	Sugar	50	50	00.33	
	Other castings and machinery	50	50	00.34	
	Cement, brick and lime	1,350	10	1,360	09.03
	Agricultural implements	30	30	00.20	
	Household goods and furniture	25	25	50	00.33
Other manufactures	190	200	390	02.58	
Total	1,565	475	2,040	13.54	
Merchandise	400	1,250	1,650	10.95	
Total tonnage	10,096	4,974	15,070	100.00	

SELECTED COMMODITIES.

COMMODITY.	Freight carried in carload lots.	Ton-mileage of freight carried in carload lots.	Revenue from freight carried in carload lots.	Revenue per ton per mile from freight carried in carload lots.	
	Whole tons.	Ton-miles.	Dollars.	Cts.	Mls.
Grain	1,304	120,560	869 00	7	20
Hay	500	14	500 00	4	15
Dressed meats	14	104 00	104 00	8	63
Anthracite coal	260	126	50 40	4	18
Bituminous coal	126	2,760	1,409 34	11	69
Lumber	2,760				

DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1912.	Number on June 30, 1913.	NUMBER FITTED WITH-	
			Train brake.	Automatic coupler.
LOCOMOTIVES—OWNED OR LEASED.				
Passenger.....	1	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	2
Total.....	3	3	3	3

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS.)

LINE IN USE.	LINE OWNED.		Total mileage operated.	Rails—steel.
	Main line.	Branches and spurs.		
ENTIRE LINE.				
Miles of single track.....	8.00	.50	8.50	8.50
Miles of yard track and sidings.....	.50	.....	.50	.50
Total mileage operated (all tracks)	8.50	.50	9.00	9.00

RENEWALS OF TIES.

NEW TIES LAID DURING YEAR.

KIND.	Number.	Average price at distributing point—Cents.
Hemlock.....	2,000	.42

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—tons bituminous.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
REVENUE SERVICE.				
Mixed.....	363	363	11,400	71.32
Average cost at distributing point.....	\$5.02			

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	Aggregate length.	Minimum length.	Maximum length.
		Feet.	Feet.	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, 1913.**

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 State of Maine, February 10, 1845. Chartered in State of New Hampshire, July 30, 1847. Chartered in State of 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.
E. J. Chamberlin.....	Montreal, Quebec.....	} May 11, 1913, or until their successors are elected.
Howard G. Kelley.....	Montreal, Quebec.....	
J. E. Dalrymple.....	Montreal, Quebec.....	
W. H. Moulton.....	Portland, Maine.....	
W. W. Duffett.....	Portland, Maine.....	
Frank D. True.....	Portland, Maine.....	
E. A. Noyes.....	Portland, Maine.....	
P. G. Brown.....	Portland, Maine.....	
H. P. Sweetser.....	Portland, Maine.....	

PRINCIPAL OFFICERS.

TITLE.	NAME.	Official Address.
President.....	E. J. Chamberlin.....	Montreal, Quebec.
Vice-President.....	Howard G. Kelley.....	Montreal, Quebec.
Treasurer.....	Frank Scott.....	Montreal, Quebec.
General Auditor.....	W. H. Ardley.....	Montreal, Quebec.
Clerk.....	H. P. Sweetser.....	Portland, Maine.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors. May 11, 1912.

Date of last closing of stock books before end of year for which this report is made. Not applicable.

Total number of stockholders of record at the date required in answer to question 2. 88.

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, 1913? No.

Grand Trunk Railway Company of Canada operates the railroad and guarantees the dividend of 6% per annum on common stock of \$5,484,000.

ROAD OPERATED—ENTIRE SYSTEM.

REPORTS.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Eastern Division	Various	Various	736.36	
Northern Division	Various	Various	893.59	
Middle Division	Various	Various	1,080.59	
Southern Division	Various	Various	245.55	
Canada Atlantic Ry.	Alburgh Jct., Vt.	Depot Harbor, Ont.	399.57	
Atlantic & St. Lawrence R. Co.	Portland, Maine.	Island Pond, Vt.	149.58	
Atlantic & St. Lawrence Extension.	Island Pond, Vt.	Canadian Boundary	15.64	
Lewiston & Auburn Ry. Co.	Lewiston Jct., Me.	Lewiston, Me.	5.41	
United States & Canada R. Co.	Int. Bndry Line.	Massena Springs, N. Y.	22.18	
Champlain & St. Lawrence R. R. Co.	Int. Bndry. Line.	Rouses Pt., N. Y.	1.21	
Grand Trunk Western Ry. Co.	Pt. Huron, Mich.	C. & W. I. Jct., Ill.	332.64	
Detroit, Grand Haven & Milwaukee R. R. Co.	Detroit, Mich.	Grand Haven, Mich.	190.52	
Toledo, Saginaw & Maskigon Ry.	Ashley, Mich.	Muskigon, Mich.	95.91	
Chicago, Detroit & Can. Q. I. Jct. R. R. Co.	Detroit, Mich.	Fort Grates, Mich.	60.00	
Michigan Air Line.	Richmond, Mich.	Jackson, Mich.	105.60	
Pontiac, Oxford & Northern R. R. Co.	Pontiac, Mich.	Caseville, Mich.	100.59	
LEASED LINES.				
Buffalo & Lake Shore Ry.	Fort Erie, Ont.	Goodrich, Ont.	161.30	
Central Counties Ry.	Glen Robertson, Ont.	Hawkesbury, Ont.	22.24	
Central Counties Ry.	South Indiana, Ont.	Rockland, Ont.	16.25	
Pembroke Southern Ry.	Golden Lake, Ont.	Pembroke, Ont.	21.36	
Norway Branch R. R.	South Paris, Me.	Norway, Me.	1.50	
Cincinnati, Saginaw, & Mackinaw.	Durand, Mich.	West Bay City, Mich.	52.97	
Chicago, Kalamazoo & Saginaw R. R. Co.	Pavillion, Mich.	Pavillion Jct., Mich.	9.57	
				285.19
TRACED RIGHTS.				
Intercolonial Ry.	Harlow, Que.	Chandiere, Que.	5.77	
Canadian Pacific Ry.	I. & No. Jct., No. Bay, Ont.	North Bay, Ont. ....	.85	
Terniskanung & Northern Ontario Ry., Conn.	Nipissing Jct., Ont.	C. P. R. Jct., North Bay, Ont.	3.48	
Central Vermont.	Alburgh Jct., Vt.	Swarton, Vt.	6.66	
Chicago & Western Indiana R. R. Co. & W. Jct.	Chicago, Ill.	Polk St., Chicago, Ill.	4.84	
Ann Arbor R. R.	Owosso, Mich.	Ashley, Mich.	20.50	
New York Central & H. R. R. Co.	Black Rock, N. Y.	Buffalo, N. Y.	3.48	
				45.94
Total mileage operated				4,766.07

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—		
Atlantic & St. Lawrence R. R. Co.	N. H. Boundary Line	Portland, Me.	82.60	.....
Norway Branch.	South Paris, Me.	Norway, Me.	1.50	.....
Lewiston & Auburn R. R. Co.	Lewiston Jct., Me. .	Lewiston, Me.	5.41	.....
Total mileage operated	.....	.....		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.
			From—	To—	
Grand Trunk Ry. Co. of Canada..	172.13	Aug. 5th	1853	999 years	Guaranty to A. & St. L. of interest at 6% per annum on \$3,438,000; bonds and dividend of 6% on \$5,484,000 stock. Lewiston & Auburn R. R. Co. to receive rent of \$18,000 per annum to be applied in payment of interest on capital stock of \$300,000 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.
Common, A. & St. L.....	11,520	Vari- ous. \$100	\$5,484,000	\$5,484,000	\$5,484,000	6%	\$329,040.00
L. & A.....	3,000		300,000	300,000	300,000	6%	18,000.00
Norway Branch..	350	25	8,750	8,750	8,750	.....	.....
Total.....	14,870	.....	\$5,792,750	\$5,792,750	\$5,792,750	.....	\$347,040.00
PURPOSE OF THE ISSUE.					Total number of shares outstanding.	Total cash 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 the year.	Amount paid during the year.
MORTGAGE BONDS.								
First.....	Oct. 1, 1864	1884	\$1,499,916	\$1,499,916	\$1,499,916	6%	\$206,280.00	\$206,280.00
Second.....	May 1, 1870	1891	712,932	712,932	712,932			
Third.....	July 1, 1889	1909	786,984	786,984	786,984			
BALANCE.								
Difference on exchange of bonds.....	{ 1864	.....	84	84	84	6%	\$206,280.00	\$206,280.00
	{ 1871	.....	68	68	68			
	{ 1889	.....	16	16	16			
PLAIN BONDS, DEBENTURES AND NOTES.								
£90,000 Stg., Island Pond debentures.....	Dec. 1, 1852	1882	438,000	438,000	438,000			
Total.....			\$3,438,000	\$3,438,000	\$3,438,000		\$206,280.00	\$206,280.00

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.....	\$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 to railways.	AMOUNT PER MILE OF LINE.	
			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

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	AMOUNT.	
	Entire line.	State of Maine.
INVESTMENT TO JUNE 30, 1907.		
Road.....	\$9,230,750 00	\$4,948,314 36
Equipment.....		
Cost per mile of line.....	53,626 62	55,282 25

INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenues.....	\$1,763,237 17		
Operating expenses.....	1,604,817 08		
Net operating revenue.....		\$158,420 09	
Taxes accrued.....		156,281 97	
Operating income.....			\$2,138 12
OTHER INCOME.			
Joint facilities.....			293 00
Gross corporate income.....			\$2,431 12
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Rents accrued for lease of other roads.....		\$18,000 00	
Other Rents—Debits:			
Hire of equipment—balance.....		94,372 28	
Interest accrued on funded debt.....		206,280 00	
Total deductions from gross corporate income.....			\$318,652 28
Net corporate loss.....			\$316,221 16
DISPOSITION OF NET CORPORATE INCOME.			
Dividends Declared:			
On Common Stock—			
6% payable.....			\$329,040 00
Balance for year carried forward to debit of profit and loss.....			\$645,261 16

PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance for year brought forward from income account.....	\$645,261 16	ADDITIONS FOR YEAR. Paid by the Grand Trunk Railway Co. of Canada..	\$645,261 16
	\$645,261 16		\$645,261 16

OPERATING REVENUES—ENTIRE LINE AND STATE.

ACCOUNT.	Entire line total revenues— Grand Trunk Ry. system.	Atlantic & St. Lawrence R. R.	Total revenues— State of Maine.
REVENUE FROM TRANSPORTATION.			
Freight revenue.....	\$36,356,602 30	\$1,251,870 19	\$665,070 96
Passenger revenue.....	\$15,592,412 74	\$369,916 48	\$230,677 66
Excess baggage revenue.....	164,694 29	3,568 68	2,360 35
Parlor and chair car revenue.....	113,798 92	1,734 93	1,075 49
Mail revenue.....	617,805 03	24,503 79	12,412 35
Express revenue.....	1,675,274 29	30,421 74	25,300 25
Milk revenue (on passenger trains).....	196,227 75	12,136 18	10,696 95
Other passenger-train revenue.....	14,771 99	622 53	428 10
Total passenger service train revenue.....	\$18,374,985 01	\$442,904 33	\$282,961 15
Switching revenue.....	\$923,031 82	\$12,478 57	\$11,988 38
Special service train revenue.....	31,793 35	878 05	604 98
Miscellaneous transportation revenue..	130,775 50	3 00	3 00
Total revenue from transportation	\$55,817,187 98	\$1,708,134 14	\$960,628 47
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATIONS.			
Station and train privileges.....	\$27,503 34	\$636 34	\$362 46
Parcel-room receipts.....	17,955 77	320 85	320 85
Storage—freight.....	37,156 75	1,951 35	1,919 45
Storage—baggage.....	20,201 71	240 45	203 30
Car service.....	272,567 07	5,856 66	4,182 00
Telegraph and telephone service.....	2,822 67		
Rents of buildings and other property.	117,154 84	4,355 69	3,190 23
Miscellaneous.....	202,144 39	41,741 69	38,828 14
Total revenue from operations other than transportation.....	\$697,506 54	\$55,103 03	\$49,006 43
Total operating revenues.....	\$56,514,694 52	\$1,763,237 17	\$1,009,634 90

OPERATING EXPENSES—ENTIRE LINE AND STATE.

ACCOUNT.	Entire line —Amount. A & St. L. R. R.	State of Maine —Amount.
MAINTENANCE OF WAY AND STRUCTURES.		
Superintendence.....	\$5,999 07	\$3,136 50
Ballast.....	497 09	153 46
Ties.....	54,077 92	26,528 24
Rails.....	5,284 73	2,604 82
Other track material.....	6,860 96	3,495 79
Roadway and track.....	86,729 99	43,664 00
Removal of snow, sand and ice.....	6,570 54	2,432 14
Bridges, trestles and culverts.....	62,466 84	40,538 44
Over and under grade crossings.....	*1,777 73	645 12
Grade crossings, fences, cattle guards and signs.....	4,806 85	2,729 22
Snow and sandfences and snowsheds.....	223 83	118 08
Signals and interlocking plants.....	966 29	517 07
Telegraph and telephone lines.....	1,002 54	562 81
Buildings, fixtures and grounds.....	62,842 18	39,357 31
Docks and wharves.....	13,935 74	8,908 71
Roadway tools and supplies.....	2,163 29	1,202 30
Injuries to persons.....	*575 75	588 61
Stationery and printing.....	93 03	48 39
Maintaining joint tracks, yards and other facilities—Dr.	31 01	29 95
Maintaining joint tracks, yards and other facilities—Cr.	200 04	79 79
Total.....	\$311,998 38	\$176,003 95
MAINTENANCE OF EQUIPMENT.		
Superintendence.....	\$5,491 87	\$2,748 94
Steam locomotives—repairs.....	108,075 42	54,651 06
Passenger-train cars—repairs.....	49,378 72	26,039 18
Freight-train cars—repairs.....	85,715 47	40,394 78
Work equipment—repairs.....	5,516 56	2,647 60
Shop machinery and tools.....	8,448 80	4,212 96
Injuries to persons.....	171 36	85 26
Stationery and printing.....	520 80	253 22
Other expenses.....	*19 62	495 49
Total.....	\$263,299 38	\$131,528 49
TRAFFIC EXPENSES.		
Superintendence.....	\$9,058 92	\$4,653 15
Outside agencies.....	30,051 78	15,503 90
Advertising.....	7,957 88	4,073 43
Traffic associations.....	1,772 18	865 04
Fast freight lines.....	2,181 57	1,067 66
Industrial and immigration bureaus.....	197 81	96 45
Stationery and printing.....	4,282 33	2,168 83
Other expenses.....	135 93	66 43
Total.....	\$55,638 40	\$28,494 89
TRANSPORTATION EXPENSES.		
Superintendence.....	\$15,929 99	\$8,048 73
Dispatching trains.....	10,494 71	5,097 20
Station employees.....	151,127 54	100,256 50
Weighing and car-service associations.....	60 22	32 22
Coal and ore docks.....	17,050 11	13,162 58
Station supplies and expenses.....	15,793 71	8,444 94
Yardmasters and their clerks.....	8,532 17	5,479 48
Yard conductors and brakemen.....	34,810 96	21,063 51
Yard switch and signal tenders.....	4,410 45	2,178 22
Yard supplies and expenses.....	2,691 42	1,934 25
Yard enginemen.....	29,327 66	14,448 61
Enginehouse expenses—yard.....	4,347 06	1,742 12
Fuel for yard locomotives.....	35,425 17	20,477 24
Water for yard locomotives.....	1,004 67	443 87
Lubricants for yard locomotives.....	465 39	255 21
Other supplies for yard locomotives.....	792 27	401 82
Operating joint yards and terminals—Dr.	2 00	1 00
Road enginemen.....	90,870 59	46,524 31
Enginehouse expenses—road.....	16,062 80	7,990 63
Fuel for road locomotives.....	293,153 44	141,693 43
Water for road locomotives.....	10,129 83	5,095 35
Lubricants for road locomotives.....	1,996 73	1,009 51

*Credit.

OPERATING EXPENSES—ENTIRE LINE AND STATE—CONCLUDED.

ACCOUNT.	Entire Line —Amount. A. & St. L. R. R.	State of Maine —Amount.
TRANSPORTATION EXPENSES—CONCLUDED.		
Other supplies for road locomotives.....	\$4,396 43	\$2,181 14
Road trainmen.....	101,370 32	53,727 91
Train supplies and expenses.....	21,801 83	11,830 01
Interlockers and block and other signals—operation.....	*65 51	*288 12
Crossing flagmen and gatemen.....	3,745 10	1,594 46
Drawbridge operation.....	1,012 41	769 81
Clearing wrecks.....	10,139 71	4,523 88
Telegraph and telephone—operation.....	402 43	204 40
Stationery and printing.....	6,870 13	3,578 17
Other expenses.....	984 21	537 76
Loss and damage—freight.....	5,324 87	2,693 92
Loss and damage—baggage.....	33 64	24 79
Damage to property.....	3,668 58	2,568 24
Damage to stock on right of way.....	240 58	121 34
Injuries to persons.....	19,984 48	11,895 45
Operating joint tracks and facilities—Dr.....	192 04	128 21
Operating joint tracks and facilities—Cr.....	766 91	360 51
Total.....	\$923,813 23	\$501,511 59
GENERAL EXPENSES.		
Salaries and expenses of general officers.....	\$9,461 11	\$4,818 62
Salaries and expenses of clerks and attendants.....	15,716 54	7,948 02
General office supplies and expenses.....	2,349 40	1,203 13
Law expenses.....	6,420 76	3,384 54
Insurance.....	5,644 90	2,835 95
Relief department expenses.....	571 43	293 97
Pensions.....	4,574 77	2,352 54
Stationery and printing.....	2,180 00	1,106 01
Other expenses.....	3,148 78	1,625 90
Total.....	\$50,067 69	\$25,568 68
RECAPITULATION OF EXPENSES.		
Maintenance of way and structures.....	\$311,998 38	\$176,003 95
Maintenance of equipment.....	263,299 38	131,528 49
Traffic expenses.....	55,638 40	28,494 89
Transportation expenses.....	923,813 23	501,511 59
General expenses.....	50,067 69	25,568 68
Total.....	\$1,604,817 08	\$863,107 60
Ratio of operating expenses to operating revenues, per cent.....	91.02	85.49

* Credit.

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.....	\$293 00

RAILROAD COMMISSIONERS' REPORT.

RENTS PAYABLE.
FOR LEASE OF ROAD.

ROAD LEASED.	Guaranteed interest on bonds.	Guaranteed dividends on stock.	Cash.	Total.
Lewiston & Auburn R.R.Co.		\$18,000 00		\$18,000 00

RECAPITULATION OF HIRE OF EQUIPMENT.

Amount payable, balance, \$94,372.28.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1912.		ASSETS.	JUNE 30, 1913.		Increase.
Item.	Amount.		Item.	Amount.	
		PROPERTY INVESTMENT. Road and Equipment— Equipment		\$8,922,000 00	
	\$8,922,000 00				
		LIABILITIES.			
		Stock— Common stock not held by company.		\$5,484,000 00	
	\$5,484,000 00				
		MORTGAGE, BONDED AND SECURED DEBT. Funded Debt— Plain bonds, debentures and notes not held by company.....		\$438,000 00	
	\$438,000 00				
		WORKING LIABILITIES.			
		Matured mortgage, bonded and secured debt unpaid.....		\$3,000,000 00	
	\$3,000,000 00				
	\$8,922,000 00	Grand total....		\$8,922,000 00	

EMPLOYEES AND SALARIES—ENTIRE LINE.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	4	496	\$8,806 27	\$17 75
Other officers.....	30	3,910	18,620 39	4 76
General office clerks.....	46	17,060	27,668 12	1 62
Station agents.....	36	13,140	28,756 80	2 19
Other station men.....	134	75,912	134,530 71	1 77
Enginemen.....	49	13,470	76,692 80	5 70
Firemen.....	50	13,470	47,506 09	3 53
Conductors.....	37	11,763	51,943 16	4 42
Other trainmen.....	75	23,911	69,490 90	2 49
Machinists.....	41	12,181	31,163 70	2 56
Carpenters.....	58	17,436	39,989 09	2 29
Other shopmen.....	34	9,746	26,696 27	2 74
Section foremen.....	41	15,154	30,860 00	2 04
Other trackmen.....	130	46,596	76,882 80	1 65
Switch tenders, crossing tenders and watchmen.....	47	19,324	53,070 88	2 74
Telegraph operators and dispatchers.....	40	10,670	23,656 94	2 22
All other employees and laborers.....	274	100,492	197,340 96	1 96
Total (including "general officers")	1,126	404,731	\$943,675 88	\$2 33
Less "general officers".....	4	496	8,806 27	17 75
Total (excluding "general officers")	1,122	404,235	\$934,869 61	\$2 31
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures....	286	97,882	\$182,129 08	\$1 86
Maintenance of equipment.....	167	54,651	117,565 10	2 15
Traffic expenses.....	35	11,510	29,198 46	2 54
Transportation expenses.....	608	230,750	593,949 63	2 57
General expenses.....	30	9,938	20,833 61	2 10

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	245	\$4,349 11	\$17 75
Other officers.....	24	2,090	9,689 24	4 64
General office clerks.....	23	8,610	14,028 63	1 63
Station agents.....	23	8,396	18,222 96	2 17
Other station men.....	103	64,349	113,754 95	1 77
Enginemen.....	31	7,557	41,585 27	5 50
Firemen.....	32	7,557	25,759 33	3 41
Conductors.....	35	5,344	23,967 33	4 48
Other trainmen.....	71	11,053	31,956 47	2 90
Machinists.....	35	10,095	26,479 64	2 62
Carpenters.....	43	13,003	30,213 42	2 32
Other shopmen.....	30	8,665	24,002 64	2 77
Section foremen.....	21	7,744	15,850 00	2 05
Other trackmen.....	69	23,824	39,310 32	1 65
Switch tenders, crossing tenders and watchmen.....	29	12,899	35,558 03	2 68
Telegraph operators and dispatchers.....	20	5,352	11,801 74	2 21
All other employees and laborers.....	180	65,761	130,846 22	1 99
Total(including "general officers")	771	262,543	\$597,375 30	\$2 28
Less "general officers".....	2	245	4,349 11	17 75
Total(excluding "general officers")	769	262,298	\$593,026 19	\$2 26
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures....	184	60,740	\$114,960 96	\$1 89
Maintenance of equipment.....	116	37,631	83,312 60	2 21
Traffic expenses.....	17	5,687	14,419 98	2 54
Transportation expenses.....	439	153,578	374,392 77	2 43
General expenses.....	13	4,907	10,288 99	2 10

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM.	Column for number passen- gers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.	
		Dollars.	Mills. Cents.
PASSENGER TRAFFIC.			
Number of passengers carried earning revenue . . .	423,175 . . .		
Number of passengers carried one mile	17,724,547 . . .		
Number of passengers carried one mile per mile of road	106,313 . . .		
Average distance carried, miles	41,885 . . .		
Total passenger revenue		358,463	82
Average amount received from each passenger			84 708
Average receipts per passenger per mile			02 022
Total passenger service train revenue		430,071	88
Passenger service train revenue per mile of road		2,579	60
Passenger service train revenue per train-mile			1 11 224
FREIGHT TRAFFIC.			
Number of tons carried of freight earning revenue	2,138,095 . . .		
Number of tons carried one mile	205,661,878 . . .		
Number of tons carried one mile per mile of road	1,233,577 . . .		
Average distance haul of one ton, miles	96,189 . . .		
Total freight revenue		1,242,448	10
Average amount received for each ton of freight			58 110
Average receipts per ton per mile			00 604
Freight revenue per mile of road		7,452	30
Freight revenue per train-mile			2 20 461
TOTAL TRAFFIC.			
Operating revenues		1,739,090	95
Operating revenues per mile of road		10,431	21
Operating revenues per train-mile			1 82 963
Operating expenses		1,568,700	14
Operating expenses per mile of road		9,409	19
Operating expenses per train-mile			1 65 037
Net operating revenue		170,390	81
Net operating revenue per mile of road		1,022	02
Average number of passengers per car-mile	12 . . .		
Average number of passengers per train-mile	46 . . .		
Average number of passenger cars per train-mile	5.56 . . .		
Average number of tons of freight per loaded car- mile	20 36 . . .		
Average number of tons of freight per train-mile	364.93 . . .		
Average number of freight cars per train-mile	26.81 . . .		
Average number of loaded cars per train-mile	17.92 . . .		
Average number of empty cars per train-mile	7.98 . . .		
Average mileage operated during year	166.72 . . .		

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE—CONCLUDED.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service:		
Freight locomotive-miles	644,555	
Passenger locomotive-miles	397,117	
Special locomotive-miles	274	
Switching locomotive-miles	295,168	
Total revenue locomotive mileage		1,337,114
Nonrevenue service locomotive-miles		44,326
CAR MILEAGE.		
Revenue Service:		
Freight Car-Miles—		
Loaded	10,101,739	
Empty	4,497,411	
Caboose	508,490	
Total freight car-miles		151,076.40
Passenger Car-Miles—		
Passenger	1,090,009	
Sleeping, parlor and observation	382,909	
Other passenger-train cars	671,869	
Total passenger car-miles		2,145,787
Special Car-Miles—		
Freight—loaded	3,100	
Caboose	264	
Passenger	599	
Sleeping, parlor and observation	698	
Other passenger-train cars	100	
Total special car-miles		4,761
Total revenue car mileage		17,258,188
Nonrevenue service car-miles		182,542
TRAIN MILEAGE.		
Revenue Service:		
Freight train-miles	563,567	
Passenger train-miles	386,671	
Special train-miles	274	
Total revenue train mileage		950,512
Nonrevenue service train-miles		44,326

TRAFFIC AND MILEAGE STATISTICS—STATE OF MAINE.

ITEM.	Column for number passen- gers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.	
		Dollars.	Cents. Mills.
PASSENGER TRAFFIC.			
Number of passengers carried earning revenue...	367,141		
Number of passengers carried one mile.....	11,463,490		
Number of passengers carried one mile per mile of road.....	128,069		
Average distance carried, miles.....	31.224		
Total passenger revenue.....		230,677	66
Average amount received from each passenger.....			62 831
Average receipts per passenger per mile.....			02 012
Total passenger service train revenue.....		282,961	15
Passenger service train revenue per mile of road.....		3,161	22
Passenger service train revenue per train-mile.....			1 24 664
FREIGHT TRAFFIC.			
Number of tons carried of freight earning revenue	1,336,137		
Number of tons carried of intrastate freight earn- ing revenue.....	192,936		
Number of tons carried one mile.....	85,032,600		
Number of tons carried one mile (intrastate).....	6,868,760		
Number of tons carried one mile per mile of road	949,979		
Number of tons carried one mile (intrastate) per mile of road.....	767,373		
Average distance haul of one ton, miles.....	63.40		
Average distance haul of one ton (intrastate), miles	35.601		
Total freight revenue.....		665,070	96
Total intrastate freight revenue.....		158,145	69
Average amount received for each ton of freight.....			49 776
Average amount received for each ton of intrastate freight.....			81 968
Average receipts per ton per mile.....			00 782
Average receipts per ton per mile (intrastate).....			02 302
Freight revenue per mile of road.....		7,430	13
Freight revenue per train-mile.....			2 53 758
TOTAL TRAFFIC.			
Operating revenues.....		1,009,634	90
Operating revenues per mile of road.....		11,279	57
Operating revenues per train-mile.....			2 09 184
Operating expenses.....		863,107	60
Operating expenses per mile of road.....		9,642	58
Operating expenses per train-mile.....			1 78 826
Net operating revenue.....		146,527	30
Net operating revenue per mile of road.....		1,636	99
Average number of passengers per car-mile.....	14		
Average number of passengers per train-mile.....	51		
Average number of passenger cars per train-mile.....	5.26		
Average number of tons of freight per loaded car- mile.....	193.10		
Average number of tons of freight per train-mile.....	344.44		
Average number of freight cars per train-mile.....	24.87		
Average number of loaded cars per train-mile.....	16.80		
Average number of empty cars per train-mile.....	7.18		
Average mileage operated during year.....	89.51		

TRAFFIC AND MILEAGE STATISTICS—STATE OF MAINE—CONCLUDED.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service:		
Freight locomotive-miles	283,003	
Passenger locomotive-miles	228,177	
Mixed locomotive-miles	6,575	
Special locomotive-miles	159	
Switching locomotive-miles	173,970	
Total revenue locomotive mileage		691,884
Nonrevenue service locomotive-miles		33,104
CAR MILEAGE.		
Revenue Service:		
Freight Car-Miles—		
Loaded	4,403,049	
Empty	1,882,726	
Caboose	231,706	
Total freight car-miles		6,517,481
Passenger Car-Miles—		
Passenger	617,920	
Sleeping, parlor and observation	193,944	
Other passenger-train cars	346,289	
Total passenger car-miles		1,158,153
Special Car-Miles—		
Freight—loaded	1,890	
Caboose	149	
Passenger	347	
Sleeping, parlor and observation	449	
Other passenger-train cars	49	
Total special car-miles		2,884
Total revenue car mileage		7,678,518
Nonrevenue service car-miles		104,041
TRAIN MILEAGE.		
Revenue Service:		
Freight train-miles	255,514	
Passenger train-miles	220,404	
Mixed train-miles	6,575	
Special train-miles	159	
Total revenue train mileage		482,652
Nonrevenue service train-miles		33,104

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.....	126	420,484	420,610	19.66
	Flour.....	62	24,560	24,622	01.15
	Other mill products.....	133	6,885	7,018	00.32
	Hay.....	3,206	8,970	11,996	00.56
	Tobacco.....	..	359	359	00.02
	Cotton.....	25	12,956	12,781	00.65
	Fruit and vegetables.....	8,603	22,328	30,931	01.44
	Other products of agriculture..	784	3,224	4,008	00.17
Total.....	12,759	499,766	512,525	23.97	
Products of Animals.	Live stock.....	1,118	1,954	3,072	00.14
	Dressed meats.....	33	47,533	47,566	02.24
	Other packing-house products	1,036	10,462	11,498	00.53
	Poultry, game and fish.....	..	196	196	..
	Wool.....	28	7,033	7,061	00.32
	Hides and leather.....	10	2,377	2,387	00.12
Other products of animals.....	87	2,441	2,528	00.12	
Total.....	2,312	71,996	74,308	03.47	
Products of Mines.	Anthracite coal.....	19,615	6,523	26,138	01.22
	Bituminous coal.....	214,127	14,606	228,733	10.69
	Coke.....	119	321	440	00.03
	Ores.....	..	44,269	44,269	02.08
	Stone, sand and other like articles.....	7,104	26,549	33,653	01.57
	Other products of mines.....	420	12,350	12,770	00.59
Total.....	241,385	104,618	346,003	16.18	
Products of Forests.	Lumber.....	60,289	30,013	90,302	04.22
	Other products of forests.....	132,653	306,321	438,974	20.53
Total.....	192,942	336,334	592,276	24.75	
Manufac- tures.	Petroleum and other oils.....	828	2,690	3,518	00.16
	Sugar.....	16	10,771	10,787	00.50
	Iron, pig and bloom.....	373	1,598	1,971	00.09
	Iron and steel rails.....	35	..	35	..
	Other castings and machinery.	423	1,960	2,383	00.13
	Bar and sheet metal.....	93	10,651	10,744	00.52
	Cement, brick and lime.....	2,665	10,225	12,890	00.62
	Agricultural implements.....	12	1,255	1,267	00.06
	Wagons, carriages, tools, etc..	..	972	972	00.04
	Wines, liquors and beers.....	89	1,412	1,471	00.06
	Household goods and furniture	143	917	1,060	00.05
	Other manufactures.....	188,532	258,744	447,276	20.92
Total.....	193,179	301,195	494,374	23.15	
Merchandise.....	20,631	61,853	82,484	03.85	
Miscellaneous: Other commodities not men- tioned above.....	17,248	81,877	99,125	04.63	
Total tonnage.....	680,456	1,457,639	2,138,095	100.00	

INTRASTATE FREIGHT TRAFFIC MOVEMENT—STATE OF MAINE.

COMMODITY.	Freight origina- ting on this road, delivered to consignees.	Freight origina- ting on this road, 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	35	80	115	00.06	
	Flour	30	22	67	00.04	
	Other mill products	92	41	133	00.07	
	Hay	166	92	258	00.13	
	Fruit and vegetables	2,502	136	5,210	7,848	04.07
	Other products of agriculture	168	6	174	00.09	
Total	2,993	297	5,305	8,595	04.46	
Products of Animals.	Live stock	596	41	889	1,526	00.80
	Dressed meats	27	8	271	279	00.14
	Other products of animals	27	.....	.....	27	00.01
Total	623	49	1,160	1,832	00.95	
Products of Mines.	Anthracite coal	10,980	2,325	5,391	18,696	09.69
	Bituminous coal	59,769	10,072	4,542	74,383	38.55
	Coke	17	.....	75	92	00.05
	Stone, sand and other like articles .....	.....	1,434	9,276	10,710	05.55
	Other products of mines	106	.....	.....	106	00.06
Total	70,872	13,906	19,209	103,987	53.90	
Products of Forests.	Lumber	5,358	2,408	2,795	10,561	05.47
	Other products of forests	11,258	3,325	8,568	23,151	12.00
	Total	16,616	5,733	11,363	33,712	17.47
Manufac- tures.	Petroleum and other oils	561	.....	.....	561	00.29
	Other castings and machinery	65	100	32	197	00.10
	Bar and sheet metal	24	.....	6	30	00.02
	Cement, brick and lime	538	.....	258	796	00.41
	Wines, liquors and beers	18	.....	.....	18	00.01
	Household goods and furniture	16	4	15	35	00.02
	Other manufactures	3,214	1,410	1,578	6,202	03.21
Total	4,436	1,514	1,889	7,839	04.06	
Merchandise	6,490	6,710	7,853	21,053	10.91	
Miscellaneous	6,207	2,066	7,645	15,918	08.25	
Total tonnage—State	108,237	30,275	54,424	192,936	100.00	

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS.)

LINE IN USE.	LINE OWNED.		Line oper- ated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
ENTIRE LINE.							
Miles of single track	170.63	.....	1.50	172.13	.....	.....	172.13
Miles of yard track and sidings.....	85.66	.....	.....	85.66	3.87	.....	85.66
T o t a l mileage operated (all tracks).....	256.29	.....	1.50	257.79	3.87	.....	257.79
STATE OF MAINE.							
Miles of single track	88.01	.....	1.50	89.51	.....	.....	89.51
Miles of yard track and sidings.....	51.62	.....	.....	51.62	2.38	.....	51.62
T o t a l mileage operated (all tracks).....	139.63	.....	1.50	141.13	2.38	.....	141.13

MILEAGE OF LINE OPERATED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Line oper- ated under lease.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine.....	88.01	.....	1.50	89.51	.....	89.51
New Hampshire.....	52.06	.....	.....	52.06	.....	52.06
Vermont.....	30.56	.....	.....	30.56	.....	30.56
T o t a l mileage operated (single track).....	170.63	.....	1.50	172.13	.....	172.13

MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	RAILS.	
	Main line.	Branches and spurs.		Iron.	Steel.
Maine.....	88.01	.....	88.01	.....	88.01
New Hampshire.....	52.06	.....	52.06	.....	52.06
Vermont.....	30.56	.....	30.56	.....	30.56
T o t a l mileage operated (single track).....	170.63	.....	170.63	.....	170.63

ACCIDENTS TO PERSONS—STATE OF MAINE.

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.							
	Trainmen.		Shopmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....	1	1					1	1
Deraillments.....		1						1
Falling from trains, locomotives or cars.....				1				1
Struck by trains, locomotives or cars.....	1	3			1	2	2	5
Other causes.....								
Total.....	2	5		1	1	2	3	8

A. ACCIDENTS TO PERSONS—STATE OF MAINE—CONCLUDED.

KIND OF ACCIDENT.	Passengers.		OTHER PERSONS.						Total.	
	Killed.	Injured.	Trespassing.		Not trespassing.		Total.		Killed.	Injured.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
Falling from trains, locomotives or cars.....				1				1		
Jumping on or off trains, locomotives or cars.....	2		1					1		
STRUCK BY TRAINS, LOCOMOTIVES OR CARS.										
At highway crossings.....					3	2		3	2	
At stations.....				1				1		
At other points along track.....				3				3		
Other causes.....	1									
Total.....	3		1	5	3	2		4	7	
SUMMARY. [Tables A and B].										
TABLE A.										
Railway employees.....										
Passengers.....										
Other persons.....										
TABLE B.										
Railway employees.....										
Grand total.....										

ATLANTIC AND ST. LAWRENCE RAILROAD.

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.							
	Shopmen.		Trackmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Handling traffic.....						2		2
Handling tools, machinery, etc.....		1		1		1		2
Handling supplies, etc.....		2		2		2		4
Other causes.....								
Total.....		3		4		7		14

RENEWALS OF RAILS AND TIES—ENTIRE LINE.

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.....	50 507 2240	80	30.50	Oak.....	1,558	68
				Cedar.....	14,159	49
				Pine.....	28,818	68
				Pine culls.....	904	58
				Cedar culls.....	308	32
				Switch.....	890	142
				Total.....	46,637	63

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.					
Freight.....	61,470	315	61,628	644,555	191.23
Passenger.....	17,709	91	17,754	397,117	89.41
Special.....	17		17	274	124.09
Switching.....	13,052	67	13,085	295,168	88.66
Nonrevenue service.....	2,233	12	2,239	44,326	101.02
Total.....	94,481	485	94,723	1,381,440	137.14
Average cost at distributing point.....	\$2.885	\$1.465			

CHARACTERISTICS OF ROAD—ENTIRE LINE.

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	Aggregate length.	Minimum length.	Maximum length.	ITEM.	No.	Height of lowest above surface of rail.	
		Feet.	Feet.	Feet.			Feet.	In.
BRIDGES.					OVERHEAD HIGHWAY CROSSINGS.			
Stone.....	1	15	15	15	Bridges.....	4	16	5
Iron.....	92	5,217	14	14	417 Trestles.....	9	15	...
Total.....	93	5,232			Total.....	13		
Trestles.....	3	468	60	200	OVERHEAD RAILWAY CROSSINGS.			
					Bridges.....	2	16	3
					Total.....	2		

Gage of track, 4 feet, 8½ inches. 172.13 miles.

RAILROAD COMMISSIONERS' REPORT.

TELEGRAPH—ENTIRE LINE.

OWNED BY COMPANY MAKING THIS REPORT.

TOTAL.		OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.
Miles of line.	Miles of wire.	Miles of line.	Miles of wire.	Name of Operating Company.
34.21	569.27	34.21	569.27	.....

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.
173.72	347.44	G. N. W. Tel. Co.	G. N. W. Tel. Co.

RENEWALS OF RAILS AND TIES—STATE OF MAINE.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard—Pounds.	Average price per ton at distributing point—Dollars.	KIND.	Number.	Average price at distributing point—Cents.
Steel.....	5 $\frac{507}{2240}$	80	30.50	Oak.....	1,558	68
				Cedar.....	14,479	49
				Cull.....	308	32
				Pine.....	29,634	68
				Culls.....	904	58
				Switch.....	890	142
				Total.....	47,773	.....

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF MAINE.

LOCOMOTIVES.	Coal—tons— Bituminous.	Wood—cords —Soft.	Total fuel consumed— tons.	Miles run.	Average pounds con- sumed per mile.
REVENUE SERVICE.					
Freight.....	26,852	139	26,921	283,003	190.25
Passenger.....	9,896	59	9,926	228,177	87.00
Mixed.....	260	5	262	6,575	79.70
Special.....	9	.....	9	159	113.21
Switching.....	7,700	43	7,722	173,970	88.77
Nonrevenue service.....	1,667	9	1,672	33,104	101.01
Total.....	46,384	255	46,512	724,788	128.31
Average cost at distributing point.....	\$2.885	\$1.465	.....	.....	.....

CHARACTERISTICS OF ROAD—STATE OF MAINE.

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	Aggregate length.	Minimum length.	Maximum length.	ITEM.	No.	Height of lowest above surface of rail.	
		Feet.	Feet.	Feet.			Feet.	In.
BRIDGES.					OVERHEAD HIGHWAY CROSSINGS.			
Stone.....	1	15' 0"	15' 0"	15' 0"	Trestles.....	4	15	0
Iron.....	9	132' 8"	10' 0"	17' 0"	OVERHEAD RAILWAY CROSSINGS.			
Combination.....	31	2,271' 3"	16' 0"	324' 0"	Bridges.....	3	16	5
Total.....	41	2,418' 11"						

Gage of track, 4 feet, 8½ inches. 89.51 miles.

TELEGRAPH—STATE OF MAINE.

OWNED BY COMPANY MAKING THIS REPORT.

TOTAL.		OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.
Miles of line.	Miles of wire.	Miles of line.	Miles of wire.	Name of Operating Company.
.....	271.50	.....	271.50	

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	G. N. W. Tel. Co.	G. N. W. Tel. Co.

**Report of the Kennebec Central Railroad Company for the Year Ending
June 30, 1913.**

HISTORY.

Exact name of common carrier making this report. Kennebec Central Railroad Company.

Date of organization. October 3, 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. General laws of State of Maine.

DIRECTORS.

NAME.	Post-Office Address.	Date of Expiration of Term.
J. S. Maxcy	Gardiner, Maine.	September 15, 1913.
W. S. Whitmore		
Henry Farrington		
Frederic Danforth		
Weston Lewis		

PRINCIPAL OFFICERS.

TITLE.	Name.	Official Address.
President and General Manager	J. S. Maxcy	Gardiner, Maine.
Secretary and Auditor	H. S. Webster	
Treasurer, Gen. Solicitor, Attorney or General Counsel and General Ticket Agent.	A. C. Stilphen	
Gen. Supt. and Gen. Freight Agent	A. B. Thompson	

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors. October 7, 1912.

Date of last closing of stock books before end of year for which this report is made. Not closed.

Total number of stockholders of record at the date required in answer to Question 2. 63.

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, 1913? No.

Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? No.

ROAD OPERATED.

NAME.	TERMINI.		Miles of line for each class of roads named. Miles of line for each road named.	
	From—	To—		
Kennebec Central R. R. Co.	Randolph, Maine...	Eastern Branch, National Soldiers Home	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 THE YEAR.	
						Rate. %	Amount
Common	400	\$100	\$40,000	\$40,000	\$40,000		\$2,000 00 800 00 \$2,000 00
PURPOSE OF THE ISSUE.					Total number of shares outstanding.	Total cash realized.	
Issued for cash					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 the year.	Amount paid during the year.
Mortgage bonds	Nov. 15, 1890	Nov. 15, 1910	*\$40,000	\$25,000	\$25,000	4½	May 15... } Nov. 15... }	\$1,135 00	\$1,135 00

*Date of maturity extended by agreement with bond holders and trustees until May, 1913.

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.....	\$25,000	\$25,000	\$1,135 00	\$1,135 00
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—entire 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	\$14,816 26		
Operating expenses	11,083 56		
Net operating revenue		\$3,732 70	
Taxes accrued		311 49	
Operating income			\$3,421 21
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Interest accrued on funded debt		\$1,135 00	
Other interest		29 20	
Total deductions			\$1,164 20
Net corporate income			\$2,257 01
DISPOSITION OF NET CORPORATE INCOME.			
Dividends Declared:			
On Common Stock—			
3 per cent on June 30, 1912; payable on July 1, 1912		\$1,200 00	
2 per cent on Dec. 30, 1912; payable on Jan. 1, 1913		800 00	
			\$2,000 00
Balance for year carried forward to credit of profit and loss			\$257 01

PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance credit, June 30, 1913, carried to general balance sheet	\$19,608 96	Balance June 30, 1912 . . .	\$19,351 95
		Balance for year brought forward from income account	257 01
	\$19,608 96		\$19,608 96

OPERATING REVENUES.

ACCOUNT.	Total revenues.
REVENUE FROM TRANSPORTATION.	
Freight revenue	\$9,683 21
Passenger revenue	\$4,418 25
Mail revenue	228 28
Express revenue	415 01
Total passenger service train revenue	\$5,061 54
Total revenue from transportation	\$14,744 75
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.	
Station and train privileges	\$11 51
Rents of buildings and other property	60 00
Total revenue from operations other than transportation	\$71 51
Total operating revenues	\$14,816 26

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.
MAINTENANCE OF WAY AND STRUCTURES.	
Maintenance of roadway and track	\$2,646 20
Maintenance of track structures	22 08
Maintenance of buildings, docks and wharves	66 33
Total	\$2,734 61
MAINTENANCE OF EQUIPMENT.	
Locomotives—repairs	\$390 09
Cars—repairs	352 68
Total	\$743 67
TRAFFIC EXPENSES.	
Traffic expenses	\$15 00
TRANSPORTATION EXPENSES.	
Superintendence and dispatching trains	\$500 00
Station service	1,288 69
Road enginemen and Motormen	2,008 62
Fuel for road locomotives	1,116 97
Other road locomotive supplies and expenses	265 23
Road trainmen	1,235 29
Train supplies and expenses	178 65
Loss and damage	1 11
Total	\$6,589 56
GENERAL EXPENSES.	
Administration	\$823 87
Insurance	117 90
Other general expenses	58 95
Total	\$1,000 72
RECAPITULATION OF EXPENSES.	
Maintenance of way and structures	\$2,734 61
Maintenance of equipment	743 67
Traffic expenses	15 00
Transportation expenses	6,589 56
General expenses	1,000 72
Total operating expenses	\$11,083 56
Ratio of operating expenses to operating revenues, per cent.	74.80

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1912.		ASSETS.	JUNE 30, 1913.		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.			
\$349 53		Cash	\$1,521 82		\$1,172 29
147 35		Net balance due from agents and conductors	98 19		*49 16
866 12		Miscellaneous accounts receivable			*866 12
363 17		Materials and supplies	363 17		
	\$1,726 17	Total		\$1,983 18	\$257 01
	\$84,493 82	Grand total		\$84,750 83	\$257 01
		LIABILITIES.			
		STOCK.			
	\$40,000 00	Capital Stock— Common stock not held by company		\$40,000 00	
	\$25,000 00	MORTGAGE, BONDED AND SECURED DEBT. Funded Debt— Mortgage bonds not held by company		\$25,000 00	
	\$141 87	ACCRUED LIABILITIES NOT DUE. Unmatured interest, dividends and rents payable		\$141 87	
	\$19,351 95	PROFIT AND LOSS. Balance		\$19,608 96	\$257 01
	\$84,493 82	Grand total		\$84,750 83	\$257 01

*Decrease.

EMPLOYES 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
Other officers	1	365	500 00	1 37
Station agents	2	730	1,080 00	1 47
Enginemen	2	291	879 82	2 25
Firemen	1	383	612 80	1 60
Conductors	1	365	600 00	1 65
Other trainmen	1	385	635 29	1 65
Section foremen	1	319	669 80	2 10
Other trackman	4	781	1,210 69	1 55
Switch tenders, crossing tenders and watchmen	1	365	511 00	1 40
Total (including "general officers")	15	4,397	\$7,199 50	\$1 66+
Less "general officers"	1	313	500 00	-
Total (excluding "general officers")	14	4,084	\$6,699 50	\$1 64
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures	5	1,099	\$1,880 59	\$1 71
Maintenance of equipment	1	365	511 00	1 40
Transportation expenses	5	1,524	2,727 91	.....
General expenses	4	1,408	2,080 00	.....

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Column for number passen- gers, tonnage, Etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
PASSENGER TRAFFIC.				
Number of passengers carried earning revenue..	46,360...			
Number of passengers carried one mile.....	225,610...			
Number of passengers carried one mile per mile of road.....	45,122.....			
Average distance carried, miles.....	4.06.....			
Total passenger revenue.....		4,418	25	
Average amount received from each passenger..			09	542
Average receipts per passenger per mile.....			01	958
Total passenger service train revenue.....		5,061	54	
Passenger service train revenue per mile of road		1,012	30	
Passenger service train revenue per train-mile...			24	091
FREIGHT TRAFFIC.				
Number of tons carried of freight earning revenue	7,233.....			
Number of tons carried one mile.....	36,165.....			
Number of tons carried one mile per mile of road	7,233.....			
Average distance haul of one ton, miles.....	5.00.....			
Total freight revenue.....		9,683	21	
Average amount received for each ton of freight			1	33 87
Average receipts per ton per mile.....			26	775
Freight revenue per mile of road.....		1,936	64	2
Freight revenue per train mile.....			3	09 027
TOTAL TRAFFIC.				
Operating revenues.....		14,816	26	
Operating revenues per mile of road.....		2,963	25	
Operating revenues per train-mile.....			72	664
Operating expenses.....		11,083	56	
Operating expenses per mile of road.....		2,216	71	2
Operating expenses per train-mile.....			54	357
Net operating revenue.....		3,732	90	
Net operating revenue per mile of road.....		746	54	
Average number of passengers per train-mile....	11.....			
Average number of tons of freight per train-mile	11.87.....			
Average mileage operated during year.....	5.00.....			

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 Mines—Anthracite coal.....	5,529.....		5,529	76.44
Miscellaneous: Other commodities not men- tioned above.....		1,704	1,704	23.56
Total tonnage.....	5,529	1,704	7,233	100.00

DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1912.	Number on June 30, 1913.	Number fitted with train brake.
LOCOMOTIVES—OWNED OR LEASED.			
Total locomotives in service.....	2	2	2
CARS—OWNED OR LEASED.			
In Passenger Service:			
First-class cars.....	2	2	.....
Combination cars.....	1	1	.....
Other cars in passenger service.....	2	2	.....
Total	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	.....

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	LINE OWNED.		Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.		Iron.	Steel.
ENTIRE LINE.					
Miles of single track.....	5	.....	5	.....	5

RENEWALS OF TIES.
NEW TIES LAID DURING YEAR.

KIND.	Number.	Average price at distributing point—Cents.
Cedar.....	1,470	19.1+

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—tons bituminous.	Miles run.	Average pounds consumed per mile.
REVENUE SERVICE.			
Passenger.....		17,210	
Mixed.....		3,130	
Special.....		50	
Total.....	253	20,390	24.81
Average cost at distributing point.....	\$4.41		

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	Aggregate length.	Minimum length.	Maximum length.
		Feet.	Feet.	Feet.
Trestles.....	8	165	12	45

Gage of track, 2 feet. 5 miles.

**Report of the Lime Rock Railroad Company for the Year Ending
June 30, 1913.**

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, 1914.
Alfred Winsor.....	Boston, Mass.	
H. H. Skinner.....	Springfield, Mass.	
Herman W. Huke.....	Torrington, Conn.	
Wm. T. Cobb.....	Rockland, Maine.	
H. A. Buffum.....	Rockland, Maine.	
John E. Liggett.....	Augusta, Maine.	

PRINCIPAL OFFICERS.

TITLE.	Name.	Official Address.
Chairman of the Board and President.....	Herman A. Huke.....	Rockland, Maine.
Assistant Treasurer.....	H. A. Buffum.....	Rockland, Maine.
Treasurer.....	Arthur C. Baldwin.....	Boston, Mass.
Auditor.....	Richard A. Rhodes.....	New York, N. Y.
General Manager.....	Herman W. Huke.....	Rockland, Maine.
General Superintendent.....	Geo. P. White.....	Rockland, Maine.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors. Last Tuesday in January, 1913.

Date of last closing of stock books before end of year for which this report is made June 30, 1913.

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, 1913? 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., Boston.

The manner in which control was established. 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, 1913? Yes.

If control was so held, state:

The name of the trustee. Boston Safe Deposit & Trust Co.

The name of the beneficiary or beneficiaries for whom the trust was maintained. Rockland and Rockport Lime Co.

ROAD 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 and Rockport Lime Co., Rockland, Maine.

MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES.

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	RAILS.	
	Main track.	Yard tracks & sidings.		Iron.	Steel.
Maine.....	5.09	6.21	11.30	3.18	8.12

OUTSIDE OPERATIONS AND OTHER PROPERTIES.

†OTHER PROPERTIES.

DESIGNATION.	Character of business.	State or territory.	Net investment.
Land owned.....	Lime kilns.....	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	\$19,125 00

PURPOSE OF THE ISSUE.

Issued for cash; common, total number of shares outstanding, 4,500; total cash realized, \$48,000.

†Lime kilns, sheds and wharf leased to Rockland and Rockport Lime Co., at a rental of \$1,000 per year. Said Lime Company paying repairs and taxes.

FUNDED DEBT.

DESIGNATION OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value held by respondent in treasury.	Total par value not held by respondent.	INTEREST.			
	Date of issue.	Date of maturity.					Rate %.	When payable.	Amount ac- rued during the year.	Amount paid during the year.
Mortgage bonds.....	1899	1929	\$425,000	\$425,000	\$25,000	\$400,000	4	Jan. & July	\$16,000 00	\$16,000 00

RECAPITULATION OF FUNDED DEBT.

KIND OF BOND OR OBLIGATION.	Total par value outstanding.	Total par value held by respondent in treasury.	Total par value not held by respondent.	INTEREST.	
				Amount accrued during the year, charged to income.	Amount paid during the year.
Mortgage bonds.....	\$425,000	\$25,000	\$400,000	\$16,000 00	\$16,000 00
PURPOSE OF THE ISSUE.			Total par value outstanding.	Total cash realized.	
Issued for cash.....			\$425,000	\$400,000	

RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock.....	\$450,000	\$450,000	11.30	\$39,823
Funded debt.....	425,000	425,000	11.30	37,611
Total.....	\$875,000	\$875,000	.....	\$77,434

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.
INVESTMENT TO JUNE 30, 1907.	
Road.....	\$401,650 44
Equipment.....	124,528 40
Total.....	\$526,178 84
Cost per mile of line.....	\$46,564 41

INCOME ACCOUNT.

OPERATING INCOME.			
Rail Operations:			
Operating revenue.....	\$89,433 85		
Operating expenses.....	51,390 00		
Net operating revenue.....		\$38,043 85	
Taxes accrued.....		3,699 07	
Operating income.....			\$34,344 78
OTHER INCOME.			
Other properties—net income.....		\$1,690 42	
Miscellaneous income.....		669 94	
Total other income.....			\$2,360 36
Gross corporate income.....			\$36,705 14
DEDUCTIONS FROM GROSS CORPORATE INCOME.			
Interest accrued on funded debt.....			\$16,000 00
Net corporate income.....			\$20,705 14
DISPOSITION OF NET CORPORATE INCOME.			
Dividends Declared:			
On Common Stock—			
4½ per cent declared on June 30, 1913; payable on June 30, 1913.....			\$19,125 00
Balance for year carried forward to credit of profit and loss.....			\$1,580 14

PROFIT AND LOSS ACCOUNT.

DEBIT.		CREDIT.	
Balance credit, June 30, 1913, carried to general balance sheet.....	\$124,471 07	Balance June 30, 1912.....	\$122,890 93
		Balance for year brought forward from income account.....	1,580 14
	\$124,471 07		\$124,471 07

OPERATING REVENUE.

ACCOUNT.	Total revenues.
REVENUE FROM TRANSPORTATION.	
Freight revenue.....	\$89,433 85

SUMMARY OF SECURITIES OWNED.

NOT HELD IN SINKING OR OTHER FUNDS.

KIND OF SECURITY.	Par value.
FUNDED DEBT.	
Funded debt of respondent "in treasury" and "pledged as collateral".....	\$25,000

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.
MAINTENANCE OF WAY AND STRUCTURES.	
Maintenance of roadway and track.....	\$5,431 66
Maintenance of track structures.....	6,747 21
Maintenance of buildings, docks and wharves.....	51 00
Total.....	\$122,298 87
MAINTENANCE OF EQUIPMENT.	
Locomotives—repairs.....	\$3,439 08
Cars—repairs.....	8,194 59
Other maintenance of equipment expenses.....	540 79
Total.....	\$12,174 46
TRANSPORTATION EXPENSES.	
Road enginemen and motormen.....	\$5,183 69
Fuel for road locomotives.....	6,879 33
Other road locomotive supplies and expenses.....	444 89
Road trainmen.....	7,928 70
All other transportation expenses.....	1,520 29
Total.....	\$21,956 90
GENERAL EXPENSES.	
Administration.....	\$1,398 53
Insurance.....	2,874 11
Other general expenses.....	756 13
Total.....	\$5,028 77
RECAPITULATION OF EXPENSES.	
Maintenance of way and structures.....	\$12,229 87
Maintenance of equipment.....	12,174 46
Transportation expenses.....	21,956 90
General expenses.....	5,028 77
Total operating expenses.....	\$51,390 00
Ratio of operating expenses to operating revenues, per cent.....	57.46

OTHER PROPERTIES.

DESIGNATION.	Net income.
Lands owned.....	\$1,690 42

MISCELLANEOUS INCOME.

SOURCE OF INCOME.	Gross income.	Expenses.	Net miscellaneous income.
Sale of lime rock chips from dump owned by company and other minor matters.....	\$669 94		\$669 94

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1912.		ASSETS.	JUNE 30, 1913.		Increase.
Item.	Amount.		Item.	Amount.	
		PROPERTY INVESTMENT.			
		Road and Equipment.			
		Investment to June 30, 1907—			
	\$401,650 44	Road.....		\$401,650 44	
	144,528 40	Equipment.....		124,528 40	
	\$526,178 84	Total.....		\$526,178 84	
	402,000 00	Franchise owned.....		402,000 00	
		OTHER INVESTMENTS			
		Miscellaneous Investments—			
	\$36,425 00	Physical property.....		\$36,425 00	
		WORKING ASSETS.			
		Securities Issued or Assumed—Held in Treasury—			
	\$25,000 00	Funded debt.....		\$25,000 00	
	2,031 94	Loans and bills receivable.....		2,244 90	\$212 96
	9,291 65	Materials and supplies.....		9,688 56	396 91
	\$36,323 59	Total.....		\$36,933 46	\$609 87
		DEFERRED DEBIT ITEMS.			
	\$1,808 28	Rent and insurance paid in advance.....		\$2,223 63	\$415 35
	1,124 69	Taxes paid in advance.....		1,021 98	*102 71
	\$2,932 97	Total.....		\$3,245 61	\$312 64
	\$1,003,860 40	Grand total.....		\$1,004,782 91	\$922 51
		LIABILITIES.			
		STOCKS.			
		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		
		Mortgage bonds not held by company.....	400,000 00	\$425,000 00	
		WORKING LIABILITIES.			
	\$5,969 47	Audited vouchers and wages unpaid.....		5,311 84	*\$657 63
	\$122,890 93	PROFIT AND LOSS.			
		Balance.....		\$124,471 07	\$1,580 14
	\$1,003,860 40	Grand total.....		\$1,004,782 91	\$922 51

*Decrease.

EMPLOYES AND SALARIES.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1	313	\$1,000 00	\$3 19
General office clerks.....	1	313	398 53	1 27
Enginemen.....	3	893	3,125 50	3 50
Firemen.....	3	915	2,058 19	2 25
Conductors.....	3	906	2,853 11	3 15
Other trainmen.....	9	2,500	5,075 59	2 03
Machinists.....	1	362	905 00	2 50
Carpenters.....	1	322	838 50	2 60
Other shopmen.....	10	2,711	5,531 02	2 04
Section foremen.....	4	1,038	2,304 56	2 22
Other trackmen.....	12	1,580	2,765 15	1 75
Switch tenders, crossing tenders and watchmen.....	3	1,105	1,636 77	1 48
Total(including "general officers")	51	12,645	\$28,491 52	\$2,25
Less "general officers".....	1	313	1,000 00	3 19
Total(excluding "general officers")	50	12,332	\$27,491 52	\$2 23
DISTRIBUTION OF ABOVE.				
Maintenance of way and structure.....	16	2,618	\$5,069 71	\$1 93
Maintenance of equipment.....	12	3,395	7,274 52	2 14
Transportation expenses.....	21	6,319	14,748 76	2 33
General expenses.....	2	626	1,398 53	2 23

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Column for number passengers, tonnage, Etc.	COLUMNS FOR REVENUE AND RATES.	
		Dollars.	Cents. Mills.
FREIGHT TRAFFIC.			
Number of tons carried of freight earning revenue.....	364,364.....		
Total freight revenue.....		89,433	85
Average amount received for each ton of freight.....			24 542
TOTAL TRAFFIC.			
Operating revenues.....		89,433	85
Operating revenues per mile of road.....		7,114	86
Net operating revenue.....		38,043	85
Net operating revenue per mile of road.....		3,026	55
Average mileage operated during year.....	12 57		

FREIGHT TRAFFIC MOVEMENT.
(COMPANY'S MATERIAL EXCLUDED.)

COMMODITY.	Freight origina- ting on this road.	TOTAL FREIGHT TONNAGE.		
		Whole tons	Whole tons	Per cent.
Products of Mines—bituminous coal.....	.....	49,008	49,008	13.46
Manufacturers—cement, brick and lime.....	315,356.....	.....	315,356	86.54
Total tonnage.....	315,356	49,008	364,364	100.00

DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1912.	Number retired during year.	Number on June 30, 1913.	Number fitted with— Automatic coupler.
LOCOMOTIVES OWNED OR LEASED.				
Switching.....	4	.....	4	4
CARS—OWNED OR LEASED.				
In Freight Service:				
Other freight cars in freight service.....	436	2	434	.....
In Company's Service:				
Other road cars.....	8	.....	8	.....
Total cars owned and in service.....	444	2	442	.....

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	LINE OWNED.		Line oper- ated under trackage rights.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
ENTIRE LINE. Miles of single track.....	5.09	6.21	1.27	12.57	3.18	8.12

CONSUMPTION OF FULE BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—tons bituminous.	Total fuel consumed— Tons.
REVENUE SERVICE .		
Freight.....	1,600	1,600

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	Aggregate length.	Minimum length.	Maximum length.
		Feet.	Feet.	Feet.
Trestles.....	11	15,142	48	3,396

Gage of track, 4 feet, 8½ inches. 11.30 miles.

**Report of the Maine Central Railroad Company for the Year Ending
June 30, 1913.**

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.
Washington County and Somerset Railway Companies, and Sebasticook Moosehead Railroad Company merged July 1, 1911, under special Act of March 9, 1911.
Androscoggin Railroad purchased August 19, 1911 under special act of February 20, 1901.

*For all acts prior to 1901, see Railroad Commissioners' Report for the year 1900.

†DIRECTORS.

NAME.	Post-Office Address.	Date of Expiration of Term.
Charles S. Mellen.....	New Haven, Conn.....	} Upon election of successors.
Lucius Tuttle.....	Brookline, Mass.....	
*J. Pierpont Morgan.....	New York, N. Y.....	
Samuel Hemingway.....	New Haven, Conn.....	
Joseph W. Symonds.....	Portland, Maine.....	
Edward P. Ricker.....	South Poland, Maine.....	
Weston Lewis.....	Gardiner, Maine.....	
Elisha R. Brown.....	Dover, N. H.....	
Alexander Cochrane.....	Boston, Mass.....	
William Skinner.....	Holyoke, Mass.....	
Morris McDonald.....	Portland, Maine.....	
*Henry B. Cleaves.....	Portland, Maine.....	
John S. Hyde.....	Bath, Maine.....	
T. DeWitt Cuyler.....	Philadelphia, Pa.....	
John E. Liggett.....	Augusta, Maine.....	
George A. Curran.....	Calais, Maine.....	
Frederick H. Appleton.....	Bangor, Maine.....	
Fred E. Richards.....	Portland, Maine.....	
A'vah W. Sulloway.....	Franklin, N. H.....	

* Deceased.

†PRINCIPAL OFFICERS.

TITLE.	Name.	Official Address.
President.....	Morris McDonald.....	} Portland, Maine.
Second Vice-President.....	George S. Hobbs.....	
Clerk of Corporation.....	Charles H. Blatchford.....	
Treasurer.....	George W. York.....	
General Counsel.....	Seth M. Carter.....	
Comptroller.....	Arthur P. Foss.....	} Boston, Mass.
Manager of Purchases and Supplies.....	Harry A. Fabian.....	
General Manager.....	Dana C. Douglass.....	} Portland, Maine.
Chief Engineer.....	Bertrand T. Wheeler.....	
General Freight Agent.....	William K. Sanderson.....	
General Passenger Agent.....	Holman D. Waldron.....	
Supt. of Motive Power.....	Philip M. Hammett.....	

†The officers and Directors are the present officials and not those as of June 30, 1913.

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.						
Portland Terminal Company.....	Sole....	Ownership of capital stock.....	100	Direct...		
Portland Mt. Desert & Machias Steamboat Company.....	Sole....	Ownership of capital stock.....	88	Direct...		
*Upper Coos Railroad of Vermont.....	Sole....	Ownership of capital stock and lease of May 1, 1890.....	100	Indirect.	Upper Coos Railroad of New Hampshire.....	
*Coos Valley Railroad Company.....	Sole....	Ownership of capital stock and lease of May 1, 1890.....	100	Indirect.	Upper Coos Railroad of New Hampshire.....	
Sandy River & Rangeley Lakes R. R.	Sole....	Ownership of capital stock.....	100	Direct....		
Bridgton & Saco River R. R. Co.....	Sole....	Ownership of capital stock.....	100	Direct....		
Rangeley Lakes & Megantic Railroad Company.....	Sole....	Ownership of capital stock.....	100	Direct....		
Indian River Railway Company.....	Sole....	Ownership of capital stock.....	100	Direct....		

*The Capital Stock of the Upper Coos Railroad of Vermont and Coos Valley Railroad Company is held by the Maine Central Railroad, Company under terms of lease of the Upper Coos Railroad "New Hampshire" dated May 1, 1890, for the 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 16, 1912.

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. 878.

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, 1913? 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. 64.5 per cent.

Whether control was direct or indirect. Direct.

Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? 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	130.04	202.34		
	Royal Junction	Waterville	72.30			
	Gardiner	Copsecook Mill	1.15			
	Waterville Fr't. Y'd	Skowhegan	17.23			
	Oakland	Kineo Station	90.61			
	Austin Jct.	Bingham	1.43			
	Taunton	Somerset Jct. . . . .	.49		
	Pittsfield	Harmony	17.76			
	Brunswick	Farmington	62.60			
	Crowley's Jct.	Lewiston	4.88			
	Brunswick	Bath	8.90			
	Woolwich	Rockland Wharf	48.57			
	Brewer Jct.	Mt Desert Ferry	41.13			
	Washington Jct.	Calais	102.49			
	Ayer's Jct.	Eastport	16.48			
	St. Croix Jct.	Princeton	17.85			
	Woodland Jct.	Woodland	1.21			
	Industrial tracks		8.24			
	LEASED LINES.					
	Portland & Rumford Falls Ry	Rumford Jct.	Rumford Falls		52.86	
Canton		Livermore Falls	10.27			
Rumford Falls Jct.		R. F. & R. L. R. R. . . . .	.72		
Industrial tracks			1.29			
Rumford Falls & Rangeley Lakes, R. R.	Rumford Falls	Oquosoc	35.99			
	Industrial tracks . . . . .		.35	
Belfast & Moosehead Lake R. R.	Burnham Jct.	Belfast	33.13			
	Dexter	Foxcroft	16.54			
	Newport Jct.	Dexter	14.23			
	Dexter & Newport R. R.					
Eastern Maine Ry.	Bangor Jct.	Bucksport	18.80			
	Industrial tracks . . . . .		.27	
European & North American Ry.	Bangor	Vanceboro	114.30			
	Orono	Stillwater	3.01			
	Enfield	Montague	3.03			
	Montague	Howland . . . . .	.73		
	Industrial Tracks		5.00			
The Portland & Ogdensburg	Westbrook Line	Lunenburg, Vt.	101.79			
	Industrial tracks . . . . .		.30	
Upper Coos Railroad, New Hampshire	Quebec Jct., N. H.	Connecticut River in Guildhall, Vt.	41.52			
		Connecticut River in Canaan, Vt.				
Coos Valley Railroad	Connecticut River in Guildhall, Vt.	Connecticut River in Brunswick, Vt.	12.25			
Upper Coos R. R., Vermont	Connecticut River in Canaan, Vt.	Canadian line near Beecher Falls, Vt.	1.56			
The Hereford Railway	Canadian line near Beecher Falls, Vt.	Lime Ridge, P. Q.	52.85			
St. Johnsbury & Lake Champlain R. R.	Lunenburg, Vt.	St. Johnsbury, Vt.	22.10			
	North Concord, Vt.	Victory, Vt.	5.43			
TRUCKAGE RIGHTS.						
Portland Terminal Co.	Portland	Falmouth Line	6.56			
	Portland	Windham	7.31			
	Union Station	Thompson's Point . . . . .	.74		
	Industrial tracks . . . . .		.30	
St. Johnsbury & Lake Champlain R. R.	At St. Johnsbury, Vt.11			
				548.32		
Total mileage operated				1,206.70		

ROAD OPERATED—STATE OF MAINE.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Maine Central Railroad Co..	Portland Line.....	Bangor.....	130.04	.....
	Royal Jct.....	Waterville.....	72.30	.....
	Gardiner.....	Copsecock.....	1.15	.....
	Waterville Frt. Yd.	Skowhegan.....	17.23	.....
	Oakland.....	Kineo.....	90.61	.....
	Austin Jct.....	Bingham.....	1.43	.....
	Taunton.....	Somerset Jct.....	.49	.....
	Pittsfield.....	Harmony.....	17.76	.....
	Brunswick.....	Leeds Jct.....	25.94	.....
	Crowley's Jct.....	Lewiston (Lower)...	4.88	.....
	Leeds Jct.....	Farmington.....	36.66	.....
	Brunswick.....	Bath.....	8.90	.....
	Woolwich.....	Rockland.....	47.13	.....
	Rockland.....	Rockland Wharf.....	1.44	.....
	Brewer Jct.....	Mt. Desert Ferry.....	41.13	.....
	Washington Jct.....	Calais.....	102.49	.....
	Ayer's Jct.....	Eastport.....	16.48	.....
	St. Croix Jct.....	Princeton.....	12.75	.....
	Woodland Jct.....	Woodland.....	1.21	.....
	Industrial tracks.....		8.24	.....
			435.92	
LEASED LINES.				
Belfast & Moosehead Lake R. R.....	Burnham Jct.....	Belfast.....	33.13	.....
	Newport Jct.....	Dexter.....	14.23	.....
	Dexter & Piscataquis R. R..	Dexter.....	16.54	.....
	Dexter & Piscataquis R. R..	Foxcroft.....	16.54	.....
	Eastern Maine Railway.....	Bangor Jct.....	Bucksport.....	18.80
	Industrial tracks.....		.27	.....
			19.07	.....
European & N. A. Ry.....	Bangor.....	Vanceboro.....	114.30	.....
	Orono.....	Stillwater.....	3.01	.....
	Enfield.....	Montague.....	3.03	.....
	Montague.....	Howlands.....	.73	.....
	Industrial tracks.....		5.00	.....
			126.07	.....
Portland & Rumford Falls Ry	Rumford Jct.....	Rumford Falls.....	52.86	.....
	Canton.....	Livermore F'ls.....	10.27	.....
	Rumford Falls Jct.....	R. F. & R. L. R. R.....	.72	.....
	Industrial tracks.....		1.29	.....
			65.14	.....
Rumford Falls & Rangeley Lakes R. R.....	Rumford Falls.....	Oquossoc.....	35.99	.....
	Industrial tracks.....		.35	.....
			36.34	.....
The Portland & Ogdensburg Railway.....	Windham Line.....	N. H. Line.....	43.81	.....
	Industrial tracks.....		.30	.....
			44.11	.....
TRACKAGE RIGHTS.				
Portland Terminal Co.....	Portland.....	Falmouth Line.....	6.56	.....
	Portland.....	Windham Line.....	7.31	.....
	Union Sta.....	Thomson Pt.....	.74	.....
	Industrial tracks.....		.30	.....
			14.91	.....
			369.54	.....
Total mileage operated..				1,007.80

OUTSIDE OPERATIONS AND OTHER PROPERTIES.

OUTSIDE OPERATIONS.

DESIGNATION.	Character of business.	Title. (Owned, leased,etc.)	State or Territory.
*Dining car service.....	Meals.....	} Owned..	State of Maine.
Coal and ore dock service.....	Coal discharging plant..		
Frenchman's Bay steamboats.....	Common carrier.....		
Penobscot Bay steamboats.....	Common carrier.....		
Hotels and restaurants.....	General hotel.....		

OTHER PROPERTIES.

DESIGNATION.	Character or business.	State or territory.	Invest- ment.	Net in- vestment.
Hotel Rockwood property.....	Hotel.....	Maine.....	\$30,318 72	\$30,318 72
Bar Harbor property.....	Hotel.....	Maine.....	162,863 80	162,863 80
Total.....			\$193,182 52	\$193,182 52

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 are run in connection with Maine Central Railroad trains for the accommodation of patrons and transport passengers, freight, mail and express.

*Dining cars are operated through the State of Maine, New Hampshire, Vermont and the Province of Quebec.

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.
		Date.	TERM.			
			From—	To—		
Belfast and Mooshead Lake R. R.	33.13	April 27, 1871	May 10, 1871	May 10, 1921	Cash rentals, \$36,000.00 per annum.	
Dexter and Newport R. R.	14.23	Dec. 13, 1888	Nov. 25, 1888	Nov. 25, 2887	5% on \$122,000 Capital Stock; 4% on \$175,000 bonds; \$250 organization of expenses.	
Dexter and Piscataquis R. R.	16.54	Dec. 13, 1888	Dec. 13, 1888	Dec. 13, 2887	Cash rental, \$3,350 per annum; 4% on \$175,000 bonds.	
European and No. American Ry.	126.07	Aug. 31, 1882	April 1, 1882	April 1, 2881	Cash rental, \$125,500 per annum; 4% on \$1,000,000 bonds.	
Eastern Maine Ry.	19.07	May 1, 1883	May 1, 1883	May 1, 2882	Cash rental, \$9,500 per annum.	
Portland and Rumford Falls Ry.	65.14	April 26, 1907	May 1, 1907	May 1, 2906	Cash rental, \$328,000 per annum.	
Rumford Falls and Rangeley Lakes Railroad.	36.34		May 1, 1907	May 1, 2906		
The Portland and Ogdensburg Ry.	110.44	Aug. 20, 1888	Aug. 30, 1888	Aug. 30, 2887	2% on \$4,392,538 capital stock; 4½% on \$2,119,000 bonds; \$500 organization expenses.	
St. Johnsbury and Lake Champlain R. R. Co.	27.53	Jan. 12, 1912	Jan. 1, 1912	*	Cash rental, \$25,000 per annum.	
Upper Coos Railroad (N. H.)	41.52	May 1, 1890	May 1, 1890	May 1, 2889	} 6% on \$350,000 capital stock; 4% on \$350,000 bonds; 4½% on \$693,000 bonds; \$500 organization expenses.	
Coos Valley Railroad Company	12.25	May 1, 1890	May 1, 1890	May 1, 2889		
Upper Coos Railroad (Vermont)	1.56	May 1, 1890	May 1, 1890	May 1, 2889		
The Hereford Railway Company	52.85	Aug. 28, 1890	May 1, 1890	May 1, 2889		4% on \$800,000 capital stock; 4% on \$800,000 bonds; \$500 organization expenses.

*St. Johnsbury and Lake Champlain Railroad Co., lease continues in effect until six months notice to terminate is given by either company.

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.
			From—	To—	
Portland Terminal Company	8.35	Sept. 6, 1911	July 1, 1911	Aug. 30, 2887	Property of the Portland and Ogdensburg Railway, situated in the cities of Portland, South Portland and Westbrook, in the State of Maine. Does not include any rolling stock or equipment. Rental 5% on a valuation of \$954,395.81.

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.
Common	250,000	\$100	\$25,000,000	\$24,516,300		\$24,516,300
Maine Central stock script				517	\$50	467
Receipts outstanding for installments paid				238,625		238,625
Total	250,000	\$100	\$25,000,000	\$24,755,442	\$50	\$24,755,392
PURPOSE OF ISSUE.			Number of shares issued during the year.	Cash realized on amount issued during the year.	Total number of shares outstanding.	Total cash realized.
Issued for cash			145,659	\$14,566,277	209,154	\$20,918,873
Issued for reorganization					36,013	
Total			145,659	\$14,566,277	245,167	\$20,918,873

FUNDED DEBT.

MAINE CENTRAL RAILROAD.

311

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.	INTEREST.			
	Date of issue.	Date of maturity.			In treasury.	Pledged as collateral.	In sinking or other funds		Rate %.	When payable.	Amount accrued during the year.	Amount paid during the year.
MORTGAGE BONDS.												
Maine Shore Line, 1st Mortgage.....	June 1, 1883	June 1, 1923	\$750,000	\$750,000	\$5,000	\$669,000	\$17,000	\$59,000	6	June & Dec.	\$3,540 00	\$4,740 00
Penobscot Shore Line, 1st Mortgage..	Aug 1, 1860	Aug. 1 1920	1,500,000	1,500,000	.....	.....	.....	1,000,000	4	Feb. & Aug.	52,000 00	52,000 00
Knox & Lincoln 2d Mortgage.....	Feb 1, 1891	Feb. 1, 1921	400,000	400,000	24,000	.....	28,000	543,000	5	Aug. & Feb.	17,150 00	18,825 00
Washington County 1st Mortgage.....	Jan 1, 1904	Jan. 1, 1954	2,500,000	2,500,000	223,000	.....	57,000	2,240,000	3 1/2	Jan. & July	78,400 00	79,785 00
Somerset, 1st Mortgage.....	July 1, 1887	July 1, 1917	225,000	225,000	.....	.....	.....	225,000	5	Jan. & July	11,260 00	11,267 50
Somerset Consolidated.....	July 2, 1900	July 2, 1950	420,000	172,500	.....	.....	.....	172,500	4	Jan. & July	6,900 00	6,900 00
Somerset 1st and Refunded.....	July 1, 1905	July 1, 1955	1,500,000	864,000	.....	.....	.....	664,000	4	Jan. & July	24,560 00	24,420 00
COLLATERAL TRUST BONDS.												
Maine Central.....	June 1, 1883	June 1, 1923	700,000	669,000	.....	.....	4,000	665,000	5	June & Dec.	33,250 00	33,750 00
PLAIN BONDS, DEBENTURES AND NOTES.												
Five year coupon notes.....	April 1, 1909	April 1, 1914	2,000,000	2,000,000	.....	.....	9,000	1,991,000	4	July & Oct. } Jan. & Apr. 1 }	79,640 00	80,130 00
MISCELLANEOUS FUNDED OBLIGATIONS.												
Maine Central Imp., Series "A".....	July 1, 1886	July 1, 1916	200,000	200,000	.....	.....	29,000	171,000	4 1/2	Jan. & July	7,695 00	20,227 50
Maine Central Imp., Series "B".....	July 1, 1887	July 1 1917	250,000	250,000	.....	.....	37,000	213,000	4 1/2	Jan. & July	9,585 00	
Total.....			\$10,245,000	\$9,350,500	\$262,000	\$669,000	\$156,000	\$8,243,500			\$823,970 00	\$841,995 00

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.	In sinking or other funds.		Amount ac- rued dur- ing the year, charged to income.	Amount paid dur- ing the year.
Mortgage bonds	\$6,211,500	\$262,000	\$669,000	\$77,000	\$5,203,500	\$203,800 00	\$207,887 50
Collateral trust bonds	669,000			4,000	665,000	33,250 00	33,750 00
Plain bonds, debentures and notes	2,000,000			9,000	1,991,000	79,640 00	80,130 00
Miscellaneous funded obligations	450,000			66,000	384,000	17,280 00	20,227 50
Total	\$9,330,500	\$262,000	\$669,000	\$156,000	\$8,243,500	\$333,970 00	\$341,995 00

RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	Assignment to railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock	\$24,755,442	\$24,755,442	643.36	\$38,478
Funded debt	9,330,500	9,330,500	643.36	14,503
Total	\$34,085,942	\$34,085,942	.....	\$52,981

PREMIUM ON SECURITIES.

ON STOCKS.

CLASS OF STOCK.	Net amount of premium.
Common	\$3,456 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 Shore Line Railroad Co., first mortgage bonds	Brewer Jct. . . .	Mt. Desert Ferry	41.13	\$18,235
† Penobscot Shore Line R.R. Co., first mortgage bonds	Bath	Rockland	48.57	26,765
† Knox and Lincoln Railway, second mortgage bonds				8,236
* Washington County Railway first mortgage bonds	Calais	Wash'gton Jct.	138.78	18,014
	Ayer's Junction	Eastport		
	St. Croix Jct. . .	Princeton		
	Woodland Jct. .	Woodland		
‡ Somerset Railway Company, first mortgage	Oakland	Bingham	42.05	5,351
Somerset Railway Company, consolidated mortgage bonds				4,102
‡ Somerset Railway Company, first mortgage refund	Oakland	Kineo	94.41	9,152
** Maine Central Railroad Company, collateral trust bond.				

* All equipment and property formerly owned by the Washington County Ry. Co., mortgaged.

† Equipment formerly owned by Knox and Lincoln Railway mortgaged.

‡ All equipment formerly owned by Somerset Railway Co., mortgaged.

** \$669,000 Maine Shore Line Railroad Company's first mortgage bonds. Mortgaged.

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR
—ENTIRE LINE.

ACCOUNT.	From special appropriations.	Through issue of securities.	Property retired or converted.*	Total.
Right of way and station grounds.....		\$9,675 13	\$1,900 00	\$7,775 13
Real estate.....			50 00	*50 00
Widening cuts and fills.....	\$875 92			875 92
Protection of banks and drainage.....	1,124 50			1,124 50
Grade reductions and changes of line.....		119,779 04	444 57	119,334 47
Bridges, trestles and culverts.....	15,576 12	22,460 75	550 00	37,486 87
Increased weight of rail.....	2,865 70			2,865 70
Improved frogs and switches.....	66 91			66 91
Track fastenings and appurtenances.....	8,082 24			8,082 24
Ballast.....	20,561 23			20,561 23
Additional main tracks.....		95,901 22	449 65	95,451 57
Sidings and spur tracks.....		79,144 75	23,806 29	55,338 46
Terminal yards.....		989 58		989 58
Fencing right of way.....	1,108 62			1,108 62
Improvement of crossings under or over grade.....	1,108 78			1,108 78
Elimination of grade crossings.....	33,137 40			33,137 40
Block and other signal apparatus.....		3,395 89		3,395 89
Telegraph and telephone lines.....	97 07			97 07
Station buildings and fixtures.....		103,117 85	100 00	103,017 85
Shops, enginehouses and turntables.....		35,235 11	8,475 00	26,760 11
Shop machinery and tools.....		25,555 04	200 00	25,355 04
Water and fuel stations.....		2,995 13	1,000 00	1,995 13
Dock and wharf property.....		2,442 50		2,442 50
Equipment.....		1,518,556 11	279,541 15	1,239,014 96
Other additions and betterments.....	4,855 76			4,855 76
Total.....	\$89,460 25	\$2,019,248 10	\$316,516 66	\$1,792,191 69

* Credit.

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE LINE.

ACCOUNT.	Expenditures for new lines or extensions during the year through issue of securities.	Expenditures for additions and betterments during the year.	Total expenditures, July 1, 1907, to June 30, 1912.	Total expenditures, July 1, 1907, to June 30, 1913.
ROAD.				
Engineering.....	\$378 28	\$4,087 09	*\$31,952 54	*\$27,487 17
Right of way and station grounds.....	85 63	7,775 13	*273,243 57	*265,382 81
Real estate.....		*50 00	70,267 23	70,217 23
Grading.....	12,284 43	132,225 18	379,809 84	524,319 45
Bridges, trestles and culverts.....	3,580 69	70,328 28	215,283 51	289,192 48
Ties.....	4,728 99	14,549 59	36,953 20	56,231 78
Rails.....	5,665 00	44,676 33	161,137 85	211,479 18
Frogs and switches.....	574 68	2,739 52	11,450 19	14,764 39
Track fastenings and other material.....	1,155 08	15,894 79	47,245 61	64,295 48
Ballast.....	4,911 38	29,815 19	16,613 24	51,340 41
Track laying and surfacing.....	5,340 17	15,768 00	53,588 21	74,696 38
Roadway tools.....			*1,200 57	*1,200 57
Fencing right of way.....	44 08	180 22	1,928 85	2,153 15
Crossings and signs.....	32 99	37,786 56	102,610 72	140,430 27
Interlocking and other signal apparatus.....	196 79	3,698 24	427,945 01	431,840 04
Telegraph and telephone lines.....	94 64	12 44	709 01	816 09
Station buildings and fixtures.....	6,420 87	102,538 09	66,741 99	175,700 95
General office buildings and fixtures.....		89 50	63,521 08	63,610 58
Shops, enginehouses and turntables.....	4,569 73	26,472 38	182,496 98	213,539 09
Shop machinery and tools.....		25,355 04	22,569 35	47,924 39
Water stations.....	1,243 33	628 15	38,235 69	40,107 17
Fuel stations.....		1,341 48	4,348 73	5,690 21
Dock and wharf property.....		2,442 50	41,837 41	44,279 91
Miscellaneous structures.....	35 49	4,750 01	28,495 14	33,283 64
Rent of equipment.....	1,460 40	10,073 02	40,016 09	51,549 51
Cost of road purchased.....			6,395,885 62	6,395,985 62
Total.....	\$52,802 65	\$553,176 73	\$8,103,297 47	\$8,709,276 85
EQUIPMENT.				
Steam locomotives.....		\$155,930 89	\$534,881 49	\$690,812 38
Passenger-train cars.....		111,531 40	288,062 61	399,594 01
Freight-train cars.....		767,958 28	2,077,648 85	2,845,607 13
Work equipment.....		23,594 99	21,126 50	44,721 49
Floating equipment.....		179,999 40	382,122 84	562,122 24
Total.....		\$1,239,014 96	\$3,303,842 29	\$4,542,857 25
GENERAL EXPENDITURES.				
Law expenses.....			*\$11,940 39	*\$11,940 39
Other expenditures.....			18 12	18 12
Total.....			*\$11,922 27	*\$11,922 27
RECAPITULATION.				
Road.....	\$52,802 65	\$553,176 73	\$8,103,297 47	\$8,709,276 85
Equipment.....		1,239,014 96	3,303,842 29	4,542,857 25
General expenditures.....			*11,922 27	*11,922 27
Total—entire line.....	\$52,802 65	\$1,792,191 69	\$11,395,217 49	\$13,240,211 83

* Credit.

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	Amount— entire line.
INVESTMENT TO JUNE 30, 1907.	
Road.....	\$14,562,745 85
Equipment.....	7,333,752 14
Investment since June 30, 1907.....	13,240,211 83
Total.....	\$35,136,712 82
Reserve for accrued depreciation—Cr.....	3,011,000 64
Net total.....	\$31,225,712 18
Cost per mile of line.....	\$48,535 36

INCOME STATEMENT.

ACCOUNT.	Amount.	Amount.
RAILWAY OPERATING INCOME.		
Rail operations—revenues.....	\$11,331,406 03	
Rail operations—expenses.....	8,246,998 29	
Net revenue—rail operations.....		\$3,084,407 74
Auxiliary operations—revenues.....	\$163,281 66	
Auxiliary operations—expenses.....	203,675 03	
Net deficit auxiliary operations.....		40,393 37
Net railway operating revenue.....		\$3,044,014 37
Railway tax accruals.....		548,621 57
Railway operating income.....		\$2,495,392 80
OTHER INCOME.		
Income from lease of road.....	\$47,264 76	
Hire of equipment—credit balance.....	31,756 72	
Joint facility rent income.....	43,672 14	
Miscellaneous rent income.....	8,683 67	
Net profit from miscellaneous physical property.....	500 00	
Dividend income.....	116,611 53	
Income from funded securities.....	38,374 00	
Income from unfunded securities and accounts.....	179,569 59	
Total other income.....		\$466,432 41
Gross income.....		\$2,961,825 21
DEDUCTIONS FROM GROSS INCOME.		
Deductions for lease of other roads.....	\$1,005,945 40	
Joint facility rent deductions.....	100,652 56	
Miscellaneous rent deductions.....	20,976 39	
Interest deductions for funded debt.....	333,970 00	
Interest deductions for unfunded debt.....	361,302 19	
Total deductions.....		\$1,822,846 54
Net income.....		\$1,138,978 67
DISPOSITION OF NET INCOME.		
Appropriations of income to sinking and other reserve funds.....	\$20,435 00	
Dividend appropriations of income.....	1,010,277 00	
Appropriations of income for additions and betterments.....	80,000 00	
		\$1,110,712 00
Income balance transferred to credit of profit and loss.....		\$28,266 67

PROFIT AND LOSS STATEMENT.

ACCOUNT.	Debits.	Credits.
Balance (at beginning of fiscal period)		\$3,149,045 20
Credit balance transferred from income account		28,266 67
Appropriations of surplus to sinking and other reserve funds	\$28,266 67	
Miscellaneous debits	560 59	
Balance credit (at end of fiscal period) carried to general balance sheet	3,148,484 61	
Total	\$3,177,311 87	\$3,177,311 87

DIVIDENDS DECLARED DURING THE YEAR.

Name of Security on Which the Dividend was Declared.	Rate, per cent, regular.	Par value of amount on which dividend was declared.	Distribution of charge. Income.	DATE.	
				Declared.	Payable.
Dividend N o. 102 common stock.	1½	\$9,968,600	\$149,529 00	Sept. 11, 1912	Oct. 1, 1912
Dividend N o. 103 common stock.	1½	14,491,600	217,374 00	Dec. 11, 1912	Jan. 1, 1913
Receipts outstanding for installments paid	1½	116,800	1,752 00		
Dividend N o. 104 common stock.	1½	14,563,800	218,457 00	Mar. 5, 1913	April 1, 1913
Receipts outstanding for installments paid	1½	192,900	2,893 50		
Common stock	½	9,549,500	47,747 50		
Receipts outstanding for installments paid	½	379,000	1,895 00		
Dividend N o. 105 common stock.	1½	24,522,600	367,839 00	May 7, 1913	July 1, 1913
Receipts outstanding for installments paid	1½	186,000	2,790 00		
Total			\$1,010,277 00		

OPERATING REVENUES—ENTIRE LINE.

ACCOUNT.	Entire line total revenues.
REVENUE FROM TRANSPORTATION.	
Freight revenue.....	\$7,126,071 27
Passenger revenue.....	\$3,511,171 49
Excess baggage revenue.....	50,896 37
Mail revenue.....	214,864 82
Express revenue.....	254,744 69
Milk revenue (on passenger trains).....	2,195 59
Other passenger-train revenue.....	17,351 59
Total passenger service train revenue.....	\$4,051,224 55
Switching revenue.....	\$43,067 79
Special service train revenue.....	13,091 29
Miscellaneous transportation revenue.....	530 76
Total revenue from transportation.....	\$11,233,955 66
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.	
Station and train privileges.....	\$10,383 56
Parcel-room receipts.....	5,255 58
Storage—freight.....	2,515 17
Storage—baggage.....	3,017 45
Car service.....	47,763 31
Telegraph and telephone service.....	4,314 27
Rents of buildings and other property.....	14,719 13
Miscellaneous.....	9,451 90
Total revenue from operations other than transportation.....	\$97,420 37
Total operating revenues.....	\$11,331,406 03

SECURITIES OWNED—STOCKS.

NOT HELD IN SINKING OR OTHER FUNDS.

NAME OF CORPORATION AND SECURITY.	UNPLEGDED.		DIVIDENDS DE- CLARED.	
	Total par value.	Cost or book value	Rate %	Amount.
STOCKS OF PROPRIETARY, AFFILIATED AND CONTROLLED COMPANIES HELD FOR INVESTMENT.				
Railway Companies—Active:				
Portland Terminal Company.....	\$1,000,000	\$1,000,000 00	5	\$50,000 00
Sandy River & Rangeley Lakes Railroad.....	300,000	298,400 00	5	14,145 00
Bridgton & Saco River Railroad Company.....	102,250	102,250 00	5	3,833 13
Upper Coos Railroad "Vermont"	32,000	1 00		
Coos Valley Railroad Company.....	60,000	1 00		
Rangeley Lakes & Megantic Rail- road Company.....	250,000	250,000 00		
Indian River Railway Company.....	15,000	1 00		
Other Than Railway Companies— Active:				
Ricker Hotel Company.....	\$1,450,000	\$1,450,000 00	3	\$36,513 00
Portland, Mt. Desert & Machias Steamboat Company.....	110,000	1 00		
Total.....	\$3,319,250	\$3,100,654 00		\$104,491 13

SECURITIES OWNED—FUNDED DEBT.

NOT HELD IN SINKING OR OTHER FUNDS.

NAME OF CORPORATION AND SECURITY.	UNPLEGGED.		INTEREST ACCRUED.	
	Total par value.	Cost or book value.	Rate.	Amount.
FUNDED DEBT OF PROPRIETARY, AFFILIATED AND CONTROLLED COMPANIES HELD FOR INVESTMENT.				
Railway Companies—Active:				
Sandy River & Rangeley Lakes Railroad.....	\$232,000	\$208,800 00	4%	\$9,280 00
*Portland Terminal Company.....			4%	23,584 00
Total.....	\$232,000	\$208,800 00	....	\$32,864 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 Railway	\$593,420	\$296,710 00	2	\$11,868 40
Boston & Maine Railroad.....	6,300	6,300 00	4	252 00
Total.....	\$599,720	\$303,010 00	.....	\$12,120 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	4½	\$5,310 00
Maine Central Railroad Company and European and North American Railway Company.....	5,000	5,000 00	4	200 00
Total.....	\$123,000	\$123,000 00	.....	\$5,510 00

*Acquired and sold \$1,608,000.00 of Portland Terminal bonds during the year.

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"	\$50	
Stocks of railway companies—Active	2,358,970	\$80,098 53
Stocks of other than railway companies	1,560,000	36,513 00
Total	\$3,919,020	\$116,611 53
FUNDED DEBT.		
Funded debt of respondent "in treasury" and "pledged as collateral"	\$931,000	
Funded debt of railway companies—Active	355,000	\$38,374 00
Total	\$1,286,000	\$38,374 00
MISCELLANEOUS SECURITIES.		
Miscellaneous securities of railway companies—Inactive	\$87	

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 THE YEAR.

NAME OF FUND.	INCOME.				Disbursements.
	Cash appropriations to fund.	Income to fund from investments.	Other income to fund.	Total.	
SINKING AND REDEMPTION FUNDS.					
Collateral trust bonds	\$10,260 00	\$8,090 00	73 04	\$18,423 04	\$210 00
Improvement Fund Bonds "A"	4,045 00	4,137 44	46 11	8,228 55	25 00
Improvement Fund Bonds "B"	6,130 00	3,970 00	39 34	10,139 34	
Total	\$20,435 00	\$16,197 44	158 49	\$36,790 93	\$235 00

SINKING AND OTHER FUNDS—CONCLUDED.

ASSETS ON JUNE 30, 1913.

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.....	\$286,000	\$293,042 60	\$9,875 28	\$302,917 88
Maine Central Improvement Bonds "A".....	134,000	133,646 94	5,374 74	139,021 68
Maine Central Improvement Bonds, "B".....	156,000	157,584 90	8,810 87	166,395 77
Total.....	\$576,000	\$584,274 44	\$24,060 89	\$608,335 33

OPERATING RESERVES.

DESIGNATION.	Amount on June 30, 1912.	Disbursements during the year.	Amount on June 30, 1913.
Improvement fund.....	\$36,470 96	\$17,788 13	\$18,682 83
Personal injury fund.....	99,922 15	.....	99,922 15
Total.....	\$136,393 11	\$17,788 13	\$118,604 98

RESERVES FROM INCOME OR SURPLUS.

DESIGNATION.	Amount on June 30, 1912.	Accretions during the year.	Disbursements during the year.	Amount on June 30, 1913.
INVESTED IN SINKING AND REDEMPTION FUNDS.				
Sinking Funds:				
Maine Central Collateral Trust Bonds.....	\$284,704 84	\$18,423 04	\$210 00	\$302,917 88
Maine Central Improvement Bonds "A".....	130,818 13	8,228 55	25 00	139,021 68
Maine Central Improvement Bonds "B".....	156,256 43	10,139 34	.....	166,395 77
Total.....	\$571,779 40	\$36,790 93	\$235 00	\$608,335 33
Not Specifically Invested:				
Contingent Fund.....	\$1,556,361 30	\$28,266 67	\$261,679 81	\$1,322,948 16

ADVANCES TO PROPRIETARY, AFFILIATED AND CONTROLLED COMPANIES.

SPECIAL DEPOSITS.

DESIGNATION OF DEPOSIT AND DESCRIPTION OF SECURITY OR PROPERTY.	Cash.	Total.
Redemption of Androscoggin and Kennebec Railroad Bonds	\$1,200 00	\$1,200 00
Redemption of Leeds and Farmington Railroad bonds	206 00	206 00
Redemption of Portland and Kennebec Railroad bonds	458 00	458 00
Redemption of City of Bath Loan bonds	533 00	533 00
Redemption of The Portland and Ogdensburg Railway bonds	3,000 00	3,000 00
Redemption of The Maine Central Railroad Company Consolidated Mortgage	13,000 00	13,000 00
Payment of interest coupons	33,115 00	33,115 00
Total	\$51,512 00	\$51,512 00

OPERATING EXPENSES—ENTIRE LINE.

ACCOUNT.	Entire line amount.
MAINTENANCE OF WAY AND STRUCTURES.	
Superintendence	\$68,967 95
Ballast	36,633 54
Ties	254,349 26
Rails	143,609 76
Other track material	73,234 35
Roadway and track	719,297 02
Removal of snow, sand and ice	39,227 19
Bridges, trestles and culverts	75,770 96
Over and under grade crossings	5,800 51
Grade crossings, fences, cattle guards and signs	41,520 17
Signals and interlocking plants	74,229 10
Telegraph and telephone lines	2,452 29
Buildings, fixtures and grounds	172,477 73
Docks and wharves	14,367 01
Roadway, tools and supplies	25,178 90
Injuries to persons	1,964 71
Stationery and printing	3,780 65
Other expenses	69 88
Maintaining joint tracks, yards and other facilities—Dr.	85,344 65
Maintaining joint tracks, yards and other facilities—Cr.	53,977 47
Total	\$1,792,298 16
MAINTENANCE OF EQUIPMENT.	
Superintendence	\$40,757 88
Steam locomotives—repairs	452,601 47
Steam locomotives—renewals	*2,389 68
Steam locomotives—depreciation	81,780 42
Passenger-train cars—repairs	162,258 04
Passenger-train cars—renewals	1,339 94
Passenger-train cars—depreciation	35,436 63
Freight-train cars—repairs	593,737 14
Freight-train cars—renewals	*10,019 22
Freight-train cars—depreciation	203,887 44
Floating equipment—repairs	4,863 97
Floating equipment—depreciation	9,891 48
Work equipment—repairs	22,746 92
Work equipment—renewals	*10 38
Work equipment—depreciation	8,416 66
Shop machinery and tools	14,747 63
Injuries to persons	989 63
Stationery and printing	5,634 60
Maintaining joint equipment at terminals—Dr.	19,744 98
Total	\$1,646,417 55

*Credit.

OPERATING EXPENSES—ENTIRE LINE—CONTINUED.

ACCOUNT.	Entire line amount.
TRAFFIC EXPENSES.	
Superintendence	\$46,544 06
Outside agencies	8,886 19
Advertising	55,719 66
Traffic associations	1,415 90
Fast freight lines	3,350 30
Industrial and Immigration bureaus	6,571 81
Stationery and printing	10,026 57
Other expenses	4 65
Total	\$132,519 14
TRANSPORTATION EXPENSES.	
Superintendence	\$65,092 92
Dispatching trains	25,737 07
Station employes	509,948 03
Weighing and car-service associations	85 17
Station supplies and expenses	72,982 62
Yardmasters and their clerks	29,595 36
Yard conductors and brakemen	127,847 29
Yard switch and signal tenders	19,146 26
Yard supplies and expenses	3,458 44
Yard enginemen	88,053 11
Enginehouse expenses—yard	30,432 02
Fuel for yard locomotives	115,702 51
Water for yard locomotives	6,209 16
Lubricants for yard locomotives	676 21
Other supplies for yard locomotives	912 83
Operating joint yards and terminals—Dr	420,529 95
Operating joint yards and terminals—Cr	1,739 56
Road enginemen	482,485 19
Enginehouse expenses—road	123,664 67
Fuel for road locomotives	1,128,241 58
Water for road locomotives	38,423 93
Lubricants for road locomotives	12,075 61
Other supplies for road locomotives	13,754 99
Road trainmen	547,834 81
Train supplies and expenses	144,749 79
Interlockers and block and other signals—operation	105,693 20
Crossing flagmen and gatemen	54,008 92
Drawbridge operation	1,373 32
Clearing wrecks	10,756 21
Telegraph and telephone—operation	7,146 48
Operating floating equipment	24,289 98
Stationery and printing	40,611 31
Other expenses	3,260 13
Loss and damage—Freight	50,760 49
Loss and damage—Baggage	716 50
Damage to property	32,870 83
Damage to stock on right of way	2,240 90
Injuries to persons	32,816 19
Operating joint track and facilities—Dr	501 80
Operating joint tracks and facilities—Cr	42,336 44
Total	\$4,330,612 78
GENERAL EXPENSES.	
Salaries and expenses of general officers	\$95,134 35
Salaries and expenses of clerks and attendants	108,014 28
General office supplies and expenses	9,571 00
Law expenses	32,937 68
Insurance	50,255 25
Pensions	9,749 25
Stationery and printing	16,088 09
Other expenses	15,797 05
General administration joint tracks, yards and terminals—Dr	7,603 08
Total	\$345,150 66

OPERATING EXPENSES—ENTIRE LINE—CONCLUDED.

ACCOUNT.	Entire line amount.
RECAPITULATION OF EXPENSES.	
Maintenance of way and structures.....	\$1,792,298 16
Maintenance of equipment.....	1,646,417 55
Traffic expenses.....	132,519 14
Transportation expenses.....	4,330,612 78
General expenses.....	345,150 66
Total operating expenses.....	\$8,246,998 29
Ratio of operating expenses to operating revenues, per cent.....	72.78

SUMMARY OF REVENUES AND EXPENSES OF AUXILIARY (OR OUTSIDE) OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

AUXILIARY (OR OUTSIDE) OPERATIONS.

Total revenues, \$163,281.66; total expenses, \$203,675.03; total net deficit, \$40,393.37.

MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

DESIGNATION.	Revenues (or income).	Net income.
Hotel Rockwood property.....	\$500 00	\$500 00

RENTS RECEIVABLE.

JOINT FACILITY RENT INCOME.

FACILITY LEASED.	LOCATION.	NAME OF LESSEE.	Amount.
TRACKS.			
Trackage rights....	Between Vanceboro and Mattawamkeag, Maine	Canadian Pacific Ry. Co..	\$42,900 01
OTHER FACILITIES.			
Station privileges....	Between Vanceboro and Mattawamkeag, Maine	Canadian Pacific Ry. Co.	\$737 26
Station privileges....	Yarmouth Jct., Maine...	Grand Trunk Ry. System	34 87
Total.....			\$43,672 14

RENTS RECEIVABLE.

INCOME FROM LEASE OF ROAD.

ROAD LEASED.	LOCATION.	NAME OF LESSEE.	Amount.
Portland & Ogdensburg Railway	Portland, So. Portland and Westbrook	Portland Terminal Co.	\$42,719 76
Portland & Rumford Falls Railroad	Portland, So. Portland and Westbrook	Portland Terminal Co.	4,545 00
Total			\$47,264 76

MISCELLANEOUS RENT INCOME.

DESCRIPTION AND LOCATION OF PROPERTY.	Name of lessee.	Gross rents.	Expenses.	Amount.
Sundry rentals		\$11,543 88	\$2,860 21	\$8,683 67

RENTS PAYABLE.

JOINT FACILITY RENT DEDUCTIONS.

FACILITY LEASED.	LOCATION.	NAME OF LESSOR.	Amount.
YARDS AND TERMINALS.			
Terminal facilities	Portland, Maine	Portland Terminal Co.	\$100,000 00
Terminal facilities	St. Johnsbury, Vt.	St. Johnsbury and Lake Champlain R. R. Co.	292 56
Rent of station	Dudswell, Jct., P. Q.	Quebec Central Railway	360 00
Total			\$100,652 56

RENTS PAYABLE.

DEDUCTIONS FOR LEASE OF OTHER ROADS.

ROAD LEASED.	Guaranteed interest on bonds.	Guaranteed dividends on stock.	Cash.	Total.
Belfast & Moosehead Lake R. R.			\$36,600 00	\$36,600 00
Dexter & Newport R. R.	\$7,000 00	\$6,100 00	250 00	13,350 00
Dexter & Piscataquis R.R.	7,000 00		6,350 00	13,350 00
European & North American Railway	40,000 00		125,500 00	165,500 00
Eastern Maine Railway			9,500 00	9,500 00
Portland & Rumford Falls R. R.			328,000 00	328,000 00
The Portland & Ogdensburg Ry.	95,355 00	87,850 76	500 00	183,705 76
St. Johnsbury & Lake Champlain Railroad			25,000 00	25,000 00
Upper Coos Railroad	45,185 00	21,000 00	500 00	66,685 00
The Hereford Railway Co.	32,000 00	32,000 00	500 00	64,500 00
Additions and betterments to leased lines			100,354 64	100,354 64
Total	\$226,540 00	\$146,950 76	\$632,454 64	\$1,005,945 40

MISCELLANEOUS RENTS.

DESCRIPTION OF PROPERTY.	LOCATION.	NAME OF LESSOR.	Amount.
Car shops	Portland, Maine	Portland Terminal Co.	\$12,091 44
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.	2,000 00
Land for buildings	Rumford Falls, Maine	Rumford Falls Power Co.	600 00
Other rentals			2,084 95
Total			\$20,976 39

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.....			1,430		\$443 28
Passenger-train cars.....	1		3,123,457		96,734 99
Freight-train cars.....	1,915,911		941,597		768,060 31
Work cars.....	4,420				1,416 32
Total.....	1,920,332		4,067,454		\$266,654 90
ACCRUED ON EQUIPMENT LOANED.					
Freight locomotives.....	411				\$2,224 64
Work locomotives.....	2,586				17,406 86
Passenger-train cars.....	402		2,857,937		94,477 32
Freight-train cars.....	2,050,593		3,922		810,831 80
Work cars.....	74,331				22,357 81
Total.....	2,128,393		2,861,859		\$947,298 43

PRIVATE CARS.

CARS USED.		Number car-miles.	COMPENSATION.	
NAME OF OWNER.	DESCRIPTION.		Rate.	Amount.
Pullman Company.....	Parlor and Sleeping.....	2,066,056	2c	\$41,321 13
Miscellaneous.....	Freight.....	1,082,571	4 & 6-10c	7,565 68
Total.....		3,148,627		\$48,886 81

RECAPITULATION OF HIRE OF EQUIPMENT.

ACCOUNT.	Amount receivable.	Amount payable.
Equipment interchanged.....	\$947,298 43	\$866,654 90
Private cars.....		48,886 81
Total.....	\$947,298 43	\$915,541 71
Balance.....	\$31,756 72	

IMPORTANT CHANGES DURING THE YEAR.

ALL EXTENSIONS OF ROAD PUT IN OPERATION.

Increase of 2.01 miles between Mainstream, Maine and Harmony, Maine, put in operation August 19, 1912; also an increase in Industrial Tracks of .67 miles.

DECREASE IN MILEAGE.

Decrease of .1 mile due to a resurvey between Royal Junction, Maine, and Waterville, Maine.

IMPORTANT PHYSICAL CHANGES.

Increase of .04 miles in leased lines due to resurvey.

ALL NEW STOCKS ISSUED.

145,659 shares of capital stock sold for cash during the year.

CHANGES IN THE RESPONDENT'S HOLDINGS OF STOCKS AND FUNDED DEBT.

Purchased during the year the following:

1,945 shares of capital stock of the Bridgton & Saco River Railroad Company.

434 shares of capital stock of the Sandy River & Rangeley Lakes Railroad.

2,250 shares of capital stock of the Rangeley Lakes & Megantic Railroad Company.

2,329 shares of capital stock of the Ricker Hotel Company.

Sold during the year:

12 shares of capital stock of Maine Central Railroad Company held in treasury.

IMPORTANT FINANCIAL CHANGES.

Retired \$12,000,000 of one year 4% coupon notes maturing March 15, 1913.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1912.		ASSETS.	JUNE 30, 1913.		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		
7,333,752 14	\$21,896,500 99	Equipment	7,333,752 14	\$21,896,500 99	
		Investment since June 30, 1907—			
\$8,103,297 47		Road	\$8,709,276 85		
3,303,842 29		Equipment	4,542,857 25		
†11,922 27		General expen-ditures	†11,922 27		
	11,395,217 49			13,240,211 83	\$1,844,994 34
	\$33,291,718 48	Reserve for accrued depreciation—Cr.		\$35,136,712 82	\$1,844,994 34
	3,753,479 60			3,911,000 64	157,521 04
	\$29,538,238 88	Total		\$31,225,712 18	\$1,687,473 30
		SECURITIES.			
	\$669,000 00	Securities Issued or Assumed-Pledged		\$669,000 00	
		Funded debt			
		Securities of propri-etary, affiliated and controlled c o m p a n i e s—Unpledged			
\$2,497,104 00		Stocks	3,100,654 00		
208,800 00	2,705,904 00	Funded debt	208,800 00	3,309,454 00	\$603,550 00
	\$3,374,904 00	Total		\$3,978,454 00	\$603,550 00
		OTHER INVESTMENTS			
	\$30,318 72	Miscellaneous I n-vestments—		\$193,182 52	\$162,863 80
		Physical property			

†Debit.

COMPARATIVE GENERAL BALANCE SHEET—CONTINUED.

JUNE 30, 1912.		ASSETS—CON- CLUDED.	JUNE 30, 1913.		Increase.
Item.	Amount.		Item.	Amount.	
	\$1,352,544 20	WORKING ASSETS.			
		Cash.....		\$2,057,571 39	\$705,027 19
		Securities Issued or Assumed—Held in Treasury—			
\$1,250 00		Stocks.....	\$50 00		
262,000 00		Funded debt.....	262,000 00		
	263,250 00			262,050 00	*1,200 00
		Marketable securities—			
\$308,010 00		Stocks.....	\$303,010 00		
123,000 00		Funded debt.....	123,000 00		
86 67		Miscellaneous.....	86 67		
	431,096 67			426,096 67	*5,000 00
	1,811,026 00	Loans and bills re- ceivable.....		1,078,986 00	*732,040 00
	287,739 84	Traffic and car-ser- vice balances due from other com- panies.....		380,199 72	92,459 88
	277,207 78	Net balance due from agents and conductors.....		231,708 06	*45,499 72
	461,601 58	Miscellaneous ac- counts receivable		513,459 28	51,857 70
	1,250,920 26	Materials and sup- plies.....		1,292,264 10	41,325 84
	46,495 40	Other working assets		82,885 37	36,389 97
	\$6,181,881 73	Total.....		\$6,325,202 59	\$143,320 86
		DEFERRED DEBIT ITEMS.			
	\$430 00	Advances—			
	37,160 32	Working funds.....		\$430 00	
	41,779 50	Rents and insurance paid in advance.....		39,694 19	\$2,533 87
	571,779 40	Special deposits.....		51,512 00	9,732 50
	1,100,074 26	Cash and securities in sinking and re- demption funds... Other deferred debit items.....		608,335 33	36,555 93
				1,078,824 26	*21,250 00
	\$1,751,223 48	Total.....		\$1,778,795 78	\$27,572 30
	\$40,876,566 81	Grand total.....		\$43,501,347 07	\$2,624,780 26

* Decrease.

COMPARATIVE GENERAL BALANCE SHEET—CONTINUED.

JUNE 30, 1912.		LIABILITIES.	JUNE 30, 1913.		Increase.
Item.	Amount.		Item.	Amount.	
		LIABILITIES.			
		Stock.			
		Capital Stock—			
.....	\$9,950,900 00	Common stock not held by company	\$24,516,816 66	.....	.....
.....	10,100 00	Receipts outstanding for installments paid.	238,625 01	.....	.....
.....	18,700 00	Stock liability for conversion of outstanding securities of constituent companies.		18,700 00	.....
.....	3,096 00	Premiums realized on capital stock		3,456 00	360 00
.....	\$9,982,796 00	Total.		\$24,777,597 67	\$14,794,801 67
		MORTGAGE, BONDED AND SECURED DEBT.			
		Funded Debt—			
.....	\$6,211,500 00	Mortgage bonds held by company.	\$1,008,000 00	.....	.....
.....	669,000 00	Mortgage bonds not held by company	5,203,500 00	.....	.....
.....	2,000,000 00	Collateral trust bonds held by company.	\$4,000 00	.....	.....
.....	450,000 00	Collateral trust bonds not held by company.	665,000 00	669,000 00	.....
.....		Plain bonds, debentures and notes held by company	\$9,000 00	.....	.....
.....		Plain bonds debentures and notes not held by company.	1,991,000 00	2,000,000 00	.....
.....		Miscellaneous funded obligations held by company.	\$66,000 00	.....	.....
.....		Miscellaneous funded obligations not held by company	384,000 00	450,000 00	.....
.....	\$9,330,500 00	Total.		\$9,330 500 00	.....

COMPARATIVE GENERAL BALANCE SHEET—CONCLUDED.

JUNE 30, 1912.		LIABILITIES—CON- CLUDED.	JUNE 30, 1913.		Increase.
Item.	Amount.		Item.	Amount.	
		WORKING LIABILITIES.			
	\$12,000,000 00	Loans and bills payable			*12,000,000 00
	254,756 80	Traffic and car-service balances due to other companies		\$295,308 26	40,551 46
	929,928 75	Audited vouchers and wages unpaid		915,319 95	*14,108 80
	73,398 89	Miscellaneous accounts payable		48,159 68	*25,239 21
	304,450 63	Matured interest dividends and rents unpaid		625,578 13	231,127 50
	160,492 00	Matured mortgage, bonded and secured debt unpaid		27,292 00	*133,200 00
	1,079 16	Other working liabilities		1,004 16	*75 00
	\$13,814 106 23	Total		\$1,913,162 18	*11,900,944 05
		ACCRUED LIABILITIES NOT DUE.			
	\$258,707 57	Unmatured interest, dividends and rents payable		\$118,707 57	*140,000 00
	37,916 94	Taxes accrued		34,585 26	*3,331 68
	\$296,624 51	Total		\$153,292 83	*143,331 68
		DEFERRED CREDIT ITEMS.			
	\$136,393 11	Operating reserves		\$118,604 98	*17,788 13
	1,133,758 01	Other deferred credit items		1,183,758 01	
	\$1,320,151 12	Total		\$1,302,362 99	*17,788 13
		APPROPRIATED SURPLUS.			
	\$355,203 05	Additions to property since June 30, 1907, through income		\$944,663 30	\$39,460 25
\$571,779 40		Reserves from income or surplus invested in sinking and redemption funds	\$608,335 33		
1,556,361 30		Not specifically invested	1,322,948 16	1,931,283 49	*196,857 21
	\$2,128,140 70	Total		\$2,875,946 79	*107,396 06
		PROFIT AND LOSS.			
	\$3,149,045 20	Balance		\$3,148,484 61	*\$560 59
	\$40,876,566 81	Grand total		\$43,501,347 07	\$2,624,780 26

* Decrease.

MAINE CENTRAL RAILROAD.

333

EMPLOYES AND SALARIES—ENTIRE LINE.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	10	3,646	\$80,573 63	\$22 10
Other officers	51	17,307	93,033 67	5 38
General office clerks	302	103,418	207,148 39	2 00
Station agents	258	86,633	175,587 29	2 03
Other station men	424	136,334	261,088 86	1 91
Enginemen	244	74,558	394,077 65	5 29
Firemen	240	74,850	219,043 90	2 93
Conductors	195	69,760	278,397 31	3 99
Other trainmen	453	152,247	436,834 27	2 87
Machinists	123	43,441	101,756 65	2 34
Carpenters	344	112,261	243,497 85	2 17
Other shopmen	116	38,213	89,096 40	2 33
Section foremen	238	78,799	189,302 72	2 40
Other trackmen	1,636	422,971	744,864 98	1 76
Switch tenders, crossing tenders and watchmen	173	63,865	99,099 11	1 55
Telegraph operators and dispatchers	148	47,842	111,145 04	2 32
Employes—account floating equipment	111	26,276	52,668 38	2 00
All other employes and laborers	929	295,849	610,477 73	2 06
Total (including "general officers")	5,995	1,848,770	\$4,387,693 83	\$2 37
Less "general officers"	10	3,646	80,573 63	22 10
Total (excluding "general officers")	5,985	1,845,124	\$4,307,120 20	\$2 33
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures	2,493	679,653	\$1,357,020 08	\$2 00
Maintenance of equipment	661	235,357	526,084 78	2 24
Traffic expenses	31	11,214	38,013 20	3 39
Transportation expenses	2,481	832,685	2,214,144 87	2 66
General expenses	161	57,248	175,973 05	3 07
Outside operations	168	32,613	76,457 85	2 34

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM.	Column for number passen- gers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mils.
PASSENGER TRAFFIC.				
Number of passengers carried earning revenue...	4,766,403			
Number of passengers carried one mile.....	168,639,687			
Number of passengers carried one mile per mile of road.....	139,919			
Average distance carried, miles.....	35.38			
Total passenger revenue.....		3,511,171	49	
Average amount received from each passenger...			73	665
Average receipts per passenger per mile.....			02	082
Total passenger service train revenue.....		4,051,224	55	
Passenger service train revenue per mile of road.....		3,361	25	
Passenger service train revenue per train-mile...		1	40	578
FREIGHT TRAFFIC.				
Number of tons carried of freight earning revenue...	7,282,464			
Number of tons carried one mile.....	656,351,489			
Number of tons carried one mile per mile of road.....	544,568			
Average distance haul of one ton, miles.....	90.13			
Total freight revenue.....		7,126,071	27	
Average amount received for each ton of freight.....			97	852
Average receipts per ton per mile.....			01	086
Freight revenue per mile of road.....		5,912	43	
Freight revenue per train-mile.....		2	81	728
TOTAL TRAFFIC.				
Operating revenues.....		11,331,406	03	
Operating revenue per mile of road.....		9,401	55	
Operating revenues per train-mile.....			2	15
Operating expenses.....		8,246,998	29	
Operating expenses per mile of road.....		6,842	45	
Operating expenses per train-mile.....			1	57
Net operating revenue.....		3,084,407	74	
Net operating revenue per mile of road.....		2,559	10	
Average number of passengers per car-mile.....	17			
Average number of passengers per train-mile.....	59			
Average number of passenger cars per train-mile.....	4.91			
Average number of tons of freight per loaded car-mile.....	15.26			
Average number of tons of freight per train-mile.....	259.49			
Average number of freight cars per train-mile.....	23.95			
Average number of loaded cars per train-mile.....	17.01			
Average number of empty cars per train-mile.....	6.01			
Average mileage operated during year.....	1,205.27			

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE—CONCLUDED.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service:		
Freight locomotive-miles	2,490,888	
Passenger-locomotive-miles	2,768,080	
Mixed locomotive-miles	175,041	
Special locomotive-miles	6,872	
Switching locomotive-miles	988,227	
Total revenue locomotive mileage		6,429,108
Nonrevenue service locomotive-miles		409,969
CAR MILEAGE.		
Revenue Service:		
Freight Car-Miles—		
Loaded	43,021,505	
Empty	15,210,196	
Caboose	2,358,807	
Total freight car-miles		60,590,508
Passenger Car-Miles—		
Passenger	7,640,412	
Sleeping, parlor and observation	2,040,649	
Other passenger-train cars	4,461,517	
Total passenger car-miles		14,142,578
Special Car-Miles—		
Freight—loaded	64,118	
Caboose	4,285	
Passenger	2,690	
Total special car-miles		71,093
Total revenue car mileage		74,804,179
Nonrevenue service car-miles		2,527,652
TRAIN MILEAGE.		
Revenue Service:		
Freight train-miles	2,362,525	
Passenger train-miles	2,714,943	
Mixed train-miles	166,891	
Special train-miles	5,592	
Total revenue train mileage		5,249,951
Nonrevenue service train-miles		284,582

Locomotive mileage includes 13,013 miles made by Bangor & Aroostook Railroad Company's locomotives between Northern Maine Junction and Bangor, and 6,441 miles made by the Boston & Maine Railroad locomotives between Intervale and Fabyans in the Maine Central Railroad Company's service.

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.		
	Tons.	Tons.	Tons.	Per cent.	
Products of Agriculture.	Grain.....	47,941	291,763	339,704	04.66
	Flour.....	4,558	62,427	66,985	00.92
	Other mill products.....	24,826	60,251	85,077	01.17
	Hay.....	69,829	18,160	87,989	01.21
	Tobacco.....	38	253	291	.....
	Cotton.....	789	24,376	25,165	00.35
	Fruit and vegetables.....	206,578	471,302	677,880	09.31
	Other products of agriculture.....	9,475	8,741	18,216	00.25
Total.....	364,034	937,273	1,301,307	17.87	
Products of Animals.	Live stock.....	18,556	7,606	26,162	00.36
	Dressed meats.....	1,918	9,848	11,766	00.16
	Other packing-house products.....	5,640	8,279	13,919	00.19
	Poultry, game and fish.....	15,053	5,176	20,229	00.28
	Wool.....	1,011	4,044	5,055	00.07
	Hides and leather.....	4,976	17,587	22,563	00.31
	Other products of animals.....	29,820	2,413	32,233	00.44
Total.....	76,974	54,953	131,927	01.81	
Products of Mines.	Anthracite coal.....	152,749	152,749	152,749	02.10
	Bituminous coal.....	630,550	630,550	630,550	08.66
	Coke.....	197	6,718	6,915	00.10
	Ores.....	2,867	5,280	8,147	00.11
	Stone, sand and other like articles.....	144,029	45,574	189,603	02.60
Other products of mines.....	24,676	63,695	88,371	01.21	
Total.....	171,769	904,566	1,076,335	14.78	
Products of Forests.	Lumber.....	707,699	502,356	1,210,055	16.61
	Other products of forests.....	888,530	349,810	1,238,340	17.01
Total.....	1,596,229	852,166	2,448,395	33.62	
Manufac- tures.	Petroleum and other oils.....	27,667	16,523	44,190	00.61
	Sugar.....	2,696	13,211	15,907	00.22
	Naval stores.....	704	560	1,264	00.02
	Iron, pig and bloom.....	6,316	7,082	13,398	00.18
	Iron and steel rails.....	5,265	19,925	25,190	00.34
	Other castings and machinery.....	11,886	20,236	32,122	00.44
	Bar and sheet metal.....	1,886	4,498	6,384	00.09
	Cement, brick and lime.....	140,787	62,252	203,039	02.79
	Agricultural implements.....	987	3,788	4,775	00.07
	Wagons, carriages, tools, etc.....	1,454	2,886	4,340	00.06
	Wines, liquors and beers.....	451	4,717	5,168	00.07
	Household goods and furniture.....	9,157	4,027	13,184	00.18
Other manufacturer.....	888,629	262,176	1,150,805	15.80	
Total.....	1,097,665	421,881	1,519,546	20.87	
Merchandise.....	388,395	205,049	593,444	08.15	
Miscellaneous: Other commodities not mentioned above.....	125,088	86,222	211,310	02.90	
Total tonnage.....	3,820,354	3,462,110	7,282,464	100.00	

DESCRIPTION OF EQUIPMENT—ENTIRE LINE.

ITEM.	Number on June 30, 1912.	Number added during year.	Number retired during year.	Number on June 30, 1913.	NUMBER FITTED WITH—	
					Train brake.	Automatic coupler.
LOCOMOTIVES—OWNED OR LEASED.						
Passenger.....	76	3	4	75	75	75
Freight.....	116	8	3	121	121	121
Switching.....	26	.....	2	24	24	24
Total locomotives in service.....	218	11	9	220	220	220
Less locomotives leased.....	56	.....	.....	56	56	56
Total locomotives owned.....	162	11	9	164	164	164
CARS—OWNED OR LEASED						
In Passenger Service:						
First-class cars.....	155	6	2	189	189	189
Second-class cars.....	4	.....	.....	4	4	4
Combination cars.....	27	.....	2	25	25	25
Dining cars.....	4	1	.....	5	5	5
Baggage, express and postal cars.....	57	7	3	91	91	91
Other cars in passenger service.....	2	.....	.....	2	2	2
Total.....	309	14	7	316	316	316
In Freight Service—						
Box cars.....	5,011	500	109	5,402	5,402	5,402
Flat cars.....	2,054	25	190	1,889	1,889	1,889
Stock cars.....	83	.....	4	79	79	79
Coal cars.....	1,331	123	63	1,391	1,391	1,391
Refrigerator cars.....	24	.....	.....	24	24	24
Other cars in freight service.....	607	.....	45	562	.....	.....
Total.....	9,110	648	411	9,347	8,785	8,785
In Company's Service—						
Officers' and pay cars.....	2	.....	.....	2	2	2
Gravel cars.....	30	.....	.....	30	30	30
Derrick cars.....	26	1	2	25	21	25
Caboose cars.....	105	10	6	109	109	109
Other road cars.....	463	77	34	506	430	506
Total.....	626	88	42	672	592	672
Total cars in service.....	10,045	750	460	10,335	9,693	9,773
Less cars leased.....	1,887	.....	.....	1,897	1,675	1,694
Total cars owned.....	8,148	750	460	8,438	8,018	8,079
Cars contributed to fast freight line service	19	.....	4	15	15	15

Equipment owned includes 4 first class, 4 second class and 4 baggage cars in passenger service, owned jointly by Boston & Maine Railroad, Maine Central Railroad Company and Canadian Pacific Railway Company. Maine Central Railroad Company's proportion of ownership 55.21%. Also 5 first class passenger cars owned jointly by Boston & Maine Railroad and Maine Central Railroad Company. Maine Central Railroad Company's proportion of ownership 68.98%.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	LINE OWNED.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.					Iron.	Steel.
ENTIRE LINE.								
Miles of single track.....	202.34	441.02	548.32	15.02	1,206.70	2.44	1.26	1,190.42
Miles of second track.....	58.58		4.41	10.79	73.78	4.63		62.99
Miles of third track.....				.98	.98			
Miles of fourth track.....				.94	.94			
Miles of yard track and sidings.....	114.41	90.79	158.36		363.56	13.93	7.62	355.94
Total mileage operated (all tracks).....	375.33	531.81	711.09	27.73	1,645.96	21.00	8.58	1,609.35
STATE OF MAINE.								
Miles of single track.....	202.34	435.92	354.63	14.91	1,007.80	2.44	1.26	991.63
Miles of second track.....	58.58		4.41	10.79	73.78	4.63		62.99
Miles of third track.....				.98	.98			
Miles of fourth track.....				.94	.94			
Miles of yard track and sidings.....	114.41	90.79	116.34		321.54	9.64	6.94	314.60
Total mileage operated (all tracks).....	375.33	526.71	475.38	27.62	1,405.04	16.71	8.20	1,369.22

MILEAGE OF LINE OWNED—By STATES AND TERRITORIES. (SINGLE TRACK.)

STATE OR TERRITORY.	LINE OWNED.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
State of Maine.....	202.34	435.92	638.26	2.44		638.26

ACCIDENTS TO PERSONS—STATE OF MAINE.

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.												
	Trainmen.		Switch tenders, crossing tenders and watchmen.		Station men.		Shopmen. Trackmen.		Other employees.		TOTAL.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Coupling or uncoupling.	1	9				2		1				1	12
Collisions.		6									1		7
Derailments.		3											3
Falling from trains, locomotives or cars.	1	21			1	1			6		1		29
Jumping on or off trains, locomotives or cars.		9		1		2							12
Struck by trains locomotives, or cars.		5		1					5	3	2	3	13
Overhead obstructions.		4											4
Other causes.	1	38		1				1	1	1	5	2	46
Total.	3	95		3	1	5		2	12	4	9	8	126

MAINE CENTRAL RAILROAD.

ACCIDENTS TO PERSONS—STATE OF MAINE—CONCLUDED.

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

MAINE CENTRAL RAILROAD.

341

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.....		8		1				10		19				2
Handling tools, machinery, etc.....				15		1		7		23				
Handling supplies, etc.....				8		17		17		39				
Getting on or off locomotives or cars at rest.....								4		4		11		
Other causes.....		5		13		3	1	24	1	45		8		14
Total.....		13		34		21	1	62	1	130		19		16

RENEWALS OF RAILS AND TIES—ENTIRE LINE.

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.....	9,197.06	85.00	31.65	Cedar.....	529,606	46.8
	7.04	75.00	3.65	Hackmatack.....	2,187	68.8
	31	70.00	31.65	Hemlock.....	3,127	25.6
				Hard pine, switch ties.....	15,742	129.9
				Hard pine, bridge ties.....	2,592	170.3
Total steel.....	9,204.41		31.65	Total.....	553,254	49.7

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		Coke—Tons.	Fuel oil— Gallons.	Total fuel consumed— Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.					
REVENUE SERVICE.							
Freight.....		187,330		2,220,739	198,434	2,490,888	159.33
Passenger.....		111,978		587,745	114,917	2,748,626	83.62
Mixed.....		9,268		2,053	9,278	175,041	106.01
Special.....		253		1,302	259	6,872	75.38
Switching.....		41,444	259	125,515	42,072	988,227	56.16
Nonrevenue service.....		15,442		385,832	17,371	409,969	84.74
Total.....		365,715	259	3,323,186	352,331	6,819,623	112.13
Average cost at distributing point.....		\$3,196	\$3,538	\$0.042	\$3,427		

Consumption of fuel and miles run do not include 13,013 miles made by the Bangor & Aroostook Railroad Company's locomotives between Northern Maine Jct. and Bangor and 6,441 miles made by the Boston & Maine Railroad's locomotives between Intervale and Fabyans in Maine Central Railroad Company's passenger service.

It is estimated by this company that 200 gallons of fuel oil are equal to one ton of bituminous coal.

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.....	6,379.32	85.00	31.46	Cedar.....	468,003	472
	7.04	75.00	31.46	Hemlock.....	313	306
	31	70.00	31.46	Hackmatack.....	1,736	784
				Hard pine, switch ties.....	14,978	1,305
				Hard pine, bridge and other ties.....	1,881	1,724
Total steel.....	6,386.67		31.46	Total.....	466,911	50.4

CHARACTERISTICS OF ROAD—ENTIRE LINE

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	Aggregate length.	Minimum length.	Maximum length.	ITEM.	No.	Height of lowest above surface of rail.	
		Feet.	Feet.	Feet.			Feet.	In.
BRIDGES.					OVERHEAD HIGHWAY CROSSINGS.			
Stone.....	3	156	25	72	Bridges.....	31	15	04 $\frac{7}{8}$
Reinforced concrete.....	1	25	25	25	Trestles.....	17	15	04 $\frac{1}{2}$
Iron.....	239	30,279	22	1,025	Total.....	48		
Wooden.....	13	2,037	26	607	OVERHEAD RAILWAY CROSSINGS.			
Total.....	256	32,497			Bridges.....	5	15	08
TRESTLES.					Trestles.....	3	20	10
Steel.....	5	1,652	39	518	Total.....	8		
Wood.....	58	12,236	24	1,331				

Gage of track, 4 feet, 8 $\frac{1}{2}$ inches. 1,191.68 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.
27.80	341.00	270.80	341.00	Western Union Telegraph Company.
92.50	193.80	92.50	193.80	Postal Telegraph Cable 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.
774.27	6,128.08	Western Union Telegraph Co..	Western Union Telegraph Co
.....	56.00	Commercial Cable Co.	Commercial Cable Co.
56.00	672.00	Canadian Pacific Railway Co..	Canadian Pacific Railway Co.
35.00	76.00	Postal Telegraph Cable Co.	Postal Telegraph Cable Co.
22.10	22.10	Vermont International Tel. Co.	Vermont International Tel. Co.

**Report of the Monson Railroad Company for the Year
Ending June 30, 1913.**

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., 103 Central St.	} June, 1913.
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	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 18, 1913.
 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, 1913? 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, 1913? 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.

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 ac- rued during the year.	Amount paid during the 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.....	6.16	} \$8,579
	Monson.....	Slate quarries..	2.00	

* 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
Investment since June 30, 1907.....	3,490 00
Total.....	\$83,216 63
Cost per mile of line.....	\$10,198 11

INCOME STATEMENT.

ACCOUNT.	Amount.	Amount.
RAILWAY OPERATING INCOME.		
Operations—revenues.....	\$14,098 86	
Operations—expenses.....	11,404 24	
Net revenue—rail operations.....		\$3,594 62
Railway tax accruals.....		97 41
Railway operating income.....		\$3,497 21
DEDUCTIONS FROM GROSS INCOME.		
Miscellaneous rent deductions.....	\$6 90	
Interest deductions for funded debt.....	4,200 00	
Total deductions.....		\$4,206 90
Net loss.....		\$709 69
Income balance transferred to debit of profit and loss.....		\$709 69

PROFIT AND LOSS STATEMENT.

ACCOUNT.	Debits.	Credits.
Balance (at beginning of fiscal period).....	\$165,488 82	
Debit balance transferred from income account.....	709 69	
Balance debit (at end of fiscal period) carried to general balance sheet.....		\$166,198 57
Total.....	\$166,198 57	\$166,198 57

OPERATING REVENUES.

ACCOUNT.	Entire line— Total revenues.
REVENUE FROM TRANSPORTATION.	
Freight revenue.....	\$10,944 49
Passenger revenue.....	\$2,922 36
Excess baggage revenue.....	208 25
Mail revenue.....	251 90
Express revenue.....	632 36
Total passenger service train revenue.....	\$4,014 87
Total revenue from transportation.....	\$14,959 36
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.	
Miscellaneous.....	\$39 50
Total operating revenues.....	\$14,998 86

OPERATING EXPENSES.

ACCOUNT.	Entire line amount.
MAINTENANCE OF WAY AND STRUCTURES.	
Ties.....	\$67 25
Rails.....	61 89
Other track material.....	140 93
Roadway and track.....	2,562 31
Bridges, trestles and culverts.....	171 52
Other expenses.....	18 25
Total.....	\$3,022 10
MAINTENANCE OF EQUIPMENT.	
Steam locomotives—repairs.....	\$1,356 26
Passenger-train cars—repairs.....	241 72
Total.....	\$1,597 98
TRANSPORTATION EXPENSES.	
Station employees.....	\$150 00
Road enginemen.....	695 24
Fuel for road locomotives.....	1,318 34
Other supplies for road locomotives.....	21 47
Road trainmen.....	2,492 26
Train supplies and expenses.....	126 00
Total.....	\$4,803 31
GENERAL EXPENSES.	
Salaries and expenses of general officers.....	\$1,430 00
General office supplies and expenses.....	480 85
Insurance.....	70 00
Total.....	\$1,980 85
RECAPITULATION OF EXPENSES.	
Maintenance of way and structures.....	\$3,022 10
Maintenance of equipment.....	1,597 98
Transportation expenses.....	4,803 31
General expenses.....	1,980 85
Total operating expenses.....	\$11,404 24
Ratio of operating expenses to operating revenues, per cent.,.....	76.04

RENTS PAYABLE.

MISCELLANEOUS RENT DEDUCTIONS.

DESCRIPTION OF PROPERTY.	LOCATION.	NAME OF LESSOR.	Amount.
.....	Maine.....	Bangor & Aroostook R. R.	\$6 90

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1912.		ASSETS.	JUNE 30, 1913.		Increase.
Item.	Amount.		Item.	Amount.	
		PROPERTY INVESTMENT.			
		Road and Equipment:			
		Investment to June 30, 1907—			
	\$60,886 68	Road		\$60,886 68	
	18,839 95	Equipment		18,839 95	
		Investment since June 30, 1907—			
		Equipment		3,490 00	\$3,490 00
	\$79,726 63	Total		\$83,216 63	\$3,490 00
		WORKING ASSETS.			
	\$9,820 25	Cash		\$12,307 97	\$2,487 72
	1,456 18	Loans and bills receivable		468 77	*987 41
	\$11,276 43	Total		\$12,776 74	\$1,500 31
	\$165,488 88	PROFIT AND LOSS.			
		Balance		\$166,198 57	\$709 69
	\$256,491 94	Grand total		\$262,191 94	\$5,700 00
		LIABILITIES.			
		STOCK.			
		Capital Stock—			
	\$70,000 00	Common stock not held by company		\$70,000 00	
		MORTGAGE, BONDED AND SECURED DEBT.			
		Funded Debt—			
	\$70,000 00	Mortgage bonds not held by company		\$70,000 00	
		WORKING LIABILITIES.			
	\$116,491 94	Matured interest, dividends and rents unpaid		\$120,691 94	\$4,200 00
		ACCRUED LIABILITIES NOT DUE.			
		Unmatured interest, dividends and rents payable		\$1,500 00	\$1,500 00
	\$256,491 94	Grand total		\$262,191 94	\$5,700 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	150 00	48
Enginemen	2	312	695 24	2 23
Firemen	2	389	754 50	1 95
Conductors, superintendent and mail clerk	3	939	1,167 00	1 25
Section foremen	1	317	633 00	2 00
Other trackmen	4	952	1,929 31	2 02
Total (including "general officers")	14	3,535	\$5,829 05	\$1 64
Less "general officers"	1	313	500 00	1 60
Total (excluding "general officers")	13	3,222	\$5,329 05	\$1 65
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures	5	1,269	\$2,562 31	\$2 01
Transportation expenses	8	1,953	2,766 74	1 42
General expenses	1	313	500 00	1 60

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Column for number passen- gers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
PASSENGER TRAFFIC.				
Number of passengers carried earning revenue . . .	9,403 . . .			
Number of passengers carried one mile . . .	57,921 . . .			
Number of passengers carried one mile per mile of road . . .	5,142 . . .			
Average distance carried, miles . . .	6.16 . . .			
Total passenger revenue . . .		2,922	36	
Average amount received from each passenger . . .			31	079
Average receipts per passenger per mile . . .			05	045
Total passenger service train revenue . . .		4,014	87	
Passenger service train revenue per mile of road . . .		285	55	
Passenger service train revenue per train-mile . . .			22	304
FREIGHT TRAFFIC.				
Number of tons carried of freight earning revenue . . .	12,165 . . .			
Number of tons carried one mile . . .	74,118 . . .			
Number of tons carried one mile per mile of road . . .	9,083 . . .			
Average distance haul of one ton, miles . . .	6.16 . . .			
Total freight revenue . . .		10,944	49	
Average amount received for each ton of freight . . .			89	967
Average receipts per ton per mile . . .			14	766
Freight revenue per mile of road . . .		1,341	23	
Freight revenue per train-mile . . .				60802
TOTAL TRAFFIC.				
Operating revenues . . .		14,998	86	
Operating revenues per mile of road . . .		1,838	09	
Operating revenues per train-mile . . .			53	327
Operating expenses . . .		11,404	24	
Operating expenses per mile of road . . .		1,397	58	
Operating expenses per train-mile . . .			63	357
Net operating revenue . . .		3,594	62	
Net operating revenue per mile of road . . .		440	51	
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 . . .	7.02 . . .			
Average number of tons of freight per train-mile . . .	4.72 . . .			
Average number of freight cars per train-mile . . .	1.07 . . .			
Average number of loaded cars per train-mile . . .	.67 . . .			
Average number of empty cars per train-mile . . .	.40 . . .			
Average mileage operated during year . . .	8.16 . . .			

TRAFFIC AND MILEAGE STATISTICS.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service:		
Mixed locomotive-miles.....		18,000
CAR MILEAGE.		
Revenue Service:		
Freight car-miles—		
Loaded.....	12,100	
Empty.....	7,150	
Total freight car-miles.....		19,250
Passenger Car-Miles—		
Passenger.....		18,000
TRAIN MILEAGE.		
Revenue Service:		
Mixed train-miles.....		18,000

FREIGHT TRAFFIC MOVEMENT.

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	64	64	00.52
	Flour	297	297	02.45
	Other mill products	362	362	02.98
	Hay	22	22	00.18
	Fruit and vegetables	57	57	00.47
Total	79	723	802	.....
Products of Animals.	Dressed meats	15	15	00.12
	Hides and leather	3	3	00.02
	Total	3	15	18
Products of Mines.	Anthracite coal	123	123	01.01
	Bituminous coal	1,101	1,101	09.06
	Stone, sand and other like articles	587	587	04.83
	Other products of mines	3,262	3,262	28.81
Total	3,262	1,511	5,073	.....
Products of Forests—Lumber	2,048	38	2,086	17.14
Manufac- tures.	Petroleum and other oils	79	79	00.65
	Sugar	3	83	00.68
	Cement, brick and lime	179	179	01.47
	Household goods and furniture	21	19	40	00.33
Total	21	360	381	.....
Miscellaneous: Other commodities not mentioned above	2,805	1,000	3,805	31.28
Total tonnage	8,218	3,947	12,165	100.00

SELECTED COMMODITIES.

COMMODITY.	Freight carried in carload lots.	Ton-mileage of freight carried in carload lots.	Revenue from freight carried in carload lots.	Revenue per ton per mile from freight carried in carload lots.	
	Tons.	Ton-Miles.	Dollars.	Cts.	Mls.
Grain.....	64	384	64.00	16	6
Hay.....	22	132	15.40	11	6
Anthracite coal.....	123	738	73.80	10	000
Bituminous coal.....	1,101	6,606	660.60	10	000
Lumber.....	2,086	12,516	1,101.41	8	000

DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1912.	Number on June 30, 1913.
LOCOMOTIVES—OWNED OR LEASED.		
Passenger.....	2	2
Freight.....		
Total locomotives 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.	
	Main line.	Branches and spurs.		Iron.	Steel.
ENTIRE LINE.					
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

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. ¹ / ₁₀₀	KIND.	Number.	Average price at distributing point. Cents.
Steel.....	2.76	.....	22.40	Cedar.....	460	14.6

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—tons. Bituminous.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
REVENUE SERVICE.				
Mixed.....	197	197	18,000	21.85
Average cost at distributing point.....	\$6.35	.....	.....	.....

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	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.
6.16	12.32	Northern Telegraph Co.....	Northern Telegraph Co.

**Report of the Portland Terminal Company for the Year Ending
June 30, 1913.**

HISTORY.

Exact name of common carrier making this report. Portland Terminal Company.

Date of organization. February 24, 1887.

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 laws of the State of Maine, Special Acts approved February 15, 1887, and March 23, 1911.

If a reorganized company, give name of original corporation and refer to laws under which it was organized. Portland Union Railway Station Company. Laws of the State of Maine, Special Act approved February 15, 1887. Name changed to Portland Terminal Company on July 1, 1911.

DIRECTORS.

NAME.	Post-Office Address.	Date of Expiration of Term.
Howard Elliott.....	Boston, Mass.....	} Upon election of successor.
William Skinner.....	Holyoke, Mass.....	
Samuel Hemingway.....	New Haven, Conn.....	
Weston Lewis.....	Gardiner, Maine.....	
Morris McDonald.....	Portland, Maine.....	
Frederick H. Appleton.....	Bangor, Maine.....	
Edward P. Ricker.....	South Poland, Maine.....	
Joseph W. Symonds.....	Portland, Maine.....	
John S. Hyde.....	Bath, Maine.....	

PRINCIPAL OFFICERS.

TITLE	Name.	Official Address.
President.....	Morris McDonald.....	Portland, Maine.
Second Vice-President.....	George S. Hobbs.....	Portland, Maine.
Clerk of Corporation.....	Charles H. Blatchford.....	Portland, Maine.
Treasurer.....	George W. York.....	Portland, Maine.
General Counsel.....	Seth M. Carter.....	Portland, Maine.
Comptroller.....	Arthur P. Foss.....	Portland, Maine.
General Manager.....	Dana C. Douglass.....	Portland, Maine.
Manager of Purchases and Supplies.....	Harry A. Fabian.....	Boston, Mass.
Chief Engineer.....	Bertrand T. Wheeler.....	Portland, Maine.
General Freight Agent.....	William K. Sanderson.....	Portland, Maine.
General Passenger Agent.....	Holman D. Waldron.....	Portland, Maine.
Superintendent Motive Power..	Philip M. Hammett.....	Portland, Maine.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors. October 16, 1912.
 Date of last closing of stock books before end of year for which this report is made. Do not close.
 Total number of stockholders of record at the date required in answer to Question 2. 10.
 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, 1913? 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 Company.
 The manner in which control was established. Ownership of capital stock.
 The extent of control. 100%.
 Whether control was direct or indirect. Direct.
 Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? No.

TRACKS OPERATED.

NAME OF OWNER.	LOCATION.	CHARACTER OF BUSINESS.	MILES OF TRACK.		
			Main track.	Yard track and sidings.	Total.
Portland Terminal Co.....	Terminal limits in the cities of Portland, So. Portland and Westbrook, Maine....	Terminal and switching facilities.....	34.33	60.21	94.54
Portland & Ogdensburg Ry.....	Clark, St., Portland, Maine, to Westbrook and Windham Line, Maine.....	.....	12.59	9.94	22.53
Total.....	.....	.....	46.92	70.15	117.07

MILEAGE OF LINE OWNED.

STATE OR TERRITORY.	LINE OWNED.			New line constructed during year.	RAILS.	
	Main track.	Yard track and sidings.	Total.		Iron.	Steel.
State of Maine.....	34.33	60.21	94.54	.42	.35	94.19

OUTSIDE OPERATIONS AND OTHER PROPERTIES.

OUTSIDE OPERATIONS.

DESIGNATION.	Character of business.	Title. Ownership, lease, etc.	State or territory.
Coal and ore dock service.....	Coal discharging plant...	Owned...	State of Maine.

ROADS OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

NAME OF OWNING COMPANY.	Miles of track.	LEASE OR AGREEMENT.			
		Date.	TERM.		Concise Summary of Provisions.
			From—	To—	
The Portland & Ogdensburg Ry..	12.59	Sept. 6, 1911	July 1, 1911	Aug. 30, 2887	Sub-lease from Maine Central Railroad Company. Annual rental of 5% on agreed valuation of \$854,395.11.

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.....	10,000	\$100	\$1,000,000	\$1,000,000	\$1,000,000	.....	.....
PURPOSE OF THE ISSUE.						Total number of shares outstanding.	Total cash realized.
Issued for cash.....								6,300	$630,000
Issued for purchase of railway or other property.....						3,700	.....
Total.....						10,000	\$630,000

PORTLAND TERMINAL COMPANY.

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.	INTEREST.				
	Date of issue.	Date of maturity.			In treasury.	In sinking or other funds.		Rate %.	When payable.	Amount accrued during the year.	Amount paid during the year.	
MORTGAGE BONDS.												
*First mortgage.....	July 1, 1911	July 1, 1961	\$10,000,000	\$4,500,000	.....	.....	\$4,500,000	4	Jan. 1&July 1	\$172,725 33		\$69,900 00
MISCELLANEOUS FUNDED OBLIGATIONS.												
Portland Union Railway Station Co.:												
Sinking fund, series "A".....	July 1, 1887	July 1, 1927	\$200,000	\$200,000	\$2,000	\$24,000	\$174,000	4	Jan. 1&July 1	\$6,960 00	} 11,980 00	
Sinking fund, series "B".....	Jan. 1, 1889	Jan. 1, 1929	100,000	100,000	12,000	10,000	78,000	4	Jan. 1&July 1	3,120 00		
Total.....			\$10,300,000	\$4,800,000	\$14,000	\$34,000	\$4,752,000	.....	.....	\$182,805 33		\$101,880 00

* Interest accrued on First Mortgage Bonds during the year:

\$4,004,000	for 12 months.....	\$160,160 00
496,000	for 7 months and 18 days.....	12,565 33
Total.....		\$172,725 33

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 accrued during the year, charged to income.	Amount paid during the year.
Mortgage bonds.....	\$4,500,000			\$4,500,000	\$172,725 33	\$89,900 00
Miscellaneous funded obligations.....	300,000	\$14,000	\$34,000	252,000	10,080 00	11,980 00
Total.....	\$4,800,000	\$14,000	\$34,000	\$4,752,000	\$182,805 33	\$101,880 00

PURPOSE OF THE ISSUE.	Total par value issued during the year.	Cash realized on amount issued during the year.	Total par value outstanding.	Total cash realized.
Issued for cash.....	\$496,000	\$437,100	\$796,000	\$737,100
Issued for purchase of railway or other property.....	4,004,000		4,004,000	
Total.....	\$4,500,000	\$437,100	\$4,800,000	\$737,100

PORTLAND TERMINAL COMPANY.

RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	Assignment to railways.
Capital stock	\$1,000,000	\$1,000,000
Funded debt	4,800,000	4,800,000
Total	\$5,800,000	\$5,800,000

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.
First mortgage bonds	\$58,900 00	\$806 80	\$58,093 20

SECURITY FOR FUNDED DEBT.

DESIGNATION OF BOND OR OBLIGATION.	TRACKS MORTGAGED.		
	Main track.	Yard tracks and sidings.	Total.
First mortgage bonds	34.33	60.21	94.54

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR.

ACCOUNT.	Through issue of securities.	Property retired or converted.	Total.
Right of way and station grounds	\$2,030 83	*\$1,600 00	\$430 83
Real estate	529 31		529 31
Increased weight of rail	820 93		820 93
Improved frogs and switches	353 72		353 72
Track fastenings and appurtenances	1,815 84		1,815 84
Additional main tracks		*378 53	*378 53
Sidings and spur tracks		*5,311 31	*5,311 31
Terminal yards	3,631 67		3,631 67
Block and other signal apparatus	1,451 55		1,451 55
Station buildings and fixtures	134 29	*4,671 00	*4,536 71
Shop machinery and tools		*200 00	*200 00
Water and fuel stations	62 34		62 34
Dock and wharf property	23,068 80		23,068 80
Equipment	30,464 50		30,464 50
Other additions and betterments	266 45		266 46
Total	\$64,630 24	*\$12,160 84	\$52,469 40

* Credit.

ROAD AND EQUIPMENT INVESTMENT SINCE JUNE 30, 1907.

ACCOUNT.	Expenditures for new lines or extensions during the year, through issue of securities.	Expenditures for additions and betterments during the year.	Total expenditures, July 1, 1907, to June 30, 1912.	Total expenditures, July 1, 1907, to June 30, 1913.
ROAD.				
Engineering		\$107 42	\$4,732 33	\$4,839 75
Right of way and station grounds.....		430 83	32,975 00	33,405 83
Real estate.....		529 31	31,451 38	32,010 69
Grading.....		*945 76	*8,099 33	*9,045 09
Bridges, trestles and culverts.....			*2,454 00	*2,454 00
Ties.....		*324 52	*1,438 93	*1,763 51
Rails.....		545 68	*1,686 75	*1,138 07
Frogs and switches...		491 02	904 89	1,395 91
Track fastenings and other material.....		1,715 80	79 84	17,95 64
Ballast.....		*1,230 00	*2,312 45	*3,542 45
Track laying and surfacing.....		528 29	*476 39	51 90
Fencing right of way.....			*28 00	*28 00
Crossings and signs.....			*1,392 87	*1,392 87
Interlocking and other signal apparatus.....		1,451 55		1,451 55
Telegraph and telephone lines.....			82 98	82 98
Station buildings and fixtures.....		*4,536 71	61,301 44	56,764 73
Shops, enginehouses and turntables.....			831 12	831 12
Shop machinery and tools.....		*200 00	*285 37	*485 37
Water stations.....			*1,200 00	*1,200 00
Fuel stations.....		62 34		62 34
Dock and wharf property.....		23,067 35	6,966 80	30,034 15
Miscellaneous structures.....		266 46	922 20	1,188 66
Rent of equipment.....		42 90	8 25	51 15
Cost of road purchased.....	\$4,650 00		\$4,380,795 01	4,385,445 01
Total.....	\$4,650 00	\$22,004 90	\$4,501,707 15	\$4,528,362 05
EQUIPMENT.				
Steam locomotives...		\$29,722 00	\$172,275 08	\$201,997 08
Work equipment.....		742 50	19,812 71	20,555 21
Total.....		\$30,464 50	\$192,087 79	\$222,552 29
GENERAL EXPENDITURES.				
Law expenses.....			\$230 00	\$230 00
Other expenditures...	\$42 50			42 50
Total.....	\$42 50		\$230 00	\$272 50
RECAPITULATION.				
Road.....	\$4,650 00	\$22,004 90	\$4,501,707 15	\$4,528,362 05
Equipment.....		30,464 50	192,087 79	222,552 29
General expenditures.....	42 50		230 00	272 50
Total—entire line.....	\$4,692 50	\$52,469 40	\$4,694,024 94	\$4,751,186 84

* Credit.

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	Amount— entire line.
INVESTMENT TO JUNE 30, 1907.	
Road.....	\$350,000 00
Investment since June 30, 1907.....	4,751,186 84
Total.....	\$5,101,186 84
Reserve for accrued depreciation—Cr.....	18,506 43
Net total.....	\$5,082,680 41

INCOME STATEMENT.

ACCOUNT.	Amount.	Amount.
RAILWAY OPERATING INCOME.		
Operations—revenues.....	\$91,182 39	
Operations—expenses.....	33,331 09	
Net revenue—rail operations.....		\$57,851 30
Outside operations—revenues.....	\$154,620 81	
Outside operations—expenses.....	92,198 05	
Net revenue auxiliary operations.....		62,422 76
Net operating revenue.....		\$120,274 06
Tax accruals.....		40,789 75
Operating income.....		\$79,484 31
OTHER INCOME.		
Joint facility rent income.....	\$200,000 00	
Miscellaneous rent income.....	18,192 55	
Dividend income.....	34 50	
Income from funded securities.....	1,415 00	
Income from unfunded securities and accounts.....	5,434 52	
Total other income.....		\$225,076 57
Gross income.....		\$304,560 88
DEDUCTIONS FROM GROSS INCOME.		
Deductions for lease of other roads.....	\$56,266 62	
Hire of equipment—debit balance.....	4,159 37	
Miscellaneous rent deductions.....	1,197 88	
Interest deductions for funded debt.....	182,805 33	
Interest deductions for unfunded debt.....	3,750 00	
Amortization of discount on funded debt.....	806 80	
Total deductions.....		\$248,986 00
Net income.....		\$55,574 88
DISPOSITION OF NET INCOME.		
Appropriations of income to sinking and other reserve funds.....	\$4,360 00	
Dividend appropriations of income.....	50,000 00	
		\$54,360 00
Income balance transferred to credit of profit and loss.....		\$1,214 88

PROFIT AND LOSS STATEMENT.

ACCOUNT.	Debits.	Credits.
Balance (at beginning of fiscal period)		\$21,979 56
Credit balance transferred from income account.		1,214 88
Loss on retired road and equipment	\$9,225 77	
Miscellaneous debits	154 32	
Balance credit (at end of fiscal period) carried to general balance sheet.....	13,814 35	
Total	\$23,194 44	\$23,194 44

The amount charged against "Miscellaneous debits", \$154.32, is the closing out of sundry accounts through profit and loss.

DIVIDENDS DECLARED DURING THE YEAR.

NAME OF SECURITY ON WHICH THE DIVIDEND WAS DECLARED.	Rate per cent.--Regular.	Par value of amount on which dividend was declared.	Distribution of charge —Income.	DATE.	
				Declared.	Payable.
Common stock	1½%	\$1,000,000	\$12,500 00	Sept. 11, 1912	Oct. 15, 1912
Common stock	1½%	1,000,000	12,500 00	Dec. 11, 1912	Jan. 15, 1913
Common stock	1½%	1,000,000	12,500 00	Mar. 5, 1913	April 15, 1913
Common stock	1½%	1,000,000	12,500 00	May 7, 1913	July 15, 1913
Total			\$50,000 00		

PROPERTY ABANDONED, CHARGED TO PROFIT AND LOSS.

DESCRIPTION OF PROPERTY.	Date abandoned.	Amount charged off.
ENTIRE LINE.		
Adjustment of cost of Mill Pond Track, Portland, Maine	October, 1912	\$1,669 36
Adjustment of cost of side tracks, Deering Jct., Maine	November, 1912	352 27
Tracks abandoned, old W. N. & P. Div., Preble St., Portland, Maine	March, 1913	1,737 03
Tracks abandoned, Rigby, Maine	April, 1913	509 12
Tracks abandoned, Portland, Maine	June 1913	361 99
Property abandoned, Woodfords & Deering Jct., Maine	March 1913	4,596 00
Total		\$9,225 77

OPERATING REVENUES.

ACCOUNT.	Entire line total revenues.
REVENUE FROM TRANSPORTATION.	
Freight revenue.....	\$31,786 03
Passenger revenue.....	\$1,298 41
Excess baggage revenue.....	22 46
Mail revenue.....	111 15
Total passenger service train revenue.....	\$1,432 02
Switching revenue.....	\$10,658 79
Special service train revenue.....	50 00
Total revenue from transportation.....	\$43,926 84
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.	
Station and train privileges.....	\$691 24
Parcel-room receipts.....	4,216 95
Storage—freight.....	745 77
Storage—baggage.....	1,922 25
Car service.....	9,896 13
Telegraph and telephone service.....	298 07
Rents of buildings and other property.....	20,279 37
Miscellaneous.....	9,205 77
Total revenue from operations other than transportation.....	\$47,255 55
Total operating revenues.....	\$91,182 39

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.				
Maine Central Railroad Company, common stock.....	\$17,450	\$18,169 91	6%	\$34 50

SECURITIES OWNED.

MARKETABLE SECURITIES—FUNDED DEBT.

NAME OF CORPORATION AND SECURITY.	Par value of securities owned.	Cost or book value.	DIVIDENDS DECLARED.	
			Rate.	Amount.
RAILWAY COMPANIES—ACTIVE.				
Concord & Montreal Railroad, plain bonds.....	\$19,000	\$19,000 00	3½%	\$665 00
Knox & Lincoln Railway, second mortgage bonds.....	15,000	15,000 00	5%	750 00
Total.....	\$34,000	\$34,000 00	.....	\$1,415 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	\$17,450	\$34 50
FUNDED DEBT.		
Funded debt of respondent "in treasury" and "pledged as collateral"	\$14,000	
Funded debt of railway companies—Active	34,000	\$1,415 00
Total	\$48,000	\$1,415 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 THE YEAR.

NAME OF FUND.	INCOME.			
	Cash appropriations to fund.	Income to fund from investments.	Other income to fund.	Total.
SINKING AND REDEMPTION FUNDS.				
Series "A"	\$2,960 00	\$2,225 00	\$18 91	\$5,203 91
Series "B"	1,400 00	1,067 50	6 42	2,473 92
Total	\$4,360 00	\$3,292 50	\$25 33	\$7,677 83

ASSETS ON JUNE 30, 1913.

NAME OF FUND AND SECURITY.	SECURITIES IN FUND.		Cash in fund.	Total.
	Par value.	Cost or book value.		
SINKING AND REDEMPTION FUNDS.				
Sinking fund, Series "A"	\$81,000	\$81,758 23	\$4,003 54	\$85,761 77
Sinking Fund, Series "B"	38,000	38,259 44	1,897 46	40,156 90
Total	\$119,000	\$120,017 67	\$5,901 00	\$125,918 67

RESERVES FROM INCOME OR SURPLUS.

DESIGNATION.	Amount on June 30, 1912.	Accretions during the year.	Amount on June 30, 1913.
INVESTED IN SINKING AND REDEMPTION FUNDS.			
Sinking fund, Series "A".....	\$30,557 86	\$5,203 91	\$35,761 77
Sinking fund, Series "B".....	37,682 95	2,473 92	40,156 90
Total.....	\$118,240 84	\$7,677 83	\$125,918 67

OPERATING EXPENSES.

ACCOUNT.	Entire line amount.
MAINTENANCE OF WAY AND STRUCTURES.	
Superintendence.....	\$7,122 82
Maintenance of roadway and track.....	121,287 27
Maintenance of track structures.....	14,799 85
Maintenance of buildings, docks and wharves.....	28,789 81
Injuries to persons.....	687 68
Other maintenance of way and structures expenses.....	1,782 91
Maintaining joint tracks, yard and other facilities—Dr.....	56
Maintaining joint tracks, yards and other facilities—Cr.....	171,792 69
Total.....	\$2,678 24
MAINTENANCE OF EQUIPMENT.	
Superintendence.....	\$867 05
Locomotive—repairs.....	30,494 70
Cars—repairs.....	43 05
Work equipment—repairs.....	1,380 94
Equipment—depreciation.....	7,765 00
Injuries to persons.....	442 76
Other maintenance of equipment expenses.....	1 05
Maintaining joint equipment at terminals—Cr.....	39,829 90
Total.....	\$1,164 65
TRAFFIC EXPENSES.	
Traffic expenses.....	\$194 36
TRANSPORTATION EXPENSES.	
Superintendence and dispatching trains.....	\$9,523 91
Station service.....	259,920 66
Yard enginemen.....	76,020 05
Other yard employees.....	199,623 64
Fuel for yard locomotives.....	106,911 41
All other yard expenses.....	28,704 24
Operating joint yards and terminals—Cr.....	827,500 41
Road enginemen and motormen.....	2,169 40
Fuel for road locomotives.....	239 57
Other road locomotive supplies and expenses.....	107,496 14
Road trainmen.....	1,045 23
Train supplies and expenses.....	8,880 84
Injuries to persons.....	7,126 41
Loss and damage.....	3,709 77
Other casualties.....	1,937 96
All other transportation expenses.....	37,048 87
Operating joint tracks and facilities—Dr.....	615 66
Total.....	\$23,473 35
GENERAL EXPENSES.	
Administration.....	\$9,129 55
Insurance.....	9,363 60
Other general expenses.....	2,699 70
General administration joint tracks, yards and terminals—Cr.....	14,372 36
Total.....	\$5,820 49

OPERATING EXPENSES—CONCLUDED.

ACCOUNT.	Entire line amount.
RECAPITULATION OF EXPENSES—	
Maintenance of way and structures.....	\$2,678 24
Maintenance of equipment.....	1,164 65
Traffic expenses.....	194 36
Transportation expenses.....	23,473 35
General expenses.....	5,820 49
Total operating expenses.....	\$33,331 09
Ratio of operating expenses to operating revenues, per cent.....	36.55

SUMMARY OF REVENUES AND EXPENSES OF AUXILIARY (OR OUTSIDE) OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Total revenues, \$154,620.81; total expenses, \$92,198.05; total net revenue, \$62,422.76.

RENTS RECEIVABLE.

JOINT FACILITY RENT INCOME.

FACILITY LEASED.	LOCATION.	NAME OF LESSEE.	Amount.
YARDS AND TERMINALS. Terminal facilities and trackage rights.....	Portland and Westbrook, Maine.....	Maine Central Co.....	\$100,000 00
Terminal facilities and trackage rights.....	Portland, South Portland and Westbrook, Maine	Boston & Maine Railroad	100,000 00
Total.....			\$200,000 00

MISCELLANEOUS RENT INCOME.

DESCRIPTION AND LOCATION OF PROPERTY.	NAME OF LESSEE.	Gross rents.	Expenses.	Amount.
Wharf, Portland, Maine	Deering Wilslow Co.....	\$2,000 00		
Wharf, office and shed, Portland, Maine.....	American Agricultural Chemical Co.....	900 00		
Rails, Portland, Maine.	B. & F., Andrews & Son..	889 00		
Building, Portland, Me.	American Express Co.....	857 00		
Old P. & R. freight house, Portland, Me.	Talbot, Brooks & Ayer...	600 00		
Land and lumber shed, Portland, Maine.....	W. W. Riggs & Co.....	400 00		
Land, wharf and fish house, Portland, Me.	E. W. Brown & Co.....	450 00		
Blacksmith shop, Port- land, Maine.....	R. S. McWilliams.....	240 00		
Land, Portland, Maine.	W. A. Allen.....	180 00		
So. Portland shops, So. Portland, Maine.....	Maine Central R. R. Co. & B. & M. R. R.....	4,356 00		
Thompson Point Shops, Portland, Maine.....	Maine Central R. R. Co. & B. & M. R. R.....	13,602 00		
Miscellaneous rents, Portland, Maine.....		208 37		
Total.....		\$24,682 37	\$6,459 82	\$18,192 55

RENTS PAYABLE.
FOR LEASE OF ROAD.

ROAD LEASED.	Cash.	Total.
The Portland & Ogdensburg Ry.....	\$42,719 76	\$42,719 76
Portland & Rumford Falls R. R. Co.	4,545 00	4,545 00
Additions and betterments to leased lines.....	9,001 86	9,001 86
Total.....	\$56,266 62	\$56,266 62

MISCELLANEOUS RENTS.

DESCRIPTION OF PROPERTY.	LOCATION.	NAME OF LESSOR.	Amount.
Land.....	Portland, Maine.....	Mary J. C. Clapp.....	\$225 00
Land.....	Portland, Maine.....	Estate of Sophie Gould....	280 00
Land.....	Portland, Maine.....	Heirs of John H. Carroll...	317 88
Land.....	Portland, Maine.....	J. B. Brown & Sons.....	225 00
Land.....	Portland, Maine.....	Portland Stove Foundry Co	150 00
Total.....			\$1,197 88

Payment for rental of property of the Portland & Ogdensburg Railway and the Portland & Rumford Falls Railroad Co., \$47,264.76 paid to the Maine Central Railroad Co., under terms of sub-lease.

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 locomotives.....	838				\$4,190 62
Work locomotives.....	2				10 00
Passenger-train cars.....	365				182 50
Work cars.....	2,806				1,079 45
Total.....	4,011				\$5,462 57
ACCRUED ON EQUIPMENT LOANED.					
Work locomotives.....	29				\$169 70
Work cars.....	2,873				1,133 50
Total.....	2,902				\$1,303 20

RECAPITULATION OF HIRE OF EQUIPMENT.

ACCOUNT.	Amount receivable.	Amount payable.
Equipment interchanged.....	\$1,303 20	\$5,462 57
Balance.....		\$4,159 37

IMPORTANT CHANGES DURING THE YEAR.

ALL NEW FUNDED DEBT ISSUED.

Issued during the year, \$4,500,000 of First Mortgage Bonds.

ALL CHANGES IN THE RESPONDENT'S HOLDINGS OF STOCKS AND FUNDED DEBT.

Purchased during the year, 174½ shares of Capital Stock of the Maine Central R. R. Co.

ALL OTHER IMPORTANT FINANCIAL CHANGES.

Retired \$200,000, of demand notes, November 15, 1912.

Exchanged as of July 1, 1912, \$4,004,000, of First Mortgage Bonds for the same amount of this company's demand notes held by the Boston & Maine Railroad and Maine Central Railroad Company.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1912.		ASSETS.	JUNE 30, 1913.		Increase.
Item.	Amount.		Item.	Amount.	
		PROPERTY INVESTMENT.			
		Road and Equipment:			
		Investment to June 30, 1907—			
	\$350,000 00	Road.....	\$350,000 00		
		Investment since June 30, 1907—			
	4,501,707 15	Road.....	4,528,362 05	\$26,654 90	
	192,037 79	Equipment.....	222,552 29	30,464 50	
	230 00	General expenditures.....	272 50	42 50	
	\$5,044,024 94		\$5,101,186 84	\$57,161 90	
	8,621 07	Reserve for accrued depreciation—Cr.	18,506 43	9,885 36	
	\$5,035,403 87	Total.....	\$5,082,680 41	\$47,276 54	
		WORKING ASSETS.			
	\$79,637 88	Cash.....	\$233,653 19	\$154,015 31	
		Securities issued or assumed—held in treasury—			
	14,000 00	Funded debt.....	14,000 00		
		Marketable securities—			
	34,000 00	Stocks.....	18,169 01	18,169 01	
	500 00	Funded debt.....	34,000 00		
	11,247 26	Loans and bills receivable.....		*500 00	
		Net balance due from agents and conductors.....	7,811 81	*3,435 45	
	311,945 63	Miscellaneous accounts receivable.....	322,609 31	10,663 68	
	279,009 21	Materials and supplies.....	323,339 96	44,330 75	
	\$730,339 98	Total.....	\$953,583 28	\$223,243 30	
		DEFERRED DEBIT ITEMS.			
	\$6,505 83	Rents and insurance paid in advance.....	\$6,257 07	*\$248 76	
		Unextinguished discount on securities—			
		Unextinguished discount on funded debt.....	58,093 20	58,093 20	
	118,240 84	Cash and securities in sinking and redemption funds.....	125,918 67	7,677 83	
		Other deferred debit items.....	5,988 99	5,988 99	
	\$124,746 67	Total.....	\$196,257 93	\$71,511 26	
	\$5,890,490 52	Grand total.....	\$6,232,521 62	\$342,031 10	

* Decrease.

COMPARATIVE GENERAL BALANCE SHEET—CONCLUDED.

JUNE 30, 1912.		LIABILITIES	JUNE 30, 1913.		Increase.
Item.	Amount.		Item.	Amount.	
		LIABILITIES.			
		STOCK.			
	\$1,000,000 00	Capital Stock— Common stock not held by company.		\$1,000,000 00	
		MORTGAGE, BONDED AND SECURED DEBT.			
		Funded Debt—			
		Mortgage bonds not held by company.		\$1,500,000 00	\$4,500,000 00
	\$300,000 00	Miscellaneous funded obligations held by company.		48,000 00	
		Miscellaneous funded obligations not held by company.		252,000 00	
	\$300,000 00	Total		\$1,800,000 00	\$4,500,000 00
		WORKING LIABILITIES.			
	\$4,204,000 00	Loans and bills payable			*\$4,204,000 00
	125,927 53	Audited vouchers and wages unpaid		\$142,161 67	16,234 14
	2,427 59	Miscellaneous accounts payable		1,884 16	*543 43
	78,920 00	Matured interest, dividends and rents unpaid		108,620 00	29,700 00
	\$4,411,275 12	Total		\$252,665 83	*\$4,158,609 29
		ACCRUED LIABILITIES NOT DUE.			
	\$38,995 00	Taxes accrued		\$40,122 77	\$1,127 77
		APPROPRIATED SURPLUS.			
	\$118,240 84	Reserves from income or surplus— Invested in sinking and redemption funds.		\$125,918 67	\$7,677 83
	\$21,979 56	PROFIT AND LOSS.			
		Balance		\$13,814 35	*\$8,165 21
	\$5,890,490 52	Grand total		\$6,232,521 62	\$342,031 10

* Decrease.

EMPLOYEES AND SALARIES.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	11			
Other officers	9	2,827	\$13,986 66	\$4 95
General office clerks	28	9,240	18,299 05	1 98
Station agents	6	2,556	8,150 33	3 19
Other station men	226	75,903	168,660 31	2 22
Enginemen	50	13,589	54,629 80	4 02
Firemen	47	12,476	28,308 90	2 27
Conductors	31	12,009	45,256 74	3 77
Other trainmen	63	24,454	84,421 44	3 45
Machinists	93	34,200	£0,330 95	2 35
Carpenters	207	76,754	165,710 91	2 16
Other shopmen	83	29,186	69,544 35	2 38
Section foremen	11	4,604	11,905 65	2 59
Other trackmen	139	39,607	71,283 40	1 80
Switch tenders, crossing tenders and watchmen	73	27,999	48,158 75	1 72
Telegraph operators and dispatchers	20	6,945	15,648 80	2 25
All other employees and laborers	545	177,687	384,696 43	2 17
Total (including "general officers")	1,642	550,036	\$1,268,992 47	\$2 31
Less "general officers"	11			
Total (excluding "general officers")	1,631	550,036	\$1,268,992 47	\$2 31
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures	190	58,551	\$118,184 66	\$2 02
Maintenance of equipment	472	170,801	391,486 98	2 29
Traffic expenses	2			
Transportation expenses	885	299,056	685,911 71	2 29
General expenses	7			
Outside operations	86	21,568	73,409 12	3 40

Eleven general officers, receiving pay from the Maine Central Railroad Co., employed in similar capacities with this Company without compensation, worked 4,015 days.

TRAFFIC AND CAR STATISTICS.

ITEM.	Column for number of cars.	Column for revenue and rates.
CAR STATISTICS.		
Switching Traffic—Freight:		
Number of cars handled earning revenue—loaded	1,549	
Number of cars handled not earning revenue—empty	1,549	
Total number of cars handled	3,098	
Terminal Operations—Freight:		
Number of cars handled earning revenue	2,362	
Terminal Operations—Passenger:		
Number of cars handled earning revenue	800	
Summary:		
Total number of cars handled earning revenue—loaded	4,711	
Total number of cars handled not earning revenue—empty	1,549	
Total number of cars handled	6,260	
REVENUE AND EXPENSE STATISTICS.		
Switching Traffic and Terminal Operations:		
Revenue from revenue cars		\$10,658 79
Other revenue		80,523 60
Total revenue		\$91,182 39
Average revenue per revenue car		\$1 70
Operating expenses		\$33,331 09
Average expenses per car handled		\$5 32

DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1912.	Number added during year.	Number on June 30, 1913.	NUMBER FITTED WITH—	
				Train brake.	Automatic coupler.
LOCOMOTIVES—OWNED OR LEASED.					
Freight	1		1	1	1
Switching	18	2	20	20	20
Total locomotives owned and in service	19	2	21	21	21
In Company's Service:					
Derrick cars	5		5	2	5
Other road cars	3	3	6	6	6
Total cars owned and in service	8	3	11	8	11

MILEAGE.

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.
ENTIRE LINE.							
Miles of single track	20.08	2.72	8.35	31.15			22.80
Miles of second track	9.41	.20	4.24	13.85			9.61
Miles of third track	.98			.98			.98
Miles of fourth track	.94			.94			.94
Miles of yard track and sidings	60.21		9.94	70.15	.83	.35	59.86
Total mileage operated (all tracks)	91.62	2.92	22.53	117.07	83	35	94.19

MILEAGE OF LINE OPERATED—BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	LINE OWNED.		Line operated under lease.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
State of Maine	20.08	2.72	8.35	31.15		22.80

ACCIDENTS TO PERSONS.

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.							
	Trainmen.		Switch tenders, crossing tenders and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or uncoupling	2	2					2	2
Parting of trains		1						1
Falling from trains, locomotives or cars		6				1		7
Jumping on or off trains, locomotives or cars		2						2
Struck by trains, locomotives or cars		1		1		1		3
Overhead obstructions		1						1
Other causes		7						7
Total	2	21		1		2	3	23

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.								Passengers.		Other persons.	
	Station men.		Shopmen.		Trackmen.		Other employees.		Total.		Killed.	Injured.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
Handling traffic.....		11					2		13			
Handling tools, machinery, etc.....		2		23			4		29			
Handling supplies, etc.....		2		7		2	4		15			
Getting on or off locomotives or cars at rest.....							3		3			
Other causes.....		13		21			13		47		1	
Total.....		28		51		2	26		107		1	3

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.....	187.33	85	\$30.89	Cedar.....	36,700	53.5
				Hemlock.....	18	33.
				Chestnut.....	621	54.7
				Chestnut.....	58	97.
				Hard pine.....	4,749	124.8
				Hard pine.....	812	141.5
				Total.....	42,958	63.1

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		Coke—Tons.	Fuel oil—Gallons.	Total fuel consumed—Tons.
	Anthracite.	Bituminous.			
REVENUE SERVICE.					
Freight.....		114.24	8.97	*847	127.45
Passenger.....			47.04		47.04
Special.....		.14			.14
Switching.....	138.40	11,064.15	19,527.00		30,729.55
Nonrevenue service.		987.60			987.60
Total.....	138.40	12,166.13	19,523.01	847	31,891.78
Average cost at distributing point.....	\$3.452	\$3.090	\$3.560	\$.048	\$3.381

* It is estimated by this Company that 200 gallons of fuel oil are equal to one ton of bituminous coal.

CHARACTERISTICS OF ROAD.
BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	Aggregate length. Feet.	Minimum length. Feet.	Maximum length. Feet.	ITEM.	No.	Height of lowest above surface of rail.	
							Feet.	In.
BRIDGES.					OVERHEAD HIGHWAY CROSSINGS.			
Iron.....	7	820	30	241	Bridges.....	4	13	....
					Conduits.....	1	15	2
(Wood).....	5	3,602	30	1,252	Trestles.....	6	15	2
					Total.....	11		

Gage of track, 4 feet, 8½ inches. 31.15 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.
29.51	391.17	Western Union Telegraph Company.....	Western Union Telegraph Company.

**Report of the Rangeley Lakes and Megantic Railroad for the Year
Ending June 30, 1913.**

HISTORY.

Exact name of common carrier making this report. Rangeley Lakes and Megantic Railroad Company.

Date of organization. May 11, 1910.

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 laws of the State of Maine. Special Act of the Legislature. Approved March 12, 1909.

DIRECTORS.

NAME.	Post-Office Address.	Date of Expiration of Term.
Morris McDonald.....	Portland, Maine.....	} Upon election of successor.
Howard Elliott.....	New Haven, Conn.....	
Weston Lewis.....	Gardiner, Maine.....	
Edward P. Ricker.....	So. Poland, Maine.....	
Joseph W. Symonds.....	Portland, Maine.....	
Samuel Hemingway.....	New Haven, Conn.....	
William Skinner.....	Holyoke, Mass.....	
Frederic H. Appleton.....	Bangor, Maine.....	
John S. Hyde.....	Bath, Maine.....	

PRINCIPAL OFFICERS.

TITLE.	NAME.	Official Address.
President.....	Morris McDonald.....	} Portland, Maine.
Second Vice-President.....	Geo. S. Hobbs.....	
Clerk of Corporation.....	Charles H. Blatchford.....	
Treasurer.....	Geo. W. York.....	
Comptroller.....	Arthur P. Foss.....	
General Manager.....	Dana C. Douglass.....	
Chief Engineer.....	Bertrand T. Wheeler.....	

FACTS PERTAINING TO CONTROL OF RESPONDENT.

- Date of last meeting of stockholders for election of directors. October 16, 1912.
 Date of last closing of stock books before end of year for which this report is made. Do not close.
 Total number of stockholders of record at the date required in answer to Question 2. 10.
 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, 1913? 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 company.
 The manner in which control was established. Ownership of entire outstanding capital stock.
 The extent of control. 100%.
 Whether control was direct or indirect. Direct.
 Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913? No.

ROAD OPERATED.

NAME.	TERMINI.		Miles of line for each road named.
	From—	To—	
Rangley Lakes & Megantic Railroad.....	15 miles east of Oquossoc Sta., Me.	Kennebago, Sta., Me.	10.65

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.....	5,000	\$100	\$500,000	\$250,000	\$250,000
PURPOSE OF THE ISSUE.	Number of shares issued during the year.	Cash realized on amount issued during the year.	Total number of shares outstanding.	Total cash realized.	
Issued for cash.....	2,500	\$250,000	2,500	\$250,000	

RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock	\$250,000	\$250,000	10.65	\$23,474

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR.

ACCOUNT.	Through issue of securities.	Total.
Sidings and spur tracks	\$604 31	\$604 31

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907.

ACCOUNT.	Expenditures for new lines or extensions during the year, through issue of securities.	Expenditures for additions and betterments during the year.	Total expenditures July 1, 1907, to June 30, 1913.
ROAD.			
Engineering.....	\$8,916 51		\$8,916 56
Right of way and station grounds.....	3,301 10		3,301 10
Grading.....	100,772 59	\$100 00	100,872 59
Bridges, trestles and culverts.....	22,392 03		22,392 03
Ties.....	19,175 61		19,175 61
Rails.....	27,378 27		27,378 27
Frogs and switches.....	1,194 76		1,194 76
Track fastenings and other material.....	4,751 68		4,751 68
Ballast.....	10,672 32	49 15	10,721 47
Track laying and surfacing.....	17,720 08	454 36	18,174 44
Roadway tools.....	327 34		327 34
Fencing right of way.....	231 46		231 46
Crossings and signs.....	47 24		47 24
Telegraph and telephone lines.....	2,756 21		2,756 21
Station buildings and fixtures.....	212 13		212 13
Shops, enginehouses and turntables.....	4,564 24		4,564 24
Water stations.....	236 45		236 45
Miscellaneous structures.....	517 86		517 86
Rent of equipment.....	665 31	80	666 11
Repairs of equipment.....	383 87		383 87
Total.....	\$226,217 13	\$604 31	\$226,821 44
GENERAL EXPENDITURES.			
Law expenses.....	\$596 74		\$596 74
Stationery and printing.....	132 89		132 89
Interest and commissions.....	3,479 97		3,479 97
Other expenditures.....	859 61		859 61
Total.....	\$5,069 21		\$5,069 21
RECAPITULATION.			
Road.....	\$226,217 13	\$604 31	\$226,821 44
General expenditures.....	5,069 21		5,069 21
Total—entire line.....	\$231,286 34	\$604 31	\$231,890 65

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	Amount— entire line.
Investment since June 30, 1907.....	\$231,890 65
Cost per mile of line.....	\$21,773 77

INCOME STATEMENT.

ACCOUNT.	Amount.	Amount.
RAILWAY OPERATING INCOME.		
Operating revenues.....	\$5,079 86	
Operations—expenses.....	5,559 67	
Net deficit—rail operations.....		\$479 81
Gross loss.....		\$479 81
DEDUCTIONS FROM GROSS INCOME:		
Hire of equipment—debit balance.....		\$881 10
Interest deductions for unfunded debt.....		7,054 39
Total deductions.....		\$7,935 49
Net loss.....		\$8,415 30
Income balance transferred to debit of profit and loss.....		\$8,415 30

PROFIT AND LOSS STATEMENT.

ACCOUNT.	Debits.	Credits
Debit balance transferred from income account.....	\$8,415 30	
Balance debit (at end of fiscal period) carried to general balance sheet.....		\$8,415 30
Total.....	\$8,415 30	\$8,415 00

OPERATING REVENUES.

ACCOUNT.	Entire line total revenues.
REVENUE FROM TRANSPORTATION.	
Freight revenue	\$4,676 76
Passenger revenue	\$337 08
Excess baggage revenue	00
Total passenger service train revenue	\$337 16
Special service train revenue	\$50 00
Total revenue from transportation	\$5,063 92
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.	
Car service	\$8 00
Telegraph and telephone service	7 94
Total revenue from operations other than transportation	\$15 94
Total operating revenues	\$5,079 86

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.	Entire line amount.
MAINTENANCE OF WAY AND STRUCTURE.	
Superintendence.....	\$33 29
Maintenance of roadway and track.....	2,703 20
Maintenance of track structures.....	1 90
Maintenance of buildings, docks and wharves.....	57 01
Other maintenance of way and structure expenses.....	258 92
Total.....	\$3,054 32
MAINTENANCE OF EQUIPMENT.	
Locomotives—repairs.....	\$108 64
TRAFFIC EXPENSES.	
Traffic expenses.....	\$25 09
TRANSPORTATION EXPENSES.	
Station service.....	\$435 10
Road enginemen and motormen.....	374 42
Fuel for road locomotives.....	958 63
Other road locomotive supplies and expenses.....	104 76
Road trainmen.....	362 58
Train supplies and expenses.....	1 25
All other transportation expenses.....	115 85
Total.....	\$2,352 59
GENERAL EXPENSES.	
Administration.....	\$13 45
Insurance.....	2 95
Other general expenses.....	2 60
Total.....	\$19 03
RECAPITULATION OF EXPENSES.	
Maintenance of way and structures.....	\$3,054 32
Maintenance of equipment.....	108 64
Traffic expenses.....	25 09
Transportation expenses.....	2,352 59
General expenses.....	19 03
Total operating expenses.....	\$5,559 67
Ratio of operating expenses to operating revenues, per cent.....	109.45

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.....	194		\$215 34
Freight-train cars.....	1,312		584 50
Work cars.....	27	3,402	1 26
Total.....	1,533	3,402	\$811 10

RECAPITULATION OF HIRE OF EQUIPMENT.

ACCOUNT.	Amount receivable.	Amount payable.
Equipment interchanged		\$881 10
Balance		\$881 10

IMPORTANT CHANGES DURING THE YEAR.

All extensions of road put in operation:

The first section of the road, 15 miles east of Oquossoc Station to Kennebago Station, 10.65 miles, was open for operation December 23, 1912.

New tracks built:

American Realty Company new side track, 892 feet.

Capsuptic Spur track, 286 feet.

Kennebago Farm, new side track, 935 feet.

All new stocks issued:

Issued and sold to the Maine Central Railroad Company, 2,250 shares of common stock at par.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1913.		Increase.
	Item.	Amount.	
PROPERTY INVESTMENT.			
Road and Equipment:			
Investment Since June 30, 1907—			
Road	\$226,821 44		
General expenditures.....	5,069 21		
		\$231,890 65	\$231,890 65
WORKING ASSETS.			
Cash.....		\$18,421 33	\$18,421 33
Marketable securities:			
Traffic and car-service balances due from other companies.....		96 00	96 00
Net balance due from agents and con- ductors.....		71 78	71 78
Total.....		\$18,589 11	\$18,589 11
PROFIT AND LOSS.			
Balance.....		\$8,415 30	\$8,415 30
Grand total.....		\$258,895 06	\$258,895 06
LIABILITIES.			
STOCK.			
Capital Stock:			
Common stock not held by company.....		\$250,000 00	\$250,000 00
WORKING LIABILITIES.			
Audited vouchers and wages unpaid.....		\$8,894 56	\$8,894 56
Miscellaneous accounts payable.....		50	50
Total.....		\$8,895 06	\$8,895 06
Grand total.....		\$258,895 06	\$258,895 06

EMPLOYEES AND SALARIES.

The Rangeley Lakes and Megantic Railroad Company have no payrolls. The men employed are Maine Central Railroad Company's employes and are paid by the Maine Central Railroad Company, the Rangeley Lakes and Megantic Railroad Company being billed for actual services rendered.

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Column for number passen- gers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
PASSENGER TRAFFIC.				
Number of passengers carried earning revenue	1,434			
Number of passengers carried one mile	13,981			
Number of passengers carried one mile per mile of road	1,313.			
Average distance carried, miles	9.75			
Total passenger revenue		337	08	
Average amount received from each passenger			23	506
Average receipts per passenger per mile			02	411
Total passenger service train revenue		337	16	
Passenger service train revenue per mile of road		31	66	
Passenger service train revenue per train-mile			09	268
FREIGHT TRAFFIC.				
Number of tons carried freight earning revenue	11,712			
Number of tons carried one mile	26,675			
Number of tons carried one mile per mile of road	2,505			
Average distance haul of one ton, miles	2.28			
Total freight revenue		4,676	76	
Average amount received for each ton of freight			39	931
Average receipts per ton per mile			17	532
Freight revenue per mile of road		439	13	
Freight revenue per train-mile		134	855	
TOTAL TRAFFIC.				
Operating revenues		5,079	86	
Operating revenues per mile of road		476	98	
Operating revenues per train-mile			110	866
Operating expenses		5,559	67	
Operating expenses per mile of road		522	03	
Operating expenses per train-mile		121	337	
Net operating deficit		479	51	
Net operating deficit per mile of road		45	05	
Average number of passengers per car-mile	2			
Average number of passengers per train-mile	4			
Average number of passenger cars per train-mile	1.74			
Average number of tons of freight per loaded car- mile	6.94			
Average number of tons of freight per train-mile	7.60			
Average number of freight cars per train-mile	2.09			
Average number of loaded cars per train-mile	1.11			
Average number of empty cars per train-mile	71			
Average mileage operated during year	10.65			

TRAFFIC AND MILEAGE STATISTICS.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service:		
Freight locomotive-miles	922	
Passenger locomotive-miles	1,103	
Mixed locomotive-miles	2,546	
Special locomotive-miles	21	
Total revenue locomotive mileage		4,592
Nonrevenue service locomotive-miles		249
CAR MILEAGE.		
Revenue Service:		
Freight Car-Miles—		
Loaded	3,845	
Empty	2,451	
Caboose	946	
Total freight-car miles		7,242
Passenger Car-Miles—		
Passenger	5,467	
Sleeping, parlor and observation	154	
Other passenger-train cars	704	
Total passenger car-miles		6,325
Special Car-Miles—		
Passenger		44
Total revenue car mileage		13,611
Nonrevenue service car-miles		600
TRAIN MILEAGE.		
Revenue Service:		
Freight train-miles	922	
Passenger train-miles	1,092	
Mixed train-miles	2,546	
Special train-miles	22	
Total revenue train mileage		4,582
Nonrevenue service train-miles		168

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

COMMODITY.	Freight originating on this road.	Freight received from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
	Tons.	Tons.	Tons.	Per cent.
Products of Agriculture. } Grain.....	6		6	00.05
} Hay.....	2		2	00.02
Total.....	8		8	00.07
Products of Animals—Dressed meats.....	1		1	00.01
Products of Mines—Bituminous coal.....	85		85	00.73
Products of Forests—Other products of forests.....	11,464		11,464	97.88
Manufactures—Household goods and furniture.....	1		1	00.01
Merchandise.....	83	18	101	00.86
Miscellaneous: Other commodities not mentioned above.....	52		52	00.44
Total tonnage.....	11,694	18	11,712	100.00

DESCRIPTION OF EQUIPMENT.

The Rangeley Lakes & Megantic Railroad Company owns no equipment. The equipment for the operation of the road is furnished by the Maine Central Railroad Company.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	Line owned and operated. Main line.	New line constructed during year.	Rails, steel.
ENTIRE LINE.			
Miles of single track.....	10.65	10.65	10.65
Miles of yard track and sidings.....	1.26	1.26	1.26
Total mileage operated (all tracks).....	11.91	11.91	11.91

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.				Cedar.....	16,766	42.1
Relay rails.....	782.00	50	\$25 00	Hard pine switch ties.....	60	160.5
				Hard pine bridge ties.....	103	215.9
				Total.....	16,929	43.6

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal--tons Bituminous.	Fuel oil-- Gallons.	Total fuel consumed-- Tons.	Miles run.	Average pounds con- sumed per mile.
REVENUE SERVICE.					
Freight.....	16.41	4,334	38.06	922	82.60
Passenger.....	10.94	4,315	35.02	1,103	63.50
Mixed.....	102.55	.....	102.55	2,546	80.56
Special.....	.....	96	48	21	45.71
Nonrevenue service.....	7.50	583	10.41	2 49	83.61
Total.....	137.40	9,828	186.54	4,841	77.07
Average cost at distributing point.....	\$4.02	£.04	\$5.20	.....	.....

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	Aggregate length.	Minimum length.	Maximum length.
		Feet.	Feet.	Feet.
BRIDGES.				
Steel.....	2	151	29	122
Trestles, wood.....	1	85	.....	.....

Gage of track, 4 feet, 8½ inches. 10.65 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

TOTAL.		OPERATED BY THIS COMPANY.		NAME OF OPERATING COMPANY.
Miles of line.	Miles of wire.	Miles of line.	Miles of wire.	
10.70	10.70	10.70	10.70	

Report of the Sandy River and Rangeley Lakes Railroad for the Year Ending June 30, 1913.

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. Under laws of the State of Maine, Special Acts of 1891, Chapter 172; 1901, Chapter 295; 1905, Chapter 269, and 1909, Chapter 119.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Sandy River Railroad, organized March 31, 1879; Franklin & Megantic Railway, organized June 3, 1897; Kingfield & Dead River Railway, organized June 19, 1893; Phillips & Rangeley Railroad, organized April 7, 1889; Madrid Railroad, organized July 1, 1902; Eustis Railroad, organized April 29, 1903.

Date and authority for each consolidation. Sandy River Railroad, Franklin & Megantic Railway and Kingfield & Dead River Railway consolidated into the Sandy River and Rangeley Lakes Railroad on January 30, 1908; Phillips & Rangeley Railroad and Madrid Railroad purchased at foreclosure sale on July 1, 1902; Eustis Railroad purchased at foreclosure sale on August 24, 1911.

DIRECTORS.

NAME.	Post-Office Address.	Date of Expiration. of Term.
Morris McDonald.....	Portland, Maine.....	} Upon election of successor.
Howard Elliott.....	Boston, Mass.....	
Weston Lewis.....	Gardiner, Maine.....	
John S. Hyde.....	Bath, Maine.....	
George S. Hobbs.....	Portland, Maine.....	

PRINCIPAL OFFICERS.

TITLE.	Name.	Official Address.
President.....	George S. Hobbs.....	} Portland, Maine.
Comptroller.....	Arthur P. Foss.....	
Clerk of Corporation.....	Charles H. Blatchford.....	
Treasurer.....	George W. York.....	
General Counsel.....	Seth M. Carter.....	
Chief Engineer.....	Bertrand T. Wheeler.....	} Phillips, Maine.
Superintendent.....	F. A. Lawton.....	
General Freight Agent and General Passenger Agent.....	Fred N. Beal.....	Phillips, Maine.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors. October 16, 1912.

Date of last closing of stock books before end of year for which this report is made. Do not close.

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 privilege in the election of directors? No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? 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 Company.

The manner in which control was established. Ownership of capital stock.

The extent of control. 100%.

Whether control was direct or indirect. Direct.

Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? No.

ROAD OPERATED.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Sandy River & Rangeley Lakes Railroad	Farmington	Marbles		47.16
	Madrid Jet	Number Six	5.33	
	Brackett Jet	Littlefield	4.27	
	Eustis Jet	Green's Farm	10.48	
	Strong	Bigelow	30.26	
	Mt. Abram Jet	Mt. Abram	1.81	
	Kingfield Switch	Kingfield Station	.25	
	Alder Stream Jet	Alder Stream	2.26	
	Perham Jet	S. W. Corner of Mt. Abraham Townships	2.84	
		Industrial Tracks	.81	
				58.31
Total mileage operated				105.47

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.....	5,000	\$100	\$500,000	\$300,000	\$300,000

PURPOSE OF THE ISSUE.	Number of shares issued during the year.	Cash realized on amount issued during the year.	Total number of shares outstanding.	Total cash realized.
Issued for cash.....	434	\$43,400	584	\$58,400
Issued for purchase of railway or other property.....			2,416	241,600
Total.....	434	\$43,400	\$3,000	\$300,000

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 the year.	Amount paid during the year.
MORTGAGE BONDS.									
First.....	Feb. 1, 1908	Feb. 1, 1928	\$1,000,000	\$837,000	\$537,000	4	Aug. 1&Feb.1	\$33,480 00	\$33,460 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.....	\$837,000	\$837,000	\$33,480	\$33,460
PURPOSE OF THE ISSUE.			Total par value outstanding.	Total cash realized.
Issued for cash.....			\$107,000	\$96,300
Issued for purchase of railway or other property.....			605,000	584,850
Issued for reorganization.....			125,000	112,500
Total.....			\$837,000	\$793,650

RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock.....	\$300,000	\$300,000	105.47	\$2,844
Funded debt.....	837,000	837,000	105.47	7,936
Total.....	\$1,137,000	\$1,137,000	.....	\$10,780

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.
First mortgage 4% bonds.....	\$26,599 66	\$1,706 92	\$24,892 74

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....	Marbles.....	47.16	.....
	Strong.....	Bigelow.....	30.26	.....
	Madrid Jct....	Number 6.....	5.33	.....
	Brackett Jct..	Littlefields....	4.27	.....
	Eustis Jct....	Green's Farm..	10.48	.....
	Kingf'd Switch	Kingfield Sta..	.25	.....
	Perham Jct....	S. W. Corner of Mt. Abraham Township....	2.84	.....
			100.59	\$8,321

All equipment, income, property and appurtenances except the Alder Stream and Mt. Abram branches, mortgaged.

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR.

ACCOUNT.	Through issue of securities.	Property retired or converted.	Adjustments.	Total.
Right of way and station grounds.....	\$1 50			\$1 50
Widening cuts and fills...	1,569 01			1,569 01
Bridges, trestles and culverts.....	67 45			67 45
Ballast.....	2,861 51			2,861 51
Sidings and spur tracks...	26,111 83	*\$454 49		26,357 34
Station buildings and fixtures.....	374 07			374 07
Shops, enginehouses and turntables.....	1,018 60			1,018 60
Reconstruction of road purchased.....			\$5,231 03	5,231 03
Equipment.....	25,005 88		*6,476 00	17,529 88
Total.....	\$57,709 85	*\$454 49	*\$1,244 97	\$56,010 39

* 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, 1912.	Total expenditures, July 1, 1907, to June 30, 1913.
ROAD.			
Engineering.....	\$583 16	\$3,539 14	\$4,122 30
Right of way and station grounds.....	1 50	3,712 46	3,713 96
Real estate.....		31 57	31 57
Grading.....	12,465 40	15,262 62	27,728 02
Bridges, trestles and culverts.....	1,367 54	6,549 55	7,917 09
Ties.....	1,433 42	1,875 41	3,308 83
Rails.....	4,932 74	10,854 95	15,787 69
Frogs and switches.....	328 12	281 13	609 25
Track fastenings and other material.....	584 35	2,700 62	3,284 97
Ballast.....	4,737 14	1,789 19	6,526 33
Track laying and surfacing.....	2,865 47	4,346 64	7,212 11
Roadway tools.....		10 78	10 78
Fencing right of way.....	15 63		15 63
Crossings and signs.....	5 10		5 10
Station buildings and fixtures.....	374 07	*200 00	174 07
Shops, enginehouses and turntables.....	1,018 60	10,867 81	11,886 41
Shop machinery and tools.....		991 75	991 75
Miscellaneous structures.....	4 80		4 80
Rent of equipment.....	1,532 44	55 95	1,588 39
Cost of road purchased.....	5,231 03	868,454 63	873,685 66
Total.....	\$37,480 51	\$931,124 20	\$968,604 71
EQUIPMENT.			
Steam locomotives.....	*\$2,626 99	\$60,565 02	\$57,958 03
Passenger-train cars.....	222 50	23,025 00	23,247 50
Freight-train cars.....	21,479 35	60,012 45	81,491 80
Work equipment.....	*544 98	5,475 00	4,930 02
Total.....	\$18,529 88	\$149,097 47	\$167,627 35
GENERAL EXPENDITURES.			
Interest and commissions.....		\$15,622 55	\$15,622 55
RECAPITULATION.			
Road.....	\$37,480 51	\$931,124 20	\$968,604 71
Equipment.....	18,529 88	149,097 47	167,627 35
General expenditures.....		15,622 55	15,622 55
Total.....	\$56,010 39	\$1,095,844 22	\$1,151,854 61

* Credit.

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	Amount—entire line.
Investment since June 30, 1907.....	\$1,151,854 61
Reserve for accrued depreciation—Cr.....	15,735 19
Net total.....	\$1,136,119 42
Cost per mile of line.....	\$10,771 97

INCOME STATEMENT.

ACCOUNT.	Amount.	Amount.
RAILWAY OPERATING INCOME.		
Rail operations—revenues.....	\$176,266 86	
Rail operations—expenses.....	131,735 10	
Net revenue—rail operations.....		\$44,531 76
Railway tax accruals.....		1,701 71
Railway operating income.....		\$42,830 05
OTHER INCOME.		
Hire of equipment—credit balance.....	\$1,528 84	
Miscellaneous rent income.....	46 84	
Income from unfunded securities and accounts.....	165 95	
Total other income.....		\$1,685 95
Gross income.....		\$44,516 00
DEDUCTIONS FROM GROSS INCOME.		
Miscellaneous rent deductions.....	\$196 42	
Interest deductions for funded debt.....	33,430 00	
Interest deductions for unfunded debt.....	572 92	
Amortization of discount on funded debt.....	1,706 92	
Total deductions.....		\$35,956 26
Net income.....		\$8,559 74
DISPOSITION OF NET INCOME.		
Dividend appropriations of income.....		\$11,687 50
Income balance transferred to debit of profit and loss.....		\$3,127 76

* Deficit.

PROFIT AND LOSS STATEMENT.

ACCOUNT.	Debits.	Credits.
Balance (at beginning of fiscal period).....		\$37,561 76
Debit balance transferred from income account.....	\$3,127 76	
Miscellaneous debits.....	392 37	
Balance credit (at end of fiscal period) carried to general balance sheet.....	34,041 63	
Total.....	\$37,561 76	\$37,561 76

DIVIDENDS DECLARED DURING THE YEAR.

NAME OF SECURITY ON WHICH THE DIVIDEND WAS DECLARED.	Rate per cent. Regular.	Par value of amount on which dividend was declared.	Distribution of charge. Income.	DATE.	
				Declared.	Payable.
Common stock.....	14%	\$275,000	\$3,437 50	Sept. 11, 1912	Oct. 15, 1912
Common stock.....	14%	300,000	3,750 00	Jan. 8, 1913	Jan. 15, 1913
Common stock.....	14%	300,000	3,750 00	Mar. 21, 1913	April 15, 1913
Common stock.....	4%	300,000	750 00	June 11, 1913	July 15, 1913
Total.....			\$11,687 50		

OPERATING REVENUES.

ACCOUNT.	Entire line total revenues.
REVENUE FROM TRANSPORTATION.	
Freight revenue.....	\$113,139 80
Passenger revenue.....	\$49,800 18
Excess baggage revenue.....	572 22
Parlor and chair car revenue.....	161 30
Mail revenue.....	3,991 51
Express revenue.....	7,431 72
Other passenger-train revenue.....	17 06
Total passenger service train revenue.....	\$61,973 99
Special service train revenue.....	\$176 00
Miscellaneous transportation revenue.....	665 63
Total revenue from transportation.....	\$175,955 42
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.	
Parcel-room receipts.....	\$4 55
Rents of buildings and other property.....	13 75
Miscellaneous.....	293 14
Total revenue from operations other than transportation.....	\$311 44
Total operating revenues.....	\$176,266 86

SECURITIES OWNED.
MARKETABLE SECURITIES—STOCKS.

NAME OF CORPORATION AND SECURITY.	Par value of securities owned.	Cost or book value.
OTHER THAN RAILWAY COMPANIES—ACTIVE.		
Rangeley Tavern Corporation.....	\$3,000	\$3,000
Phillips Woolen Company.....	200	200
Hudson Lumber Company.....	100	100
OTHER THAN RAILWAY COMPANIES—INACTIVE.		
Phillips Hotel Company.....	500	500
Total.....	\$3,800	\$3,800

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.	Entire line amount.
MAINTENANCE OF WAY AND STRUCTURES.	
Superintendence.....	\$1,767 69
Maintenance of roadway and track.....	29,983 63
Maintenance of track structures.....	2,569 31
Maintenance of buildings, docks and wharves.....	2,738 48
Injuries to persons.....	10 00
Other maintenance of way and structures expenses.....	675 20
Total.....	\$37,764 31
MAINTENANCE OF EQUIPMENT.	
Superintendence.....	\$1,160 00
Locomotives—repairs.....	7,207 76
Cars—repairs.....	9,912 31
Work equipment—repairs.....	388 56
Equipment—renewals.....	1,367 90
Equipment—depreciation.....	2,972 07
Other maintenance of equipment expenses.....	621 26
Total.....	\$23,629 86
TRAFFIC EXPENSES.	
Traffic expenses.....	\$2,343 16
TRANSPORTATION EXPENSES.	
Superintendence and dispatching trains.....	\$2,353 78
Station service.....	16,557 39
Yard enginemen.....	675 31
Other yard employees.....	231 43
Fuel for yard locomotives.....	1,072 22
All other yard expenses.....	92 24
Road enginemen and motormen.....	11,549 36
Fuel for road locomotives.....	12,650 02
Other road locomotive supplies and expenses.....	2,884 10
Road trainmen.....	13,676 96
Train supplies and expenses.....	1,142 95
Injuries to persons.....	127 65
Loss and damage.....	126 61
Other casualties.....	56 31
All other transportation expenses.....	718 37
Operating joint tracks and facilities—Dr.....	901 99
Total.....	\$64,846 79
GENERAL EXPENSES.	
Administration.....	\$2,074 49
Insurance.....	700 61
Other general expenses.....	375 88
Total.....	\$3,150 98
RECAPITULATION OF EXPENSES.	
Maintenance of way and structures.....	\$37,764 31
Maintenance of equipment.....	23,629 86
Traffic expenses.....	2,343 16
Transportation expenses.....	64,846 79
General expenses.....	3,150 98
Total operating expenses.....	\$131,735 10
Ratio of operating expenses to operating revenues, per cent.....	74.74

PROPERTY ABANDONED, CHARGEABLE TO OPERATING EXPENSES.

DESCRIPTION OF PROPERTY.	Date abandoned.	Total amount chargeable.	Amount charged off.
ENTIRE LINE.			
Gognan's Siding, Phillips, Maine	Nov., 1912	\$330 78	\$330 78
Side Track, Farmington, Maine.....	June, 1913	13 70	13 70
Total.....		\$344 48	\$344 48

RENTS RECEIVABLE.

MISCELLANEOUS RENT INCOME.

DESCRIPTION AND LOCATION OF PROPERTY.	NAME OF LESSEE.	Gross rents.	Expenses.	Amount.
Dwelling, Phillips, Maine....	Frank C. Rollins.....	\$48 00	\$60 84	*\$12 84
Sundry rents .....	.....	4 00	.....	4 00
Total.....	.....	\$52 00	\$60 84	*\$8 84

* Deficit.

RENTS PAYABLE.

MISCELLANEOUS RENT DEDUCTIONS.

DESCRIPTION OF PROPERTY.	LOCATION.	NAME OF LESSOR.	Amount.
Rail rental.....	Farmington, Maine....	Maine Central R. R. Co. ...	\$181 42
Sundry rents .....	.....	.....	15 00
Total.....	.....	.....	\$196 42

HIRE OF EQUIPMENT.

EQUIPMENT INTERCHANGED.

KIND OF EQUIPMENT.	BASIS OF COMPENSATION.		Total compensation.
	LOCOMOTIVE-DAYS OR CAR-DAYS.		
	Number.	Rate.	
ACCRUED ON EQUIPMENT BORROWED.			
Freight-train cars.....	12	\$0.30	\$3 60
ACCRUED ON EQUIPMENT LOANED.			
Work locomotives.....	174	\$5.00 & \$4.00	\$865 00
Work cars.....	2,244	\$0.25 & \$0.30	664 44
Total.....	2,418	.....	\$1,532 44

RECAPITULATION OF HIRE OF EQUIPMENT.

ACCOUNT.	Amount receivable.	Amount payable.
Equipment interchanged.....	\$1,532 44	\$3 60
Balance.....	\$1,528 84	.....

IMPORTANT CHANGES DURING THE YEAR.

ALL EXTENSIONS OF ROAD PUT IN OPERATION.

Increase in mileage due to new industrial tracks and spurs.

ALL NEW STOCKS ISSUED.

184 shares of capital stock par value \$15,400.00. Sold Aug. 1, 1912 at par.
250 shares of capital stock, par value \$25,000.00. Sold Oct. 15, 1912, at par.

ALL OTHER IMPORTANT FINANCIAL CHARGES.

January 15, 1913, \$25,000. Demand notes given, the proceeds being used to retire the floating indebtedness.

SANDY RIVER AND RANGELEY LAKES RAILROAD. 411

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1912.		ASSETS.	JUNE 30, 1913.		Increase.
Item.	Amount.		Item.	Amount.	
		PROPERTY INVESTMENT.			
		Road and Equipment:			
		Investment since June 30, 1907—			
	\$931,124 20	Road	\$968,604 71	\$37,480 51	
	149,097 47	Equipment	167,627 35	18,529 88	
	15,622 55	General expenditures	15,622 55		
	\$1,095,844 22		\$1,151,854 61	\$56,010 39	
	13,598 16	Reserve for accrued depreciation—Cr	15,735 19	2,137 03	
	\$1,082,246 06	Total	\$1,136,119 42	\$53,873 36	
		WORKING ASSETS.			
	\$10,030 35	Cash	\$19,884 16	\$9,853 81	
		Marketable Securities—			
	3,800 00	Stocks	3,800 00		
	5,579 59	Traffic and car service balances due from other companies	5,436 97	*142 62	
	2,873 60	Net balance due from agents and conductors	3,939 50	1,065 90	
	2,475 55	Miscellaneous accounts receivable	2,261 33	*214 22	
	28,460 16	Materials and supplies	20,935 40	*7,524 76	
	\$53,219 25	Total	\$56,257 36	\$3,038 11	
		DEFERRED DEBIT ITEMS.			
	\$337 32	Rents and insurance paid in advance	\$402 62	\$65 30	
		Unextinguished Discount on Securities—			
	26,599 66	Unextinguished discount on funded debt	24,892 74	*1,706 92	
	\$26,936 98	Total	\$25,295 36	*\$1,641 62	
	\$1,162,402 20	Grand total	\$1,217,672 14	\$55,269 85	

* Decrease.

COMPARATIVE GENERAL BALANCE SHEET—CONCLUDED.

JUNE 30, 1912.		LIABILITIES.	JUNE 30, 1913.		Increase.
Item.	Amount.		Item.	Amount.	
	\$256,600 00	Stock. Capital Stock— Common stock not held by company.		\$300,000 00	\$43,400 00
	\$837,000 00	MORTGAGE, BONDED AND SECURED DEBT. Funded Debt— Mortgage bonds not held by company.		\$837,000 00	
		WORKING LIABILITIES.			
	\$96 97	Loans and bills payable.		\$25,000 00	\$25,000 00
	13,758 54	Traffic and car service balances due to other companies.		50 21	*46 76
	227 52	Audited vouchers and wages unpaid.		6,587 20	*7,171 84
	3,207 50	Miscellaneous accounts payable.		273 10	45 58
		Matured interest, dividends and rents unpaid.		770 00	*2,437 50
	\$17,290 53	Total		\$32,680 51	\$15,389 98
	\$13,950 00	ACCRUED LIABILITIES NOT DUE. Unmatured interest, dividends and rents payable.		\$13,950 00	
	\$37,561 76	PROFIT AND LOSS. Balance		\$34,041 63	*\$3,520 13
	\$1,162,402 29	Grand total		\$1,217,672 14	\$55,269 85

* Decrease.

EMPLOYEES AND SALARIES.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	8			
Other officers	4	1,460	\$4,680 00	\$3 21
General office clerks	1	365	540 00	1 48
Station agents	7	2,482	4,893 86	1 97
Other station men	5	1,314	1,595 46	1 21
Enginemen	9	3,031	7,507 95	2 46
Firemen	10	3,002	5,791 65	1 93
Conductors	10	2,904	7,132 53	2 38
Other trainmen	15	4,776	9,088 94	1 90
Machinists	4	1,385	3,095 50	2 24
Carpenters	8	2,114	4,244 40	2 01
Other shopmen	5	1,527	3,212 15	2 10
Section foremen	15	4,596	8,261 65	1 80
Other trackmen	34	13,376	22,144 70	1 66
Switch tenders, crossing tenders and watchmen	5	1,839	2,713 05	1 48
All other employees and laborers	20	6,353	11,481 21	1 81
Total (including "general officers")	160	50,616	\$96,383 05	\$1 90
Less "general officers"	8			
Total (excluding "general officers")	152	50,616	\$96,383 05	\$1 90
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures	55	20,955	\$36,855 78	\$1 76
Maintenance of equipment	21	5,111	10,404 26	2 04
Traffic expenses	1	365	1,200 00	3 29
Transportation expenses	81	24,185	47,923 01	1 98
General expenses	2			

Eight general officers receiving pay from the Maine Central Railroad Company, employed in similar capacities with this company, without compensation, worked 2,424 days.

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Column for number passen- gers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.	
		Dollars.	Mills. Cents.
PASSENGER TRAFFIC.			
Number of passengers carried earning revenue	57,153		
Number of passengers carried one mile	1,221,538		
Number of passengers carried one mile per mile of road	12,364		
Average distance carried, miles	22.42		
Total passenger revenue		49,800	18
Average amount received from each passenger			87
Average receipts per passenger per mile			03
Total passenger service train revenue		61,973	99
Passenger service train revenue per mile of road			597
Passenger service train revenue per train-mile			47
FREIGHT TRAFFIC.			
Number of tons carried of freight earning revenue	8,276		
Number of tons carried one mile	1,745,553		
Number of tons carried one mile per mile of road	16,841		
Average distance haul of one ton, miles	21.74		
Total freight revenue		113,139	80
Average amount received for each ton of freight			140
Average receipts per ton per mile			06
Freight revenue per mile of road		1,091	56
Freight revenue per train-mile			168
TOTAL TRAFFIC.			
Operating revenues		176,266	86
Operating revenues per mile of road		1,700	60
Operating revenues per train-mile			116
Operating expenses		131,735	10
Operating expenses per mile of road		1,270	96
Operating expenses per train-mile			87
Net operating revenue		44,531	76
Net operating revenue per mile of road		429	64
Average number of passengers per car-mile	7		
Average number of passengers per train-mile	10		
Average number of passenger cars per train-mile	1.65		
Average number of tons of freight per loaded car- mile	5.52		
Average number of tons of freight per train-mile	25.97		
Average number of freight cars per train-mile	7.92		
Average number of loaded cars per train-mile	4.70		
Average number of empty cars per train-mile	2.47		
Average mileage operated during year	103 65		

TRAFFIC AND MILEAGE STATISTICS.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service:		
Freight locomotive-miles	21,832	
Passenger locomotive-miles	53,733	
Mixed locomotive-miles	46,743	
Special locomotive-miles	426	
Switching locomotive-miles	27,482	
Total revenue locomotive mileage		120,216
Nonrevenue service locomotive-miles		15,136
CAR MILEAGE.		
Revenue Service:		
Freight Car-Miles—		
Loaded	316,071	
Empty	166,268	
Caboose	50,204	
Total freight car-miles		532,543
Passenger Car-Miles—		
Passenger	181,605	
Sleeping, parlor and observation	9,573	
Other passenger-train cars	22,536	
Total passenger car-miles		213,714
Special Car-Miles—		
Passenger		1,306
Total revenue car mileage		747,563
Nonrevenue service car-miles		41,255
TRAIN MILEAGE.		
Revenue Service:		
Freight train-miles	20,903	
Passenger train-miles	83,551	
Mixed train-miles	46,308	
Special train-miles	397	
Total revenue train mileage		151,159
Nonrevenue service train-miles		14,757

FREIGHT TRAFFIC MOVEMENT.

(Company's Material Excluded.)

COMMODITY.	Freight originating on this road.	Freight received from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.		
	Tons.	Tons.	Tons.	Per cent.	
Products of Agriculture.	Grain	1,049	1,475	2,524	03.14
	Flour	374	195	569	00.71
	Other mill products	2,550	224	2,774	03.46
	Hay	933	.....	933	01.16
	Tobacco .....	.....	6	6	00.01
	Fruit and vegetables	1,742	71	1,813	02.26
	Other products of agriculture	30	35	65	00.05
Total	6,678	2,006	8,684	10.82	
Products of Animals.	Live stock	432	14	446	00.56
	Dressed meats	7	49	56	00.07
	Other packing-house products .....	.....	26	26	00.03
	Poultry, game and fish	2	11	13	00.02
	Wool	13	3	16	00.02
	Hides and leather	5	.....	5	00.01
	Other products of animals	185	37	222	00.27
Total	644	140	784	00.98	
Products of Mines.	Anthracite coal .....	.....	970	970	01.21
	Bituminous coal .....	.....	169	169	00.21
	Stone, sand and other like articles	473	12	485	00.60
	Other products of Maine	32	1	33	00.04
	Total	505	1,152	1,657	02.06
Products of Forests.	Lumber	26,594	117	26,711	33.27
	Other products of forests	32,126	8	32,134	40.03
	Total	58,720	125	58,845	73.30
Manufac- tures.	Petroleum and other oils	319	105	424	00.53
	Sugar	22	160	182	00.23
	Iron, pig and bloom	2	.....	2	.....
	Iron and steel rails	1	.....	1	.....
	Other castings and machinery	176	70	246	00.31
	Bar and sheet metal	1	40	41	00.05
	Cement, brick and lime	611	178	789	00.98
	Agricultural implements	41	17	58	00.07
	Wagons, carriages, tools, etc.	29	1	30	00.04
	Wines, liquors and beers	5	19	24	00.03
	Household goods and furniture	99	37	136	00.17
	Other manufactures	2,328	637	2,965	03.69
	Total	3,634	1,264	4,898	06.10
Merchandise	2,489	2,704	5,193	06.47	
Miscellaneous: Other commodities not mentioned above	94	121	215	00.27	
Total tonnage	72,764	7,512	80,276	100.00	

DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1912.	Number added during year.	Number retired during year.	Number on June 30, 1913.	NUMBER FITTED WITH-	
					Train brake.	Automatic coupler.
LOCOMOTIVES—OWNED OR LEASED.						
Passenger.....	9		4	5	5	5
Freight.....	8			8	8	8
Total locomotives owned and in service	17		4	13	13	13
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	1	1	3	3	3
Other cars in passenger service.....	6			6	6	6
Total.....	21	1	1	21	21	21
In Freight Service:						
Box cars.....	60	25	1	84	25	84
Flat cars.....	192	25	6	211	25	201
Stock cars.....		2		2		2
Total.....	252	52	7	297	50	287
In Company's Service:						
Caboose cars.....	5			5		5
Other road cars.....	15		1	14		14
Total.....	20		1	19		19
Total cars owned and in service.....	293	53	9	337	71	327

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.			Iron.	Steel.
ENTIRE LINE.						
Miles of single track.....	47.16	58.31	105.47	3.65	1.36	104.11
Miles of yard track and sidings	5.65	5.92	11.57	2.49	.14	11.43
Total mileage operated (all tracks).....	52.81	64.23	117.04	6.14	1.50	115.54

ACCIDENTS TO PERSONS.

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.			
	TRAINMEN.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.
Coupling or uncoupling		1		1
Falling from trains, locomotives or cars		1		1
Total		2		2
SUMMARY. [Tables A and B].			TOTAL.	
			Killed.	Injured.
Railway employees	TABLE A.			2
Railway employees	TABLE B.			1
Grand total				3

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

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.			
	TRACKMEN.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.
Handling supplies, etc.		1		1

RENEWALS OF TIES.
NEW TIES LAID DURING YEAR.

KIND.	Number.	Average price at distributing point. Cents.
Cedar.....	14,031	14.8
Hemlock.....	18	91.8
Spruce (switch ties).....	134	100.6
Spruce (bridge ties).....	4	96
Total.....	14,187	15.7

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—Tons. Bituminous.	Total fuel consumed—Tons.	Miles run.	Average pounds consumed per mile.
REVENUE SERVICE.				
Freight.....	523.61	523.61	21,832	47.97
Passenger.....	1,201.57	1,201.57	83,733	28.70
Mixed.....	966.88	966.88	46,743	41.37
Special.....	6.31	6.31	426	29.62
Switching.....	463.97	463.97	27,452	33.77
Nonrevenue service.....	264.12	264.12	15,138	34.89
Total.....	3,426.46	3,426.46	195,354	35.08
Average cost at distributing point.....	\$4.299			

CHARACTERISTICS OF ROAD.
BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	Aggregate length. Feet.	Minimum length. Feet.	Maximum length. Feet.	ITEM.	No.	Height of lowest above surface of rail.	
							Feet.	In.
BRIDGES.					OVERHEAD HIGHWAY CROSSINGS.			
Iron.....	4	506	72	167	Trestles.....	1	12	07
Wooden.....	13	720	25	207				
Total.....	17	1,226						
TRESTLES.								
Wood.....	12	841	22	153				

Gage of track, 2 feet. 105.47 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.
47.20	47.20	Western Union Telegraph Company.....	Western Union Telegraph Company.

**Report of the Wiscasset, Waterville and Farmington Railway Company
for the Year Ending June 30, 1913.**

HISTORY.

Exact name of common carrier making this report. Wiscasset, Waterville and 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. Under general laws as embodied in the Revised Statutes.

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 legislature of the State of Maine by act approved February 5, 1901. Property and franchises purchased at receiver's sale made December 4, 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 5, 1913.
Llewellyn Libby.....	Albion, Maine.....	
Samuen J. Sewall.....	Wiscasset, Maine.....	
Normal 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, 1912.

Date of last closing of stock books before end of year for which this report is made. Third Wednesday of October, 1912.

Total number of stockholders of record at the date required in answer to Question 2. Five.

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, 1913? No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913? 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 and 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, preferred.	1,000	\$100,000
Issued for property and franchises of Wiscasset, Waterville and Farmington Railroad Company:		
Common	1,000	
Preferred.	1,000	
Total	3,000	\$100,000

WISCASSET, WATERVILLE AND FARMINGTON RAILROAD. 423

RECAPITULATION OF CAPITALIZATION.

ACCOUNT.	Total par value outstanding.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock	\$300,000	\$300,000	57.46	\$5,221 02

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907.

ACCOUNT.	Total expenditures, July 1, 1907, to June 30, 1912.	Total expenditures, July 1, 1907, to June 30, 1913.
ROAD.		
Right of way and station grounds	\$1,098 38	\$1,098 38
Real estate	1,150 00	1,150 00
Bridges, trestles and culverts	11,091 77	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	5,292 89	5,292 89
Water stations	1,981 10	1,981 10
Dock and wharf property	9,676 47	9,676 47
Total	\$59,663 43	\$59,663 43
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	\$59,663 43	\$59,663 43
Equipment	18,447 55	18,447 55
Total—entire line	\$78,110 98	\$78,110 98

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	Amount—entire line.
Investment to June 30, 1907	\$228,650 03
Investment since June 30, 1907	78,110 98
Total	\$306,761 01
Cost per mile of line	\$5,338 69

INCOME STATEMENT.

ACCOUNT.	Amount.	Amount.
RAILWAY OPERATING INCOME.		
Rail operations—revenues.....	\$78,914 66	
Rail operations—expenses.....	76,112 79	
Net revenue—rail operations.....		\$2,801 87
Railway tax accruals.....		661 94
Railway operating income.....		\$2,139 93
OTHER INCOME.		
Miscellaneous rent income.....		583 99
Gross income.....		\$2,723 92
Income balance transferred to credit of profit and loss.....		\$2,723 92

PROFIT AND LOSS STATEMENT.

ACCOUNT.	Debits.	Credits.
Balance (at beginning of fiscal period).....		\$17,309 41
Credit balance transferred from income account.....		2,723 92
Balance credit (at end of fiscal period) carried to general balance sheet.....	\$20,033 33	
Total.....	\$20,033 33	\$20,033 33

OPERATING REVENUES.

ACCOUNT.	Entire line total revenue.
REVENUE FROM TRANSPORTATION.	
Freight revenue.....	\$66,857 59
Passenger revenue.....	\$6,387 40
Mail revenue.....	2,161 26
Express revenue.....	3,508 41
Total passenger service train revenue.....	\$12,057 07
Total revenue from transportation.....	\$78,914 66

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.

WISCASSET, WATERVILLE AND FARMINGTON RAILROAD. 425

OPERATING EXPENSES.

ACCOUNT.	Entire line amount.
MAINTENANCE OF WAY AND STRUCTURES.	
Maintenance of roadway and track.....	\$30,953 61
Maintenance of track structures.....	2,006 91
Maintenance of buildings, docks and wharves.....	1,713 04
Total.....	\$34,673 56
MAINTENANCE OF EQUIPMENT.	
Locomotives—repairs.....	\$6,899 26
Cars—repairs.....	2,940 80
Other maintenance of equipment expenses.....	382 52
Total.....	\$10,222 58
TRANSPORTATION EXPENSES.	
Station service.....	\$7,454 33
Road enginemen and motormen.....	3,790 35
Fuel for road locomotives.....	6,856 51
Other road locomotive supplies and expenses.....	557 35
Road trainmen.....	3,788 51
Train supplies and expenses.....	20 74
Loss and damage.....	219 86
All other transportation expenses.....	3,236 57
Total.....	\$25,954 22
GENERAL EXPENSES.	
Administration.....	\$2,999 92
Insurance.....	574 21
Other general expenses.....	1,688 30
Total.....	\$5,262 43
RECAPITULATION OF EXPENSES.	
Maintenance of way and structures.....	\$34,673 56
Maintenance of equipment.....	10,222 58
Transportation expenses.....	25,954 22
General expenses.....	5,262 43
Total operating expenses.....	\$76,112 79
Ratio of operating expenses to operating revenues, per cent.....	95.60

RENTS RECEIVABLE.

MISCELLANEOUS RENT INCOME.

DESCRIPTION AND LOCATION OF PROPERTY	NAME OF LESSEE.	Gross rents.
Land.....	Central Maine Power Co.....	\$497 00
Whaleship wharf.....	Sundry.....	86 99
Total.....		\$583 99

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1912.		ASSETS.	JUNE 30, 1913.		Increase.
Item.	Amount.		Item.	Amount.	
		PROPERTY INVESTMENT.			
		Road and Equipment:			
	\$228,650 03	Investment to June 30, 1907—	\$228,650 03		
		Investment since June 30, 1907—			
	59,663 43	Road		59,664 43	
	18,447 55	Equipment		18,447 55	
	\$306,761 01	Total		\$306,761 01	
		WORKING ASSETS.			
	\$10,847 90	Cash		\$15,332 98	\$4,485 08
	462 82	Net balance due from agents and conductors		733 16	270 34
	582 37	Miscellaneous accounts receivable		485 68	*96 69
	4,645 18	Materials and supplies		422 93	*4,222 25
	\$16,538 27	Total		\$16,974 75	\$436 48
	\$323,299 28	Grand total		\$323,735 76	\$436 48
		LIABILITIES.			
		STOCK.			
	\$100,000 00	Capital Stock—Common stock not held by company		\$100,000 00	
	200,000 00	Preferred stock not held by company		200,000 00	
	\$300,000 00	Total		\$300,000 00	
		WORKING LIABILITIES.			
	\$5,987 87	Audited vouchers and wages unpaid		\$3,702 43	*\$2,287 44
	17,309 41	Profit and loss		20,033 33	2,723 92
	\$323,299 28	Grand total		\$323,735 76	\$436 48

* Decrease.

EMPLOYES AND SALARIES.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	2	628	\$1,999 92	\$3 18
General office clerks.....	2	622	1,450 00	2 33
Station agents.....	12	3,454	3,892 80	1 13
Other station men.....		2,358	2,857 54	1 21
Enginemen.....	4	1,203	2,435 16	2 02
Firemen.....	3	862	1,355 19	1 57
Conductors.....	4	1 129	2,299 79	2 01
Other trainmen.....	3	985	1,488 72	1 51
Carpenters.....	4	936	1,862 10	1 98
Other shopmen.....	7	2,074	4,483 40	2 16
Section foremen.....	10	3,026	4,815 30	1 59
Other trackmen.....	41	11,341	19,085 05	1 68
Switch tenders, crossing tenders, and watchmen.....	2	753	1,290 35	1 71
All other employes and laborers.....	1	187	398 93	2 13
Total(including "general officers")	95	29,568	\$48,714 25	\$1 65
Less "general officers".....	2	628	1,999 92	3 18
Total(excluding "general officers")	93	28,940	\$46,714 33	\$1 61
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures....	51	14,367	\$24,299 28	\$1 69
Maintenance of equipment.....	11	3,010	5,345 50	1 77
Transportation expenses.....	29	10,941	15,619 55	1 43
General expenses.....	4	1 250	3,449 92	2 38

TRAFFIC AND MILEAGE STATISTICS.

ITEM	Column for number passen- gers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars	Cents	Mills
PASSENGER TRAFFIC				
Number of passengers carried earning revenue . . .	13,239			
Number of passengers carried one mile . . .	190,140			
Number of passengers carried one mile per mile of road . . .	3,309			
Average distance carried, miles . . .	14.36			
Total passenger revenue . . .		6,357	40	
Average amount received from each passenger . . .			48	246
Average receipts per passenger per mile . . .			03	359
Total passenger service train revenue . . .		12,057	07	
Passenger service train revenue per mile of road . . .		209	83	
Passenger service train revenue per train mile . . .			21	887
FREIGHT TRAFFIC				
Number of tons carried of freight earning revenue . . .	34,096			
Number of tons carried one mile . . .	786,482			
Number of tons carried one mile per mile of road . . .	14,315			
Average distance haul of one ton, miles . . .	24.12			
Total freight revenue . . .		66,857	50	
Average amount received for each ton of freight . . .			1	066
Average receipts per ton per mile . . .			06	628
Freight revenue per mile of road . . .		1,163	55	012
Freight revenue per train-mile . . .			1	17 545
TOTAL TRAFFIC				
Operating revenue . . .		75,914	66	
Operating revenues per mile of road . . .		1,373	35	
Operating revenues per train-mile . . .			1	35 744
Operating expenses . . .		76,112	79	
Operating expenses per mile of road . . .		1,324	82	
Operating expenses per train-mile . . .			1	33 082
Net operating revenue . . .		2,139	93	
Net operating revenue per mile of road . . .			37	22
Average number of passengers per car-mile . . .	3			
Average number of passengers per train-mile . . .	3			
Average number of passenger cars per train-mile . . .	1			
Average number of tons of freight per loaded car- mile . . .	19.03			
Average number of tons of freight per train-mile . . .	13.82			
Average number of freight cars per train-mile . . .	1			
Average number of loaded cars per train-mile . . .	75			
Average number of empty cars per train-mile . . .	25			
Average mileage operated during year . . .	57.46			

WISCASSET, WATERVILLE AND FARMINGTON RAILROAD. 429

TRAFFIC AND MILEAGE STATISTICS—CONCLUDED.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service:		
Freight locomotive-miles.....	1,790	
Passenger locomotive-miles.....	55,088	
Total revenue locomotive mileage.....		56,878
Nonrevenue service locomotive-miles.....		14,157
CAR MILEAGE.		
Revenue Service:		
Freight Car Miles—		
Loaded.....	41,316	
Empty.....	13,772	
Cabooses.....	1,790	
Total freight car-miles.....		56,878
Passenger Car-Miles—		
Passenger.....		55,088
Total revenue car mileage.....		111,966
Nonrevenue car-miles.....		14,157
TRAIN MILEAGE.		
Revenue Service:		
Freight train-miles.....	1,790	
Mixed train-miles.....	55,088	
Total revenue train mileage.....		56,878
Nonrevenue service train-miles.....		14,157

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

COMMODITY.	Freight originating on this road.	Freight received from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
	Tons.	Tons.	Tons.	Per cent.
Products of Agriculture. {	Grain.....	4,384	4,384	.....
	Hay.....	2,168	2,168	.....
	Fruit and vegetables.....	6,307	6,307	.....
	Other products of agriculture	10	10	.....
Total.....	8,485	4,384	12,869	.....
Products of Animals. {	Wool.....	4	4	.....
	Hides and leather.....	45	45	.....
Total.....	4	45	49	.....
Products of Mines. {	Anthracite coal.....	56	56	.....
	Bituminous coal.....	2,190	2,190	.....
	Sand, stone and other articles.	8	8	.....
Total.....		2,254	2,254	.....
Products of Forests. {	Lumber.....	15,050	15,050	.....
	Other products of forests.....	371	435	.....
Total.....	15,421	64	15,485	.....
Manufac- tures. {	Sugar.....	48	48	.....
	Other castings and machinery.....	60	60	.....
	Cement, brick and lime.....	29	19	.....
	Agricultural implements.....	5	5	.....
	Household goods and furniture	15	15	.....
Other manufactures.....	102	102	.....
Total.....		319	319	.....
Merchandise.....	100	619	919	.....
Miscellaneous: Other commodities not men- tioned above.....		2,201	2,201	.....
Total tonnage.....	24,010	10,086	34,096	.....

WISCASSET, WATERVILLE AND FARMINGTON RAILROAD. 431

SELECTED COMMODITIES.

COMMODITY.	Freight carried in carload lots.	Ton-mileage of freight carried in carload lots.	Revenue from freight carried in carload lots	Revenue per ton per mile from freight carried in carload lots.	
	Tons.	Ton-miles.	Dollars.	Cts.	Mills
Grain	4,364	122,752	7,233 60	8	250
Hay	2,168	71,544	2,601 60	6	000
Anthracite coal	56	1,120	56 00	5	000
Bituminous coal	2,190	85,410	2,734 75	6	250
Lumber	15,050	301,000	18,060 00	6	000

DESCRIPTION OF EQUIPMENT.

ITEM.	Number on June 30, 1912.	Number added during year.	Number retired during year.	Number on June 30, 1913.	NUMBER FITTED WITH	
					Train brake.	Automatic coupler.
LOCOMOTIVES—OWNED OR LEASED.						
Passenger	4			3	3	2
Freight	2			2	2	1
Switching	1			1	1	
Total locomotives in service	7			6	6	3
Total locomotives owned	7		1	6	6	3
CARS—OWNED OR LEASED.						
In Passenger Service:						
First-class cars	2			2		
Combination cars	2			2		
Baggage, express and postal cars	1			1		
Total	5			5		
In Freight Service:						
Box cars	46			46		
Flat cars	45		1	44		
Total	91		1	90		
In Company's Service:						
Derrick cars		1		1		
Caboose cars	1			1		
Other road cars	5			5		
Total	6	1		7		
Total cars in service	102	1	1	102		

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	Line owned. Main line.	Total mileage operated.	RAILS.	
			Iron.	Steel.
ENTIRE LINE.				
Miles of single track	57.46	57.46		57.46
Miles of yard track and sidings	3.75			3.75
Total mileage operated (all tracks)	61.21	57.46		61.21

RENEWALS OF TIES.

NEW TIES LAID DURING YEAR.

KIND.	Number.	Average price at distributing point. Cents.
Cedar	18,015	17
Hemlock	8,992	14
Total	27,007	16

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—tons. Bituminous.	Miles run.	Average pounds consumed per mile.
REVENUE SERVICE.			
Freight	37	1,790	
Mixed	1,140	55,083	
Nonrevenue service	293	14,157	
Total	1,470	71,035	46.35
Average cost at distributing point	\$4.66		

CHARACTERISTICS OF ROAD.
BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	Aggregate length.	Minimum length.	Maximum length.	ITEM.	No.	Height of lowest above surface of rail.	
		Feet.	Feet.	Feet.			Feet.	In.
BRIDGES.					OVERHEAD HIGHWAY CROSSINGS.			
Iron.....	1	112.08			Bridges.....	2	20	.....
Wooden.....	15	2,011.00	6	2,000				
Trestles.....	2	300	140	160				

Gage of track, 2 feet. 57.46 miles.

**Report of the York Harbor and Beach Railroad Company for the Year
Ending June 30, 1913.**

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 21b.

DIRECTORS.

NAME.	Post-Office Address.	Date of Expiration of Term.
Lucius Tuttle.....	Brookline, Mass.....	} October 22, 1913.
Frederic C. Dumaine.....	Concord, Mass.....	
Charles S. Mellen.....	New Haven, Conn.....	
John E. Staples.....	York Village, Maine.....	
Edward S. Marshall.....	York Harbor, Maine.....	
Joseph W. Symonds.....	Portland, Maine.....	
Samuel W. Junkins.....	York Corner, Maine.....	

PRINCIPAL OFFICERS.

TITLE.	Name.	Official Address.
President.....	*Charles S. Mellen.....	Boston, Mass.
Vice-President.....	Henry J. Horn.....	Boston, Mass.
Vice-President & Comptroller.....	Wm. J. Hobbs.....	Boston, Mass.
Clerk.....	Frank D. Marshall.....	Portland, Maine.
Treasurer.....	Herbert E. Fisher.....	Boston, Mass.
General Superintendent.....	Wm. F. Ray.....	Boston, Mass.
General Freight Agent.....	George H. Eaton.....	Boston, Mass.
General Passenger Agent.....	Charles M. Burt.....	Boston, Mass.

* Mr. Morris McDonald was elected president of this company on November 5, 1913, in place of Mr. Charles S. Mellen, resigned.

FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors. October 23, 1912.
 Date of last closing of stock books before end of year for which this report is made. Do not close.
 Total number of stockholders of record at the date required in answer to Question 2. 76.
 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, 1913? 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 R. R.
 The manner in which control was established. Ownership of a majority of its capital stock.
 The extent of control. 59% of its capital stock.
 Whether control was direct or indirect. Direct.
 Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? No.

ROAD OPERATED.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of road named.
	From—	To—		
York Harbor & Beach R. R.	Maine, line Kittery Jct., Me.	York Beach, Me.	11.17	11.17
York Harbor & Beach R. R.	Spur, Kittery Navy Yard Station.	U. S. Navy Yard. ....	.34	.34
Total mileage operated	.....		11.51	11.51

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.	*6,000	₹50	\$300,000	\$300,000	\$300,000	3	\$9,000 00
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.

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 BETTERRMENTS DURING THE
YEAR.

ACCOUNT.	From cash or other working assets.
Bridges, trestles and culverts.....	\$2,592 64
Fencing right of way.....	69 85
Station buildings and fixtures.....	1,001 79
Total.....	\$3,664 28

ROAD AND EQUIPMENT—INVESTMENT SINCE JUNE 30, 1907—ENTIRE
LINE.

ACCOUNT.	Expenditures for additions and better- ments during the year.	Total expenditures July 1, 1907, to June 30, 1912.	Total expenditures, July 1, 1907, to June 30, 1913.
ROAD.			
Engineering.....		\$0 45	\$0 45
Right of way and station grounds.....		60 00	60 00
Grading.....		198 37	198 37
Bridges, trestles and culverts.....	\$2,592 64	96 07	2,688 71
Ties.....		90 75	90 75
Rails.....		127 21	127 21
Frogs and switches.....		80 15	80 15
Track fastenings and other material.....		32 38	32 38
Track laying and surfacing.....		195 45	195 45
Fencing right of way.....	69 85	59 63	129 48
Crossings and signs.....		12 75	12 75
Station buildings and fixtures.....	1,001 79		1,001 79
Total.....	\$3,664 28	\$953 24	\$4,617 52
RECAPITULATION.			
Road.....	\$3,664 28	\$953 24	\$4,617 52

SUMMARY OF ROAD AND EQUIPMENT.

ACCOUNT.	Amount— Entire line.
INVESTMENT TO JUNE 30, 1907.	
Road.....	\$300,000 00
Investment since June 30, 1907.....	4,617 52
Total.....	\$304,617 52
Cost per mile of line, 11.51 miles.....	\$26,465 47

INCOME STATEMENT.

ACCOUNT.	Amount.	Amount.
RAILWAY OPERATING INCOME.		
Operations—revenues.....	\$45,016 29	
Operations—expenses.....	36,163 28	
Net revenue, Rail operations.....		\$8,853 01
Railway tax accruals.....		1,411 20
Operating income.....		\$7,441 81
OTHER INCOME.		
Miscellaneous rent income.....	\$506 50	
Income from unfunded securities and accounts.....	1,410 09	
Total other income.....		\$1,916 59
Gross income.....		\$9,358 40
DEDUCTIONS FROM GROSS INCOME.		
Hire of equipment—debit balance.....		\$7,863 17
Net income.....		\$1,495 23
Income balance transferred to credit of profit and loss.....		\$1,495 23

PROFIT AND LOSS STATEMENT.

ACCOUNT.	Debits.	Credits.
Balance (at beginning of fiscal period)		\$47,169 65
Credit balance transferred from income account		1,495 23
Dividend appropriations of surplus	\$9,000 00	
Balance credit (at end of fiscal period) carried to general balance sheet	39,664 88	
Total	\$48,664 88	\$48,664 88

OPERATING REVENUES.

ACCOUNT.	Entire line total revenues.
REVENUE FROM TRANSPORTATION.	
Freight revenue	\$17,281 61
Passenger revenue	\$26,366 22
Excess baggage revenue	149 21
Express revenue	916 12
Milk revenue (on passenger trains)	18 37
Other passenger-train revenue	48 66
Total passenger service train revenue	\$27,490 58
Total revenue from transportation	\$44,780 19
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.	
Storage—baggage	\$23 95
Car service	43 00
Telegraph and telephone service	169 15
Total revenue from operations other than transportation	\$236 10
Total operating revenues	\$45,016 29

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.	Entire line amount.
MAINTENANCE OF WAY AND STRUCTURES.	
Superintendence	\$160 10
Ties	915 63
Rails	*57 30
Other track material	1,223 27
Roadway and track	4,099 56
Removal of snow, sand and ice	3 60
Bridges, trestles and culverts	8,516 12
Over and under grade crossings	11 40
Grade crossings, fences, cattle guards and signs	714 50
Buildings, fixtures and grounds	2,022 58
Roadway tools and supplies	3 37
Injuries to persons	90 00
Total	\$17,672 83
TRAFFIC EXPENSES.	
Advertising	\$113 11
Stationery and printing	37 98
Total	\$151 09
TRANSPORTATION EXPENSES.	
Superintendence	\$4 73
Station employes	3,743 87
Weighing and car-service associations	1 00
Station supplies and expenses	231 30
Yard supplies and expenses	1 67
Yard enginemen	3 17
Road enginemen	3,210 15
Enginehouse expenses—road	542 37
Fuel for road locomotives	4,377 21
Water for road locomotives	407 98
Lubricants for road locomotives	38 30
Other supplies for road locomotives	8 55
Road trainmen	3,349 57
Train supplies and expenses	404 09
Interlocking and block and other signals—operation	68 88
Crossing flagmen and gatemen	677 39
Drawbridge operation	462 90
Telegraph and telephone—operation	31 60
Stationery and printing	291 33
Other expenses	28 24
Loss and damage—freight	107 64
Damage to property	5 00
Injuries to persons	81 75
Total	\$18,076 69
GENERAL EXPENSES.	
Salaries and expenses of general officers	\$6 50
Salaries and expenses of clerk and attendants	3 10
Law expenses	55 00
Insurance	122 22
Stationery and printing	11 75
Other expenses	62 10
Total	\$260 67
RECAPITULATION OF EXPENSES.	
Maintenance of way and structures	\$17,672 83
Traffic expenses	151 09
Transportation expenses	18,076 69
General expenses	260 67
Total operating expenses	\$36,163 28
Ratio of operating expenses to operating revenues, per cent	80.33

* Credit.

RENTS RECEIVABLE.

MISCELLANEOUS RENT INCOME.

DESCRIPTION AND LOCATION OF PROPERTY.	Name of lessee.	Amount.
LAND.		
York Beach, Maine.....	A. C. Farwell.....	\$50 00
York Beach, Maine.....	F. H. Ellis.....	225 00
York Beach, Maine.....	W. Wolf.....	96 00
York Beach, Maine.....	D. E. Holland.....	50 00
York Beach, Maine.....	O. W. Avery.....	40 00
York Beach, Maine.....	W. Watso.....	25 00
Various.....	Various.....	20 50
Total.....		\$506 50

HIRE OF EQUIPMENT.

EQUIPMENT INTERCHANGED.

KIND OF EQUIPMENT.	BASIS OF COMPENSATION.				Total compensation.
	LOCOMOTIVE-DAYS OR CAR-DAYS.		LOCOMOTIVE-MILES OR CAR-MILES.		
	No.	Rate.	No.	Rate.	
ACCRUED ON EQUIPMENT BORROWED.					
Passenger locomotives.....	386.85	\$7.00			\$2,707 95
Freight locomotives.....					
Passenger-train cars.....	1,526	75c	65,072	1½-2c	2,668 66
Freight train cars.....	5,653	30-35-40c	32,266	6-10-¼-1c	2,334 51
Total.....	7,865.85		100,338		\$7,711 12

PRIVATE CARS.

CARS USED.		Number car-miles.	COMPENSATION.	
NAME OF OWNER.	DESCRIPTION.		Rate.	Amount.
Pullman Co.....	Parlor cars.....	7,152	2c	\$143 04
Various.....	Freight.....	1,040	6-10-¼-1c	9 01
Total.....		8,192		\$152 05

RECAPITULATION OF HIRE OF EQUIPMENT.

ACCOUNT.	Amount receivable.	Amount payable.
Equipment interchanged.....		\$7,711 12
Private cars.....		152 05
Total.....		\$7,863 17
Balance.....		\$7,863 17

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1912.		ASSETS.	JUNE 30, 1913.		Increase.
Item.	Amount.		Item.	Amount.	
		PROPERTY INVESTMENT.			
		Road and Equipment:			
		Investment to June 30, 1907—			
	\$300,000 00	Road.....		\$300,000 00	
		Investment since June 30, 1907—			
	953 24	Road.....		4,617 52	3,664 28
	\$300,953 24	Total.....		\$304,617 52	\$3,664 28
		WORKING ASSETS.			
	\$16,714 38	Cash.....		\$19,634 74	\$2,920 36
	20,000 00	Loans and bills receivable.....		20,000 00	
	10,928 37	Miscellaneous accounts receivable.....			*10,928 37
	\$47,642 75	Total.....		\$39,634 74	*\$8,008 01
	\$348,595 99	Grand total.....		\$344,252 26	*\$4,343 73
		LIABILITIES.			
		STOCK.			
		Capital Stock—			
	\$300,000 00	Common stock not held by company.....		300,000 00	
		WORKING LIABILITIES.			
		Miscellaneous accounts payable.....		\$2,005 56	\$2,005 56
	\$40 00	Matured interest dividends and rents unpaid.....		55 00	15 00
	\$40 00	Total.....		\$2,060 56	\$2,020 56
		ACCRUED LIABILITIES NOT DUE.			
	433 10	Taxes accrued.....		541 55	108 45
		DEFERRED CREDIT ITEMS.			
		Other deferred credit items.....		1,032 03	1,032 03
		APPROPRIATED SURPLUS.			
	953 24	Additions to property since June 30, 1907, through income.....		953 24	
	\$47,169 65	PROFIT AND LOSS.			
		Balance.....		\$39,664 88	*\$7,504 77
	\$348,595 99	Grand total.....		\$344,252 26	*\$4,343 73

*Decrease.

EMPLOYES AND SALARIES.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	9			
Station agents	7	1,492	\$3,222 09	\$2 16
Other station men	5	587	974 97	1 66
Enginemen	2	445	2,066 00	4 64
Firemen	2	445	1,247 32	2 80
Conductors	1	262	1,372 46	5 24
Other trainmen	2	524	1,672 78	3 19
Carpenters	10	1,695	4,435 99	2 62
Other shopmen	1	240	620 61	2 58
Section foremen	2	570	1,461 75	2 56
Other trackmen	6	2,066	3,779 92	1 83
Switch tenders, crossing tenders and watchmen	2	552	866 79	1 57
Telegraph operators and dispatchers ..	1	115	230 00	2 00
All other employes and laborers	1	150	306 80	2 04
Total (including "general officers")	51	9,143	\$22,257 48	\$2 43
Less "general officers"	9			
Total (excluding "general officers")	42	9,143	\$22,257 48	\$2 43
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures	19	5,025	\$10,617 74	\$2 11
Transportation expenses	23	4,118	11,639 74	2 82
General expenses	9			

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Column for number passen- gers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
PASSENGER TRAFFIC.				
Number of passengers carried earning revenue ..	225,592 ..			
Number of passengers carried one mile	1,000,302 ..			
Number of passengers carried one mile per mile of road	86,907 ..			
Average distance carried, miles	4.34 ..			
Total passenger revenue		26,366	22	
Average amount received from each passenger ..			11	686
Average receipts per passenger per mile			2	636
Total passenger service train revenue		27,498	58	
Passenger service train revenue per mile of road ..		2,389	10	
Passenger service train revenue per train-mile ..				93 893
FREIGHT TRAFFIC.				
Number of tons carried of freight earning revenue ..	29,539 ..			
Number of tons carried one mile	195,506 ..			
Number of tons carried one mile per mile of road ..	16,986 ..			
Average distance haul of one ton, miles	6.63 ..			
Total freight revenue		17,201	61	
Average amount received for each ton of freight ..			58	504
Average receipts per ton per mile			8	39
Freight revenue per mile of road		1,501	44	
Freight revenue per train-mile				2 49 770
TOTAL TRAFFIC.				
Operating revenues		45,016	29	
Operating revenues per mile of road		3,911	06	
Operating revenues per train mile			1 38	610
Operating expenses		36,163	28	
Operating expenses per mile of road		3,141	90	
Operating expenses per train-mile			1 11	350
Net operating revenue		8,853	01	
Net operating revenue per mile of road				769 16
Average number of passengers per car-mile	13 ..			
Average number of passengers per train-mile	34 ..			
Average number of passenger cars per train-mile ..	3.15 ..			
Average number of tons of freight per loaded car- mile	6.43 ..			
Average number of tons of freight per train-mile ..	2.26 ..			
Average number of freight cars per train-mile	6.80 ..			
Average number of loaded cars per train-mile	4.40 ..			
Average number of empty cars per train-mile	2.10 ..			
Average mileage operated during year	11.51 ..			

TRAFFIC AND MILEAGE STATISTICS—CONCLUDED.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE.		
Revenue Service:		
Freight locomotive-miles	3,598	
Passenger locomotive-miles	25,584	
Mixed locomotive-miles	4,004	
Total revenue locomotive mileage		33,186
Nonrevenue service locomotive-miles		3,130
CAR MILEAGE		
Revenue Service:		
Freight Car-Miles—		
Loaded	30,424	
Empty	14,524	
Caboose	2,082	
Total freight car-miles		47,030
Passenger Car-Miles—		
Passenger	70,997	
Sleeping, parlor and observation	7,091	
Other passenger-train cars	14,178	
Total passenger car-miles		92,266
Total car mileage		139,296
Nonrevenue service car-miles		12,759
TRAIN MILEAGE.		
Revenue Service:		
Freight-train miles	3,190	
Passenger-train-miles	25,558	
Mixed train-miles	3,729	
Total revenue train mileage		32,477
Nonrevenue service train-miles		2,890

FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

COMMODITY.	Freight originating on this road.	Freight received from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.		
	Tons.	Tons.	Tons.	Per cent.	
Products of Agriculture.	Grain.....	464	364	828	02.80
	Flour.....	195	173	368	01.25
	Other mill products.....	73	54	127	00.43
	Hay.....	61	66	127	00.43
	Tobacco.....	2	3	5	00.02
	Fruit and vegetables.....	197	211	408	01.38
	Other products of agriculture.....	33	93	126	00.42
Total.....	1,025	964	1,989	06.73	
Products of Animals.	Live stock.....	224	145	369	01.25
	Dressed meats.....	127	167	294	00.99
	Other packing-house products.....	101	65	166	00.56
	Poultry, game and fish.....	49	113	162	00.55
	Wool.....	1	.....	1	.....
	Hides and leather.....	7	4	11	00.04
Other products of animals.....	44	2	46	00.16	
Total.....	553	496	1,049	03.55	
Products of Mines.	Anthracite coal.....	.....	1,548	1,548	05.24
	Bituminous coal.....	.....	1,877	1,877	06.35
	Coke.....	.....	10	10	00.03
	Sand, stone and other like articles.....	156	51	207	00.70
	Other products of mines.....	75	.....	75	00.25
Total.....	231	3,486	3,717	12.57	
Products of Forests.	Lumber.....	6,491	726	7,217	24.43
	Other products of forests.....	58	7	65	00.22
	Total.....	6,549	733	7,282	24.65
Manufac- tures.	Petroleum and other oils.....	.....	565	565	01.91
	Sugar.....	.....	194	194	00.66
	Naval stores.....	3,015	2,425	5,440	18.42
	Iron, pig and bloom.....	1,073	20	1,093	03.70
	Iron and steel rails.....	528	79	607	02.05
	Other castings and machinery.....	529	137	666	02.25
	Bar and sheet metal.....	284	170	454	01.55
	Cement, brick and lime.....	481	215	696	02.36
	Agricultural implements.....	126	87	213	00.72
	Wagon, carriages, tools, etc.....	275	106	381	01.31
	Wines, liquors and beers.....	39	35	74	00.25
Household goods and furniture.....	114	119	233	01.03	
Other manufactures.....	303	126	429	01.45	
Total.....	6,840	4,280	11,120	37.66	
Merchandise.....	923	241	1,164	03.95	
Miscellaneous: Other commodities not mentioned above.....	1,052	2,166	3,218	10.59	
Total tonnage.....	17,173	12,366	29,539	100.00	

DESCRIPTION OF EQUIPMENT.

Equipment is furnished by the Boston & Maine Railroad in through service.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	LINE OWNED.		Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.		Iron.	Steel.
ENTIRE LINE					
Miles of single track	11.17	.34	11.51	.....	11.51
Miles of yard track and sidings.....	1.25	.....	1.25	.66	.59
Total mileage operated (all tracks)	12.42	.34	12.76	.66	12.10

RENEWALS OF TIES.

NEW TIES LAID DURING YEAR.

KIND.	Number.	Average price at distributing point—Cents.
Cross ties, various	1,788	50.5
Switch, ties, (60 ft.)	41	142.8
Total	1,829	52.6

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—Tons— Bituminous.	Coke—Tons.	Total fuel consumed— tons.	Miles run.	Average pounds con- sumed per mile
REVENUE SERVICE.					
Freight.....	184	.....	184	3,598	102.28
Passenger	1,015	50	1,065	25,584	83.30
Mixed.....	164	.....	164	4,004	82.10
Nonrevenue service	132	.....	132	3,130	84.35
Total	1,495	50	1,545	36,316	85.09
Average cost at distributing point	\$2.89	\$3.00	\$2.89	.....	.....

CHARACTERISTICS OF ROAD.
BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	Aggregate length.	Minimum length.	Maximum length.	ITEM.	No.	Height of lowest above surface of rails.	
		Feet.	Feet.	Feet.			Feet.	In.
BRIDGES.					OVERHEAD HIGHWAY CROSSINGS.			
Wooden.....	2	63	11	52	Bridges.....	1	19	11
Trestles.....	8	1,706	24	723	Trestles.....	1	18	10
					Total.....	2		

Gage of track, 4 feet, 8½ inches. 11.51 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	NAME OF OWNER.	NAME OF OPERATING COMPANY.
11.17	22 34	Western Union Telegraph Co.....	Western Telegraph Co.

YORK HARBOR AND BEACH RAILROAD.

EXPENSE ACCOUNT TO DECEMBER 31, 1913.

Appropriation		\$3,500 00
Expenses of commissioners and clerks	\$1,390 21	
Expert engineering	80 50	
Express	124 03	
Office supplies and incidentals	206 63	
Office furniture	111 00	
Postage	280 00	
Printing blanks, etc	15 93	
Railway magazines, maps, etc	149 10	
Stationery	127 39	
Stenography	609 20	
Telephone rents and tolls	293 83	
	\$3,390 82	
Balance Unexpended	109 18	
		\$3,500 00

INDEX STEAM RAILROADS.

A.

ACCIDENTS.

Canadian Pacific Ry., near Onawa	181
Total all roads	21 to 29
Individual roads	26, 27
Interstate Commerce Commission, Report of.....	29
ADDITIONS	16
APPEAL , Municipal Officers, Oakland	163
ASSETS.	
Road, Other Equipment	55, 59, 62, 66
Gross	9, 10, 55, 59, 62, 66

B.

BALANCE.

For year, June 30, 1912 and 1913	10
BANGOR AND AROOSTOOK RAILROAD COMPANY,	
Annual returns of, Appendix	117
Accidents	26, 27
Additions	16
Assets:	
Road	55
Equipment	55, 58
Other	55
Total	55
Balance, (surplus or deficit)	
For the year, June 30, 1912 and 1913	16, 57
Cars, freight equipped with grab irons	58
Freight, equipped with automatic couplers	58
Crossings:	
Highways, grade, over or under	19
Highways, protected or unprotected	26
Railroads, steam or electric	19
Deductions, total	15, 16
Engines, equipped with driving wheel brakes	58
Equipped with air brakes	58
Employes, number of	58
Expenses, total operating	12, 15, 57

Expenditures:	
Operating expenses	12, 15, 57
Taxes	15, 57
Dividends	15
Interest	15, 57
Other	57
Freight, tons carried	17, 58
Carried one mile	17
Length of haul	58
Income, gross	14, 57
Liabilities:	
Capital stock	55
Funded Debt	56
Other	56
Gross	56
Mileage	6
Trains, revenue passenger	58
Trains, revenue freight	58
Trains, mixed, non-revenue	58
Passengers carried	17, 58
Carried one mile	17
Average journey	58
Physical condition (inspection)	69
Rates, Passenger, 1912, 1913	17, 58
Ratio, expenses to earnings	12
Revenues, total operating	13, 14, 57
Passenger	13, 57
Freight	13, 57
Other	13, 57
Stockholders, whole number	58
Maine	58
Traffic, volume of	58

PETITIONS, ORDERS, DECISIONS AND CERTIFICATES.

Gates, Caribou	141
BOARD OF RAILROAD COMMISSIONERS.	
Decisions of	99
Office, expense of	448
Personnel of	3
Report of	5 to 97
Rules of	4
Order relative to Bridges	104
BOSTON AND MAINE RAILROAD.	
Annual returns of, Appendix	149
Accidents	26
Additions	16

Assets:	
Road	55
Equipment	55, 58
Other	55
Total	55
Balance, (surplus or deficit)	
For the year, June 30, 1912 and 1913	16, 57
Cars, Freight equipped with grab irons	58
Freight, equipped with automatic couplers	58
Crossings:	
Highways, grade, over or under	19
Highways, protected or unprotected	20
Railroads, steam or electric	19
Deductions, total	15, 16
Engines, equipped with driving wheel brakes	58
Equipped with air brakes	58
Employes, Maine, number	58
Expenses, total operating	12, 15, 57
Expenditures:	
Operating expenses	12, 15, 57
Taxes	15, 57
Rents	57
Sinking fund	57
Interest	15, 57
Dividends	15
Other	57
Freight, tons carried	17, 58
Carried one mile	17
Length of haul	58
Income, gross	14, 57
Liabilities:	
Capital stock	56
Funded Debt	56
Other	56
Gross	56
Mileage	6
Trains, revenue passenger	58
Trains, revenue freight	58
Trains, mixed, non-revenue	58
Passengers carried	17, 58
Carried one mile	17
Average journey	58
Physical condition (inspection)	71
Rates, Passenger, 1912, 1913	17, 58
Ratio, expenses to earnings	12
Revenues, total operating	13, 14, 57
Passenger	13, 57

Freight	13, 57
Other	13, 57
Stockholders, whole number	58
Maine	58
Traffic, volume of	58

PETITIONS, ORDERS, DECISIONS AND CERTIFICATES.

Bonds, approval and authorization of \$7,500,000	101
Gates, North Berwick	113
Gates, South Berwick	123

BRIDGTON & SACO RIVER RAILROAD.

Annual returns of, Appendix	198
Additions	16
Assets:	
Road	55
Equipment	55, 58
Other	55
Total	55
Balance, (surplus or deficit)	
For the year, June 30, 1912 and 1913	16, 57
Cars, Freight equipped with grab irons	58
Freight, equipped with automatic couplers	58
Crossings:	
Highways, grade, over or under	19
Highways, protected or unprotected	20
Railroads, steam or electric	19
Deductions, total	15, 16
Engines, equipped with driving wheel brakes	53
Equipped with air brakes	58
Employes, number of	58
Expenses, total operating	12, 15, 57
Expenditures:	
Operating expenses	12, 15, 57
Taxes	15, 57
Dividends	15
Interest	15, 57
Other	15, 57
Freight, tons carried	17, 58
Carried one mile	17
Length of haul	58
Income, gross	14, 57
Liabilities:	
Capital stock	56
Funded Debt	56
Other	56
Gross	56

Mileage	6
Trains, revenue passenger	58
Trains, revenue freight	58
Trains, mixed, non-revenue	58
Passengers carried	17, 58
Carried one mile	1,
Average journey	58
Physical condition (inspection)	80
Rates, Passenger, 1912 and 1913	17, 58
Ratio, expenses to earnings	12
Revenues, total operating	13, 14, 57
Passenger	13, 57
Freight	13, 57
Other	13, 57
Stockholders, whole number	58
Maine	58
Traffic, volume of	58

C.

CANADIAN PACIFIC RAILWAY.

Annual returns of, Appendix	214
Accidents	26, 27
Additions	16
Assets:	
Road	55
Equipment	55, 58
Other	55
Total	55
Balance, (surplus or deficit)	
For the year, June 30, 1912 and 1913	16, 57
Cars, Freight equipped with grab irons	58
Freight, equipped with automatic couplers	58
Crossings:	
Highways, grade, over or under	19
Highways, protected or unprotected	20
Railroads, steam or electric	19
Deductions, total	15, 16
Engines, equipped with driving wheel brakes	58
Equipped with air brakes	58
Employees, number of	58
Expenses, total operating	12, 15, 57
Expenditures:	
Operating expenses	12, 15, 57
Taxes	15, 57
Interest	15, 57
Other	57

Freight, tons carried	17, 58
Carried one mile	17
Length of haul	58
Income, gross	14, 57
Liabilities:	
Capital stock	56
Funded Debt	56
Other	56
Gross	56
Mileage	6
Trains, revenue passenger	58
Trains, revenue freight	58
Trains, mixed, non-revenue	58
Passengers carried	17, 58
Carried one mile	17
Average journey	58
Physical condition (inspection)	71
Rates, passenger, 1912 and 1913	17, 58
Ratio, expenses to earnings	12
Revenues, total operating	13, 14, 57
Passenger	13, 57
Freight	13, 57
Other	13, 57
Stockholders, whole number	58
Maine	58
Traffic, volume of	58

PETITIONS, ORDERS, DECISIONS AND CERTIFICATES.

Accident near Onawa	181
Gates, Caribou	137
Gates, Brownville	163
Signals, automatic, Fort Fairfield	139

CAPITAL STOCK:

Total	11
-------------	----

CROSSINGS:

Highways, grade, over or under	19
Protected and unprotected	20
Railroads, steam or electric	19

D.

DEDUCTIONS.

To surplus	16
Operating expenses	12-15
Taxes	15
Interest	15

Other	15
Dividends	15
Reserves	15
Total	15

DIVIDENDS.

Total	11
Road, name of	15

E.

EMPLOYES.

Total, all roads	31
------------------------	----

EXPENSES.

Ways and Structures	12
Equipment	12
Traffic	12
Transportation	12
General	12
Total operating	12, 15
Railroad Commissioners, office of, Appendix	448

F.

FREIGHT.

Tons carried total	17
Carried one mile	17
Rates, average	17, 18

G.

GEORGES VALLEY RAILROAD COMPANY.

Annual returns of, Appendix	239
Assets:	
Road	59
Equipment	59, 61
Other	59
Gross	59
Balance, (surplus or deficit)	
For the year, June 30, 1912 and 1913	16, 61
Cars, freight equipped with grab irons	61
Equipped with automatic couplers	61
Crossings:	
Highways, grade, over or under	19
Highways, protected or unprotected	20
Railroads, steam or electric	19
Deductions, total	15

Engines, equipped with driving wheel brakes	61
Equipped with air brakes	61
Emploves, number of	61
Expenses, total operating	12, 15, 60
Expenditures:	
Operating expenses	12, 15, 60
Taxes	15, 60
Interest	15, 60
Freight, tons carried	17, 61
Carried one mile	17
Length of haul	61
Income, gross	14, 60
Liabilities:	
Capital stock	59
Funded debt	59
Other	59
Gross	59
Mileage	6
Trains, revenue passenger	61
Trains, revenue freight	61
Trains, mixed, non-revenue	61
Passengers carried	17, 61
Carried one mile	17
Average journey	61
Physical condition (inspection)	74
Rates, passenger, 1912 and 1913	17, 61
Ratio, expenses to earnings	12
Revenues, total operating	13, 14, 60
Passenger	13, 60
Freight	13, 60
Other	13, 60
Stockholders, whole number	61
Maine	61
Traffic, volume of	61

GRAND TRUNK RAILWAY.

Annual returns of, Appendix	251
Additions	17
Assets:	
Road	59
Equipment	59, 61
Other	59
Gross	59
Balance, (surplus or deficit)	
For the year, June 30, 1912 and 1913	16, 61
Cars, freight equipped with grab irons	61
Freight equipped with automatic couplers	61

Crossings :	
Highways, grade, over or under	19
Highways, protected or unprotected	20
Railroads, steam or electric	19
Deductions, total	15
Engines, equipped with driving wheel brakes	61
Equipped with air brakes	61
Emploves, number of	61
Expenses, total operating	12, 15, 60
Expenditures :	
Operating expenses	12, 15, 60
Taxes	15, 60
Interest	15, 60
Rents	60
Dividends	15, 60
Other	60
Freight, tons carried	17, 61
Carried one mile	17
Length of haul	61
Income, gross	14, 60
Liabilities :	
Capital stock	59
Funded debt	59
Other	59
Gross	59
Mileage	6
Trains, revenue passenger	61
Trains, revenue freight	61
Trains, mixed, non-revenue	61
Passengers carried	17, 61
Carried one mile	17
Average journey	61
Physical condition (inspection)	74
Rates, passenger, 1912 and 1913	17, 61
Ratio, expenses to earnings	12
Revenues, total operating	13, 14, 60
Passenger	13, 60
Freight	13, 60
Other	13, 60
Stockholders, whole number	61
Maine	61
Traffic, volume of	61

I.

INCOME.

Gross, total	14
Net corporate	11

INSPECTION.

Of roads 69 to 97

INTEREST.

Total, and individual roads 15

K.

KENNEBEC CENTRAL RAILROAD COMPANY.

Annual returns of, Appendix	280
Assets :	
Road	59
Equipment	59, 61
Other	59
Gross	59
Balance, (surplus or deficit)	
For the year, June 30, 1912 and 1913	16, 61
Cars, freight equipped with grab irons	61
Freight equipped with automatic couplers	61
Crossings :	
Highways, grade, over or under	19
Highways, protected or unprotected	20
Railroads, steam or electric	19
Deductions, total	15
Engines, equipped with driving wheel brakes	61
Equipped with air brakes	61
Employes, number of	51
Expenses, total operating	12, 15, 60
Expenditures :	
Operating expenses	12, 15, 60
Dividends	15, 60
Taxes	15, 60
Interest	15, 60
Freight, tons carried	17, 61
Carried one mile	17
Length of haul	61
Income, gross	14, 60
Liabilities :	
Capital stock	59
Funded debt	59
Other	59
Gross	59
Mileage	6
Trains, revenue passenger	61
Trains, revenue freight	61
Trains, mixed, non-revenue	61
Passengers carried	17, 61

Carried one mile	17
Average journey	61
Physical condition (inspection)	81
Rates, passenger, 1912 and 1913	17, 61
Ratio, expenses to earnings	12
Revenues, total operating	13, 14, 60
Passenger	13, 60
Freight	13, 60
Other	13, 60
Stockholders, whole number	62
Maine	62
Traffic, volume of	62

L.

LIABILITIES.

Capital stock	56, 59, 63, 66
Funded debt	56, 59, 63, 66
Working	56, 59, 63, 66
Accrued, not due	56, 59, 63, 66
Deferred credit items	56, 63
Other	56, 63, 66
Gross	9, 10

LIME ROCK RAILROAD COMPANY.

Annual returns of, Appendix	291
Assets:	
Road	59
Equipment	59, 61
Other	59
Gross	59
Balance, (surplus of deficit)	
For the year, June 30, 1912 and 1913	16, 61
Cars, freight equipped with grab irons	61
Freight equipped with automatic couplers	61
Crossings:	
Highways, grade, over or under	19
Highways, protected or unprotected	20
Railroads, steam or electric	19
Deductions, total	15
Engines, equipped with driving wheel brakes	61
Equipped with air brakes	61
Employes, number of	61
Revenues, total operating	12, 15, 60
Expenditures:	
Operating expenses	12, 15, 60
Dividends	15, 60
Taxes	15, 60

Interest	15, 60
Other	60
Freight, tons carried	17, 61
Carried one mile	17
Length of haul	61
Income, gross	14, 60
Liabilities:	
Capital stock	59
Funded debt	59
Other	59
Gross	59
Mileage	6
Trains, revenue passenger	61
Trains, revenue freight	61
Trains, mixed, non-revenue	61
Passengers carried	17, 61
Carried one mile	17
Average journey	61
Physical condition (inspection)	74
Rates, passenger, 1912 and 1913	17, 61
Ratio, expenses to earnings	12
Revenues, total operating	13, 14, 60
Passenger	13, 60
Freight	13, 60
Other	13, 60
Stockholders, whole number	61
Maine	61
Traffic, volume of	61

M.

MAINE CENTRAL RAILROAD COMPANY.

Annual returns of, Appendix	302
Accidents	26, 27
Additions	13
Assets:	
Road	62
Equipment	62, 65
Other	62
Gross	62
Balance, (surplus of deficit)	
For the year, June 30, 1912 and 1913	16, 64
Cars, freight equipped with grab irons	65
Equipped with automatic couplers	65
Crossings:	
Highways, grade, over or under	19
Highways, protected or unprotected	20
Railroads, steam or electric	19

Deductions, total	15, 16
Engines equipped with driving wheel brakes	65
Equipped with air brakes	65
Emploves, number of	65
Expenses, total operating	12, 15, 64
Expenditures:	
Operating expenses	12, 15, 64
Taxes	15, 64
Dividends	15, 64
Interest	15, 64
Rents	64
Sinking fund	64
Other	64
Freight, tons carried	17, 65
Carried one mile	17
Length of haul	65
Income, gross	14, 64
Liabilities:	
Capital stock	63
Funded debt	63
Other	93
Gross	63
Mileage	7
Trains, revenue passenger	65
Trains, revenue freight	65
Trains, mixed, non-revenue	65
Passengers carried	17, 65
Carried one mile	17
Average journey	65
Physical condition (inspection)	75
Rates, passenger, 1912 and 1913	17, 65
Ratio, expenses to earnings	12
Revenue, total operating	13, 14, 64
Passenger	13, 64
Freight	13, 64
Other	13, 64
Stockholders, whole number of	65
Maine	65
Traffic, volume of	65

PETITIONS, ORDERS, DECISIONS AND CERTIFICATES.

Branch track, location of, mill, International Paper Company, Orono	167
Branch track, location of, Lewiston Bleachery and Dye Works, Lewiston	143
Certificate of safety, change of location, Rumford Falls....	179

Certificate of safety, change of location, New Gloucester Crossings, grade, temporary, L. A. W. St. Ry., Lewiston and Lisbon	167
Crossing highway (Lisbon St.) Lewiston.....	143
Crossing highway, (Water Street) Augusta	146
Crossing highway, (Water Street) Orono	167
Crossing railroad, (L. A. & W. St. Ry.) Lewiston	143
Flag station, Eastbrook siding, By C. J. Murch and 30 others	103
Flag station, West Franklin, By Chas. Smith and 14 others	108
Highway crossing, temporary, by Preble & Robinson.....	104
Highway, change of, Rumford Falls	153
Highway crossing, Oakland	160
Location, change of, Rumford Falls	153
Location, change of, Augusta	146
Railroad crossing (L. A. & W. St. Ry) Augusta	146
Railroad crossing. (Bangor Railway & Electric Company) Brewer	165

MAP.

In pocket on cover.

MILEAGE.

Total and individual roads	6, 7, 8
----------------------------------	---------

MONSON RAILROAD COMPANY.

Annual returns of, Appendix	347
Assets:	
Road	62
Equipment	62, 65
Other	52
Gross	62
Balance, (surplus or deficit)	
For the year, June 30, 1912 and 1913	16, 64
Cars, freight equipped with grab irons	65
Equipped with automatic couplers	65
Crossings:	
Highways, grade, over or under	19
Highways, protected or unprotected	20
Railroads, steam or electric	19
Deductions, total	15
Engines equipped with driving wheel brakes	65
Equipped with air brakes	65
Expenses, total operating	12, 15, 64
Expenditures:	
Operating expenses	12, 15, 64
Taxes	15, 64
Interest	15
Freight, tons carried	17, 65
Carried one mile	17

Length of haul	65
Income, gross	14, 64
Liabilities:	
Capital stock	63
Funded debt	63
Other	63
Gross	63
Mileage	7
Trains, revenue passenger	65
Trains, revenue freight	65
Trains, mixed, non-revenue	65
Passengers carried	17, 65
Carried one mile	17
Average journey	65
Physical condition (inspection)	82
Rates, passenger, 1912 and 1913	17, 65
Ratio, expenses to earnings	12
Revenue, total operating	13, 14, 64
Passenger	13, 64
Freight	13, 64
Other	13, 64
Stockholders, whole number of	65
Maine	65
Traffic, volume of	65
MURCH, C. J.	
Flag station, Eastbrook siding, M. C. R. R. Co.....	113

P.

PORTLAND TERMINAL COMPANY.

Annual returns of, Appendix	360
Accidents	26, 27
Assets:	
Road	62
Equipment	62, 65
Other	62
Gross	62
Balance, (surplus of deficit)	
For the year, June 30, 1912 and 1913	16, 64
Crossings:	
Highways, grade, over or under	19
Highways, protected or unprotected	20
Railroads, steam or electric	19
Deductions, total	15, 16
Engines equipped with driving wheel brakes	65
Equipped with air brakes	65
Employes, number of	65
Expenses, total operating	12, 15, 64

Expenditures:	
Operating expenses	12, 15, 64
Taxes	15, 64
Interest	15, 64
Rent	64
Other	64
Gross Income	14, 64
Liabilities:	
Capital stock	63
Funded debt	63
Other	63
Gross	63
Mileage	7
Physical condition (inspection)	79
Ratio, expenses to earnings	12
Revenues, total operating	13, 14, 64
Passenger	13, 64
Freight	13, 64
Other	13, 64
Stockholders, whole number	65
Maine	65

PETITIONS, ORDERS, DECISIONS AND CERTIFICATES.

Highway crossing, Portland	167
Railroad crossing, Portland Railroad Company	151

PORTLAND & RUMFORD FALLS RAILWAY.

Highway, deviation, Rumford Falls	153
Location, change of, Rumford Falls	153

PASSENGERS.

Carried	17
Carried one mile	17
Rates, average	17, 18

PER CENT OF.

Operating expenses to earnings (see ratio)	12
Total Dividend to capital stock	11

PREBLE & ROBINSON.

Highway crossing, temporary, tracks M. C. R. R. Co., Moxie Gore	104
--	-----

R.

RAILROAD COMMISSIONERS, BOARD OF.

Decisions of	99
Office, expenses of	448
Personnel of	3
Report of	5 to 97
Rules of	4
Order relative to bridges	114

RANGELEY LAKES & MEGANTIC RAILROAD COMPANY.

Annual returns of, Appendix	385
Additions	16
Assets:	
Road	52
Equipment	62, 65
Other	62
Total	62
Balance, (surplus of deficit)	
For the year, June 30, 1912 and 1913	16, 64
Cars, freight equipped with grab irons	65
Freight equipped with automatic couplers	65
Crossings:	
Highways, grade, over or under	19
Highways, protected or unprotected	20
Railroads, steam or electric	19
Deductions, total	15, 16
Engines, equipped with driving wheel brakes	65
Equipped with air brakes	55
Employes, Maine, number	65
Expenses, total operating	12, 15, 64
Expenditures:	
Operating expenses	12, 15, 64
Taxes	15, 64
Rents	64
Sinking fund	64
Interest	15, 64
Other	64
Freight, tons carried	17, 65
Carried one mile	17
Length of haul	65
Income, gross	14, 64
Liabilities:	
Capital stock	63
Funded Debt	53
Other	63
Gross	63
Mileage	7
Trains, revenue passenger	65
Trains, revenue freight	65
Trains, mixed, non-revenue	65
Passengers carried	17, 65
Carried one mile	17
Average journey	65
Rates, passenger, 1912 and 1913	17, 65
Ratio, expenses to earnings	14
Revenues, total operating	13, 14, 64

Passenger	13, 64
Freight	13, 64
Other	13, 64
Stockholders, whole number	65
Maine	65
Traffic, volume of	65

PETITIONS, ORDERS, DECISIONS AND CERTIFICATES.

Certificate of safety, Oquossoc to Stetsontown	103
--	-----

RATES.

Freight, average, standard and narrow gauge from 1885 to 1913	17, 18
Passenger, average, standard and narrow gauge from 1885 to 1913	17, 18

RATIO. (per cent)

Operating expenses to earnings	12
--------------------------------------	----

REVENUES.

Freight	13
Passenger	13
Switching, etc.....	13
Other than transportation	13
Operating, total	13, 14
Net, outside operations	14

S.

SANDY RIVER AND RANGELEY LAKES RAILROAD CO.

Annual returns of, Appendix	398
Accidents	26, 27
Assets:	
Road	66
Equipment	66, 68
Other	66
Gross	66
Balance, (surplus or deficit)	
For the year, June 30, 1912 and 1913	16, 67
Cars, freight equipped with automatic couplers	68
Crossings:	
Highways, grade, over or under	19
Highways, protected or unprotected	20
Railroads, steam or electric	19
Deductions	15, 16
Engines, equipped with driving wheel brakes	68
Equipped with air brakes	68

Employes, number of	68
Expenses, total operating	12, 15, 67
Expenditures:	
Operating expenses	12, 15, 67
Taxes	15, 67
Dividends	15, 67
Interest	15, 67
Rents	67
Other	67
Freight, tons carried	17, 68
Carried one mile	17
Length of haul	68
Income, gross	14, 67
Liabilities:	
Capital stock	66
Funded debt	66
Other	67
Gross	67
Mileage	7
Trains, revenue passenger	68
Trains, revenue freight	68
Trains, mixed, non-revenue	68
Passengers carried	17, 68
Carried one mile	17
Average journey	68
Physical condition (inspection)	82
Rates, passenger, 1912 and 1913	17, 68
Ratio, expenses to earnings	12
Revenues, total operating	13, 14, 67
Passenger	13, 67
Freight	13, 67
Other	13, 67
Stockholders	68
Maine	68
Traffic, volume of	68

PETITIONS, ORDERS, DECISIONS AND CERTIFICATES.

Capital stock, increase of	130
SMITH, CHARLES.	
Flag station, West Franklin, M. C. R. R. Co.....	108

T.

TAXES.

Total	15
-------------	----

TOWNS.

Augusta, crossing highway, (Water Street) M. C. R. R....	146
--	-----

Brownville, gates, Canadian Pacific Ry.....	163
Caribou, gates, Canadian Pacific Ry.....	137
Caribou, gates, Bangor & Aroostook Railroad	141
Lewiston, crossing highway, (Lisbon St.) M. C. R. R.....	143
North Berwick, gates, Boston and Maine R. R.....	113
Oakland, highway crossing, M. C. R. R.....	160
Oakland, municipal officers, appeal	163
Orono, crossing highway (Water St.) M. C. R. R.....	168
Portland, highway crossing, Portland Terminal Company	167
South Berwick, gates, Boston & Maine Railroad	123
York, sidewalk on bridge over York Harbor & Beach Rail- road, York Station	121

W.

WAGES.

Total	31
-------------	----

WISCASSET, WATERVILLE & FARMINGTON RAILWAY CO.

Annual returns of, Appendix	421
-----------------------------------	-----

Assets:

Road	66
Equipment	66, 68
Other	65
Gross	66

Balance, (surplus or deficit)

For the year, June 30, 1912 and 1913	16, 67
--	--------

Cars, freight equipped with grab irons	68
--	----

Crossings:

Highways, grade, over or under	19
Highways, protected or unprotected	20
Railroads, steam or electric	19

Deductions, total	15
-------------------------	----

Engines, equipped with driving wheel brakes	68
---	----

Emploees, number of	68
---------------------------	----

Expenses, total operating	12, 15, 67
---------------------------------	------------

Expenditures:

Operating expenses	12, 15, 67
Taxes	15, 67
Interest	15, 67

Freight, tons carried	17, 68
-----------------------------	--------

Carried one mile	17
------------------------	----

Length of haul	68
----------------------	----

Income, gross	14, 67
---------------------	--------

Liabilities:

Capital stock	66
---------------------	----

Funded debt	66
-------------------	----

Other	67
-------------	----

Gross	67
-------------	----

Mileage	7
Trains, revenue passenger	68
Trains, revenue freight	68
Trains, mixed, non-revenue	68
Passengers carried	17, 68
Carried one mile	17
Average journey	68
Physical condition (inspection)	83
Rate, passenger	68
Ratio, expenses to earnings	12
Revenues, total operating	13, 14, 67
Passenger	13, 67
Freight	13, 67
Other	13, 67
Stockholders, whole number	68
Maine	68
Traffic, volume of	68

Y.

YORK HARBOR & BEACH RAILROAD COMPANY.

Annual returns of, Appendix	434
Assets:	
Road	66
Equipment (furnished by B. & M. R. R.)	
Other	66
Gross	66
Balance, (surplus or deficit)	
For the year, June 30, 1912 and 1913	16, 67
Crossings:	
Highways, grade, over or under	19
Highways protected or unprotected	20
Railroads, steam or electric	19
Deductions, total	15
Employes, number of	68
Expenses, total operating	12, 15, 67
Expenditures:	
Operating expenses	12, 15, 67
Taxes	15, 67
Interest	15, 67
Other	15, 67
Freight, tons carried	17, 68
Carried one mile	17
Length of haul	68
Income, gross	14, 67

Liabilities :	
Capital stock	66
Funded debt	66
Other	66
Gross	66
Mileage	7
Trains, revenue passenger	68
Trains, revenue freight	68
Trains, mixed, non-revenue	68
Passengers carried	17, 68
Carried one mile	17
Average journey	68
Physical condition (inspection)	
See B. & M. R. R. Physical condition	
Rate, passenger, 1912 and 1913	
Ratio, expenses to earnings	12
Revenues, total operating	13, 14, 67
Passenger	13, 67
Freight	13, 67
Other	13, 67
Stockholders, whole number	68
Maine	68
Traffic, volume of	68

PETITIONS, ORDERS, DECISIONS AND CERTIFICATES.

Sidewalk, on bridge, York Station. By town of York.....	121
---	-----

INDEX ELECTRIC RAILWAYS.

A.

ACCIDENTS.

Total, and individual roads	30
-----------------------------------	----

AROOSTOOK VALLEY RAILROAD COMPANY.

Annual returns, Appendix	3
Assets:	
Construction and equipment	41
Other	41
Gross	41
Balance, (surplus or deficit)	
For the year, June 30, 1912 and 1913	36, 53
Earnings, operating	36, 44
Transportation	36
Other	36
Operating per mile 1912 and 1913.....	35
Net, operating per mile 1912 and 1913	35
Gross, per car mile	38
Gross, per car hour	38
Net, per car mile	39
Net, per car hour	39
Expenditures	45 to 52
Expenses:	
Operating	36, 45, 52
Operating, per mile 1912 and 1913	35
Operating per car mile	36
Operating, per car hour	39
Per cent of, to earnings	35, 39, 51
Per cent of, to earnings, 1912	35
Hours:	
Passenger car	37
Freight, mail, etc., car	37
Income:	
Gross	36, 44
Gross, less operating expenses	52
Miscellaneous	36, 44
Net	36, 52
Interest, Taxes, etc.....	36, 51, 52

Liabilities:

Capital stock	42
Funded debt	42
Other	42
Gross	42
Mileage	32, 35
Passenger car	37
Freight, mail, etc., car	37
Passengers,	
Carried	37
Physical condition (inspection)	85
Property account	43
Rates, passenger	38

PETITIONS, ORDERS, DECISIONS AND CERTIFICATES.

Certificate of safety, Carson to Caribou	164
--	-----

ASSETS:

Construction and equipment	41
Current	41
Other	41
Gross	33, 34, 41
Gross, 1912	33, 34

ATLANTIC SHORE RAILWAY.

Annual returns, Appendix	10
Accidents	30
Assets:	
Construction and equipment	41
Other	41
Gross	41
Balance, (surplus or deficit)	
For the year, June 30, 1912 and 1913	36, 53
Earnings, operating	36, 44
Transportation	36
Other	36
Operating per mile 1912 and 1913	35
Net, operating per mile 1912 and 1913	35
Gross, per car mile	38
Gross, per car hour	38
Net, per car mile	39
Net, per car hour	39
Expenditures	45 to 52
Expenses:	
Operating	36, 45, 52
Operating, per mile 1912 and 1913	35
Operating per car mile	39
Operating, per car hour	30

Per cent of, to earnings	35, 39, 51
Per cent of, to earnings, 1912	35
Hours:	
Passenger car	37
Freight, mail, etc., car	37
Income:	
Gross	36, 44
Gross, less operating expenses	52
Miscellaneous	36, 44
Net	36, 52
Interest, Taxes, etc.....	36, 51, 52
Liabilities:	
Capital stock	42
Funded debt	42
Other	42
Gross	42
Mileage	32, 35
Passenger car	37
Freight, mail, etc., car	37
Passengers,	
Carried	36
Physical condition (inspection)	85
Property account	43
Rates, passenger	38

PETITIONS, ORDERS, DECISIONS AND CERTIFICATES.

Certificate of safety, change of location, Lock's Cove	108
Certificate of safety, change of location, York Harbor	130
Certificate of safety, change of location, Call's Trestle, Kittery	181
Location, change of, York Harbor	127
Location, change of, Call's Trestle, Kittery	176

B.

BALANCE , (surplus or deficit) for the year	36, 53
June 30, 1912 and 1913	53

BANGOR RAILWAY & ELECTRIC COMPANY.

Annual returns, appendix	18
Accidents	30
Assets:	
Construction and equipment	41
Other	41
Gross	41
Balance, (surplus or deficit)	
For the year, June 30, 1912 and 1913	36, 53

Earnings, operating	36, 44
Transportation	36
Other	36
Operating per mile 1912 and 1913.....	35
Net, operating per mile 1912 and 1913.....	34
Gross, per car mile	38
Gross, per car hour	38
Net, per car mile	39
Net, per car hour	39
Expenditures	45 to 52
Expenses :	
Operating	36, 45, 52
Operating, per mile 1912 and 1913	35
Operating per car mile	39
Operating, per car hour	39
Per cent of, to earnings	35, 39, 51
Per cent of, to earnings, 1912	35
Hours :	
Passenger car	37
Freight, mail, etc., car	37
Income :	
Gross	36, 44
Gross, less operating expenses	52
Miscellaneous	36, 44
Net	36, 52
Interest, Taxes, etc.....	36, 51, 52
Liabilities :	
Capital stock	42
Funded debt	42
Other	42
Gross	42
Mileage	32, 35
Passenger car	37
Freight, mail, etc., car	37
Passengers,	
Carried	37
Physical condition (inspection)	86
Property account	43
Rates, passenger	38

PETITIONS, ORDERS, DECISIONS AND CERTIFICATES.

Certificate of safety, new steel bridge, Orono	126
Certificate of safety, extension to Hampden Highlands	179
Certificate of safety, extension, Bangor and Brewer	180
Crossing railroad, (M. C. R. R.) Brewer	165

BENTON AND FAIRFIELD RAILWAY.

Annual returns, appendix	26
Accidents	30
Assets:	
Construction and equipment	41
Other	41
Gross	41
Balance, (surplus or deficit)	
For the year, June 30, 1912 and 1913	36, 53
Earnings, operating	36, 44
Transportation	36
Other	35
Operating per mile 1912 and 1913	35
Net, operating per mile 1912 and 1913	35
Gross, per car mile	38
Gross, per car hour	38
Net, per car mile	39
Net, per car hour	39
Expenditures	52
Expenses:	
Operating	36, 45, 52
Operating, per mile 1912 and 1913	35
Operating per car mile	39
Operating, per car hour	39
Per cent of, to earnings	35, 39, 51
Per cent of, to earnings, 1912	35
Hours:	
Passenger car	37
Freight, mail, etc., car	37
Income:	
Gross	36, 44
Gross, less operating expenses	52
Miscellaneous	36, 44
Net	36, 52
Interest, Taxes, etc.	36, 51, 52
Liabilities:	
Capital stock	42
Funded debt	42
Other	42
Gross	42
Mileage	32, 35
Passenger car	37
Freight, mail, etc., car	37
Passengers,	
Carried	37
Physical condition (inspection)	89
Property account	43
Rates, passenger	38

BIDDEFORD AND SACO RAILROAD.

Annual returns, appendix	34
Accidents	30
Assets:	
Construction and equipment	41
Other	41
Gross	41
Balance, (surplus or deficit)	
For the year, June 30, 1912 and 1913	36, 53
Earnings, operating	36, 44
Transportation	36
Other	39
Operating per mile 1912 and 1913	35
Net, operating per mile 1912 and 1913	35
Gross, per car mile	38
Gross, per car hour	38
Net, per car mile	39
Net, per car hour	39
Expenditures	45 to 52
Expenses:	
Operating	36, 45, 52
Operating, per mile 1912 and 1913	35
Operating per car mile	39
Operating, per car hour	39
Per cent of, to earnings	35
Per cent of, to earnings, 1912	35
Hours:	
Passenger car	37
Freight, mail, etc., car	37
Income:	
Gross	36, 44
Gross, less operating expenses	52
Miscellaneous	36, 44
Net	36, 52
Interest, Taxes, etc.	36, 51, 52
Liabilities:	
Capital stock	42
Funded debt	42
Other	42
Gross	42
Mileage	31, 35
Passenger car	37
Freight, mail, etc., car	37
Passengers,	
Carried	37
Physical condition (inspection)	90
Property account	43
Rates, passenger	38

BRUNSWICK AND YARMOUTH STREET RAILWAY.

Annual returns, Appendix	42
Accidents	30
Assets:	
Construction and equipment	41
Other	41
Gross	41
Balance, (surplus or deficit)	
For the year, June 30, 1912 and 1913	36, 53
Earnings, operating	36, 44
Transportation	36
Other	35
Operating, per mile	35
Operating per mile 1912 and 1913	35
Net, operating per mile	36
Net, operating per mile 1912 and 1913	35
Gross per car mile	38
Gross, per car hour	38
Net, per car mile	39
Net, per car hour	39
Expenditures	45 to 52
Expenses:	
Operating	36, 45, 52
Operating, per mile	35
Operating per mile 1912 and 1913	39
Operating per car mile	39
Operating, per car hour	35, 39, 51
Per cent of, to earnings	35, 39, 51
Per cent of, to earnings, 1912	35
Hours:	
Passenger car	37
Freight, mail, etc., car	37
Income:	
Gross	36, 44
Gross, less operating expenses	52
Miscellaneous	36, 44
Net	36, 52
Interest, Taxes, etc.	36, 51, 52
Liabilities:	
Capital stock	42
Funded debt	42
Other	42
Gross	42
Mileage	32, 35
Passenger car	37
Freight, mail, etc., car	37

Passengers,	
Carried	37
Physical condition (inspection)	90
Property account	43
Rates, passenger	38

C.

CALAIS STREET RAILWAY.

Annual returns, Appendix	49
Assets:	
Construction and equipment	41
Other	41
Gross	41
Balance, (surplus or deficit)	
For the year, June 30, 1912 and 1913	36
Earnings, operating	36, 44
Transportation	36
Other	39
Operating per mile 1912 and 1913	35
Net, operating per mile 1912 and 1913	35
Gross, per car mile	38
Gross, per car hour	38
Net, per car mile	39
Net, per car hour	39
Expenditures	45 to 52
Expenses:	
Operating	36, 45, 52
Operating, per mile 1912 and 1913	35
Operating per car mile	39
Operating, per car hour	39
Per cent of, to earnings	35, 39, 51
Per cent of, to earnings, 1912	35
Hours:	
Passenger car	37
Freight, mail, etc., car	37
Income:	
Gross	36, 44
Gross, less operating expenses	52
Miscellaneous	36, 44
Net	36, 52
Interest, Taxes, etc.	36, 51, 52
Liabilities:	
Capital stock	42
Funded debt	42
Other	42
Gross	42

Mileage	32, 35
Passenger car	37
Freight, mail, etc., car	37
Passengers,	
Carried	37
Physical condition (inspection)	90
Property account	43
Rates, passenger	38

CAPITAL STOCK:

Total, 1912, 1913	32
Total and individual roads	42

CROSSINGS:

Steam railroads	19
-----------------------	----

COMPARATIVE STATEMENT:

Earnings, from operation per mile	35
Expenses, from operation per mile	35
Net earnings from operation per mile	35
Miles operated	35
Per cent, expenses to earnings	35

CONDENSED EXHIBIT:

Surplus for year	53
Surplus, 1912	53
Surplus, 1913	53
Credits	53
Debits	53

CUMBERLAND COUNTY POWER & LIGHT CO. (Lessee of Portland Railroad Co.)

Annual returns, Appendix	56
Accidents	30
Assets:	
Construction and equipment	41
Other	41
Gross	41
Balance, (surplus or deficit)	
For the year, June 30, 1912 and 1913	36, 53
Earnings, operating	36, 44
Transportation	36
Other	36
Operating, per mile 1912 and 1913	35
Net, operating per mile 1912 and 1913	35
Gross, per car mile	38
Gross, per car hour	38
Net, per car mile	39
Net, per car hour	39
Expenditures	46 to 52

Expenses:	
Operating	36, 45 to 52
Operating, per mile 1912 and 1913	35
Operating per car mile	39
Operating, per car hour	39
Per cent of, to earnings	35, 39, 51
Per cent of, to earnings, 1912	35
Hours:	
Passenger car	37
Freight, mail, etc., car	37
Income:	
Gross	36, 44
Gross, less operating expenses.....	52
Miscellaneous	36, 44
Net	36, 52
Interest, Taxes, etc.....	36, 51, 52
Liabilities:	
Capital stock	42
Funded debt	42
Other	42
Gross	42
Mileage	32, 35
Passenger car	37
Freight, mail, etc., car	37
Passengers,	
Carried	37
Physical condition (inspection)	93
Property account	43
Rates, passenger	38

PETITIONS, ORDERS, DECISIONS AND CERTIFICATES.

Crossing railroad (Portland Terminal Co.), Portland.....	151
Location, double track, Forest Ave., Portland	151

D.

DIVIDENDS:

Total, 1912 and 1913	34
Total and individual roads	36, 51, 52
Rate, per cent	36, 51

E.

EARNINGS:

Operating, per mile 1912 and 1913	35
Net, operating, per mile 1912 and 1913	35
Operating	44
Transportation	36

INDEX ELECTRIC RAILWAYS.

481

Other	35
Gross, per car mile	38
Gross, per car hour	38
Net, per car mile	39
Net, per car hour	39
EMPLOYEES:	
Total, all roads	31
EXPENSES:	
Operating	36, 45 to 52
Operating, per mile 1912 and 1913	35
Per cent of, to earnings	35, 39, 51
Per cent of, to earnings, 1912	35
Operating, per car mile	39
Operating, per car hour	45 to 52
EXPENDITURES	45 to 54

F.

FAIRFIELD AND SHAWMUT RAILWAY.

Physical condition (inspection)	91
---------------------------------------	----

FRYEBURG HORSE RAILROAD CO.

Annual returns, Appendix	36
Expenses:	
Operating	36
Income:	
Gross	36
Mileage	32

H.

HOURS:

Passenger car	37
Freight, mail, etc., car	37

I.

INCOME:

Gross	36, 44
Net	36, 52
Miscellaneous	36, 44
Gross, less operating expenses	52

INTEREST (With Taxes, etc.):

Total	36, 51, 52
Individual roads	36, 51, 52

L.

LEWISTON, AUGUSTA & WATERVILLE STREET RAILWAY.

Annual returns, Appendix	68
Accidents	30
Assets:	
Construction and equipment	41
Other	41
Gross	41
Balance, (surplus or deficit)	
For the year, June 30, 1912 and 1913	36, 53
Earnings, operating	36, 44
Transportation	36
Other	36
Operating, per mile 1912 and 1913	35
Net, operating per mile 1912 and 1913	35
Gross, per car mile	38
Gross, per car hour	38
Net, per car mile	39
Net, per car hour	39
Expenditures	45 to 52
Expenses:	
Operating	36, 45, 52
Operating, per mile 1912 and 1913	35
Operating, per car mile	39
Operating, per car hour	39
Per cent of, to earnings	35, 39, 51
Per cent of, to earnings, 1912	35
Hours:	
Passenger car	37
Freight, mail, etc., car	37
Income:	
Gross	36, 44
Gross, less operating expenses	52
Miscellaneous	36, 44
Net	36, 52
Interest, Taxes, etc.	36, 51, 52
Liabilities:	
Capital stock	42
Funded debt	42
Other	42
Gross	42
Mileage	32, 35
Passenger car	37
Freight, mail, etc., car	37
Passengers,	
Carried	37
Physical condition (inspection)	91

Property account	43
Rates, passenger	38

PETITIONS, ORDERS, DECISIONS AND CERTIFICATES.

Certificate of safety, temporary crossing, M. C. R. R. Lisbon	118
Certificate of safety, new steel viaduct, Lisbon	126
Certificate of safety, temporary crossing M. C. R. R., Lewiston	127
Certificate of safety, new steel viaduct, Lewiston	130
Crossings, grade, temporary, M. C. R. R., Lewiston & Lisbon	116
Crossings railroad, Augusta, M. C. R. R.	146
Crossing railroad, Lewiston, M. C. R. R.....	143

LIABILITIES:

Capital stock	42
Funded debt	42
Real estate mortgages	42
Current	42
Accrued	42
Reserves	42
Gross	33, 34, 42
Gross, 1912	33, 34, 42

M.

MATTAWAMKEAG AND NORTHERN RAILWAY CO.

Charter, revival of	119
---------------------------	-----

MILEAGE:

Total and individual	32, 35
Passenger car	37
Freight, mail, etc., car	37

N.

NORWAY & PARIS STREET RAILWAY.

Annual returns, Appendix	77
Assets:	
Construction and equipment	41
Other	41
Gross	41
Balance, (surplus or deficit)	
For the year, June 30, 1912 and 1913	36, 53
Earnings, operating	36, 44
Transportation	36
Other	36
Operating, per mile 1912 and 1913	35

Net, operating per mile 1912 and 1913	35
Gross, per car mile	38
Gross, per car hour	38
Net, per car mile	39
Net, per car hour	39
Expenditures	45 to 52
Expenses:	
Operating	36, 45, 52
Operating, per mile 1912 and 1913	35
Operating per car mile	39
Operating, per car hour	39
Per cent of, to earnings	35, 39, 51
Per cent of, to earnings, 1912	35
Hours:	
Passenger car	37
Freight, mail, etc., car	37
Income:	
Gross	36, 44
Gross, less operating expenses	52
Miscellaneous	36, 44
Net	36, 52
Interest, Taxes, etc.	36, 51, 52
Liabilities:	
Capital stock	42
Funded debt	42
Other	42
Gross	42
Mileage	32, 35
Passenger car	37
Freight, mail, etc., car	37
Passengers,	
Carried	37
Physical condition (inspection)	93
Property account	43
Rates, passenger	38

P.

PASSENGERS:

Carried	37
---------------	----

PROPERTY ACCOUNT:

Additions	43
Deductions	43
Net additions	43

PORTLAND, GRAY & LEWISTON RAILROAD COMPANY.

Connection with and use of tracks, Portland Railroad Co., Portland	109
---	-----

PORTLAND RAILROAD COMPANY.

Crossing railroad (Portland Terminal Co.), Portland..	151
Location, double track, Forest Avenue, Portland	151

R.

RATES:

Passenger	38
-----------------	----

RATIO, (per cent)

Expenses to earnings	35, 39, 51
----------------------------	------------

ROCKLAND, SOUTH THOMASTON & ST. GEORGE RAILWAY.

Annual returns, Appendix	84
Accidents	30
Assets:	
Construction and equipment	41
Other	41
Gross	41
Balance, (surplus or deficit)	
For the year, June 30, 1912 and 1913	36, 53
Earnings, operating	36, 44
Transportation	36
Other	36
Operating, per mile 1912 and 1913	35
Net, operating per mile 1912 and 1913	35
Gross, per car mile	38
Gross, per car hour	38
Net, per car mile	39
Net, per car hour	39
Expenditures	45 to 52
Expenses:	
Operating	36, 45 to 52
Operating, per mile 1912 and 1913	35
Operating per car mile	39
Operating, per car hour	39
Per cent of, to earnings	35
Per cent of, to earnings, 1912	35
Hours:	
Passenger car	37
Freight, mail, etc., car	37
Income:	
Gross	36, 44
Gross, less operating expenses	52
Miscellaneous	36, 44
Net	36, 52
Interest, Taxes, etc.....	36, 52
Liabilities:	
Capital stock	42
Funded debt	42

Other	42
Gross	42
Mileage	32, 35
Passenger car	37
Freight, mail, etc., car	37
Passengers,	
Carried	37
Physical condition (inspection)	95
Property account	43
Rates, passenger	38

PETITIONS, ORDERS, DECISIONS AND CERTIFICATES.

Location, change of, Crescent Beach	170
Location, approval of extension of, South Thomaston	173

ROCKLAND, THOMASTON & CAMDEN STREET RAILWAY.

Annual returns, Appendix	92
Accidents	30
Assets:	
Construction and equipment	41
Other	41
Gross	41
Balance:	
For the year, June 30, 1912 and 1913	36, 53
Earnings, operating	36, 44
Transportation	36
Other	36
Operating, per mile 1912 and 1913	35
Net, operating per mile 1912 and 1913	35
Gross, per car mile	38
Gross, per car hour	38
Net, per car mile	39
Net, per car hour	39
Expenditures	45 to 52
Expenses:	
Operating	36, 45 to 52
Operating, per mile 1912 and 1913	35
Operating per car mile	39
Operating, per car hour	39
Per cent. of, to earnings	35, 39, 51
Per cent. of, to earnings, 1912	35
Hours:	
Passenger car	37
Freight, mail, etc., car	37
Income:	
Gross	36, 44
Gross, less operating expenses	52
Miscellaneous	36, 44
Net	36, 52
Interest, Taxes, etc.	36, 51, 52

Liabilities:	
Capital stock	42
Funded debt	42
Other	42
Gross	42
Mileage	32, 35
Passenger car	37
Freight, mail, etc., car	37
Passengers:	
Carried	37
Physical condition (inspection)	96
Property account	43
Rates, passenger	38
RESERVES AND SPECIAL CHARGES.	
Total	36, 51, 52
Individual roads	36, 51, 52

S.

SALARIES (see wages)	31
SURPLUS:	
Total, June 30, 1912 and 1913	36, 53
For the year	36, 53
SOMERSET TRACTION COMPANY.	
Annual returns, Appendix	100
Assets:	
Construction and equipment	41
Other	41
Gross	41
Balance, (surplus or deficit)	
For the year, June 30, 1912 and 1913	36, 53
Earnings, operating	36, 44
Transportation	36
Other	36
Operating, per mile 1912 and 1913	35
Net, operating per mile 1912 and 1913	35
Gross, per car mile	38
Gross, per car hour	38
Net, per car mile	39
Net, per car hour	39
Expenditures	45 to 52
Expenses:	
Operating	36, 45, 52
Operating, per mile 1912 and 1913	35
Operating, per car mile	39
Operating, per car hour	39
Per cent. of, to earnings	35, 39, 51
Per cent. of, to earnings, 1912	35

Hours:	
Passenger car	37
Freight, mail, etc., car	37
Income:	
Gross	36, 44
Gross, less operating expenses	52
Miscellaneous	36, 44
Net	36, 52
Interest, Taxes, etc.....	36, 51, 52
Liabilities:	
Capital stock	42
Funded debt	42
Other	42
Gross	42
Mileage	32, 35
Passenger car	37
Freight, mail, etc., car	37
Passengers,	
Carried	37
Physical condition (inspection)	96
Property account	43
Rates, passenger	38

WATERVILLE, FAIRFIELD AND OAKLAND STREET RAILWAY.

Annual returns, Appendix	108
Accidents	30
Assets:	
Construction and equipment	41
Other	41
Gross	41
Balance, (surplus or deficit)	
For the year, June 30, 1912 and 1913	36, 53
Earnings, operating	36, 44
Transportation	36
Other	36
Operating, per mile 1912 and 1913	35
Net, operating per mile 1912 and 1913	35
Gross, per car mile	38
Gross, per car hour	38
Net, per car mile	39
Net, per car hour	39
Expenditures	45 to 52
Expenses:	
Operating	36, 45 to 52
Operating, per mile 1912 and 1913	35
Operating, per car mile	39
Operating, per car hour	39

INDEX ELECTRIC RAILWAYS.

489

Per cent. of, to earnings	35, 39, 51
Per cent. of, to earnings, 1912	35
Hours:	
Passenger car	37
Freight, mail, etc., car	37
Income:	
Gross	36, 44
Gross, less operating expenses	52
Miscellaneous	36, 44
Net	36, 52
Interest, Taxes, etc.....	36, 51, 52
Liabilities:	
Capital stock	42
Funded debt	42
Other	42
Gross	42
Mileage	32, 35
Passenger car	37
Freight, mail, etc., car	37
Passengers:	
Carried	37
Physical condition (inspection)	97
Property account	43
Rates, passenger	38

T.

TAXES (with interest, etc.):

Total and individual roads	36, 51, 52
----------------------------------	------------

W.

WAGES:

Total all roads	31
-----------------------	----