

MAINE STATE LEGISLATURE

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PUBLIC DOCUMENTS

OF THE

STATE OF MAINE

BEING THE

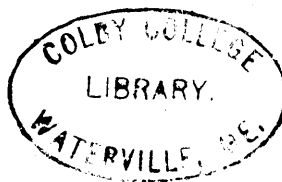
REPORTS

OF THE VARIOUS

PUBLIC OFFICERS, DEPARTMENTS
AND INSTITUTIONS

FOR THE YEAR 1920

VOLUME 2



SIXTH ANNUAL REPORT

OF THE

Public Utilities Commission

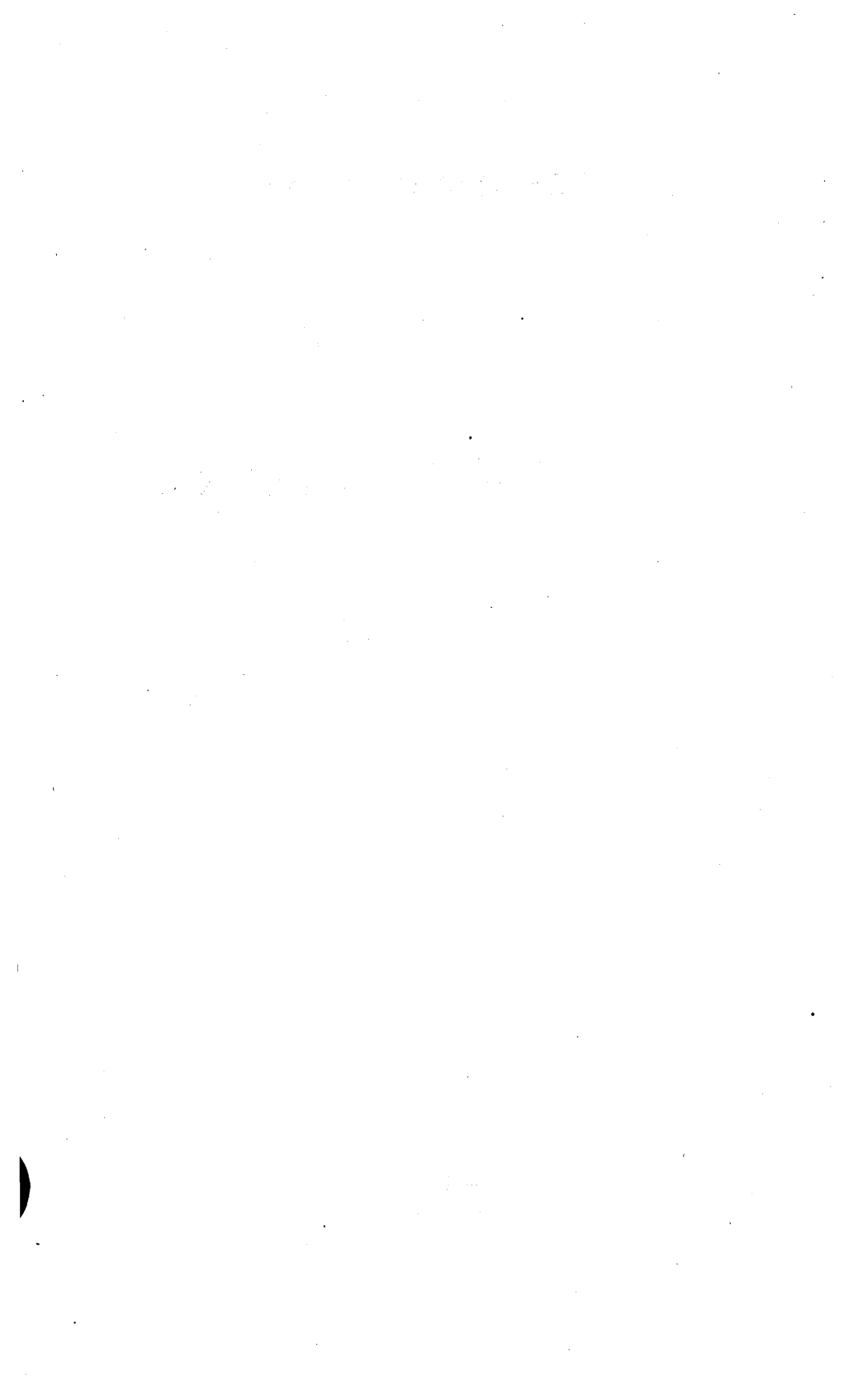
STATE OF MAINE

YEAR ENDING DECEMBER 31,

1920



WATERVILLE
SENTINEL PUBLISHING COMPANY
1921



PUBLIC UTILITIES COMMISSION OF THE
STATE OF MAINE

THE COMMISSION

BENJAMIN F. CLEAVES, *Chairman*
HERBERT W. TRAFTON, *Commissioner*
ALBERT GREENLAW, *Commissioner*

GEORGE F. GIDDINGS, *Clerk*
VYNDEL A. HEWES, *Assistant Clerk*
RUEL C. HANKS, *Official Reporter*

ENGINEERING DEPARTMENT

WILLIAM M. BLACK, *Chief Engineer*
*ALLAN F. McALARY, *Assistant Engineer.*
HAROLD W. COFFIN, *Assistant Engineer*

ACCOUNTING DEPARTMENT

ALBERT E. LAMB, *Chief Accountant*
GEORGE A. COLBURN, *Auditor*

RATES AND SCHEDULES DEPARTMENT

FRANK J. McARDLE, *Chief of Rates and Schedules*

INSPECTIONS DEPARTMENT

ELMER E. PARKMAN, *Chief Inspector of Utilities*
FRANK A. DOLLOFF, *Inspector of Utilities.*

TELEPHONE DEPARTMENT

GEORGE R. ARMSTRONG, *Telephone Engineer*

*Resigned September 11, 1920.



To the Honorable Governor and Council of the State of Maine:

In submitting to you our annual report for this year 1920, we again find ourselves at loss to determine the particular matters to which we ought to call especial attention.

Not long ago a citizen of the State asked a member of this Commission if he would not furnish a list of the important and large matters upon which we had acted during the last year or two. Our reply was that practically all of our time and efforts were directed to matters that would be regarded as of relatively small importance, although of course there were a considerable number of matters of major consequence. And this is an absolutely correct statement. It should not, however, be understood that a matter which affects but one individual or one small group of individuals or one community may be lightly considered or determined without mature consideration. If a matter measurably interests or affects one individual or one group of individuals, it is of just as much consequence to the individual or the group as though there were a million of him spread all over the great State of Maine. If we are asked to consider a mile extension by a power, telephone or water company to a group of a dozen individuals, so far as that group is concerned the interest in the matter, the benefits to be derived from one line of action by the utility or the Commission and the consequences resulting from opposite treatment, are just as vital as though the question to be decided involved the entire territory with this commonwealth. It oftentimes happens that one of these minor matters requires more careful consideration, more research, greater patience, and larger diplomacy than would be found necessary in connection with a matter of relatively larger scope. The rights and conveniences of the individual, the obligation of the company, the latter's financial ability, the effect of our order upon the company and its other customers must all be carefully considered.

In hundreds of instances during the course of a year our advice and services are sought in matters where no formal

complaint or order is necessary. This requires carefully considered correspondence, and oftentimes a conference through one of the commissioners or a member of our staff. Most of these matters are adjusted privately, quietly and without any considerable friction. We believe that the principal service which it is possible for us to render is in this manner, securing the existence of fair and amicable relations and treatment between the small utility companies and their customers. The results obtained upon the whole justify this belief, and while we are unable in a report to call attention to any of these minor matters they cannot, and should not, be minimized for the reason that they not only constitute a large part of our work, but for the additional reason that through these practices we are carrying on a campaign of education among the people and among the companies, bringing about a better understanding of the rights and obligations of each and more nearly approximating the real benefits of regulation than would be obtained through a somewhat rancorous hearing following a formal complaint. As stated in the former report, our correspondence files and our Informal Complaint Docket and files contain a record of our real efforts and accomplishments.

If we were asked to call attention to any single matter which had the most effect upon the largest number of people we should of course mention the increase in rates which a very large number of public utility companies have put into effect. It is no longer necessary to call attention to the reasons for these increases. Not only has the purchasing power of the dollar of the public service company been diminished, but each such company has been required to expend in operating expenses an almost unbelievable number of those depreciated dollars in excess of the number that was required a few years ago. The part which this Commission has been obliged to play in the matter of these increases has been such as to subject the members to criticism. Whether this criticism has been in any case justified or not is not a subject for present discussion. We have not hesitated to authorize and require increases which to us seemed necessary. In many instances we have granted a lesser increase than that sought, and in some instances have refused to allow any increase. We believe that the general

public is much better informed as to the justice and necessity of the increases made than was this same public a few years ago. What each customer most desires is the quality and kind of service which fits his desires and needs. While the price he pays cannot be said to be of no consequence, it is, nevertheless, of secondary consideration. What the public most complains against is the withdrawal of service in whole or in part, or the rendering of an inferior or inadequate quality of service. Today the average man understands that in order to enable a public service company to render adequate and dependable service certain prerequisite conditions must be met. First, and most important, the company must merit and have the good will and co-operation of its customers. To obtain these it must be in a position and have a genuine desire to render a good quality of service. To render this kind of service it must have the necessary facilities; these facilities must be kept in workable condition; it must have an organization of employees reasonably compensated and possessing characteristics and qualities which enable them to fully perform their part of the public duties of the company: it must have revenue sufficient to enable it to fully perform in a proper manner all of its public duties; bare operating expenses are of course not sufficient, for it is now well understood that each public service company must collect and possess for use a sufficient amount to not only maintain its facilities in usable condition, but an additional amount to replace worn units or facilities when their usefulness has become impaired or at an end—another way of stating that each company must be permitted to adequately provide for depreciation; in addition to these amounts the company must have a reasonable return based upon the fair value of the property in use at the time it is being used; it is believed that in addition to all the foregoing each company should have a revenue sufficient to maintain a reasonable surplus to buttress and support its credit. This matter of credit is of just as much importance to the customer as it is to the company. The company has no place to go for money except to its customers. If, because of impaired credit a particular company is unable to obtain necessary funds except at an exorbitant rate of interest, the customers of that company must in some way contribute the income necessary to

produce this interest, or else be willing to accept the kind of service capable of being rendered with impaired and more or less useless facilities.

Under normal conditions the company whose credit and standing are good will be able to obtain necessary funds on better terms than a company whose standing is such that investors have need to be fearful not only of the payment of interest or dividends but also the security of the principal. It follows that a company in good standing saves in interest charges or in the discount upon the sale of its securities a considerable sum each year. This means a saving to the customers, hence it is of advantage to each customer to have the company serving him in such a financial condition that that part of the operating expense which represents interest charges is as low as possible. It is also a fact that the employees of a company that is reasonably prosperous and is functioning properly have more heart and courage in their work than do the employees of a company that is just hanging on the ragged edge.

An entire volume might be written with reference to the matter of the effect that standing and credit have upon practically all of the affairs of a public service company. The matter is, however, sufficiently understood at this time so that no extended comment is necessary.

In connection with these increases in rates will eventually come for consideration and decision a very important matter. It is exceedingly likely that somewhere in the future is a time when the cost of operation will somewhat, if not materially, decrease, and there will be available for many public service companies funds in excess of all operating expenses and fixed charges sufficient to pay a fair return upon the value of their property. It will be natural for customers, when it is known that costs of operation have receded, to demand a decrease in rates. Let us assume that a company which five years ago was earning its operating expenses, fixed charges, and was able to pay a two percent dividend as return upon the value of the property which it was using in the public service, under the increased rates obtaining during the past few years is now earning only its operating expenses, fixed charges and a two per cent dividend. Three years from now the company may

be earning a six per cent return. Shall that company be required to reduce its rates, so that its dividend return will again become two per cent, or shall it be permitted to continue in effect its rates so long as no greater than a six per cent or other per cent return considered reasonable is obtained? This is a matter not to be determined at this time, but it is a matter for serious consideration upon the part of the customers of these particular public utilities and for the companies themselves, and is a matter which will have to eventually be determined by this Commission.

Probably no matter is of more vital interest and consequence to our people than the present condition and future prospects of our transportation agencies, particularly the steam railroads. At the present moment there is no steam railroad in New England but what is in a very precarious condition. As this report is being written the railroads of New England are seeking before the Interstate Commerce Commission some measure of relief in the form of a different division of joint through rates between New England railroads and other railroads in Official Classification territory.

To understand the existing situation, it is necessary to briefly review what has occurred during the past few years. Just before Federal control of the steam railroads, there was heard in Boston what has been designated as the "Fifteen Per Cent Case." As a result of this hearing there was put in effect by the Interstate Commerce Commission what was known as the "Anderson Scale." On account of peculiar conditions existing in Maine our steam railroads were unable to obtain full advantage of this fifteen per cent increase. After Federal control had been begun, the Director General increased rates to the extent of twenty-five per cent. During the year 1920 the Interstate Commerce Commission, after a very full hearing and investigation, concluded that the railroads of the country must have a very substantial increase, and after dividing the country into territorial groups applied certain per cent increases within those groups. Maine and New England fall within the group and designated Official Classification territory, and within this group the Commission allowed an increase of 40 per cent in freight rates and 20 per cent upon the passenger, baggage, milk, cream and parlor car

rates. This increase was supposed to yield a sufficient amount to the railroads within Official Classification territory so that a return of six per cent might be obtained upon the value of the property which the railroads as a group were using in the public service. As the matter worked out practically, the forty per cent increase would yield very nearly sufficient to pay the six per cent return above indicated, but in certain densely populated and prosperous territories the amount which the railroads within such territories obtained was sufficient to yield a return much greater than six per cent, while in New England and particularly in Maine the amount of the increase did not yield anywhere near six per cent and in some instances yielded no return whatever. This is due in part to the fact that in the more densely populated territory the railroads there situate did not actually need an increase of much in excess of 37 per cent, while in New England and particularly in Maine the railroads needed an increase of approximately 57 per cent and obtained but 40 per cent.

It might be thought that the very substantial increase in freight rates in New England, beginning with the 15 per cent, followed by the 25 per cent, and still later by the forty per cent increase, should yield under proper management a sum sufficient to leave a substantial return. This would have been the result had it not been for two very important and controlling happenings. The Federal government, as a result of the report of a committee, found it necessary to very substantially increase the wages of all railroad workers, and the War Labor Board, in an attempt to equalize wages throughout the country, adopted what it believed to be an average figure, and standardized the wages of railway workers, so that a particular employee in one part of the country received the same wage for a similar service as that received by an employee in any other part of the country. The result is that a station agent working in some isolated place in Maine receives the same amount as would be paid to an agent working in a place where the demands of the service were much greater and the cost of living very much higher. The same condition obtains with reference to other railway workers. This very materially increases the operating cost of our Maine railways, the labor charge of the Maine Central Railroad

Company being \$9,000,000 a year in excess of what it was in 1914. The other factor which entered into the increased cost of operation was the cost of coal. Coal which cost our Maine railways considerably less than \$4.00 a ton upon their engines five or six years ago, cost during 1920 very nearly \$14.00 and in some instances from \$17.00 to \$18.00 a ton. These very material increases have not only entirely absorbed the increased revenue obtained from the higher rates, but have entirely wiped out those sums which in former years were available for dividend purposes. The result is that the several railroads operating in Maine see no prospect of immediately paying full dividends, and in some instances none at all, and, unless there is a recession in the price of coal, some readjustment in the cost of labor, some increase in the division of through rates, or some increase in the existing freight rates, our Maine railroads are facing a very serious proposition.

The New England railroads, in a division hearing at Washington, are seeking to bring about such a readjustment of the division of joint through rates that the excess (estimated at \$25,000,000), which the railroads west of the Hudson River are receiving over and above the sum to pay a six per cent return, may be distributed to the New England railroads, and thus produce the amount which will in part pay the return which Congress intended to provide for. Even if the railroads obtain the full amount of the division which they ask for, nowhere near a six per cent return can be obtained unless the cost of coal and of labor is very materially reduced. It would be a very serious matter for Maine if its railroads should be placed in a situation where they could not properly function. It would be equally serious to the people of Maine if, in order to enable its railroads to properly function, a substantial increase in existing freight and passenger rates should be deemed the only method of relief.

One effect of the increased labor cost in maintaining small stations upon our Maine railroads has been to cause the operating officials of these railroads to believe that very many such small stations must be closed. In former years the railroads could employ as a station agent some person who might find remunerative occupation for such portion of his time as was not required in the performance of his duties. He was

likely to live near the station and either carry on a small farm or to be otherwise employed part of the time. The wages under these circumstances were relatively small, and the duties and responsibilities of the agent equally small. Under the present arrangement, these station agents oftentimes are paid in wages an amount which exceeds the total receipts of the company at the particular station. To close these stations or to make them stations in charge of caretakers would be a very serious matter to very small communities. We are being constantly urged to make conditions in Maine such as to attract people to our State, and to retain in our small communities those people who already live there. In many such small communities the existence of a station is a very important matter, and its closing would be almost a calamity. But to compel the railroad companies to maintain these stations with an agent whose compensation more than absorbs all of the revenue would be a somewhat serious matter for the railroads. The solution of these problems is fraught with many difficulties.

With reference to the street railway situation, matters are no less serious today than they were a year ago. Many of the street railroads have been obliged to increase rates during the past year and are still in a condition far from satisfactory. We have reviewed at length in former reports the reasons which produce and control the situation, and it is not necessary to repeat.

Within the last two months we have been authorized to employ, and now have in our employ, a telephone engineer, a man who has had twenty-five years' experience with a large telephone company and who understands the theory as well as the practice of the telephone business. We have in Maine more than 120 telephone companies, most of them relatively small. These are the ones who need help. We expect to be able to render effective and constructive assistance to these companies. We desire them to understand that we are not undertaking to interfere improperly in the conduct of their business, and to assist is our sole purpose and desire. If these companies and their customers can be made to understand that this is the purpose and object of the Commission, a long step forward will have been taken, and we ask that companies

and customers interested in telephone matters communicate with us and give our engineer an opportunity to be of assistance.

Very intimately connected with the question of what a rate shall be for a given service, is the matter of the value of the property which a particular company is employing in public service, because the rate must be sufficient and no more than sufficient to yield operating expenses, fixed charges, and a fair return upon the fair value of the property. It is, consequently, important to determine fairly the value of the property.

When public service commissions were first created, various engineers sought to evolve a method by which the value of a property could be ascertained. In very many instances the property was created originally long before the establishment of the particular Commission. Records of original cost were destroyed or lost, and hence original investment could not, with accuracy, be established. In the absence of this information, the engineers evolved what has been known as the reproduction-less-depreciation theory of valuation. Under this theory the engineer sought to reproduce an identical plant, and then sought to depreciate that amount to the extent that the plant showed use and depreciation. There immediately arose the question of what unit prices should be applied in reproducing this plant. In the earlier days of commission regulation, engineers found that practical fairness resulted to both the company and its customers if they ascertained the prices at which labor and materials could be obtained to produce a plant over a five years' period immediately prior to the time when a valuation was being attempted, and, averaging those prices, obtain a unit figure of cost which could be used. Taking a period of five years, under normal conditions, the result would most likely be a fair average, and would with substantial accuracy reflect the amount which would have to be paid to reproduce an identical plant, which amount would probably be not materially greater than the amount actually expended by the company. But the moment we entered the period of mounting costs which followed the beginning of the war, it was seen that to include any of the war years in the five years' average would result in an exaggerated figure. If

today an engineer should take the last five years and undertake to obtain an average figure and use that as the figure to apply to his reproduction theory, he would obtain a plant at a cost so great as to almost stagger the mind. It is therefore the opinion of engineers that it is perhaps not at all fair to take these last five years. Some engineers have taken the five years immediately prior to the war. The only excuse for so doing rests upon the fact that to take the last five years would produce a result which did not represent either investment or value.

On account of these difficulties engineers, commissions and courts have been seeking a better method of valuation, and all of these agencies are now very seriously considering the ascertainment of an investment cost and using that as the foundation and perhaps the principal part of that which enters into the value. Otherwise stated, engineers seek to determine, either from records of the company or from records of prices and costs obtaining during the time when a particular plant was created, the amount which the company actually invested in the plant. The figure so obtained represents the investment which the company had originally in the property and the amount which it has since actually put in in money. It may be that to this amount should be added a certain sum in order to represent present value, but this method is regarded by many as more satisfactory than the reproduction method. If this method of valuation becomes the prevailing one, the public must understand that the return which the company is entitled to receive upon this value will vary, if figured in terms of per cent, from year to year. To illustrate:—Five years ago six per cent might have been regarded as an adequate return. Today all costs of operation and costs of money have so increased that it might be urged that twelve per cent was for the present none too great. If the public can be so educated that it will be assured that the value placed upon the property of the company is no greater than that which is fair and that the return figured in per cent. must vary as the value of the dollar or the purchasing power of the dollar varies, then this method will probably be found the most satisfactory.

Some of our public service companies have adopted the custom of marketing their own securities. If a particular

company has occasion to place some of its stocks or bonds upon the market, ordinarily one or more firms of brokers are employed. Such a firm necessarily has to make some profit in the transaction, and this means that the firm must buy the securities from the company at a price less than they will be sold to the public. This difference is anywhere from 2 to 5 points, and means that the company receives from \$2.00 to \$5.00 less upon each \$100 than the public actually pays for the securities. Under ordinary circumstances, the company could not afford to establish and maintain a securities selling organization, for the reason that the cost would be disproportionate to the saving. Some of the larger companies, however, have found that it is cheaper to establish and maintain a selling organization, and that the amount received by the company for its securities is somewhat in excess of the amount which would be received if the securities were placed through a firm of brokers. There is, in addition to the saving in money, an advantage in the sale of the securities of a Maine public service company to Maine people. If a person is the stockholder in the company which is serving him, he is more likely to inform himself with reference to the obligations and duties of the company and its customers, and be much more tolerant and fair than he would be if he were not a security holder. Another advantage in the sale of stock is found in the terse remark of one financier who said that with reference to public service companies there should be "more owners and less creditors." We believe that in the case of very many companies it would be of greater advantage if there was more stock and less bonds or floating indebtedness outstanding, and there would be the added advantage above suggested of having in each community a group of people who, being educated with reference to the requirements and obligations of the company and the customer, would be more tolerant.

The Commission desires to publicly express its appreciation of the exceedingly good work which its entire force is doing. Without a capable and willing force of employees, no commission could properly function. We have been especially fortunate in gathering about us men and women of large capabilities and exceeding loyalty. Such a force is not only of advantage to us personally, but is a very substantial asset to the State as a whole.

In the matter of public regulation, we believe the attitude of the public has very materially changed within the last five years in the State of Maine. The general public has become better informed; the public service companies as a whole now understand that their relations to their customers must be open and fair; and both the company and its customers fully realize that neither can exist without the loyal support of the other. The future of public service regulation depends very largely upon the public so educating itself that it fully understands and appreciates all of the mutual rights and obligations which the company and its customers owe and each company so conducting itself and regulating its affairs that but little regulatory discipline is found necessary. We expect and hope as the years go by the performance of the duties of this Commission will be less arduous and somewhat more fully appreciated.

Elsewhere in our printed report will be found reports from various departments, statistical information, and decisions and orders of the Commission.

Respectfully submitted,

BENJ. F. CLEAVES,
HERBERT W. TRAFTON,
ALBERT GREENLAW,

Public Utilities Commission
of Maine.

December 31, 1920.

The following is a statement, in tabular form, of the expenses of the Commission for the year ending December 31, 1920.

Appropriation for salaries and clerk hire		\$40,000.00
Expended for Salaries of Commissioners and Clerks	\$19,957.57	
Accountants	4,000.00	
Chief of Rates and Schedules	2,547.71	
Chief Engineer	2,500.00	
Assistant Engineers	2,692.13	
Inspectors	4,000.00	
Official Reporter	1,500.00	
Office Stenographers	4,336.50	
Total Salaries		<u>\$41,533.91</u>
Overdrawn		\$1,533.91
Appropriation for General Office Expenses		\$10,000.00
Expenses in Executive Department:		
Traveling expenses	\$2,704.95	
Office supplies and expenses	1,007.25	
Office equipment	188.29	
Postage	700.00	
Printing and Buying forms	40.92	
Printing General Orders	205.80	
Express	11.54	
Witness Fees, etc.	80.30	
Books and Periodicals	147.00	
Printing Annual Report	1,531.89	
Telephone and Telegraph	440.15	
Miscellaneous expenses	30.00	

\$7,088.09

Expenses in Accounting Department:

Traveling expenses	115.25	
Printing and buying forms	65.00	

 180.25
Expenses in Rates and
Schedules Department:

Traveling expenses	441.43	441.43
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Expenses in Engineering Department:

Engineering equipment	6.00	
Traveling expenses	455.45	
Printing and buying forms	2.52	

 463.97

Expenses in Inspection Department:

Inspection of Utilities	882.20	
Automatic signals, warning signs, etc.	41.65	
Accident Investigation	216.83	

 1,140.68

Total General Expenses	\$9,314.42
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Transferred to Salaries to care for Bonus paid to Commission	1,400.00
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Total Amount Expended	\$10,714.42
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Overdrawn	\$714.42
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Pollution of Domestic Water Supply:

Expended	\$213.49
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Appropriation for Abolishment of

Grade Crossings	\$15,000.00
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Expended	\$1,338.65
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Unexpended balance	\$13,661.35
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1919 Expenses paid during the year 1920 from Balance of 1919
Appropriation for General Expense.

Unexpended Balances of 1919 Appropriation on January 1, 1920.	\$2,322.10
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Bonus paid to Commissioners 10%	\$1,400.00	
Traveling expenses Executive Dept.	66.10	
Office Supplies and Expenses	298.29	
Office Equipment	86.06	
Printing General Orders	555.02	
Printing and Buying Forms	3.40	
Express .....	.31	
Witness Fees, etc.	5.00	
Books and Periodicals	12.00	
Chief of Rates and Schedules (Bal. 1919 Salary)	3.20	
Printing and Buying Forms (Ac- counting Dept.)	96.07	
Traveling Expenses (Engineering Dept.)	9.75	
Inspection of Utilities	9.80	
Automatic Signals, etc.	54.21	
Telephone and Telegraph	2.47	
Accident Investigation	13.75	
	<hr/>	
Total Expenses		\$2,615.43
Unexpended Balance 1919 Appropriation for Elimination of Grade Crossings		9,831.84
Expended in 1920 for Grade Crossings (1919 Acct.)		1,368.23
		<hr/>
Balance		\$8,463.61

STATE OF MAINE.
PUBLIC UTILITIES COMMISSION.

RE APPLICATION OF WALTER M. BARNES FOR SUSPENSION OF
LIGHT SERVICE IN ANDOVER.

U. No. 359. July 15, 1919.

Cleaves, Chairman; Trafton and Greenlaw, Commissioners.

Walter M. Barnes, of Andover, county of Oxford, State of Maine, owner and manager of an electric lighting plant, styled the Barnes Electric Light Plant, makes application to this Commission for authority to temporarily suspend service in the territory now being served by him.

Upon said application the Commission gave notice of a public hearing, to be held at the Andover Town Hall on July 11, 1919, at 10.30 o'clock in the forenoon, and at this time and place the hearing was held. Notice was proven to have been given. A. E. Stearns, Esq., of Rumford, represented the petitioner, and various protestants appeared in their individual capacity. Mr. Barnes a few years ago installed a small lighting plant in the town of Andover, using a kerosene engine as motive power at first, taking the current directly from the generator. Later he installed storage batteries in an effort to improve the service and to attract a larger patronage. He has struggled along with his proposition without any considerable success or encouragement. At the present time he has but sixteen customers. In the month of January this year the bill of the largest customer was \$11.44, he being the proprietor of the local hotel, and all of the other customers were down to \$4.00 or less, and one customer was presented a bill of thirteen cents. The total operating revenue for that month was \$42.56. Fuel oil and lubricating oil for that same month cost \$38.99, and other expenses, exclusive of rent and any compensation to the owner for actual service in operating the plant, brought the expenses up to an amount that prac-

tically wiped out the entire revenue. Subsequent months this year showed the same general result, and in May and June the expenses exceeded the receipts.

The condition of Mr. Barnes' health is such that he is advised by his physician that he must give up some of his business activities and take a considerable rest. The business done by the plant is not sufficient to authorize the owner to employ anyone to operate it for him. The storage battery and engine require immediate repairs, and this in and of itself would require a temporary shutting down of the plant. Mr. Barnes is undoubtedly somewhat discouraged over the prospects he faces, and his physical and mental condition is such that he is convinced that a temporary suspension of service is absolutely necessary, and this is in addition to the requirements for repairs.

Upon the other hand various patrons called our attention to the inconvenience, annoyance and hardship that a suspension would entail upon them. Several of the larger users, particularly the hotel and stores, have gone to a considerable expense in wiring their buildings and have discarded the ordinary means of lighting, such as lamps and lanterns. They rely absolutely upon the electric lighting plant, and urge upon us thus features of the hardships of even a temporary suspension. Upon the other hand, the community as a whole has not very largely responded to Mr. Barnes efforts to give the people an opportunity to receive a form of lighting service. Fifteen customers are hardly sufficient to pay for the operation of a plant which costs rising \$4000 and which is operated by as expensive a fuel as kerosene oil. We doubt very much, with the local situation as it was disclosed to us, whether Mr. Barnes will be able to operate profitably the kind of plant which he has installed. He desires, however, to make one more try, and having invested his money and made what we believe to be an honest effort to render fair service, he is entitled to as much protection as the Commission is authorized to give him. The people in the community are also entitled to consideration and ought not to be even temporarily deprived of service unless there is exceedingly good grounds therefor.

It was suggested to us in connection with the hearing that the people generally believe that some one other than Mr. Barnes could be more successful in the operation of a lighting plant,

and that another form of plant, preferably run by water power, would be regarded as more practicable and useable and dependable by the people in that community. These people suggested that in connection with one of the wood working mills in this town a plant could be installed and operated, and that the rates would be lower and the service more satisfactory. This matter is not in connection with this case directly before us, but is deserving of consideration, and we feel that if the people of this community desire service and are refusing to accept the kind of service Mr. Barnes is able to offer they are entitled to receive that service from some other individual or company, if it finally seems reasonable to permit another utility to enter this field. We do not pass finally upon this matter, for the reason that we have no right at this time so to do. The reason we speak of it in connection with the pending case is that if Mr. Barnes is to temporarily suspend service, with the possibility that such suspension may be final, in view of the financial considerations involved, we think that such suspension should be with the understanding that any other individual, firm or corporation has the right to make application to us under the statute for authority to enter the field and render service. Such application of course, if made, would have to be passed upon in accordance with the statute governing such matters.

Even after considering the hardships and annoyances which will follow even a temporary suspension, we still feel that the circumstances disclosed are such that Mr. Barnes should be given the right to temporarily suspend service. This should not be done without some notice, and it is therefore

ORDERED, ADJUDGED AND DECREED

That the applicant, Walter M. Barnes, doing business as the Barnes Electric Light Plant, and operating at Andover, in the county of Oxford, in the State of Maine, be and hereby is authorized to suspend the service which he is now rendering from and after the first day of August, 1919, to the first day of November, 1919. Said Barnes is directed to notify by regular mail or personally each of his customers forthwith that service is to be so temporarily suspended, and said Barnes is further directed to post at the Town Hall forthwith a copy of this decision and order.

In the meantime it is to be understood that if said Barnes does so suspend service any individual, firm or corporation has the right to make application under the statutes of this State for permission to do an electric lighting and power business in the territory now occupied by this applicant, and that if such application is received it will have prompt consideration.

(Privilege accorded under decree, exercised Dec. 31, 1920.)

I, Walter M. Barnes of Andover, in the county of Oxford, in the State of Maine, the owner and manager of the electric light plant now operated by me at said Andover, under the name and style of the Barnes Electric Light Plant, do hereby state that it is my intention to abandon the service now being rendered by me on December 31st, 1920. I leave this territory entirely vacant and claim no right or privilege of rendering electric light service therein after said date.

WALTER M. BARNES.

Andover, Maine, Nov. 20, 1920.

STATE OF MAINE.

PUBLIC UTILITIES COMMISSION.

THE COMMISSION, ON ITS OWN MOTION

vs.

THE DIRECTOR GENERAL OF RAILROADS, AND THE BANGOR AND
AROOSTOOK RAILROAD.

F. C. No. 260. Jan. 6, 1920.

Cleaves, Chairman; Trafton and Greenlaw, Commissioners.

Appearances: Percy R. Todd, representing the Director General of Railroads; Frank P. Ayer, Esq., for the Bangor and Aroostook Railroad; J. S. Williams, Esq., for certain complainants.

Complaint by the commission, on its own motion, against Walker D. Hines, Director General of Railroads, and the Bangor and Aroostook Railroad, with reference to the closing of the Abbot Village station, so called, on the Bangor and Aroostook Railroad.

Public hearing, after notice, held at Guilford on November 21, 1919. Notice proved. Appearances as above indicated.

The Bangor and Aroostook Railroad, on December 7, 1918, closed its station at Abbot Village and this station has since existed as a "non-agency station." This means that persons desiring to send freight in carload lots from Abbot Village station must arrange through Monson Junction station, between two and three miles away, for a car, and arrange from the same station for the billing out of the same. Outgoing, less than carload freight must be sent from some station other than Abbot Village. Incoming carload freight, if prepared, will be left at Abbot Village, otherwise will go to Monson Junction, and the same is true of less than carload freight. As to the latter, if the freight is prepaid the article or articles will be put off at Abbot Village and deposited in the freight shed at the owner's risk, the freight shed being open and free of access to any person.

So far as passenger business at a non-agency station is concerned the passenger is obliged to pay his fare on the train and with the station closed is obliged to wait for the train upon the platform.

Not long after the station was closed the commission received some complaints and caused the matter to be somewhat investigated. We learn that this particular closing was a part of the program of the Director General of Railroads to eliminate, so far as possible, the expense of operating stations which did not pay and that in looking over the Bangor and Aroostook Railroad he designated Abbot Village as one of the stations which should be closed.

At the hearing it developed that the cost of operating Abbot Village station previous to the war period was \$890.00 per year, of which amount \$742.69 represented the wages of the agent. Since that time the wages of all railroad employees have been levelled upward, and the hours of service shortened, so that today if this station should be kept open for all trains the total cost of operating the station would be \$2,341.00 per year, of which \$2,159.70 would be the wages. Under the present practice the station agent works eight hours and if he works longer he is paid for the extra time at the rate of 72c an hour, which is time and a half. If this station were to be kept open for all

trains it would be considerably better for the railroad to employ two men, each of whom would work one 8-hour shift, than it would be to employ one man and pay him for overtime to keep the station open for all trains.

The representatives of the Director General and of the railway call our attention to certain facts. They say that the total freight revenue at this station for the year 1917 was \$3,452.00 and the total passenger revenue \$856.00, making a total of \$4,308.00. This amount does not take into account the fact that each parcel of freight and each passenger, in the first instance, uses some other terminal than Abbot Village for the simple reason that a passenger starting from Abbot Village necessarily leaves the train at some other station where expense is going on, and each parcel of freight arriving at Abbot Village must necessarily be assembled and loaded at some other station where a similar expense is going on. The total receipts at Abbot Village must therefore be shared with some other station. Further, this total received for freight and passenger business must be used in part to pay wages of train crew, the upkeep of road and equipment and its share of other expenses of operation and a return upon investment. The railroad officials say that in looking at the matter in this way the Abbot Village station has never paid and under present prices would show quite a large deficit each year.

Upon the other hand the real complainants, who are those people interested in Abbot Village station as patrons of the road, say that it is exceedingly inconvenient to have this station closed and to be obliged, so far as freight is concerned, to use Monson Junction, which is 2.4 miles distant from Abbot Village, and that the Abbot Village station has served and is the natural place of service for localities other than Abbot Village, calling particular attention to Willimantic, Kingsbury and Mayfield, and one or two other places. They further say that this station has been in operation for a number of years and the people have arranged their homes and business affairs upon the theory that the station would continue in use. Still further, that the town, very soon after the station was opened, built, at an expense of several thousand dollars, a highway and a bridge which is useful solely for the purpose of going to and from this station.

The complainants suggest that even though the station may not be entirely self supporting, it is one of the facilities which for years has been used in connection with the service by the Bangor and Aroostook Railroad of the public, and should not be discontinued unless some grave reason therefor exists.

We have given the matter very careful consideration and have caused our Chief Inspector to make a full survey of the territory. We agree with the complainants that it is a serious matter to discontinue absolutely a station which has for some time been in use and which seems to the people of a considerable territory almost necessary. If there is any way that a considerably restricted service may be given this should be done. And with this in mind we have ascertained that if the station is kept open during a period of eight hours the wage expense will be \$1,201.00. To this will have to be added something for heating and lighting and if the station is also to be open and heated for the early morning and late evening trains this will add somewhat to the expense. Using this 8-hour schedule as a basis we find that if the station agent goes on duty after the early morning train has gone and remains eight hours he will be able to take care of all the freight trains and two of the four passenger trains. If, in addition to this, the station can be opened for the early morning and late evening trains and heated during the season of the year when this is necessary, the people using this station will be fairly well accommodated and the railroad will be relieved of a considerable portion of the burden which would follow keeping the station open for all trains and having an agent present all the time.

Taking into account all the matters presented to us in connection with this case, it is

ORDERED, ADJUDGED AND DECREED

That on or before February 1st, 1920, Walker D. Hines, Director General of Railroads, and the Bangor and Aroostook Railroad, cause station known as Abbot Village station, to be opened and to be operated in charge of an agent during eight hours of each week day, such eight hours to begin after the time of the departure of the early morning train and to include, so far as possible, all freight train movements to and from said station, and two of the passenger train movements. These eight hours cannot and need not include the evening train.

So far as the early morning and late evening trains are concerned, the respondents are to keep the station open for the accommodation of passengers using either of said trains, and during such seasons of the year as stations are customarily heated and lighted are to keep this station heated and lighted a reasonable time prior to the arrival and departure and up to the time of the arrival and departure of each of such trains.

STATE OF MAINE.
PUBLIC UTILITIES COMMISSION.

RE COMPLAINT OF BIDDEFORD AND SACO WATER COMPANY
AGAINST ITSELF.

F. C. No. 265. Jan. 26, 1920.

Cleaves, Chairman; Trafton and Greenlaw, Commissioners.

Appearances: N. B. and T. B. Walker, for the company; Bradbury and Bradbury, for the city of Saco; Robert B. Seidel, Esq., for the city of Biddeford; P. N. H. Lombard, Esq., for the town of Old Orchard.

This is a formal complaint brought by the Biddeford and Saco Water Company against Itself, alleging in substance that under its existing rates it is not obtaining sufficient revenue to pay its operating expenses and taxes, provide properly for depreciation and yield a fair return upon the value of the property which it is using in its service. Also that its rates are discriminatory. It therefore asks that a public hearing be had and that the commission shall determine if the rates now established are unjust, unreasonable and discriminatory and that this commission will fix and order substituted for the existing rates such rates, tolls or charges as shall be just, reasonable and adequate.

Upon this complaint, after public notice proven to have been given as ordered, the commission gave a public hearing at the common council room in the municipal building at Biddeford on Monday, December 1, 1919. Appearances as above indicated.

At the close of the hearing counsel for the various interests were given opportunity to file written briefs and the same have been filed and the matter is now ready for decision.

The Biddeford and Saco Water Company was organized in 1884 and 1885 and in the latter year built a portion of its plant in the city of Biddeford. This plant consisted in part of a large pumping station and filter plant about two miles up the Saco river, a reservoir of seven million gallons capacity, a twenty-inch main (later augmented by a 16-inch main) from the reservoir down to the center of the city of Biddeford, and various smaller pipes for domestic service and public use. The same service was at about the same time given in the city of Saco and in 1901 the company extended its mains from Saco to Old Orchard, a distance of approximately four miles. It had acquired the property of the Old Orchard Water Company which it had improved and enlarged by the laying of additional mains, the setting of additional hydrants and the erection of a large stand pipe.

After the great fire at Old Orchard in 1907, the company added to its facilities for public protection and in 1909 it extended its mains along the sea coast from Old Orchard into the town of Scarborough, at a place called Pine Point.

On January 3, 1884, the company and the city of Biddeford entered into a written contract, the substance of which was that the company should establish a sufficient plant for domestic service and public use and that the city should pay to the company for each hydrant to be located the sum of fifty dollars (\$50.00) per annum until January 1st, 1895, after which date all hydrants previously located should become the property of the city and be maintained and kept in repair at the expense of the city and thereafter the company should furnish all such hydrants with water for the extinguishment of fires without charge being made to the city. The city agreed to exempt from municipal taxes for a period of thirty years from October 1st, 1883, all property of the company necessary and used for the purpose of supplying water under its charter.

On December 21st, 1898, the company and the city of Biddeford entered into a new contract in which attention was called to the former contract and to the fact that the city of Biddeford had made an assessment against the company of a certain

tax, the amount of which was in dispute, and that to avoid expensive litigation a new arrangement was to be made. Under this new arrangement there was a reduction of the family and store rate from \$10.00 to \$8.00, of the tenement and store rate from \$8.00 to \$7.00, and for certain other services rendered a named reduction. The contract also provided that the city of Biddeford was to pay to the company in addition to any amount assessed as taxes each year, the sum of \$3,900.00 for water to be supplied for the extinguishment of fires for 33 hydrants to be thereafter set by the city of Biddeford, the above number of hydrants being in addition to the 67 hydrants "now set, maintained and being supplied with water free by said Biddeford and Saco Water Company." The contract further provided for the supplying free of water to certain drinking fountains, sewer flushing operations and street sprinkling.

On January 3, 1884, the company entered into a contract with the city of Saco under which it agreed to construct its plant in the city for the purpose of domestic and public use, to locate and furnish water for 20 post hydrants, and after January 1st, 1886, the city might locate other hydrants at its own expense, the company to furnish all hydrants so located with water at \$50.00 each per annum; and that after July 1st, 1895, all hydrants previously located should become the property of the city and the company should furnish all such hydrants with water for the extinguishment of fires without charge. Contained in the contract was a provision exempting the property of the company from taxes for a period of thirty years.

On June 8, 1909, a supplemental contract between the same parties was entered into under which additional mains were to be located in Saco and the city agreed to pay for the 20 hydrants already installed an annual rental of six hundred dollars (\$600) up to July 1st, 1930, after which time "water for fire purposes for said hydrants and all present hydrants now located shall be free." It was further agreed that if additional hydrants were located on extensions of present mains the annual rental for each hydrant should be \$30.00 a year for a term of 20 years after the setting of each such hydrant, after which payment period water for each such hydrant for fire purposes should be free.

Under date of June 1, 1911, the company by letter agreed to certain reductions in the domestic rates which it was then charging and upon the same day and in the same manner agreed upon certain further reductions for domestic service in the city of Biddeford.

On September 26, 1908, the company and the town of Old Orchard entered into a written contract under which there was to be a considerable extension of the company's facilities at Old Orchard for public protection; a location at designated points of certain new hydrants; overhauling and putting in first class order the existing hydrants. The contract further provided for the installation of an electric rotary pump for fire purposes which would maintain a pressure of 90 pounds on the mains at a designated point. The number of new hydrants to be located was 23 and for these hydrants the town was to pay an annual rental of \$600.00 until October 1, 1930, after which time "water for fire purposes for said hydrants and all present hydrants located shall be free." New hydrants, if located upon extensions, were to be served at an annual rental of \$30.00 each per year for a term of 20 years, after which period water for each such hydrant for fire purposes was to be furnished free.

On April 24, 1909, the company entered into a written contract with the town of Scarborough, under which the company was to locate six hydrants for fire purposes and the town was to pay for service to the same an annual charge of \$180.00 until 1929, after which time water was to be served to such hydrants free. In addition to this payment of \$180.00 the town agreed to remit any sum assessed as taxes.

Very naturally there was contained in each of said contracts other provisions not herein referred to and not being especially germane to the issues which we believe are of importance in this case. Among other provisions was one in which it was attempted to be agreed that certain rates for domestic service would be charged during the existence of the several contracts.

Under these contracts with the various municipalities the result, so far as concerns the payment for fire protection and other public uses, is as follows:

In Biddeford, water is furnished to supply 131 hydrants, eight public drinking fountains, water for street sprinkling and

water for sewer flushing. The company, under this contract, is furnishing water for 67 of these hydrants without payment. For the other 64 the city pays to the company annually the sum of \$4,992.50, plus any amount assessed as taxes. The amount of the tax assessed against the company in Biddeford will average about \$6500.00 a year.

In Saco this is the situation; the company furnishes water to supply 109 hydrants, seven drinking fountains, water for sewer flushing and for use in one school house. Of these hydrants 76 are upon the free list and the city pays for the other 33 an annual amount of \$990.00 plus any amount assessed as taxes. The city of Saco has never, as we understand it, assessed any tax against the company. In any event the testimony is to the effect that no tax bill was ever rendered. If Saco should make an assessment against the company at its established rate of taxation upon the value which the company in its evidence suggests as the value of its property properly taxable in Saco, the amount of such tax would average \$2,300.00 per year.

In Old Orchard this is the situation; the company is furnishing water for 66 hydrants, three drinking fountains, for sewer flushing, three stand pipes and for school, town office, engine and hose houses. It is also maintaining the fire pump above referred to. For this service the town annually pays to the company \$1,060.00, \$960.00 of which is for the hydrant service, the balance of the service being free. This amount is in addition to any amount assessed as taxes and if Old Orchard assessed against the company, at its regular rate, a tax upon the amount which the company suggests as the value of its taxable property in Old Orchard, this amount would average about \$2500.00 per year.

So far as the fire pump service at Old Orchard is concerned, the company's contract provides for this payment of \$100.00 a year. At the time the contract was made it was not expected that the cost of operating this pump would exceed this amount. An actual account of the cost of maintaining this additional fire service for the use of Old Orchard and Scarborough shows that the expense thereof for the year 1919 was a little in excess of \$1100.00. With the entire property of the company devoted to public use of Old Orchard and Scarborough, Scarborough's portion is 10% and the company suggests that the expense of main-

taining this additional fire protection is properly chargeable in a ratio of 90% to Old Orchard and 10% to Scarborough.

As a result of these several contracts with the municipalities the company is furnishing to each municipality without any payment therefor, service which under ordinary circumstances and in the absence of any contract would require and be entitled to substantial payment. At the hearing in this matter the commission very naturally inquired why contracts of this character were entered into. Briefly stated, the reasons given were these. In the early days of water companies each municipality felt that if a sharp trade for the use of water for public purposes was driven with the company and service to be rendered was obtained at either a low rate or absolutely free after a certain time, there was a resultant benefit to each such municipality. And so each group of municipal officers sought to force upon a particular company a contract involving low rates and used the authority which municipal officers possessed to compel the company to enter into this kind of a contract in return for the granting of the right to the company to do business in the particular locality. So far as the company was concerned its reasons for entering into this kind of a contract were as follows: 1st, that it desired to placate, so far as possible, municipal officers and others in authority for the reason that it desired shortly to begin operations. An additional reason was that it was believed by each company that if the municipality for a period of 20 years paid for water used for fire protection and other purposes, the business of the company in its service of domestic takers during that 20 years would so increase and grow that the amount which it would be receiving at the end of the 20 year period from private consumers would be sufficient to enable it to profitably operate its plant even though thereafter it would be rendering to the municipality service without payment. These contracts were made during a time when there was no public body regulating the rates which public utility companies might lawfully charge their customers. In these circumstances it was undoubtedly assumed by the officers of the company that when the time came that service of a public character must be rendered free, the entire cost of operations, plus other charges in order to put the company on a paying basis, might be placed entirely upon the private consumers.

And no doubt they relied upon the municipal officers of the various towns to somewhat aid the companies in carrying out this idea of placing all the costs upon the private consumers for the reason that it was believed that such municipal officers would desire to make a good financial showing in their particular municipality and would not in a very loud tone of voice find fault with the rate charged private consumers, so long as the total payment for public service resulted in a good showing in the municipal operations.

Since these contracts were made two things which have an important bearing upon water companies have happened. First, the legislature of Maine passed the public utilities act, which act, among other things, requires that all rates shall be just and reasonable and there shall be no unlawful discrimination. Contained in the law is a provision that if rates are not just and reasonable and if there be any unlawful discrimination, the commission may require the company to remove such discrimination and may order the company to put in effect rates which shall be just and reasonable. After this law went into effect no public utility company could arbitrarily fix its rates nor could it lawfully charge to one class of customers the entire expense of its operations and exempt from payment another class of its customers. This practice would of course have been designated as unlawful discrimination.

The second thing which occurred and which had a very great effect upon the public utility companies was the great war. It is unnecessary to spend but a moment in passing mention upon the effect of the war upon the cost to every citizen and to every public utility of those things which had to be used either to sustain life or carry on business.

This Biddeford and Saco Water Company, in order to in part overcome increased costs of its operations, applied to the commission and was allowed, in 1916, to increase its rates for water furnished to the Pepperell Manufacturing Company, which corporation was a very large user of water and was being supplied on terms which yielded the company less than the actual cost of rendering the service. Again in 1917 the commission permitted the company to increase its rates to 126 of its very large users of water, it being shown that these users were unduly favored in the rates at which they were being

served. These two increases gave the company an additional annual revenue of about \$4,000.00. This increase, according to the company's belief still left this complainant far short of the revenue reasonably necessary to pay its operating expenses and taxes, allow for proper depreciation and a reasonable return upon the fair value of the property which it was using in the public service. This complaint against itself was therefore made, and the entire matter submitted, upon oral testimony, documentary evidence and argument, to the commission for determination.

We have gone thus at length into the matter of the several contracts with these municipalities, for the reason that if any increase is necessary the commission must determine how that increase shall be distributed and, very naturally, if we found that one class of customers was either receiving service at too low a rate or absolutely free we would want to inquire whether there was anything either in law or in fair treatment to prevent the commission from so adjusting the rates that all classes of customers would be as nearly as possible sharing equally the burdens necessary to permit of service by this company.

For at least 20 years expert water engineers have been conducting investigations to ascertain what per cent of the gross revenue of a water company should be produced from the so-called public use. Many such engineers have presented their views to national conventions of water company associations; experts employed by public service commissions have rendered their reports to their commissions, and the matter has been as fully investigated, discussed and determined as is possible with reference to a subject which is not susceptible of exact demonstration. The experts agree that if a water system is to be used solely for domestic use the size of the plant will be materially smaller in every respect than would be a plant from which was required public service in addition to the domestic use. To illustrate; it is asserted that if fire protection is to be given by a company the mains must be not under six inches. From this they reason that in ascertaining the cost of that part of the plant which is to be devoted to public protection all mains less than six inches shall be excluded. Using this method these experts claim it is comparatively a simple matter to determine the cost of creating that part of the plant which

is to be devoted to fire protection and other public uses. Having determined this cost it is very naturally asserted that those who use this public service should contribute an amount sufficient, first, to pay a just proportion of this constant cost which every company incurs and, second, such portion of the annual operating costs (sometimes called the variable costs) which is properly chargeable to the public service.

We have had access to and very carefully studied, not only the evidence presented to us in this case but the opinions of various public service commissions and the data submitted by experts to such public bodies as water commissioners and associations of water companies. Our investigation satisfies us that of the gross annual revenue which a water company must receive if it renders both public and domestic service, the public service should pay an amount between 28% and 32% thereof. If those who use the public service pay less than 28% of this annual necessary gross revenue, other users of the service of the company must pay an amount disproportionate to the value of the service which they are receiving. In other words, if the company should receive \$100,000 gross revenue each year and if the users of the public service ought to pay \$30,000 and actually pay only \$15,000, the domestic customers must contribute, in addition to the \$70,000 which they should in fairness pay, an additional annual amount of \$15,000.

If the Public Utilities Commission of Maine, after investigation, finds that the users of public service of the Biddeford and Saco Water Company are not contributing their fair proportion of the gross revenue which the company ought to and must obtain, has the commission any authority, in view of the contracts already referred to, to so readjust rates and so apportion the amounts to be paid as to place upon the municipalities a fair proportion of the burden of contributing an amount necessary in order to insure continued, adequate service upon the part of the company. In other words, does the existence of each of these several contracts, each having under its terms a further period to run, bind the commission to the terms of each such contract, or has the commission authority to require the company to establish and enforce rates for public service which will equalize fairly the payments to be made by customers employing the public service of the company and those employing its so-called private service?

We do not need to more than call attention to the so-called Lincoln group of cases where, in the first instance, the commission rendered its decision and was afterwards fully sustained by the Supreme Judicial Court of Maine to which tribunal the several cases went on exceptions to the ruling of this commission. We do not propose to restate at any length the various rules which we made in these cases. In substance we decided that the particular contract at the time it was made was lawful and that neither the company nor the municipality, without the consent of the other, could depart from or vary its terms. But if, upon investigation properly held, the commission finds that a further performance of this contract would result in what the legislature designated as unlawful discrimination, then the further performance of such a contract would be unlawful and the commission might ignore the terms of the contract and require the company to substitute for the rates mentioned therein such other rates as would be just and reasonable and non-discriminatory.

This conclusion was based upon the foundation of the decisions of practically every court in the land which had passed upon the matter, which courts universally held that the regulation of rates to be charged by a public service company was within the police power of the state; that such police power could not be destroyed or interfered with by the contracts of individuals or corporations; that the legislature, under its police power having authority to regulate rates of public service companies, could delegate that authority to a body like this commission and such a body, under proper circumstances, had authority and was charged with the duty of ignoring the terms of a contract, the performance of which would result in the imposing of unjust, unreasonable or discriminatory rates.

It follows, therefore, that in this case if we find that the rates charged to these municipalities by this company be, under all the circumstances, unjust, unreasonable or discriminatory, the contracts will, after such finding, be unlawful of further performance if carrying out the contracts would result in the payment by one or all of these municipalities of rates which would make it necessary for other customers to pay for service rendered to them rates that would, as to them, be unjust, unreasonable and discriminatory.

We must, therefore, determine, first; whether this company is entitled to additional revenue and if so how much; second, whether the several municipalities are at present paying an amount for service rendered to them which will equal their fair proportion of the gross revenue necessary; third, if the answer to the second proposition be "No" how this increase shall be distributed, whether all upon the public service or a portion upon the public service and the balance upon the private service.

To determine what amount the company is entitled to receive as their gross or net revenue, it is necessary, first, to determine the value of the property used or useful which it is employing in its service of the public, because our public utility law distinctly states that the rates, tolls and charges demanded or collected by any public utility shall be reasonable and just "taking into due consideration the fair value of all of its property with a fair return thereon, its rights and plant as a going concern, business risk and depreciation."

This commission in 1917 caused its engineers to make a full valuation of the property of the Biddeford and Saco Water Company, which value was taken as of August 21st, 1915. It took several months of the time of our engineers to compile and complete this valuation and unless some essential error is pointed out this valuation ought to stand, for the reason that any attempt at a duplication of such valuation would result in a duplication (and an unnecessary one) of the considerable expense incurred. A valuation to be properly made necessarily includes a full inventory and description of all the property to be valued. This inventory was furnished and carefully checked over by our engineers, their final figures and the details thereof submitted to the commission, and after careful study we fixed upon an amount which in our judgment was the fair value of the property of the company upon which it was entitled to a fair return, if rates reasonable and just could yield that return. A valuation made as of a certain date can be kept up to any other date very easily, for the reason that under accounting methods applied by this commission all capitalizable additions to property appear upon the books of the company with the exact cost thereof and it is a simple matter to build up to any particular date, by the process of addition and depreciation, the value of the existing property at that particular date. We see no reason to depart from the

conclusion as to value which we reached at the above named earlier date. We should not touch upon the matter at all were it not for two suggestions, which might be regarded as criticisms, offered by counsel representing some of the remonstrants in this case. One of these suggestions relates to an allowance in the original valuation under the title "Organization" for which an allowance of \$30,000 was made. The total value of the property which our engineers found was \$1,030,620.80, hence the allowance of \$30,000 for "Organization" is less than 3% of this total value. We know of no engineer of large experience, whether he be employed by a water company, public service commission or engaged in private practice, who is unwilling to concede that 3% for organization is other than fair to all parties. We think that where counsel for these remonstrants, and probably many others not entirely familiar with the rules under which valuations are made, have fallen into error as to this item is in assuming that this term "organization" means merely the ordinary process of forming or organizing a corporation. If this were true \$30,000 would be a grossly excessive amount to allow for any such service. But it means much more than this. When a group of individuals conclude either to obtain a charter or form under the general law a corporation which is to perform public service, these individuals are obliged to either stand ready to invest their own money or have to seek capital from other individuals. The proposed field has to be looked over carefully and canvassed with the idea of determining whether the venture will probably be successful or unsuccessful. Sometimes plans have to be made and all or many other details preliminary to the beginning of actual operations have to be carefully gone into. Customers have to be canvassed, every possible source of revenue investigated, and there are almost innumerable details which enter into the actual organization of a company ready to do business and with customers in a position to accept and pay for service. The combined judgment of engineers who are expert in matters of valuation will convince a person who makes a careful investigation, as it has convinced this commission, that \$30,000.00 for a company like the Biddeford and Saco Water Company is a moderate amount for organization.

But counsel say that even though this may have at one time been fair as an allowance, that there is nothing in the nature of

property in existence which the company is using in its service of the public which represents this \$30,000.00. This is, of course, true, and the same is equally true of an item always appearing in a valuation and entitled "Interest During Construction." The same is true of "Omissions and Contingencies," "Going Concern Value," "Legal Expense," "Development Expense" and various other items which enter into a valuation. The theory upon which an allowance of these items is based is that all of these things created an expense to the company and although not existing as tangible property nevertheless constituted a part of the money which the originators of the corporation invested in that completed plant with which it was to serve the public; and if the stockholders or owners are to be deprived of a return upon these amounts the company will have been treated unfairly by being deprived of a return on money or effort actually put into the completed plant. And so engineers and commissions have, without exception, made due allowance for each of these so-called intangible items.

Counsel for one group of the protestants also says that when the present company purchased the property of the former Old Orchard Water Company it became possessed of a spring and pipe line which it immediately or shortly abandoned, and that in the valuation which the commission made appears an item of \$35,000.00 for this abandoned property. Counsel says that this property is no longer in existence or in use and that this allowance is unfair to all the customers of the company. One of the reasons why the Biddeford and Saco Water Company purchased the property of the Old Orchard Company was that the patrons there were not getting adequate service and the present company was solicited to enter the field. In the rendering of efficient and sufficient service this spring and pipe line was of absolutely no use. The spring had to be abandoned, the pipe line taken up and the old pipe used in so far as it was useable. When the present company purchased the property of the old company this spring and pipe line existed as property and represented an asset for which money had been paid. In determining what proportion of the value of the entire property this spring and pipe represented, our engineers concluded that \$35,000 was a fair amount and hence this allowance was made. It is of course true that this property no longer exists and is not and has not

been in use. It is also undoubtedly true that the company, had it been able to do so, should have charged off and retired this amount of \$35,000, spreading such retirement over a period of ten or fifteen or twenty years, but in order to so retire this amount of \$35,000 it must have received that amount from its customers. If the company in its operations is entitled to a gross amount which will pay its operating expenses, taxes, depreciation and a fair return on the value of this property and also retire from the capital account certain abandoned property, it must receive from these patrons an amount sufficient to do all of these things. If it receives no more than enough to pay operating expenses, taxes, depreciation and a fair return, or if, in other words, no amount in excess of this which will form a surplus, there is no fund out of which the company could charge off from capital this abandoned property. Otherwise stated, a public service company has no way of obtaining money except through its customers; if abandoned property is to be charged off it can only be so charged off through profit and loss or through a surplus account. If there is no surplus account, no such charging off can be accomplished. This company has been unable to do any such charging off, hence fair treatment requires that this item shall stay as an item of value upon which the company is entitled to receive a return.

We therefore again say that the valuation of \$1,030,620.80 made by this commission on April 10, 1917, as of August 21, 1915, stands.

Counsel of the company show additions to property between September 1st, 1915, and November 1st, 1919, of \$34,158.58 making a total of \$1,064,779.38. Deducting depreciation of \$41,224.83 leaves the present fair value of the property upon which the company is entitled to a return \$1,023,554.55.

The accounts of the company for the year 1918 show that its gross operating revenues were \$103,794.40. Its straight operating expenses were \$49,189.22. It charged off for depreciation that year \$2,722.34, but on a basis of an annual depreciation of 1% (based upon the assumption of 100 years life of a plant) it should have charged off \$7,513.20 additional for depreciation. This would have made its total operating expenses for 1918, \$59,424.76, leaving its apparent net income \$44,369.64.

In addition to the amount of its straight operating expenses and depreciation it had the following interest charges:

4% on bonds in the amount of \$525,000.....	\$21,000 00
5% on bonds in the amount of \$75,000.....	3,750 00
6% dividend on \$450,000 capital stock.....	27,000 00

A total of \$51,750 00
 making an apparent deficit of \$7,380.36.

For the year 1919, (ten months actual and two months estimated) the apparent deficit was \$8,260.43.

The position of the company is that if, under rates just and reasonable, it should receive a fair return upon the fair value of its property, it is entitled to at least 6% on this valuation of \$1,023,554.55, which would be approximately \$61,000; that its actual net return (if proper amount had been charged for depreciation) would have been about \$37,000 and that it is entitled to an increase in its revenue of approximately \$24,000.

Before going further into the matter of what in this instance would constitute a fair return, we believe it necessary to take up one phase of the argument of one of the attorneys for the remonstrants. He takes the figures presented by the company which show in 1918 an apparent deficit of \$3,580.36 and in 1919 of \$4,260.43, and argues that inasmuch as the company paid its regular dividend of 6% upon its capital stock it must have paid this dividend without the same having been earned. This statement would be true, were it not for the fact that the company did not charge to its depreciation reserve the full amount of 1% or something over \$10,000 in either 1918 or 1919, but in the former year charged but \$2,722.34 and in the latter year \$1,827.41. This difference of about \$8,000 each year, which should have been charged and added to the depreciation reserve, left an apparent surplus, where if the company had, as it should have done, charged 1% for depreciation there would have been the above named deficit. And right in this connection it may be proper to say a word with reference to the matter of depreciation, although we have many times pointed out the necessity for the same.

It is now generally understood that it is a part of the public duty of each company, not only to render adequate service but to keep itself in a condition so that it may continue to render adequate service. The moment property is put in use it begins to depreciate from use, obsolescence or other causes. A part

of that depreciation is taken care of by maintenance from day to day or year to year, but there is a constant wearing out of all parts of a plant which cannot be covered by maintenance. This wearing out is designated as depreciation, which is another name for deferred maintenance. If the various parts of a plant are wearing out beyond the point where maintenance will compensate, there will come a time when a particular unit or part will have to be replaced with something entirely new. Unless the company has laid aside out of its annual revenues a sufficient amount to replace this worn out or abandoned unit it must somehow obtain the necessary money to replace this property and this amount will necessarily be added to the capital account upon which future customers will be required to pay a return. This is not fair treatment to the future customers and has not been up to the limit of fair treatment to the customers in whose service the particular part has been worn out. By means of modern accounting methods and as a result of long years of observation and experience, engineers are able to very definitely determine the annual depreciation of a particular kind of plant as a whole and to determine the per cent of the entire value of the plant which should annually be set aside for depreciation. This fund so set aside is known as the depreciation reserve fund and is to be used for the purpose of replacing from time to time worn out or abandoned parts of the plant. The rates which the company is entitled to charge must necessarily include an amount sufficient to enable the company to pay its operating expenses, its taxes, its fair return and an amount sufficient to cover the annual depreciation.

A water plant as a whole is estimated to have a life of 100 years, hence the annual depreciation is 1%, and a water company is entitled to collect this amount from its customers and its duty is to set aside such amount as a part of the depreciation reserve fund. If it does not do this it is not treating its customers fairly. If, instead of setting aside an adequate amount for depreciation, it uses the funds which it has collected to pay dividends it is giving its stockholders an unfair advantage and not treating its customers with entire fairness. And so it has come to be a generally accepted fact that if, under just and reasonable rates, the company can obtain sufficient revenue it should each year set aside a definitely ascertained amount for deprecia-

tion. If the Biddeford and Saco Water Company can do this it is its duty so to do, and it should set aside, in any event, this amount for depreciation regardless of the matter of dividends. It would of course be unfortunate if a company found itself in a position where, after paying its operating expenses, its taxes, and setting aside a sufficient amount for depreciation, it was unable to pay in the form of a dividend an amount which represented no more than a fair return upon the value of the property it was using in the public service. Such a condition would put the company in an unenviable position and make it exceedingly difficult to obtain money for necessary expenses and refinancing. So one of the matters which this commission must determine in this case is whether this company, under rates found to be reasonable, can obtain sufficient revenue to do all these things. If it can then its duty, as well as the duty of the commission, is entirely clear.

Coming now for a moment to the reasons for the claim of the company for additional revenue. Mr. George F. West, the General Manager of the company, testified that the wages of his employees had not been to any extent increased during the war period and that all of the employees other than the officers of the company, were insistent upon an increase. It is believed by Mr. West that this increase cannot be less than 15% or \$3,555.00 a year. He also says that there is necessity for an extra foreman and that this necessity has existed for a considerable time but the procurement has been postponed in the interests of economy. This foreman now is believed to be absolutely necessary and this will add \$1,300 to the payroll.

The company has outstanding \$600,000 in bonds, the major portion of which are upon a 4% basis and a relatively small amount of which are on a 5% basis. Of this amount \$175,000 will have to be refunded within the next two years and the balance of \$425,000 within the next four years. Mr. West believes that this refunding cannot be done with anything less than a 6% bond sold at a small selling cost or discount. Common experience and observation makes it certain that the bond of a public utility corporation on an interest basis of less than 6% cannot possibly be floated except at a very great discount. As we pointed out in a recent case, the war conditions have made it necessary for public service companies to go into the market and

bid with other interests desiring money and this condition has caused the price of money to go up in practically the same ratio with the price of other commodities. This means that within the next two years the company will have to be receiving a revenue sufficiently increased to pay upon \$175,000 the difference between the interest charge of 4% and one of at least 6%. This situation seems to be an unavoidable result, for no one believes that within the next several years money can be obtained in exchange for the bonds of however good a public service corporation at less than 6%. Mr. West feels that the company should not wait until these bonds are actually due and then undertake to do his refunding, but that he should begin this year to exchange bonds bearing interest at 6% for those now bearing interest at 4% and coming due within the next two years. The attorneys for the various municipalities disagree with Mr. West but the commission believes that his proposed course is entirely proper. We have several times within the last two years seen the somewhat disastrous results of postponing all preparation for refinancing. In several instances companies have been obliged to pay what might be regarded as exorbitant rates, either in the interest rates upon their bonds or the price obtainable when they came to be marketed. If Mr. West, in the interests of the company, is able to do his refinancing within the next year or year and a half upon practically a 6% basis, we believe he should be permitted to do so even though it may add a relatively small amount to the interest charges which the customers of the company will have to bear. This total amount spread over all of the customers will make so slight an increase to each one that it will scarcely be noticed.

Mr. West also believes that the dividend which the stockholders of this company are entitled to receive should be a little in excess of 6% and suggests $6\frac{1}{4}\%$ or $6\frac{1}{2}\%$. This is a matter to which we have given quite a little thought. If we should undertake to fix as a value of the property which the Biddeford and Saco Water Company is today using in the service of the public basing that figure upon the amount which it would cost the company to reproduce these same facilities today, the amount which we should by this process arrive at would be nearly, if not quite, twice the amount which we have determined upon. Again, if \$6.00 return to a stockholder upon each share of his stock was fair two or three years ago is it fair now? Two or

three years ago he could have taken his \$6.00 and gone out and bought twice as many goods or done twice as much business as he could with his \$6.00 today.

We are not presenting these facts as a basis for a claim that the valuation of the property of this company or that the dividend rate should be doubled, but merely for the purpose of calling sharp attention to the fact that each dollar which the stockholder in this or any other company is today receiving represents little, if any, more than half the purchasing power of the same amount two or three or four years ago. If, at rates which are just and reasonable the stockholders of this company can receive a slightly increased dividend we believe they are entitled to the same. This company has from the beginning given to its patrons an exceptionally high order of service. The water which it has furnished has always shown upon analysis an entire freedom from any harmful or unclean matter and the quantity as well as the quality has always been adequate. Its rates to its domestic customers cannot be said to be in any way excessive. There are few, if any, companies in the state which have charged or are charging less for first faucet or other fixtures than this company. We do not understand that any patron is finding fault with the rate being paid. The only criticism of the company which has come to the especial notice of the Commission relates to some matters of minor extensions to which we have called the attention of the company and which we understand are to be attended to. Upon the whole the company has given excellent service and is entitled to fair treatment, if in giving it such fair treatment no injustice is done to any of its customers. We therefore conclude that if the conditions and circumstances disclosed by the evidence make it possible and proper, the company is entitled to approximately \$24,000 a year more revenue than it received in either 1918 or 1919.

This brings us to the second proposition, are the several cities and towns paying an adequate amount for the service which is being rendered to them? If we add \$24,000 to the \$103,794 gross revenue which the company received in 1918 and 1919 this makes the amount which the company should receive approximately \$128,000. If these experts whom we have quoted are right in their belief that the public service should contribute approximately 30% of the gross revenue, these two cities and

towns should be paying approximately \$38,400 for the service being rendered to them. Reckoning the amount of actual cash which each is paying and adding to that the amount of taxes which the company should pay we find that the four municipalities are actually paying less than \$19,000 for the entire service which the company is rendering. If the company should receive in gross revenue \$128,000 nobody claims that \$19,000 is an adequate amount for the several municipalities to pay for the service being rendered to them. As a matter of fact counsel for two of the municipalities say frankly that if it is found that the company is entitled to any increase at all such increase should all be placed on the public service. The attorney for the other municipality has voiced a statement which we cannot pass over without some comment. The substance of his statement is that there should be no increase for the public service being rendered to his municipality for the reason that it will increase the taxes in his city and that there would result an increase in the taxes of individuals who live outside of the district served by fire protection and these individuals will get no benefit from the increased amount which they pay in taxes. Each one of these individuals must be engaged in some sort of business which is directly dependent upon the prosperity and continued existence of the property and business located and carried on in that city. To illustrate, suppose the city of Saco was without fire protection and as a result of this lack and failure the York Mills should be destroyed by fire. Is there anyone living in Saco who would not be directly injured? Is there any person who pays a tax within the city of Saco who is not directly interested in having each business place and each residence within the district served by the water company protected from the calamity of a conflagration? Whether the man be a farmer who markets his goods in Saco or a mechanic who lives just outside and goes into his work each day he is surely vitally interested in the protection from fire of every item of property within the city. We apprehend that in arriving at a fair value for purposes of taxation the assessors take into account the location of the piece of property to be valued and consider whether it is located within the protected district and hence of greater value or whether it is outside. We believe that the great majority of the citizens of Saco will readily acquiesce in the proposition that it is entirely fair

to require the municipality to pay for its public service a just amount even though it slightly increases the tax to each free holder.

The first faucet rate in Biddeford is \$7.00, in Saco \$8.00 and in Old Orchard \$10.00 with a discount of \$1.00 making the net rate \$9.00. We do not believe there is justification for this spread between the rates charged to different groupings of customers in the territory of the same company. There is no real reason why the rates in Saco should be in excess of the amount charged in Biddeford and customers at Old Orchard should, in our judgment, be charged not more than \$1.00 in excess of the Biddeford rate. We shall order the company, in view of all the circumstances surrounding the increase that we are granting, to fix the first faucet rate in Saco at \$7.00, the same as in Biddeford, and the net rate at Old Orchard for the same service at \$8.00.

In order to show what will be the undoubted result of the 1920 operations of the company under the proposed new schedule and practices, we submit the following table. We are using actual figures for 1919, obtained from the report of the company on file.

Income from 1919 operations.....	\$104,050 00	
Proposed increase	24,000 00	
		<hr/>
Gross expected revenue for 1920..		\$128,050 00
Less proposed reductions in Saco and Old Orchard		2,500 00
		<hr/>
		\$125,550 00
Actual operating expenses 1919...	\$52,622 00	
Add proposed increase in payroll..	3,500 00	
Add proposed increase for foreman	1,300 00	
Necessary increase for depreciation	7,400 00	
Cost of caring for hydrants.....	925 00	
		<hr/>
Total operating expense for 1920		\$65,747 00
		<hr/>
Net income		\$59,803 00
Or less than 6% on \$1,000,000.		

The company, in the prayer made a part of its complaint, asks that this commission will fix and order substituted for the rates at present charged such rates, tolls and charges or schedules as shall be just, reasonable and adequate to produce a proper income. This literally interpreted would require the commission to make up the new schedule of rates. The commission could do this but it is not believed that this is the best way to accomplish the desired result. The officers of the company should, in the first instance, establish the rates by the filing of a new and proper schedule in accordance with this opinion. The new schedule will provide for the suggested reduction in the first faucet rates in Saco and Old Orchard. This will reduce the amount of the increase allowed by something over \$2,500 and will leave the net increase something over \$22,000. The company should prepare and file a new schedule of rates making the above reduction and rateably increasing the amount which the several municipalities are to pay for service.

It is realized that by permitting the company to charge to the municipalities a rate different from that named in each of the several contracts we are practically nullifying and bringing to an end each such contract. Thereafter no contractual relation will exist between the company and any one of these municipalities. It is also realized that the company cannot compel the municipality to remit to it the amount of taxes assessed or permit the amount of such tax to enter into the rate charged for public service. It will of course be borne in mind that unless some arrangement can ultimately be made between the company and each municipality by contract or otherwise, and each municipality assesses a tax against the company, the amount of this tax becomes part of the operating expenses of the company and must be considered and taken care of in any final schedule of rates designed to yield a fair return which the company is entitled to. The schedule of rates which the company may file for public service must be so fashioned as to yield a sufficient amount in excess of taxes to make the sum charged for public service approximately 30% of the gross revenue. We shall not undertake to go into the details of how such a schedule shall be fashioned but leave the same to the company.

At our suggestion the company has not sent out its bills for

the six months beginning January 1st this year. It is desirable that they should be sent out as early in February as possible. We shall permit the company, therefore, to file its new schedule in accordance with this opinion upon less than statutory notice and shall notify the company of this decision and give it opportunity to prepare and file this new schedule. After the same is filed, if there should appear to be any matters which should be adjusted, the commission either upon its own motion or upon complaint, will leave itself free to adjust the same.

Now, after notice and hearing and mature consideration, it is as follows:

ORDERED, ADJUDGED AND DECREED

1. That the rates, tolls and charges of the Biddeford and Saco Water Company on file with this commission and now in force are unjust, unreasonable and unlawfully discriminatory, in the following respects, viz.:

(a) In so far as the so-called first faucet rate charged to customers in the Saco district exceeds the sum of seven dollars per annum;

(b) In so far as the so-called first faucet rate charged to customers in the Old Orchard district exceeds the sum of nine dollars per annum with a discount of one dollar for prompt payment;

(c) In so far as said Company is charging for so-called public fire protection service the several amounts set forth in its schedules of rates or in the contracts (filed as exhibits in this case) between said company and the city of Biddeford, the city of Saco, the town of Old Orchard and the town of Scarborough.

2. That said company forthwith file with this commission amendments or a revision of its schedule of rates and therein provide for

(a) A seven-dollar first faucet rate in the Saco district;

(b) A nine-dollar first faucet rate in the Old Orchard district, with a discount of one dollar for prompt payment;

(c) Rates for service to municipalities in the territory served by the company for public fire protection, street sprinkling, sewer flushing, use in watering troughs, drinking fountains, and all other so-called public services, which rates shall yield not in

excess of \$33,600 per annum in addition to any sums assessed on the property of said company by any or all of the above named cities and towns, said gross sum to be apportioned among said cities and towns in a manner to be finally satisfactory to the commission.

3. Such schedule must contain some provision with reference to the fire pump or any other special facilities used for the exclusive benefit of Old Orchard and Scarborough, so that no undue part of the expense of operating the same shall be borne by other parts of the territory served by the company.

4. That the schedule mentioned in paragraph 2 hereof may be filed on one day's notice to this commission and to the public.

5. That this case be retained on the docket of this commission for such further orders as it may deem just and reasonable on the evidence before it or on further hearing.

STATE OF MAINE.

PUBLIC UTILITIES COMMISSION.

PETITION E. PLUMMER AND SONS ET ALS. FOR TEMPORARY
CROSSING AT LISBON FALLS.

R. R. No. 527. Jan. 26, 1920.

Cleaves, Chairman; Trafton and Greenlaw, Commissioners.

Petition of E. Plummer and Sons et als, residents of Lisbon Falls, for a temporary crossing over the tracks of the Maine Central Railroad at Lisbon Falls, for the purpose of transportation of ice, lumber and other commodities during the months of December, January, February and March of each year. Public hearing at the offices of the Commission at Augusta on January 24, 1920, at 10.00 o'clock in the forenoon. Notice proved. H. E. Coolidge, Esq., for the petitioners, Frank M. Libbey, Esq., for the Maine Central Railroad .

For a great many years parties harvesting ice upon the Androscoggin River for use at Lisbon Falls and vicinity transported the same from the ice fields over a winter road which crossed the tracks of the Maine Central Railroad near the

store of the Plummers. Lumber and wood has also in varying quantities been hauled across the river and over this same road. The use of the way is confined to the months of the year when there is snow on the ground, and this use is in large measure confined to people living within and in the immediate vicinity of Lisbon Falls. About a year ago the Maine Central Railroad gave notice that this way would be closed, and it was stated in the evidence that one of the probable reasons why this action was taken was due to the fact that some person used the way to go onto the river with an automobile, and it was undoubtedly the conclusion of the railroad company that this use should not be made of a crossing of this kind. The crossing was closed about the first part of December last.

The parties who are engaged in the ice business or who desire to fill their private ice houses state to the Commission that the locality in the vicinity of this way is the only field suitable for the gathering of ice within a long distance. It also was shown that while there was a way of getting the ice from the river by means of a public way it would be exceedingly difficult if not impossible to use this way. Upon the west side of the river is a highway which may be reached from the river but the grade from the river to this highway is such that no particular load could be hauled, and the distance necessary to be traversed is practically a mile, whereby using this place where the temporary way is desired the distance can be shortened to a comparatively few hundred feet.

At the hearing the Commission explained to the interested parties the position of the Maine Central Railroad with reference to grade crossings, and that the Commission was in full accord with the belief of the railroad that as few crossings as possible, either of a temporary or permanent nature should be established. Every time a railroad train is in collision with any vehicle there is involved not only the danger to the occupants of the particular vehicle, but to every passenger riding upon the train. A temporary crossing should not be established in a place where there is any particular danger. The evidence in this case shows that no accident has ever happened at this place, and the topography is of such a nature

that any person who has to use this crossing may see in either direction for a sufficient distance to fully protect himself and the passengers upon the train. The attention of the petitioners was called to some bushes at one point near the crossing, and it was agreed that these should be removed at the expense of the petitioner.

The circumstances disclosed in this case warrant the Commission in believing and finding that it is necessary and proper that there should be a temporary crossing for the purposes stated in the petition, to be used each year during the months of December, January, February and March.

It is therefore

ORDERED, ADJUDGED AND DECREED

That upon the petition of E. Plummer and Sons et als., and after notice and hearing, the Maine Central Railroad Company is directed to establish and maintain a temporary crossing at grade, the same to be located approximately 1856 feet east of milepost No. 37 at Lisbon Falls and nearly opposite the chimney in the mill of E. Plummer and Sons there located. Said crossing to be maintained and kept open and in condition for use during the months of December, January, February and March of each year until further order. Said temporary crossing shall be built and maintained entirely within the right of way of said Maine Central Railroad Company, and shall be so built and maintained entirely at the expense of said Maine Central Railroad Company.

This crossing is established and to be maintained and used under the provisions of Revised Statutes, Chapter 56, Section 67 (as amended by Chapter 80, Laws of 1919) and Sections 68, 69 and 70.

STATE OF MAINE.
PUBLIC UTILITIES COMMISSION.

RE APPEAL OF CUMBERLAND COUNTY POWER AND LIGHT COMPANY FROM DECISION OF MUNICIPAL OFFICERS OF THE CITY OF PORTLAND, IN RELATION TO THE REMOVAL OF SNOW AND ICE FROM THE STREETS OF PORTLAND.

R. R. No. 530. Feb. 12, 1920.

Cleaves, Chairman; Trafton and Greenlaw, Commissioners.

This is an appeal by the Cumberland County Power and Light Company from a decision, order and vote of the Municipal Officers of the city of Portland with reference to the disposal of ice and snow from the streets, roads and ways within the city of Portland by said Cumberland County Power and Light Company under the provisions of Sec. 31, Chapter 58 of the Revised Statutes of 1916.

After notice proven to have been given as ordered the commission on Tuesday, February 3, 1920, gave a public hearing to all parties interested at the Common Council Room in the city of Portland. The Cumberland County Power and Light Company was represented by its attorneys Verrill, Hale, Booth and Ives, through Leon V. Walker, Esq., and the city of Portland and its Municipal Officers were represented by Corporation Counsel H. P. Frank, Esq.

The Cumberland County Power and Light Company operates the Portland Street Railway through a lease of the street railway property and pays a certain amount as the agreed rental. The Cumberland County Power and Light Company in this way becomes obligated to perform all the services and to be subject to all the duties of the street railway company.

With reference to the removal of ice and snow from the streets over which the street railway passes the statute provides that the Municipal Officers may at all times make regulations thereto as the public safety and convenience may require and that any street railway corporation may appeal from the decision of such municipal officers to the Public

Utilities Commission who shall, upon notice, hear the parties and finally determine the questions raised by said appeal.

This statute makes this commission the court of last resort so far as this matter is concerned and for this reason and the additional reason that this particular case is probably typical of others existing elsewhere throughout the State, we shall give to the matter more full consideration than we otherwise might feel called upon to give.

By Chapter 457 of the Laws of Maine for the year 1860, the Portland and Forest Avenue Railroad Company was formed. In 1865 the name of the company was changed to the Portland Railroad Company. The company built 1.37 miles of its railway in 1863 and was the first street railway constructed in Maine. In 1864 5.38 miles of track was added. The mileage remained the same until 1882 when the Ocean Street Railway, chartered in 1880, built 1.50 miles and became a part of Portland street railway system in 1885. The Portland Railroad Company made small additions in 1887-1888 and 1890. In 1891 the Deering line, 3.33 miles long, was so changed as to be operated by electricity. In 1892, 5.62 miles were built and operated by electricity and in 1895 the whole line was electrically operated. In 1896, 3.72 miles were built; in 1897, 1.17; in 1898, 2.03; in 1899, 2.94; in 1901, 3 miles; in 1902, 13.51 miles, and in 1903, 4.12 miles. These lines covered the principal streets of Portland, Deering and Westbrook. In 1899 the company acquired the Portland and Cape Elizabeth Railway running to Cape Cottage, Pleasantdale and Cash Corner, with 15.75 miles of track. In 1901 it obtained authority to acquire and did acquire the Portland and Yarmouth Electric Railway running from Portland to Yarmouth, a distance of 13 miles; the Westbrook, Windham and Naples Railway running from the city of Westbrook to Windham, 5.83 miles. In 1901 the road was extended from Westbrook to Gorham. In 1902 an extension from Portland to Saco was built and in 1903 the branch from the Saco line to Old Orchard was completed.

Within the city of Portland the company operates between 25 and 26 miles of track laid entirely within the streets of the city. Under some form of agreement of understanding to

which we shall later refer, the railway company has either removed or levelled the snow from and in all of the streets upon which it operates, with the exception of that portion of Congress Street between High Street and Atlantic Street, a distance of about 1.2 miles.

Under date of January 17, 1920, the company in a letter called the attention of the mayor of Portland to the situation and suggested that the arrangement which had obtained was unfair to the railway and asked for some relief. Under date of January 19, 1920, the Commissioner of Public Works, to whom was referred the letter to the mayor, made his report and therein recommended that the city at its sole expense remove the snow and ice from certain sections of the city other than that section of Congress street above referred to. On January 23, 1920, an order was introduced in the Board of Aldermen of the city of Portland of the following tenor:

“ORDERED, that the Portland Railroad Company be and hereby is relieved until further orders by this board of the removal of snow from the following streets and squares; Congress Street between High and Bramhall Street, Monument Square, Middle Street, between Monument Square and India Street.”

This order failed of passage by a vote of 3 yeas to 4 nays. At the same meeting the following is certified to have been the action of said board of Mayor and Aldermen;

“On motion duly made and seconded, it was

Voted, that the Commissioner of Public Works be instructed to notify the Cumberland County Power and Light Company that said company will be expected to remove the snow from certain streets as has been the custom in past years.”

At the hearing it appeared that although the railway company for more than 25 years had been either removing or levelling the snow and ice upon all of the streets which it occupied with the exception of that portion of Congress Street above named, there was no vote of the city or of the municipal officers and no written record of any sort indicating that a rule, regulation, decision or agreement had been made or entered into. It was informally stated by counsel representing

both the interested parties at the hearing that it was their understanding that many years ago a verbal arrangement between the city and the company was entered into, under which the removal of snow and ice which the city should care for was within this above named area of Congress street and that the railway company should care for such other streets as it used in its railway traffic. As the system grew no change in the arrangement seems to have been made and it is also evident that there existed, until the order of the mayor and board of aldermen on January 23, no binding order or agreement between the parties. It therefore appears that the first "regulation" by the municipal officers of Portland as to the removal and disposal of snow and ice from the streets used by this company was contained in the order above quoted. The company, regarding this as a regulation, appeals and requests the commission to determine the questions raised by the appeal. These questions of course relate to the regulation with reference to the removal and disposal of snow and ice from the several streets, roads and ways used by this street railway company.

Section 2 of the act creating the old Portland and Forest Avenue Railroad Company provided that "the municipal officers of said city of Portland and of said town of Westbrook respectively shall have power at all times to make all such regulations as to the rate of speed, the removal of snow and ice from the streets, roads and highways by said company at its expense. * * * as the public convenience and safety require." The same or similar language was used in the acts incorporating street railways down to the time when the general street railway law was passed at which time there was omitted from the general statute the words "at its expense" and there was added the provision for an appeal from the decision of municipal officers. Under this original act and until the passage of the general street railway statute, the city of Portland had full and final authority with reference to the removal of snow and ice by this street railway, which removal might be at the sole expense of the company.

It is natural, therefore, to assume that in those earlier days when the lines of the company were comparatively short and

at a time when the company might be lawfully required to, at its own expense, remove the snow and ice, the officers of the company were authorized in feeling pleased to be relieved of the burden of the removal of snow upon this 1.2 miles of Congress Street between High and Atlantic Streets. It is also assumable that as the system grew and as the company desired location in other streets, and to accomplish this result felt that it needed the co-operation and good will of the municipal officers of Portland, the burden of the removal of snow and ice upon the streets where extensions were made was assumed without particular protest and in the interests of harmony and co-operation. Even after the general street railway law was passed the parties seemed to have drifted along under the old arrangement and no attempt upon the part of the railway to be relieved of any part of the burden was made. It is probably true that if the cost of operation due to war conditions had not so increased as to cause the street railway to be operated at a deficit during the last three years, the old arrangement would not have been disturbed. But the evidence shows that in each of the past three years there has been a substantial deficit in the amount necessary to pay the rentals due from the Cumberland County Power and Light Company to the owners of the street railway, which deficit for the year 1919 amounted to about \$80,000. During the same three years the cost of removal and disposal of snow has increased because of the fact that practically all of such removal means the employment of labor. According to the accounts of the company the expense of such removal and disposal in the winter of 1917-18 was nearly \$30,000 (this being an exceptionally hard Winter) and the expense during the winter of 1918-19 was under \$5000 (this being an exceptionally easy winter, so far as snow removal was concerned). The amount of the expense above stated does not include any return upon the investment in snow ploughs and tools, no depreciation on the same and no repairs or maintenance. A winter like the present one and particularly a storm like the one which occurred a few days ago entails a heavy expense upon the patrons of this street railway.

The company and the city do not appear before the com-

mission strictly as antagonists and the attorneys for each interest frankly stated that fair treatment was due to and desired by each and nothing more or less was urged upon the commission. The corporation counsel of Portland stated it to be his belief that if the aldermen had been in possession of full information with reference to the company's deficit for the year 1919, the above quoted order would have been passed and the city would have voluntarily assumed the burden of the removal and disposal of snow upon the streets above mentioned. Counsel for the appellant, however, made it plain that even if the order had been passed as presented there would still have been an appeal by the company because of the belief upon the part of its officers that it should be relieved to a greater extent than that mentioned in the order.

To do exact justice to the city and the company it is necessary to carefully canvass the entire matter, determine what are the rights and obligations of the city and the company and what in fairness to the tax payers of the city of Portland and the car riders of the Portland Street Railroad should be the distribution of this removal and disposal of ice and snow.

Even at this late date when the rights and responsibilities of public service companies and their customers, municipalities and tax payers and the city itself are pretty generally understood, one occasionally hears made a remark which indicates that the particular individual is of the impression that the municipality within which a street railway operates has granted to such railway the only franchise which it has, that the city has thereby given up important rights and been seriously discommoded, and that the value to the municipality of the existence of a system of public transportation is not enough to anywhere near offset that which the city has contributed or surrendered, and that in consequence the street railway, through its patrons, should make important contributions toward the payment of expenses which otherwise would be entirely borne by the city.

In the first place, no municipality has any authority to grant to a public service corporation its franchise, as that term should be understood in its larger sense and meaning. The right to grant such a franchise exists in the people of the

state and is to be exercised through their representatives in the legislature, or (in the case of the organization of a corporation under the general law) through the provisions of a general statute enacted by these same representatives of the people.

Nearly every public service company performs practically all of its services through the use of some part of the streets and ways. The foundation of the right of the people through legislative enactment or general law to grant to public service companies the right to use the streets is an existence of the right of such use of the streets in the people themselves. When land is taken for highway purposes the owner thereof holds title in the fee subject to the right of the public to use the land so condemned for highway purposes so long as a highway is maintained. Upon this highway each traveler may exercise all of his lawful rights. He may drive his team upon any part of the way. In that team he may carry, free or for hire, one or more passengers. He may establish and operate a regular stage route between different points within a municipality and for hire carry passengers, and in such carriage use the public ways. The street railway is but an amplification and outgrowth of the rights of individuals to carry in ordinary vehicles for hire passengers from point to point. The Supreme Court of our state has held that the occupation and use of the streets by a street railway company is now a new servitude and does not entitle adjacent property owners to additional damage but that this use is merely a new way by which the people of the state may enjoy their right to use the highways for any kind of vehicular traffic. It follows, therefore, that, as above stated, no municipality has any right to grant to a public service corporation its right to do business any more than it can take it away.

In the earlier charters of street railways and later by general law, municipalities were given the right to exercise a measure of control over the manner in which street railway corporations should exercise the franchise rights granted by the people. Such municipality was given authority to regulate the speed of cars, the removal of snow and ice and the mode of the use of the track of such railway and also the part of

the street which should be occupied. These charter provisions were later assembled and incorporated in a general statute and since have continued to be and now are a part of the general railroad law, and municipalities today have a qualified right to exercise a measure of control over the manner in which a street railway corporation shall exercise franchise rights granted to it by the state. But these rights of the municipalities fall far short of the granting of the major franchise. Without the franchise of the state the company could not do business at all. With the franchise nothing less than the state can prevent the exercise of these franchise rights. To the municipalities as creatures of the state and as executive arms of the state has been committed the authority to reasonably regulate the manner in which some of the things which the street railway can do may be done. This situation illustrates the difference which Congress undoubtedly intended in the acts assuming control upon the part of the government of railroads and telephones, when it committed to the states authority to exercise "police regulation" and which the Supreme Court of the United States held was entirely different from "police power." The police power was that authority under which Congress acted. The police regulation was that minor authority which Congress was held to have intended to be still within the control of the several states.

The authority to grant the franchise being in the people and the people having committed to the several municipalities the right and duty of exercising a minor degree of control over the manner in which franchise rights may be exercised, our next inquiry is as to whether this minor control may be exercised arbitrarily and solely in accordance with the will of the municipality or whether such control must be reasonably exercised. In the early charters no right of appeal upon the part of the street railway company was given but even in those days it is extremely probable that if the municipality unreasonably exercised the authority given it the courts would have had full power to have required reasonableness. The legislature later provided, by giving the right of appeal, a tribunal to which the parties might present their conflicting claims and adjust their differences.

In spite of the fact that a great majority of our people now thoroughly understand the rights, duties and obligations of public service companies, we find now and then an individual who either cannot or will not understand the matter. A public service company in its broadest sense is a partnership consisting of the state as an institution, the public as a group of customers, and the company. The state determines the extent to which the company may go and regulates its rates, services and practices. The company furnishes the facilities with which these rights are exercised and the services rendered. Those members of the public who constitute the customers furnish the revenue with which the company is enabled to perform these services. No public service company can exist without customers and those customers must be treated with fairness, both by the company and by the state or any particular division thereof. The state does not permit any undue burden to be placed upon the customer. The law of the state does not intend that any subdivision of the state shall impose any such undue burden. A public service corporation in the broad sense is merely an organized right to render to the public a service which each member of that public has the right to render to himself. And in the same larger sense the service belongs to the company's customers. It follows that the customers are really the company. Whatever benefits or harms the one has a like effect upon the other. Any act or omission which denies the company a reasonable approximation of a fair deal has its immediate and reflex effect upon the customers. To obtain reasonably good service at a fair price, it is not enough that the company and its customers work in harmony, pull together, each must be reasonably protected from unwarranted or unlawful treatment by outside agencies, individuals, communities, even the state. If it be one of the important functions of a public service commission to see that the company and its patrons are treating each other fairly, no lower in the scale stands the duty of seeing to it that the company and its customers are each accorded full justice by every outside agency. Our state has enacted that the "rates, services and practices" of each public service company shall be "just, reasonable, adequate." The very delicate and oftimes thank-

less task of bringing about this result is committed to this commission. We should be falling far short of the performance of our duty if we did not seek to prevent undue or unlawful advantage being taken of either the company or its customers.

Happily in this particular case nobody really wants to take advantage of anybody else. The parties to this controversy are in accord upon the proposition that fairness is the goal toward which each is tending. If this case were to for all times stand alone and apart and if no other matters were pending or impending we should hesitate to go even to the length we have in discussing other general matters. But the same principles which apply to this case must be applied in other matters and we are trying to make clear some of our conceptions of the duties which fall and will fall upon this commission.

When a street railway lays its tracks in some or all of the streets of a particular municipality the company has obtained privileges which are of value and they necessarily impose upon the people who are to occupy those streets, other than as passengers in the street cars, certain restrictions upon their occupancy which are in a minor degree annoying. In the operation of its cars the company has, and must have during the time of the passage of each car, the unrestricted occupancy of that portion of the way occupied by the tracks. On the other hand under the law as it exists today, if a municipality sees fit to change the grade or the character of the paving of a particular street, said railway through its customers must produce and expend an amount necessary to construct or reconstruct so much of the particular street as is within, and one foot either side of, the rails. Such reconstructed street is for the use of the general public and is used by it at all times when a car is not passing. The result is that the customers of the street railway produce for use, without expense to the tax payers, an improved highway which during a major portion of the day is used by the general public.

Coming to winter conditions; it is urged upon us for our consideration that in many of the streets of Portland if the street railway were not there the city could merely level the

snow and would not be obliged to remove the same. From these premises the city reaches the conclusion that upon practically all of the streets occupied by this street railway the latter at its own expense should do all the removal of snow and all of the levelling, for the reason that in ploughing out its right of way down to the ground a condition is thereby created which would not exist in a street not used by a street railway. The city further says that except in that part of Portland where the stores and business houses exist, there would, in the absence of street railway tracks, be no reason for the removal of the snow from curb to curb and that in those places the street railway should, at its own expense, take care of the snow proposition. In the congested portion of the city the latter concedes it to be its duty to entirely remove the snow, for the reason that even if no street railway were in operation the removal would have to be accomplished in practically the same manner that it is now accomplished. The city therefore submits to the commission a map and thereon is indicated the area within which it feels the city should, at its own expense, remove the snow and suggests that upon all the other streets the expense of removal and levelling should be borne by the company. The company suggests that adoption of the city's plan would place upon the car riders a grossly excessive burden and in a memorandum submitted through counsel gives to the commission its idea of what is a fair division of the removal of snow.

We do not understand that counsel for the city suggests that the commission should consider only the annoyance and inconvenience to travelers upon the highways occupied by the railway resulting from the ploughing out of the tracks. If this suggestion had been made by counsel we should not have accepted and adopted it. In the absence of the Portland Street Railway, Portland would not be the city it now is. The city of Portland and its people require the services of a street railway. Each mile of track adds to the value and usefulness of each item of property wherever located in the city of Portland. The service of the company as a whole is of great value to the people of Portland. If this is so it would be manifestly unfair to require the customers of this street railway to bear the entire

burden of rendering passable in the winter time those streets which would not exist, or if they existed would not be so populous, were it not for the fact that a street railway was in operation. There must be, and as we understand it, it is the desire of all parties to have, an equitable and fair division of the expense.

So we come to a somewhat intimate consideration of the exact situation which exists in Portland. Congress street from the Union Station to the Eastern Promenade is either occupied by stores or furnishes the main avenue to reach other parts of the city which would have to be reached and served if no street railway existed. It is our belief that if no street railway existed in Portland and it was conceivable that in the absence of such street railway the same amount of business had to be done which is now being done, the city would be obliged to remove the snow from the street in exactly the same manner that it is now being jointly removed by the city and the company. The same is true of that portion of the city known as Monument Square; Middle Street from the Square down to and including that portion of Commercial Street used by the street railway; and from Commercial Street back to Congress Street. On Commercial Street are located the wholesale establishments and warehouses of the city. The street railway occupies a comparatively small portion of the street. Upon this street in this locality are steam railroad tracks and this street is nearly 100 feet wide. Only a portion of it is used for stores and warehouses and it is only this portion which either the street railway or the city would be required to clear. But the point is that even if there were no street railway the business men in this section would be entitled to have the snow almost entirely removed.

Under modern conditions a very large amount of those goods which are used in and about Portland are transported in motor vehicles. Practically all of the coal is so moved. The principal streets and especially the business streets would necessarily have to be put and kept in a condition where these vehicles would have reasonably convenient access to the business places and the more congested residences. As the matter now stands, the street railway naturally and almost of necessity ploughs out its right of way as soon as the storm is over. This right of way gives

opportunity to the motor vehicles to reach nearby or distant points more conveniently and much sooner than could be accomplished if a way was to be provided through the ordinary agencies of the city. This is a distinct advantage to the people of Portland and cannot be and is not lost sight of by the commission in reaching a conclusion as to that which is fair.

We cannot in this decision name each street and explain the conditions surrounding the same which exist. We have had the map, the benefit of the testimony and suggestions of all parties and have reached our conclusion. We shall leave the matter in such shape that either the city or the railway may come to the commission for a modification of our decree and order. If it is made to appear that we have placed an improper burden upon either the city or the company the matter can be properly adjusted.

The statute under which we are required to act provided that "any street railway corporation may appeal from the decision of such municipal officers, making any regulation under this section, to the Public Utilities Commission, who shall upon notice hear the parties and finally determine the questions raised by said appeal." The questions raised by this appeal refer to the streets upon which the Portland Street Railway shall either remove or level the snow.

We cannot, of course determine what the city of Portland will do with reference to the removal of snow upon the streets other than those from which the railroad is to remove or on which it is to level the snow. This is a matter which is, of course, within the exclusive control of the city.

It is

ORDERED, ADJUDGED AND DECREED

1. That the pending appeal of the Cumberland County Power and Light Company, standing on the docket of this commission as R. R. No. 530, be, and the same hereby is sustained.
2. That this commission makes determination of the questions raised by said appeal as follows, viz.:
 - a) Upon the following streets and to the extent thereon indicated the Cumberland County Power and Light Company shall with reasonable promptness plough or otherwise removed from

its right of way such of the snow and ice as will enable it to perform its public duties. In clearing its right of way upon these streets appellant is not required to remove the snow or ice from the street but may, in the general course of ploughing or shoveling, deposit the same on parts of the street other than those occupied by its tracks;

Congress Street from the Union Station to Morning Street;

On Morning Street from Congress Street to the Eastern Promenade;

From the Eastern Promenade, via Morning Street to Beckett Street;

On Beckett Street from the Eastern Promenade to the Northern Car House;

On Wilson Street from Beckett Street to Atlantic Street;

On Atlantic Street from Wilson Street to Congress Street;

In Monument Square, so-called;

On Middle Street from Benoit's Store to India Street;

On India Street from Middle Street to Commercial Street;

On Commercial Street from India Street to Pearl Street;

On Pearl Street from Commercial Street to Middle Street;

And on Pearl Street from Middle Street to Congress Street.

(b) Upon all other streets upon which it operates its street railway appellant shall remove or level the snow after each storm requiring removal or levelling, such removal to be performed upon those streets marked blue upon plan introduced in this matter and on file with the commission and marked "Company's Exhibit B" such levelling to be as indicated upon said plan upon streets colored in green. Such removal and such levelling shall be done in such manner and at such times as not to unreasonably interfere with or obstruct traffic upon any of said streets.

3. This matter is to remain upon the docket of this commission for such further order or modification hereof as shall upon application of either party, upon evidence before the commission or hereafter presented seem just and reasonable.

STATE OF MAINE.
PUBLIC UTILITIES COMMISSION.

CERTIFICATE OF INCREASE OF CAPITAL STOCK OF THE MILLINOCKET LIGHT COMPANY.

U. No. 400. Mar. 9, 1920.

The Millinocket Light Company, a corporation established and existing under the laws of the State of Maine, presented to this Commission on February 4, 1920, an application asking for authority to increase its common capital stock from twenty thousand (20,000) dollars to one hundred thousand (100,000) dollars, for the purpose of realizing funds to be applied to the payment of floating indebtedness of the company incurred in construction and extensions of its plant and facilities and for the purpose of new construction.

After a public hearing, and from the evidence adduced at said hearing, we are of the opinion that the prayer of the petitioner should be granted, and we therefore

CERTIFY that the Millinocket Light Company is hereby authorized under Section 39 of Chapter 55 of the Revised Statutes, as amended by Chapter 115 of the Public Laws of 1919, to increase its common capital stock from twenty thousand (20,000) dollars to one hundred thousand (100,000) dollars; and we further

CERTIFY that the said Millinocket Light Company has complied with the requirements of Section 42 of Chapter 51 of the Revised Statutes by payment of the prescribed fees to the Secretary of State of the State of Maine, and further

CERTIFY that said increase of stock was duly authorized by vote of more than the majority of the stock of the said Millinocket Light Company at a meeting duly called therefor and held on the 21st day of January, A. D. 1920.

STATE OF MAINE.
PUBLIC UTILITIES COMMISSION.

RE APPLICATION OF MILLINOCKET LIGHT COMPANY, FOR
APPROVAL OF ISSUE OF SECURITIES.

Cleaves, Chairman; Trafton and Greenlaw, Commissioners.

Appearances: Hon. George W. Stearns for Petitioner.

U. No. 400. Mar. 9, 1920.

The Millinocket Light Company, a corporation established and existing under the laws of the State of Maine, presented to this Commission on February 4, 1920, an application alleging that it has a total authorized common capital stock of twenty thousand (20,000) dollars, of which fourteen thousand (14,000) dollars has been issued, and desiring to increase its common capital stock from twenty thousand (20,000) to one hundred thousand (100,000) dollars for the purpose of paying floating indebtedness of the company incurred in construction and extensions of its plant and facilities and for the purpose of making new construction.

After a public hearing and from the evidence educed at said hearing, this Commission was of the opinion that the petitioner should be given authority to increase its common capital stock from twenty thousand (20,000) dollars to one hundred thousand (100,000) dollars, and accordingly on March 9, 1920, issued its Certificate of Approval to the petitioning company and also filed a like certificate with the Secretary of State of the State of Maine.

At a public hearing held February 27, 1920, at the offices of the Commission, the petitioning company satisfactorily showed the Commission that its floating indebtedness consists of forty-nine thousand (49,000) dollars to the Great Northern Paper Company, and that its proposed new construction will cost approximately twenty-five thousand (25,000) dollars.

After careful consideration of the case in hand we are of the opinion that the prayer of the petitioner should be granted, and it is hereby

ORDERED, ADJUDGED AND DECREED

1. That the Millinocket Light Company is hereby authorized to issue and sell at not less than par its common capital stock to the amount of not exceeding seventy-four thousand (74,000) dollars for the purpose of paying its floating indebtedness and for new construction;

2. That said Millinocket Light Company report to this Commission its doings hereunder in detail, supported by the affidavit of one of its principal officers, within sixty (60) days from the date hereof and thereafter as and when required.

STATE OF MAINE.

PUBLIC UTILITIES COMMISSION.

APPLICATION OF THE MAINE POWER CORPORATION FOR AUTHORITY TO DO AN ELECTRIC LIGHT AND POWER BUSINESS IN THE TOWN OF LISBON.

U. No. 402. Mar. 10, 1920.

Cleaves, Chairman; Trafton and Greenlaw, Commissioners.

This is an application by the Maine Power Corporation for authority to do a general light and power business in the town of Lisbon. Upon the petition, notice was given of a public hearing to be held at the offices of the Commission at the State House, in Augusta, on Saturday, February 28, 1920, at 10.00 o'clock in the forenoon, at which time and place hearing was held and notice proven to have been given as ordered. W. S. Wyman, Treasurer, represented the petitioner. No person appeared in opposition.

The Maine Power Corporation is a public utility recently formed under the General Law of the State of Maine and was formed for the express purpose of doing business within the town of Lisbon. Another corporation, the Lisbon Falls Electric Company, is authorized to do business in the town of Lisbon and is actually engaged in such business.

The Bath and Brunswick Light and Power Company on

December 15, 1919, filed with this Commission an application for authority to furnish electricity for all purposes in any part of the territory now occupied by the Lisbon Falls Electric Company. Upon this application, after notice, a public hearing was held at Lisbon Falls on Wednesday, December 31, 1919, the petitioner being represented and the Lisbon Falls Electric Company being unrepresented.

That application, and the incident hearing, was the result of a large number of complaints extending over a considerable period of time and made to the Commission with reference to the character of the service which the Lisbon Falls Electric Company was rendering in its territory. The evidence in that matter showed that various customers of the Lisbon Falls Electric Company had complained to the Commission and the Commission had attempted by correspondence to relieve the situation. A number of letters were sent to Mr. A. Lovering, the official representative of the company, calling his attention to the fact that complaint as to the character of the service had reached the Commission, and that a considerable number of people had complained that they were unable to obtain service, although their buildings were wired for electricity and although the lines of the company either passed immediately in front of or very near such buildings. The Commission was unable to obtain from Mr. Lovering answers to its letters in many instances and in those instances where answers were received they were absolutely unsatisfactory and unproductive of any betterment in the existing service or any extension of service to those customers desiring and being entitled to the same. After several months of such correspondence and effort, unproductive of any results whatever, certain people at Lisbon Falls requested the Bath and Brunswick Light and Power Company to make application to enter the territory and the above named hearing was had.

At the conclusion of the hearing the Commission took the matter under advisement, and, in looking at the charter of the Bath and Brunswick Light and Power Company, found that this company was without authority to do business in this territory. A decision dismissing the complaint without prejudice was filed. Thereupon this new corporation was formed and the pending application filed and the above named hearing had.

At the hearing the Petitioner introduced the evidence submitted at the hearing upon the application of the Bath and Brunswick Light and Power Company. Mr. Lovering, although notified of the hearing, not only failed to attend but sent no word whatever to the Commission. We are, therefore, authorized in assuming that upon February 28, 1920, the date of the hearing, he and other representatives of the company were in the same attitude of mind that they apparently have been for a long period of time, namely, not interested in the matter of a fair sort of service to the people of Lisbon Falls.

The evidence submitted indicates that service attempted by the Lisbon Falls Electric Company was of the worst possible character. The town was for considerable periods of time without lights for no good reason. To private customers the service was equally bad. In the matter of extensions, the company apparently paid no attention at all either to the reasonable demands of prospective customers or to the promises which the company through its officials made with reference to the extension of service. Customers who had had their houses wired for more than a year gave evidence tending to show that the management of the company had given its solemn promise to make connection and that no one of those promises had been kept. The evidence as a whole indicated that the Lisbon Falls Electric Company has not only failed to render any decent sort of service within the territory which it has attempted to occupy but that it is not conscious of any obligation to attempt to render fair or decent service. The situation would be different if the company lacked the power to render a fair sort of service. It obtains the electricity which it distributes from the Cumberland County Power and Light Company. That company is able and willing to supply all the electricity needed for use at Lisbon Falls and the failure to properly serve Lisbon Falls is entirely due to the inefficiency of the management of the Lisbon Falls Electric Company.

The lines of the Bath and Brunswick Light and Power Company are already in the town of Lisbon. This company has an ample supply of power. The petitioning company is a subsidiary of the Central Maine Power Company, which controls the Bath and Brunswick Light and Power Company. Hence the entire

facilities of the Central Maine Power Company are behind the Petitioner. It follows that the Petitioner is able and will continue to be able to render efficient service. In other parts of its territory the Central Maine Power Company and allied companies have rendered efficient service. There is no doubt of the ability as well as the intention of the Petitioner to render to the people at Lisbon Falls and elsewhere in the town of Lisbon a high grade of service.

The only question, therefore, is: Shall the Petitioner be permitted to enter a territory now occupied by another company? The Commission has tried in all possible ways to induce the Lisbon Falls Electric Company to properly perform its public duty; as expressed to Mr. Lovering, its desire to assist in every possible way. It withheld its decision upon the petition of the Bath and Brunswick Light and Power Company until that company had in every way tried to purchase from the Lisbon Falls Electric Company the facilities which it owned and was using. These efforts failed, and in the meantime Mr. Lovering and his associates have neither done nor attempted to do anything which evidences an intention upon the part of the company to in any way perform any part of its public duty. We are, therefore, with reluctance forced to the conclusion that the Lisbon Falls Electric Company stands in a defiant attitude and says in substance to the Commission and the people of Lisbon Falls, "We are giving all the service we propose to give and we do not care what you think about it."

Having exhausted through conscientious effort all measures looking to the protection of the Lisbon Falls Electric Company, we must now consider the necessities and rights of the people of Lisbon Falls. That community is entitled to decent service. It evidently cannot hope to obtain the same from the company now occupying the field. In our judgment, no matter what the effect may be upon the Lisbon Falls Electric Company, the prayer of this Petitioner should be granted and the people of Lisbon Falls given the opportunity to receive a fair quality of service.

It is, therefore,

ORDERED, ADJUDGED AND DECREED

(1) That the prayer of the Petitioner be and the same hereby is granted;

(2) The Public Utilities Commission of Maine, after public hearing, makes declaration that public convenience and necessity require that the Petitioner shall be granted authority to render its service in said town of Lisbon, in spite of the fact that another utility, namely, the Lisbon Falls Electric Company, is furnishing and is authorized to furnish a similar service in said town of Lisbon, this declaration and this consent being given in accordance with and after the public hearing mentioned in Section 4, Chapter 60, of the Revised Statutes;

(3) That the Maine Power Corporation be and the same hereby is authorized to furnish electricity for any and all purposes in any part of the town of Lisbon in the State of Maine.

STATE OF MAINE.

PUBLIC UTILITIES COMMISSION.

RE WARREN WATER SUPPLY COMPANY, PROPOSED INCREASE IN RATES.

F. C. No. 262. March 22, 1920.

Cleaves, Chairman; Trafton and Greenlaw, Commissioners.

On October 3, 1919, the Warren Water Supply Company, a public utility under the jurisdiction of this Commission, filed with the Commission a revision of its schedule of rates to become effective November 3, 1919, proposing certain advances in its rates. This proposed advance having been called to the attention of some of the customers of the company, the latter upon October 21 filed with the Commission a petition asking for an investigation by the Commission. Under date of October 22 the Commission suspended the operation of the schedule for an initial period of three months and on November 19 held a preliminary hearing with reference to the matter. At the close of the hearing it became apparent that an investigation with reference to

the value of the property and with reference to certain accounting matters was necessary and final hearing was postponed and valuation and accounting information obtained. Final hearing could not be held within the period of the first suspension and on January 21, 1920, the proposed schedule was further suspended for a period of three months. Final hearing has been held and the matter is now ready for decision.

The Company, in its new schedule, proposed to increase the first faucet rate from \$9.00 to \$10.00 and to make certain increases in some of its other rates. The investigation made by the Commission satisfied us that the company must have additional revenue but the distribution of the increase over the entire number of customers of this company was a matter to which we desired to give especial attention. The company has to pump a considerable part of its supply and this pumping expense constitutes quite a portion of its total operating expenses.

Beyond question those persons who have toilet facilities, bath tubs and lavatories, as well as first faucets, use a considerable quantity of water in excess of that used by those customers who are merely first faucet consumers. It follows that the expense of pumping should be proportionately borne by those customers who have the larger use for water. If the increase proposed is only upon first faucet takers, a considerable part of the burden of such increase falls upon those who only have a relatively small use of water and excuses those customers having the other facilities from bearing their just portion of the increase.

The Commission has therefore caused to be furnished a complete census of all water users and all the fixtures in use by each customer. In the schedule which we submit and shall require the company to file, we have left the first faucet rate as it formerly was and have distributed the increase which we feel is warranted under all the circumstances upon the users of those fixtures which are in addition to the first faucet. The company, through its managing officials, very frankly states to the Commission that in the opinion of the officers this schedule will result in the removal by some customers of some of their extra fixtures and that the company will thereby be deprived of a portion of its needed additional revenue. The Commission is not convinced that this will be the result. The people of Warren must

understand that for this company to continue to perform its services in a satisfactory manner it must receive sufficient revenue to enable it to properly perform such services and to return to its owners some measure of a fair return upon the value of the property they are devoting to this public use. We believe that the customers will be fair-minded in this respect and will see that our distribution is entirely fair and that the amount of revenue provided is not to say the least excessive and that the distribution of the increase is equitable and proper.

We shall not go into the matter of the increase at any considerable length. It was gone into at both of the hearings at which the customers had an opportunity to be present.

It is, therefore,

ORDERED, ADJUDGED AND DECREED

(1) That the proposed schedule of the Warren Water Supply Company filed October 3, 1919, and to have been effective November 3, 1919, is not a schedule of just and reasonable rates and is finally rejected by the Commission and is not to become effective.

(2) That forthwith the company file and put into effect a schedule of rates, a copy of which is annexed hereto and marked "Exhibit A," and continue the same in effect until further order of the Commission.

(3) That this matter remain open upon the docket of the Commission for such other or further orders as may be made after hearing, either upon the application of the company, or of ten or more of its customers, or by order of the Commission upon its own motion.

(Schedule omitted.)

STATE OF MAINE.
PUBLIC UTILITIES COMMISSION.

U. No. 412. April 5, 1920.

Cleaves, Chairman; Trafton and Greenlaw, Commissioners

This is an application of the Bath Water District, a public utility under the jurisdiction of this Commission, for authority to grant free service, under the provisions of Section 34, Chapter 290 of the Public Laws of 1917 as amended, to the interior fire protection equipment of the Old Folks Home in Bath, an exclusively charitable institution for the aged poor of both sexes.

After due consideration of the above, it is

ORDERED, ADJUDGED AND DECREED

That the Bath Water District is hereby authorized to grant its service free of charge to the Old Folks Home in Bath for the purpose of serving the interior fire protection equipment of that institution and that a copy of this order, certified by the Assistant Clerk of this Commission, be sent to Walter S. Glidden, General Counsel of the petitioner.

STATE OF MAINE.
PUBLIC UTILITIES COMMISSION.

APPLICATION OF THE PORTLAND WATER DISTRICT FOR AUTHORITY TO PURCHASE THE PROUTS NECK WATER COMPANY.

U. No. 419.

APPLICATION OF THE PROUTS NECK WATER COMPANY FOR AUTHORITY TO SELL ITS ENTIRE PLANTS, ETC., TO THE PORTLAND WATER DISTRICT.

U. No. 420. April 30, 1920.

Cleaves, Chairman; Trafton and Greenlaw, Commissioners.

Appearances: David E. Moulton, Esq., for Portland Water District. Sidney B. Larrabee, Esq., for Prouts Neck Water Company.

These are separate applications, one by the Portland Water District and the other by the Prouts Neck Water Company, for the purchase by the former of all the entire plants, property, franchises, rights and privileges, of the Prouts Neck Water Company, except its franchise to be a corporation and except its cash assets and bills receivable for an agreed amount of \$17,500. These matters were consolidated for hearing and are also consolidated for decision. Upon each application, the Commission gave notice of a public hearing to be held at the Common Council Room in the Municipal Building at Portland, on Wednesday, April 28th, 1920, at 9.00 o'clock in the forenoon at which time and place notice was proved to have been given as ordered and the hearing held.

The Prouts Neck Water Company operates in a territory known as Prouts Neck and has been so operating for a considerable number of years. It pumps its water and furnishes pressure through a standpipe. Something more than a year ago, informal complaint, and later formal complaint, was made as to some features of the service being rendered by the company, and especially with reference to the matter of fire protection. The Commission knew that the Portland Water District was operating in territory adjoining that occupied by the Prouts Neck

Company and that there had been more or less negotiations looking to the purchase of the Prouts Neck Water Company by the Portland Water District. After making a somewhat incomplete investigation, we got the parties together in an effort to reconcile, if possible, the differences which existed between parties as to the price which ought to be paid. While the negotiations were going on, Mr. Ira Foss, who personally and through members of his immediate family, was in control of the Prouts Neck Company, died, and the matter had to be left in abeyance until such time as other parties could take up the matter of purchase and sale.

Recently the Portland Water District and the owners of the Prouts Neck Water Company have agreed upon a price of \$17,500. The Water District caused its engineer to make an inventory and valuation of the property and this engineer advises the Water District that in his opinion the value of the property is several hundred dollars in excess of the price above mentioned.

At the hearing, David E. Moulton, the attorney for the Water District, placed upon the record all of the facts essential to a thorough understanding of the situation concerning the Water District and the Prouts Neck Water Company, and the latter's customers. These matters were previously well understood by the Commission, but were placed in the record in order that this might be complete. It is not necessary to go fully into the matter but it is sufficient to say that the Portland Water District is operating in territory immediately contiguous to that occupied by the Prouts Neck Water Company. The District has an ample supply of water and can render to the customers at Prouts Neck a better service than that which they are getting at rates which will not be essentially different from those now being paid. In addition to this the District proposes to at once improve the public fire protection and to make an investment of something like \$18,000. The rates to be charged in the Prouts Neck Section will be different from the rates charged by the Water District in other parts of its territory, but this difference in rates is authorized by charter provisions of the District and, as above stated, the rates will not be much, if any, greater than those now being paid. The matter of rates is not of basic consequence in these particular matters, except that the Commission, of course,

in carrying out its duty to protect the water takers in the Prouts Neck territory ought to be assured that the rates charged as a result of the purchase will not be disproportionate to the value of the service to be rendered. The evidence leads us to believe that we have nothing to fear upon this score.

All of the testimony presented leads us to the conclusion to which we have arrived, namely, that the purchase and sale is in the interest of all interested parties and no reason exists why the consent of this Commission to such purchase and sale should not be given. It is, therefore,

ORDERED, ADJUDGED AND DECREED

(1) That the Portland Water District be, and it hereby is, authorized to purchase the entire plants, property and franchises, rights and privileges, of the Prouts Neck Water Company, except its franchise to be a corporation and except its cash assets and bills receivable and to pay therefor the sum of seventeen thousand five hundred dollars (\$17,500);

(2) That the Prouts Neck Water Company be, and the same hereby is, authorized to sell to the Portland Water District its entire plants, property and franchises, rights and privileges, except its franchise to be a corporation and except its cash assets and bills receivable, for said price of seventeen thousand five hundred dollars (\$17,500);

(3) That the Portland Water District and the Prouts Neck Water Company each report to this Commission in detail, supported by the affidavit of one of its principal officers, its doings hereunder within sixty days after the above purchase and sale shall have been consummated.

STATE OF MAINE.
PUBLIC UTILITIES COMMISSION.

RE STOCKTON SPRINGS WATER COMPANY, PROPOSED INCREASE
IN RATES.

F. C. No. 270. June 29, 1920.

Cleaves, Chairman; Trafton and Greenlaw, Commissioners.

December 27, 1919, the Stockton Springs Water Company, a public utility under the jurisdiction of this Commission, filed a revision of its schedule of rates for various services to become effective February 1, 1920, and therein proposed certain advances in practically all of its rates for the services which it rendered.

The Commission, acting upon protest of water takers, suspended the operation of the schedule for an initial period of three months and extended that suspension for an additional three months' period. The second suspension period expires June 30, 1920.

Upon April 21, 1920, at Stockton Springs, the Commission held a public hearing and received all testimony offered. The manager of the company, Mr. Charles N. Taylor, presented the situation of his company, and urged that the existing rates yielded an inadequate return upon the value of the property being used, and that the anticipated increase in operating expenses for the year 1920 would diminish, if not entirely wipe out that return, so far as it related to the stockholders. He therefore requested the Commission's assent to the somewhat substantial increase in rates proposed in the schedule.

This proposed schedule, generally speaking, increased the first faucet rate from ten to twelve dollars, and increased the bath tub and toilet rate one dollar, and also made other proportional increases in various other services. The company proposed also to increase the price of fire protection from \$25.00 per hydrant to \$40.00 per hydrant; the rate charged the Bangor and Aroostook Railroad from \$400 to \$500; the town of Stockton Springs for fire protection from the present rental of \$1,162.50 to \$2,400; and the Searsport Water Company from the present contract price of \$800 to a minimum of \$1,500 and with the

probability that the amount would considerably exceed this figure.

At the hearing various citizens of Stockton Springs protested against the increase, and the Searsport Water Company, through its counsel and officers, not only presented a contract between this company and the Stockton Springs Company calling for an annual payment of \$800.00, but urged that any increase over this amount would result in a necessity of increasing the rates to Searsport consumers and entail hardship upon them.

The Stockton Springs Company was constructed in 1906, and is a gravity system. At the time this company was projected and obtained from the Legislature its charter, the Searsport Water Company also obtained a charter, and each company was authorized to take water from Boyd Lake (sometimes called Half Moon Pond). Inasmuch as each company had a right to take water from the pond, and inasmuch as the pipe line therefrom for a part of the distance would be laid over practically the same course, it was thought best for one of the two companies to lay the major portion of the pipe line, have the same of sufficient capacity to supply both communities and charge to the other company a rental or charge for the use of the water in accordance with the investment by the operating company. Correspondence was had between the two companies, and finally, in February, 1906, the Stockton Springs Water Company and the Searsport Water Company entered into a written contract, under which the Searsport Water Company was to pay to the Stockton Springs Water Company each year \$800.00 as the full amount of its contribution toward the expense of building the pipe line from the lake to the line between the towns of Stockton Springs and Searsport. This contract has some years to run, and while the Commission, under a decision made not long ago and affirmed by our Supreme Court, has authority to ignore the terms of this kind of a contract in reasonably and properly fixing rates, this obligation should not be hastily considered or lightly set aside, but should be permitted to stand, unless for some controlling reason it is inequitable and unfair to require its further performance. It therefore becomes necessary to examine this contract and its effect, in the light of all the circumstances of the case.

The Stockton Springs Company sets up a capital account upon its books as of June 30, 1915, of \$133,800.00, with additions thereto since that date of \$905.36. The original cost of the original plant was not far from \$100,000.00. This system was built at a time when the people of Stockton Springs and Searsport believed that each of these towns was to witness a very phenomenal growth. The Bangor and Aroostook Railroad was projecting its development at Cape Jellison, Kidder's Point, and Mack's Point, all in Stockton Harbor and all adjacent to both Searsport and Stockton Springs. It was confidently believed that this development would cause a rapid growth in both Stockton Springs and Searsport, would result in increased values in all sorts of property, and would bring permanently to these towns a very large number of people. Undoubtedly the projectors of both the Stockton Springs Water Company and the Searsport Water Company felt reasonably sure that these hopes would be realized and built their plants with this belief in mind. Without some such motive it is not conceivable plants of the character, extent and value of those created in each of these places would have been built. If it had been understood that these towns were not to grow phenomenally, it is quite probable that no water systems would have been created, or, if any had been installed, each would have been of a far different character than the ones actually produced. The boom of these towns did not come and neither town has grown. The result is that people who are within the territory supplied are either called upon to support a too large investment, or the companies themselves must stand the whole or a part of whatever loss is necessary.

Practically every Court which has had occasion to reach any conclusion at all has definitely stated that rates to be reasonable must be reasonable to the customer, and we have adopted and stated the same view very many times. So in this case, as in all cases, we are not authorized to lose sight of the customers' side of this controversy. If the Stockton Springs Company, exercising however good faith, entered upon a business venture in the belief that it would prove successful, and has been unable to capitalize those hopes, it cannot pass the entire burden of the failure to its customers. In any event, it cannot, against the consent of its customers, charge for services a rate which is

unreasonable. If there is to be a loss, it must be borne by the company unless the loss can be recouped under reasonable rates. It is, of course, desirable that the company should continue to render so necessary a service within this community. It is probable that a very large majority of the customers would be willing to pay even an unreasonable rate rather than have the service discontinued. It is equally as desirable that the company should obtain from its operations a relatively reasonable return. Whenever this can be accomplished without excessively burdening the customers, this Commission believes it should be done.

But in this case, as in many others, the so-called private consumers are not the only ones to be considered. In the case of Stockton Springs as a municipality the taxpayers are being required to contribute annually for fire protection an amount in excess of \$1,100.00. The same class of people in Searsport are being required to contribute for water for all purposes an annual amount of \$800.00, in addition to the amount paid for public fire protection and private use. This brings to us for consideration practically the entire population of both towns and we must be mindful of their rights.

One of the selectmen of the town of Stockton Springs, although a stockholder in the water company, submitted in conjunction with his fellow selectmen a statement protesting against the proposed increase. He calls attention to the fact that the amount of local property protected by the water company is \$245,930, and that the property of the Bangor and Aroostook Railroad, which property is protected by the company's hydrants, decreases this amount by \$120,500. This leaves \$125,430 worth of property protected by the hydrants, and a payment by the town of \$1,162.50 or over 92-100 of 1 per cent upon this valuation and the selectmen reason that this amount is considerably in excess of what would be the extra cost of insurance without fire protection. The selectmen therefore suggest that the town is not under obligation to accept and pay for fire service if the contract be broken. They call attention to the fact that at the time the original contract was authorized by the town everyone expected that good times for the town were impending, and that this was a controlling factor in the authorization of the contract. The selectmen state with confidence that if the contract be broken, a new rate of \$2,400 submitted, the town would unhesitatingly

vote not to accept and pay for the service, the reason given being that the number of people within the area protected by the public system is far outnumbered by those in the outlying district, who are not convinced that they receive sufficient benefit from fire protection to warrant the payment of even the sum now being paid, much less more than twice as much. In other words the selectmen believe that if the contract be broken, the town would refuse to accept and pay for service, and the company would be deprived of \$800.00 in revenue and be left with a system to be supported by private consumers which was built for both kind of services and which consequently is of a value far in excess of that which a relatively small number of private consumers could support.

What is true of Stockton Springs is relatively true of Searsport. This Commission not long ago permitted the Searsport company to make a substantial increase in all of its rates. If there should be superimposed upon that increase another of substantial amount, the Searsport company fears, and the Commission believes, that there would be a falling off of revenue as well as a burden imposed upon those takers who remain.

The Stockton Springs Water Company is serving 190 customers, if we include the 32 hydrants and call each a customer. The Searsport Water Company is serving 310 customers. It will be seen that in each company the number of customers is relatively small. The rate in Searsport for the first faucet is now \$12.00, and that in Stockton Springs is \$10.00, with a proposal to increase it to \$12.00. It might be argued that, if a \$12.00 rate was justified in Searsport, it was justified in Stockton Springs. We do not need to more than call attention to the fact that a comparison of rates without calling attention to all the circumstances is of but little use. The Searsport company has a fixed capital of \$160,616.59. It has a bonded indebtedness of \$75,000.00 and a common stock issue of \$100,000. It has paid no dividend upon its common stock, and a 5 per cent interest charge upon its bonds. The report of this company for the year 1919 shows a net income, after paying operating expenses and interest charges of \$1,226.64.

The Stockton Springs Company has a bonded indebtedness of \$40,000 upon which it is paying interest of 4½ per cent and a preferred stock issue of \$50,000, upon which in 1919 it paid a

dividend of 3 per cent, so that at its \$10.00 rate the Stockton Springs Company was able to distribute to its security holders nearly as much of a return as the Searsport Company did upon its \$12.00 rate. In other respects the two companies are entirely dissimilar and a comparison of rates in this instance, as usually occurs, is of no particular value.

The case resolves itself into a determination of the question of what is reasonable and fair to the customers, what is reasonable and fair to the company, and what will be the effect upon both if any change in rates is made.

In the correspondence which preceded the making of the contract between the Stockton Company and the Searsport Company, the officers of the former estimated that the cost of the facilities to serve both companies, so far as a supply of water was concerned, would be at least \$35,000. It is probable that this amount was exceeded. If we say that the amount was \$40,000.00 and each company should ratably contribute to the carrying cost, Searsport would be called upon to support an investment of \$20,000.00. The parties, when they were carefully considering this matter at the time the two companies were being projected, concluded that \$800.00 a year was a proper amount for the Searsport Company to contribute. In the first of this, if the contract price had been measurably increased, it is not unlikely that the Searsport Company would have availed itself of its right, built its own pipe line, and received its own supply of water. Having made this engagement with the Searsport Company, this Commission is not authorized to vary its terms and to substitute another price unless the circumstances both warrant and require it.

Upon \$40,000 of its investment, namely the bonds, the company is receiving $4\frac{1}{2}$ per cent. Upon another \$50,000 it received in 1919 3 per cent. If we assume that that part of the pipe line investment which the Searsport Company should support cost \$20,000, the \$800.00 shows a return of 4 per cent. If we regard the Searsport Company as one customer of the Stockton Springs Company, that customer is making as full a return to the Stockton Company as any or all of its other customers. We do not wish to be understood as denying to the company a greater return than 4 per cent, but we do feel that no one customer or class of customers can be segregated from the mass and an addi-

tional burden placed upon that customer or group. It should be understood that the Commission does not lose sight of the fact that this \$800.00 payment by the Searsport Company must include something besides merely return upon investment, but our fear is that if this contract price be increased, and a considerable burden placed upon Searsport customers, the burden will perhaps be shifted from a place where it belongs to one where it does not belong with somewhat disastrous results.

We also fear that if any attempt should be made to increase the amount which Stockton Springs as a municipality is paying that the result would be a withdrawal of the town as a customer and a diminution of the revenues of the Stockton Company.

The company is of course not in a very prosperous condition. Operating expenses will probably be greater during the present year than they were a few years ago. The amount of the return is not adequate if we consider only the value of the property being used. But the company is able to pay its operating expenses, its interest charges, its taxes, \$500 for depreciation, and 3 per cent upon \$50,000 of its preferred stock. To produce this amount it is charging to private takers and to public consumers all they feel they can afford to pay. We believe that the proposed schedule is not reasonable and we shall not permit it to go into effect.

The Commission would like, if it were possible, to grant to petitioning companies throughout the State the increases in rates which we are being asked to allow. Each case requires the consideration of its own particular facts, and each company must realize that it cannot shift the entire burden of increased costs in operation to its customers. The company must do its part. It must be patient under exceeding difficult circumstances and during trying times. This particular company is by no means in such dire circumstances as are many companies throughout the State. We believe that the rates being charged at the present time are all that can be regarded as reasonable from the standpoint of the customer, and it is

ORDERED, ADJUDGED AND DECREED

(1) That the schedule of rates, tolls and charges filed by the Stockton Springs Water Company Dec. 29, 1919, to be effective February 1, 1920, and suspended herein for investigation, is not

a schedule of reasonable rates, tolls and charges and that the same is not permitted to become effective, but is rejected and indefinitely suspended;

(2) That until further order of this Commission said Stockton Springs Water Company continue to charge for its services for all purposes the rates, tolls and charges contained in its schedules now in effect.

STATE OF MAINE.

PUBLIC UTILITIES COMMISSION.

IN THE MATTER OF THE REQUESTED LIGHT AND POWER SERVICE
IN SEDGWICK, DEER ISLE AND STONINGTON.

F. C. No. 274. July 16, 1920.

Cleaves, Chairman; Trafton and Greenlaw, Commissioners.

Appearances: Ryder and Simpson, for Bar Harbor and Union River Power Company. Dr. B. L. Noyes, for Petitioners in Stonington. E. L. Haskell, for Petitioners in Deer Isle.

On February 5, 1920, this Commission received a formal complaint from a large number of residents in Sedgwick, Stonington, and Deer Isle, alleging that they had a desire and necessity for electric light and power service, and asking that we investigate the matter and require the Bar Harbor and Union River Power Company to extend its lines so as to furnish these sections with power,

These three towns are admittedly within the territory of the respondent company, Sedgwick being on the main land, and Deer Isle and Stonington being on an island in the bay,

The complaint was hardly in proper form to be regarded as a formal complaint, hence the Commission upon its own motion, under date of February 10, 1920, instituted a formal complaint and later assigned the matter for public hearing at Rockland on March 31. Notice was proved to have been given as ordered, and the various parties were represented as above indicated,

At the hearing the complainants, through a considerable num-

ber, were present and offered testimony, The substance of such testimony was that interested parties resident in these three towns had made a careful canvass and secured the signatures to agreements to take service and pay for the same either at the current rate or at a price which compared with kerosene did not exceed the price per candle power of the latter. Nearly all of the proposed customers expressed a willingness to pay at regular rates, but it developed at the hearing that it was not expected that the rates would exceed those in contiguous territory served by the respondent company. The papers filed by the complainants in the case showed that in the three towns 417 customers had agreed to accept service, the majority without condition, and a relatively small minority upon the above named condition. The amount of revenue to be expected was said to be \$27,000 or \$28,000 a year, several of the proposed customers desiring the use of current for power purposes. There are several large quarries which, if the price was right, would take service, although in nearly every instance the officers of these industries indicated by their testimony that the price would have to be relatively low in order to induce them to give up their present power plants and substitute electricity.

But upon the whole the testimony and exhibits presented by the complainants would at first glance seem to indicate that there was a desire for service in a relatively large field, and that the company ought not to ignore this possible addition to their revenue of \$27,000 or \$28,000.

The company, while not denying that the three towns were within its territory and that it ought if possible to render the service, had prepared and at the hearing introduced figures tending to show as they claimed that the cost of getting ready to render the service and actually rendering it would be so great that the expense would exceed the largest expected amount of revenue, and would leave the company in the position of making a somewhat large investment with no hope of an immediate return, and no reasonable prospect of a future return.

These complainants no doubt reasoned in looking matters over that the power lines of the Bar Harbor and Union River Power Company were already not far from the town of Sedgwick and the island towns of Deer Isle and Stonington and that all that was necessary was to extend the existing lines, and by using the

same render service. The experts of the company had given the matter very careful consideration and had worked out four separate plans and ascertained the cost of rendering service under each of these plans. In connection with their evidence they made it entirely plain that to give service required vastly more than merely extending the existing lines. The present lines serving the territory between Ellsworth, where the power plant is located, and Brooklin are already loaded with their full capacity. It is, of course, very well understood that on a long distance line the voltage drop is very great, and that unless the lines are properly fashioned and facilities provided to step the voltage up at intervals the service at the end of the line will be impaired and no extension can be made beyond a certain limit without so fashioning the transmission lines and substations as to keep the voltage up to a certain minimum and provide for the presence of a given voltage at all points. The company showed by its witnesses that to rehabilitate its existing lines and make the additions necessary to serve these three towns would require such a rebuilding as to involve a very large expense. The entire existing line from Ellsworth would have to be either rebuilt or very much increased, and a new line built from the end of the present line into the territory to be served. The distance from the power plant to these towns desiring service is somewhere near fifty miles, as the line would have to run. This requires a certain type of construction in order that adequate service may be rendered. The witnesses for the company went fully into all details and explained the same to the delegation representing the complainants, and we have not the space to go fully into these details. It is sufficient to say that under what was known as Scheme A an investment of \$155,451.87 would have to be made in addition to any investment at the power house. Under Scheme B the investment would be \$138,235.07. Under Scheme C the investment would be \$165,046.32. To serve Sedgwick alone would require an additional investment of \$17,910.60.

But the company says, and we believe, that this investment in transmission line is by no means all that would be necessary. The company says that in order to take on this additional load it would be necessary to increase its plant capacity at least a thousand kilowatts, and that this would involve an expense of \$150.00 a kilowatt, or an additional investment of \$150,000.00

at the station. This, added to the very cheapest of the three schemes, would mean an investment of more than \$288,000.00.

The company has very carefully figured out the expenses which it would annually have to go to equip itself to render and to actually render this service, and submits a figure of fixed charges amounting to \$56,075.00 per year, with a maximum revenue of \$28,359. In other words, if the company is correct in its estimates, it would be necessary to receive from this expected business \$56,075.00 in order to pay its fixed charges, and the highest revenue figure is less than half this amount.

At the conclusion of the hearing, the Commission felt that in justice to itself and to these prospective customers we should go very carefully over the figures and proposals submitted by the company, and see if in some way these communities could not be served. We have always felt, and feel now, that a power company which enters a certain field should use all reasonable efforts to fully serve that field, and should do so even though in some localities a price which under other circumstances might seem unreasonable is necessary to be charged in order that the company may give service to those less fortunately situated but who are still within the territory occupied by the company. We have also felt and still feel that it is to the advantage of the State as a whole to as widely as possible distribute hydro-electric power in those places which do not have all of the advantages offered by cities and larger towns. We therefore asked another hydro-electric company to make an investigation of this particular matter, and determine whether it regarded the acquisition of this business as of interest and to submit at least an estimate of the cost of rendering this service. The figures submitted by this company were not out of line with those submitted by the Bar Harbor and Union River Power Company.

We then caused our own engineering force to go carefully over the very full detailed statements submitted by the Bar Harbor and Union River Power Company, and they advised us that they find no error in the figures, and that the plans and details thereof proposed by the company do not contain anything which is not reasonably necessary in order to enable the company to render service.

It follows, therefore, that the Commission is faced squarely with the proposition that if this company should be required to

render service to these three communities a minimum yearly expense more than twice the amount of possible annual revenue would be incurred, and that if the company was required to render this service at this substantial loss the loss would either have to be borne by the company or by other customers of the company. The company is not in a position to stand this substantial loss, if it was reasonable to ask it to do so. Under the circumstances it is not proper to require the other customers of the company to carry this service.

It is, of course, well understood that at the present time the cost to the company of making this extension is at least double what would have been the cost three or four years ago, and that the cost of rendering service at this time is greatly in excess of the cost thereof a few years back.

If these complainants still feel that they desire service and are willing to take a part of the chances of a loss, a company may be formed having authority to render service in these three towns, and after the same is formed the matter of securing, through the consent of this Commission, a right to do business may be brought properly before us. It is not unlikely that the Bar Harbor and Union River Power Company would not object to a company undertaking to do business in this field, especially in view of the fact that such a company would probably be a customer of the Bar Harbor and Union River Power Company. One of the expensive features of rendering service to Deer Isle and Stonington is due to the necessity of building a submarine cable and connecting the island service with the main land. If a company should be formed to render service upon the island, and the Commission should consent that such company might render service, such a company could then come to the Commission and request that the Bar Harbor and Union River Power Company so fashion its lines as to enable it to deliver to this new company on the main land current which could be transmitted and used upon the island. It may be that the people upon the island will not look favorably upon this scheme, but we are definitely convinced that we are not warranted in asking the respondent company to incur the necessary expense when it seems definitely certain that the amount of possible revenue will nowhere near meet operating charges.

As to the service of Sedgwick alone, this place being upon the main land, the company submitted a statement of cost, revenue and expense. This statement shows that to place itself in a position to render service at Sedgwick and Sargentville the cost involved would be \$17,910.60. The total operating expenses, including depreciation and taxes, are \$4,246.00 a year. The maximum revenue to be expected would be \$2,727.00. These figures do not take into account the possibility that the company would have to make an additional investment at its power plant, but averaged alone it is apparent that service to Sedgwick and Sargentville would involve an operating loss of more than \$1,500.00 a year, and leaves the company without any return whatever upon its investment. We reluctantly find ourselves obliged to dismiss this complaint for the present, at least, and it is

ORDERED, ADJUDGED AND DECREED

That the foregoing complaint be, and the same hereby is, dismissed, but without prejudice to renewal at some future time.

STATE OF MAINE.

PUBLIC UTILITIES COMMISSION.

RE COMPLAINT OF F. M. BONSER ET ALS AGAINST THE ELECTRIC LIGHT COMMISSION OF THE TOWN OF KENNEBUNK.

F. C. No. 271. July 20, 1920.

Cleaves, Chairman; Trafton and Greenlaw, Commissioners.

Appearances: Bradbury and Bradbury, for complainants.
George L. Emery, Esq., for the Electric Light Commission.

On January 10, 1920, F. M. Bonser and nine other citizens of Kennebunk presented to this Commission a complaint charging in substance that the rate of charge for electric current as filed by the Electric Light Commission of the town of Kennebunk, and in effect on December 1, 1919, is unjust and excessive, that the service rendered is inadequate and unsatisfactory, and that with proper management the rates formerly charged would be

ample to meet all of the needs of the operating light commission.

Upon this complaint the Commission ordered a public hearing for February 11, 1920, at Kennebunk.

The counsel for the complainants not only offered evidence with reference to the rates which evidence tended to show that the customers of the company felt they had a grievance upon the matter of price, but charged directly that there was mismanagement upon the part of the electric light commissioners, and somewhat strongly insinuated that one or more of the commissioners had engaged in rather questionable practices in the performance of his duties as commissioner.

The Commission heard all the evidence presented, and then caused its Chief Accountant to go very carefully into not only the accounts of the Electric Light Commission, but the manner in which the business had been conducted, and the manner in which in the future it perhaps ought to be conducted. He has submitted to the Commission a very full and carefully prepared report which several weeks ago we submitted to counsel for the complainants and for the light commission, and we have up to this time received no complaint against or comment upon such report. We regard it as absolutely correct and justified, and the silence of counsel for both of the interested parties indicates that they also so regard it. As we understand the matter, there was in existence some years ago in the town of Kennebunk an electric light and power company. In 1903, by Chapter 131 of the Private and Special Laws of that year, the town of Kennebunk secured authority to "acquire, own and maintain an electric lighting and power plant." The town was also authorized to "purchase or lease the rights, privileges, property and franchises of any corporation organized for the furnishing of electricity for lighting and power within the territory of said town." The town was further authorized to use the electricity by it manufactured and generated to light its streets, roads and public squares, or buildings or parts of buildings, owned, used, or occupied by the town, and to sell, distribute and furnish the same for lighting, heating and power to individuals and corporations within a defined part of the town of Kennebunk. The town under the authority so granted, (and of course without such authority the town had no right to have engaged in the

business), purchased certain rights, franchises and property, and began to generate and distribute electricity. It owned a certain right in a water privilege and a certain building, a part of which it leased to a manufacturer, this manufacturer owning the balance of the water privilege.

Although there is nothing in the act authorizing the town to engage in the electric light business which requires the appointment of commissioners, the town undoubtedly concluded that it would be necessary to have some persons in charge of the electric light business, and so adopted the custom of choosing three commissioners for six years, to be elected by the town at intervals of two years. The three commissioners so chosen have been operating the plant, and as indicated in the complaint the rates to be charged for light and power were increased last fall. Our Chief Accountant, in his report, shows that according to the books of the company the property investment is \$79,071.47. As of December 31, 1919, there should be added to this amount, Cash \$3,169.94, Accounts Receivable \$4,377.50, Materials and Supplies, \$950.02, making the total of assets \$87,568.93. The liabilities are bonds outstanding, \$12,000, Accounts Payable, \$1,278.35, Interest Accrued, unpaid, \$20.00, and results in a surplus of \$74,270.58, which amount, with the exception of the Cash, Accounts Receivable and Materials and Supplies is invested in the plant and property used by the town.

When the town took over the property the bonded indebtedness was somewhat larger than \$12,000, but from time to time bonds have been retired until now the outstanding amount is \$12,000.00. The situation, therefore, is that the company has a property investment in excess of \$79,000.00 upon which there exists a mortgage of \$12,000.00. Outside of operating expenses, the only other expense is the interest upon these bonds.

In considering the question of the rates which this particular agency shall charge for service, we are to consider among other things whether the town of Kennebunk, through its electric light commission, is authorized to charge rates which would yield any profit upon the investment, or whether it shall render service at cost, as this term is understood and will be later explained by the Commission. If this were a privately operated company no such question would be involved, because under the law the company would be entitled to a fair return upon the fair value of

the property being used in the public service, but as we look at it an entirely different situation prevails in the case of a town operating a light and power plant. The people as a whole own this property and are operating it for the benefit of all. It is true that only a limited number of citizens of the town have a direct use or benefit from the electric current, but relatively all citizens participate in whatever benefit there is. The town, acting through this electric light commission, for all of the people is acting merely as an agency of government to serve with what is now regarded as a necessity of life those people so located in the town as to be in a position to accept the benefits of this service. It is not expected that there will be any profit. It would not be in keeping with our idea of propriety to permit the town, through its electric light commission, to receive through its rates an amount in excess of all costs which amount might be used, for instance, upon the public streets or for other town purposes. It is our idea that if the town desires to render this service to its own people or to some of its own people it shall do so without profit.

When we speak of cost or of doing business without profit, we do not wish to be understood as meaning merely the bare expenses of conducting the business. The town has outstanding these \$12,000.00 worth of bonds, and if no profit is to be allowed a sinking fund should be provided to retire these bonds. In this particular instance no such sinking fund has been provided, and the bonds mature within the next year and a half, and it would of course not be reasonable to provide out of the rates to be charged during the next eighteen months an amount sufficient to retire \$12,000 worth of bonds. The town will have no difficulty whatever in refunding these bonds, the value of the property and the indebtedness being such that they ought to be very readily placed at a reasonable rate of interest. But arrangements for a proper sinking fund should be made, and should be so arranged that within the time covered by the renewal the bonds may be retired and provision in the bonds themselves should be made for retirement so much each year. This sinking fund will necessitate revenue in excess of the bare cost of operation. The Electric Light Commission should also collect and set aside a reasonable amount for depreciation. This Commission is not in the possession of sufficient information to advise as to the amount

which ought to be annually set aside, but our engineering force is at the disposal of the town for the purpose of ascertaining what is a proper amount.

Before we submit the figures prepared by our accountant, and which show the correct result of the Commission's operation for several years, we desire to call attention to several matters in connection with the rendering of service through the Electric Light Commission. It developed at the hearing that there was considerable friction among the members of the Commission. The member who had charge of the purchasing of the supplies and the payment of the accounts was hardly on speaking terms with the member of the Commission who actually operated the plant and used the materials and supplies purchased by the Commission. These materials and supplies were at no time properly checked up when they were received, and after being received were left in a position where no person knew or could know exactly what became of them. As they were used from time to time there was no sufficient check as to their use, and the result was, and under the same circumstances will be, that no person can definitely ascertain just what has become of materials and supplies purchased with the money received by the Commission from its customers.

The Commission receives a revenue of more than \$15,000.00 a year. It disburses more than \$9,000.00 a year.

The Public Utilities Commission believes that the town should employ some competent person to have management and control of this business, and that there should also be employed some person who either already understands or can become sufficiently informed to understand matters of accounting as prescribed by this Commission. Our experts have prepared a system of accounts for various public utilities which is very simple, and very readily understood and complied with. It does not require an expert, but there is a vast difference between keeping accounts in a proper manner for a public utility company and keeping books in a grocery store or a place where electric fixtures are sold. Such an accountant might well be some young woman of average intelligence, who, by devoting part of her time to the accounts of the Electric Light Commission, could keep them in proper shape. The balance of her time might well be employed for other town purposes, and an arrangement for compensation

made between the different departments, so that a capable person could be kept constantly employed. The manager or superintendent would not be required to devote anywhere near all of his time to the project, but he would have entire supervision and would be under the obligation and duty of so conducting affairs that the people of the town or a representative of this Commission could at any time determine the exact situation with reference to the electric light business.

Under the present arrangement this is hardly possible. As an illustration of what we mean our expert accountant, in order to straighten out the matter and give to this Commission information upon which it could base a decision, had to make no less than twelve trips to Kennebunk and spend practically a day on each trip. This is entirely unnecessary, and under proper management would not be possible. We therefore must urgently recommend an entire change in the manner in which this electric light commission is doing business. We do not require the town to depart from its custom of having commissioners, but we must insist that either one of the commissioners or someone employed by them shall have sole supervision of the business, and especially the kind of a man who can carry on a business of this magnitude. We must also insist that the accounts of the Commission be kept in such shape as to properly reflect the transactions actually occurring.

It was suggested that one member of the Commission had been guilty of some questionable practices in regard to the use of electricity. It was also, by insinuation, suggested that inasmuch as this particular individual was engaged in the business of supplying electric light fixtures and doing electric wiring it might be well to examine his accounts and see whether any of the materials and supplies purchased for the town were used in his business. Acting upon this suggestion, our accountant went very carefully over this individual's accounts, and does not find the slightest evidence of any improper conduct. We feel warranted, and feel under an obligation, to entirely exonerate this member of the Commission from any suspicion whatever.

The other matter to which attention was called was the wiring of certain of the lights in his store in ahead of the meter. In other words, a wire was attached to the wire carrying the current at a point where the electricity used along this attached wire

would not register in the meter. It was therefore suggested that this man was using the current without paying for it. His answer was that inasmuch as he was doing business for the town, and furnishing a place where the bookkeeper also was doing business for the town, he ought not to pay for electricity used in this connection. He therefore arranged that a light used over the desk of the young woman accountant and another in the toilet room should be used without expense to himself. This was a foolish thing to do, inasmuch as he could have brought about the same result by arranging to charge for rent. But we are satisfied this man had no intention of in any way defrauding or injuring the town and we do not find that the thing which he did was entirely unjustifiable. In a word, it may be said that so far as the business conducted by the Electric Light Commission is reflected in their accounts it has been honestly conducted. The criticism which we offer is that the business has not been conducted in a business like way, and that losses may have been incurred, and in any event, no one can tell with definiteness exactly what has been going on in connection with the operation of this Electric Light Commission. It is our judgment that the town should give careful attention to these suggestions of this Commission and arrange to comply with them.

The report submitted by our accountant shows that for the year 1919 the operating revenues were \$15,267.21. The operating expenses were \$9,503.47, leaving a net operating revenue of \$5,763.74. The receipts from rents and privileges were \$938.04. The miscellaneous non-operating revenue was \$568.50, making a gross income of \$7,270.28. From this should be deducted the interest charge on the bonds of \$496.67, leaving a net income of \$6,773.61 for the calendar year of 1919. This amount represents a return of between 7 and 8 per cent upon the outside value of the property being used in the public service. This we do not regard as justifiable. The cost to the town of doing business is the straight operating expenses, the sinking fund payments, and the depreciation. There should be allowed in excess of this a reasonable amount for contingencies. In other words, the town should not be required to do business on so close a basis as to leave nothing whatever as a surplus in the treasury to provide for a variety of things which might happen and which would require funds. We shall not ultimately require the company to

be thus niggardly with itself. We do, however, feel that no such amount as \$6,700.00 profit should be taken by the town from certain of its citizens and so placed as to be available for the use of all of the citizens, which would be the effect of permitting the town to make an unreasonable profit in its electric lighting business.

At the present time the Commission is not in possession of sufficient evidence to reach a final conclusion. But in order to ascertain whether under rates existing prior to December 1, 1919, the town was operating at a profit or a loss, we caused our accountant to go back several years. The accounts show that for the year ended December 31, 1917, the net income or profit was \$2,181.22. For the year ended December 31, 1918, the net income or profit was \$3,660.92. It is, therefore, evident that under former rates the town was not only able to pay all of its operating costs, provide a sufficient margin for sinking fund and depreciation, and still leave an amount greater than would be necessary for a working capital or surplus for emergencies and contingencies. It follows that the new rates are unreasonable.

We desire to call attention to another matter, and this relates to the amount which the town, through the electric light commission, is charging itself for street lighting. The schedules of rates on file with this Commission do not carry any rate or suggestion of rate for municipal lighting, and it may be that no such provision is required, but the evidence presented showed that the amount actually being charged up or credited for municipal street lights is much less per light than the amount which privately operated companies regard as reasonable for the same service. If the Electric Light Commission is charging or crediting for municipal light service an amount per light which is less than the actual cost of rendering that service, it follows that the other customers of the company who are paying for service are paying a part of the bill for lighting the streets. Viewed from any angle, this practice is unjustifiable.

Our investigation satisfies us that under the rates in effect prior to December 1, 1919, the Electric Light Commission was obtaining a sufficient amount of revenue to reimburse the town for all legitimate costs of service, provide adequate depreciation, and a fair contribution to any sinking fund, leaving at least a reasonable amount in surplus for emergencies, contingencies or

working capital. We shall, therefore, require the Commission to immediately put into effect the rates existing prior to December 1, 1919, and to cancel out this present schedule. We shall also hold the matter of further readjustment or reduction of rates open for further consideration and order. We do this for the reason that the Commission and the town should have reasonable opportunity to study the report of our accountant, consider the suggestions herein contained, arrange if they see fit for the employment of some competent manager and a capable accountant, readjust the street lighting matter and determine in the first instance, if possible, what rate is reasonable for light and power and other customers. Having reached conclusions upon one or all of these matters, the electric light commission should then take the matter up with this Commission, and, if upon investigation, and possibly after further public hearing, the readjustment suggested meets with the approval of this Commission, the new arrangement may be put into effect through schedules and such other arrangements as may be necessary. If the electric light commission is unable or unwilling to readjust its rates and attempt to comply with suggestions herein contained, this Commission will reserve the matter for further investigation, hearing, and order.

It is

ORDERED, ADJUDGED AND DECREED

(1) That the present schedule of rates of the Kennebunk Electric Light Commission is unjust, unreasonable, and unlawfully discriminatory;

(2) That forthwith, and in any event prior to August 1, 1920, said Electric Light Commission substitute for its schedule of rates now on file a schedule identical with that in effect prior to December 1, 1919, meaning herein to require the Electric Light Commission to re-instate in its entirety the schedule of rates existing before the revision put into effect on December 1, 1919. Inasmuch as an emergency is found to exist, such substituted schedule may be put into effect upon one day's notice to this Commission and to the public;

(3) That on or before September 15, 1920, said Electric Light Commission present to this Commission in written form a statement as to whether it will comply with the recommendations

herein contained, and if compliance is to be had in what manner it proposes to carry out our suggestions, and in such report give in detail any amount which it desires authority to collect and set aside as depreciation and as a sinking fund; any amount which it will hereafter be obliged to pay as compensation for any superintendent or manager or managing commissioner; any amount which it will hereafter have to pay for proper accounting in the Electric Light Department; the amount which it hereafter proposes to charge or credit for municipal street lighting and any revision of its schedule of rates, services and practices which it desires to put in effect in substitution for the then existing schedule of rates, services and practices;

(4) That this matter be not closed, but be held open for further order, either upon evidence already before the Commission or such other evidence as upon hearing may be presented.

STATE OF MAINE.

PUBLIC UTILITIES COMMISSION.

RE ANDROSCOGGIN AND KENNEBEC RAILWAY COMPANY—INCREASE IN STREET RAILWAY FARES.

R. R. No. 573. July 27, 1920.

Cleaves, Chairman; Trafton and Greenlaw, Commissioners.

This is a complaint by the Androscoggin and Kennebec Railway Company against itself in which it alleges that its present schedule of rates for street railway service does not yield a sufficient income to properly maintain the property, pay the fixed and other charges appurtenant to its operation, and that the deficit for the first five months of 1920 is \$62,682.89, this deficit being reached after deducting interest charges for that period on the underlying bond issues only and without any allowance for return upon the capital stock of the company. It is further alleged that owing to the necessary increase in wages to employees recently made, the operating expenses for the next year will be increased over \$100,000 and that a ten cent base fare is necessary.

Upon this complaint the Commission gave notice of public hearings to be held on Thursday, July 8, 1920, at the Superior Court Room in Auburn, and on Friday, July 9, 1920, at the offices of the Commission at the State Capitol. These notices were published in several newspapers. Neither at the Auburn hearing nor at the Augusta hearing was any person present except those connected with the street railway. We speak of this matter at the beginning of this decision, not in criticism of the public for failure to attend these hearings, but as showing that in this, as in many matters in which the public is vitally interested, there has been no concerted or individual effort to give the Commission the benefit of constructive suggestion or criticism. We find that after we have rendered a decision certain members of the general public are not at all backward in criticizing the conclusions to which we have come. We wish that they would be equally active in attending some of our hearings and giving us the benefit of their suggestions.

The absence of any persons from these hearings does not, of course, indicate that there is no public interest in the matter of the proposed increase, nor does the fact that no person appeared in opposition in any way lessen the responsibility or the duty which this Commission owes to the general public and to this particular public service corporation. We must necessarily take such evidence as has been presented, such evidence as is upon our files, apply to it such expert knowledge as we have gained through 5½ years experience, and try to reach a conclusion which shall be reasonably just and equitable to the company and to its patrons.

We do not need to repeat at length statements which we have often made, and the truth of which is self-evident, namely, that the community served by this particular utility needs the service, and would be in a deplorable condition without this service; also that service is the matter of first consideration, and that no company can continue to render reasonably good service unless it receives a sufficient amount to pay its operating expenses, properly maintain its property, and yield some return upon the value of the property being used. We do not need either to call attention at length to the self-evident proposition that there is a limit to the price which

people will pay for this form of transportation, and when that limit is exceeded the loss in patronage will more than offset any gain from increase in the price to those patrons who must employ the service. As we look at it, our task is delicate, far from easy, and one the consumation of which will arouse criticism both upon the part of the patrons and of the company. This is merely a part of the day's work, and our chief concern is and should be an approximation of equitable and fair treatment to all concerned.

This particular company formerly existed as the Lewiston, Augusta and Waterville Street Railway. Many people believe that the price charged for creating this company out of the several companies formerly existing was much greater than the actual value of the thing created. Many people believe that there was really no real value in the common stock which this company issued, and that the amount of bonds put out really exceeded the actual value of the completed system. But the Company continued to render service, and was permitted to increase its fares from a base rate of five cents to seven cents. In December of 1918 receivers were appointed. A committee of bond holders was also created, and after very nearly a year there was a re-organization of the company, and a new corporation formed under the name of the Androscoggin and Kennebec Railway Company. Prior to this re-organization there was outstanding of the preferred stock of the Lewiston, Augusta and Waterville Street Railway \$600,000, common stock, \$2,400,000. The company had also issued its Three Year Gold Coupon Notes to an amount of \$614,000, and owed to banks \$341,500. These several sums total \$3,955,500. Under the re-organization all of these securities, the notes and the bank loans were extinguished. The new company necessarily assumed the obligation of certain underlying securities, these securities being the bonds and preferred stock of the several companies which were consolidated into the Lewiston, Augusta and Waterville Street Railway. These outstanding and underlying securities are as follows:

Augusta, Winthrop and Gardiner Ry. 1st 4's....	\$53,000.00
Augusta, Winthrop and Gardiner Ry. Gen. 5's	100,000.00
Aug. Hal. & Gardiner R. R. Co. 1st 4's	55,500.00
Lew. Bruns. & Bath St. Ry. 1st 6's	35,000.00
And. & Kennebec Ry. Co. 1st 6's	810,000.00
Aug. Win. & Gard. Ry. Pref. Stock	97,000.00
Aug. Hal. & Gard. R. R. Co. Pref. Stock	194,500.00

Total \$1,345,000.00

The total annual interest upon these securities is \$71,700.00.

At the time of the re-organization the Lewiston, Augusta and Waterville Street Railway had outstanding certain bonds. These bonds were converted into first and second preferred stock of the new company. This first preferred stock now amounts to \$1,468,500.00; the second preferred stock amounts to \$1,708,200; a total of \$3,176,700.00.

The direct value which the company claims in support of this preferred stock is as follows:

Amt. received in cash and notes from Northern Construction Co.	\$ 956,650.00
Amt. received in road construction (cash cost)	1,174,405.91
Cash Cost of Portland & Brunswick St. Ry. to L. A. & W. St. Ry. (Original cost as shown by R. R. Com. Report 1912, \$509,941.95)...	162,874.72
Construction, July 1, 1908-May 31, 1920	1,137,151.90
Cash Cost of Freeport Electric Light, Heat and Power Co. to L. A. & W. St. Ry.	5,000.00
Conversion of L. A. & W. St. Ry. Preferred Stock	240,000.00
Retirement of L. & A. H. Ry. Co. & Bath St. Ry. Bonds	155,000.00

Total \$3,831,082.53

In addition to this the petitioning company owns the equity in the Lewiston, Brunswick and Bath Street Railway and the Augusta, Winthrop and Gardiner Railway over and above the lien of their respective bonds, such ownership being evidenced by the following stock:

- 1200 shares Augusta, Hallowell & Gardiner Railroad Co. common stock;
- 3000 shares Augusta, Winthrop & Gardiner Railway common stock;
- 6333 shares Lewiston, Brunswick & Bath Street Railway common stock;
- 1000 shares Bath Street Railway common stock.

It is the position and claim of the petitioning company that if any water existed in the former organization it has been squeezed out entirely in the re-organization, and that the actual value of the property being used in the public service is in excess of the total of all present outstanding securities. This statement we believe to be true, and we believe that this company is entitled to receive as near as may be a return upon the value at present claimed. It does not follow, however, that rates can be charged sufficient to yield a fair return. We are not required or authorized to lose sight of the rights of the customer, as well as his obligation to the company, nor would it be good business judgment for us to authorize a rate of fare which in the aggregate would yield the company no more revenue than the present fares, and would incidentally deprive a considerable number of people from receiving the service through their inability or reluctance in paying the increased fare. Otherwise stated, if an increase from seven cents to ten cents should be allowed, and one customer should be lost as a patron, the company would have to add three new patrons at the increased rate to offset this loss. We regard the street railway situation in Maine and elsewhere as exceedingly serious. We have many times pointed out the reasons for the decreased and decreasing patronage of all street railways, so that these reasons are now very generally understood. If the street railways are to continue to render service, and if the patrons cannot be required to pay sufficient in fares to maintain that service, and the communities feel that the service must be continued, then some other method of overcoming the deficit must be put into effect. In some places the State itself is taking hold of the matter; in others the Legislature has authorized cities and towns to make contributions created through taxation. These are matters entirely

beyond our authority, and are merely suggestions as to what the future may hold.

There is no doubt whatever that this particular company must have some increase in revenue, if it is to properly render the service which, under the law, it is required to render. It is interesting to note the increase in all of the expenses of operation in somewhat recent years. In 1907 the maximum rate paid to car men was 17½ cents an hour. Under the recent arbitration award the maximum now paid is 53 cents an hour. From a typical list of articles necessary to be used by a street railway we find that the increase in price obtaining in 1920 over that of 1914 is in some instances as great as 190 per cent, and does not go below 40 per cent. To further illustrate how operating costs have outrun increases in revenue, this particular company in 1914 received as a gross income \$670,288.11. Its operating expenses were \$449,909.98. The taxes were \$13,529.75. The interest charges were \$186,087.36. The wages paid were \$234,444.22. In 1919 the gross income was \$1,085,010.12. The operating expenses were \$911,166.83. The taxes were \$22,239.15. The interest charges were \$198,472.66. The wages paid were \$571,147.45. In 1914 there was a surplus of \$20,761.02. In 1919 there was a deficit of \$46,868.52. In 1914 the per cent of wages paid to gross income was 35 per cent. In 1919, the per cent of wages paid to gross income was 53%. In 1914 the per cent of wages paid to operating expenses was 52%; in 1919, 63%. The increase in gross income in 1919 over 1914 was 62%. During the same period the increase in operating expenses was 103%, and increase in wages paid was 144%. This does not take into account the increase recently given in wages.

Since 1916 this company has operated at an annual deficit. For the year ended June 30, 1917, this deficit was \$3,360; for the year ended December 31, 1917, the deficit was \$10,524; for the year ending December 31, 1918, the deficit was \$135,915; for the year ended December 31, 1919, the deficit was \$46,869; for the year ended May 31, 1920, \$68,436.00; for the first five months of 1920 the deficit was \$63,557.00. This deficit for the first five months of 1920 is in part due to the excessive cost of snow removal, but it should also be borne in mind

that while for the year 1919, the interest and fixed charges were \$198,473, the same charges under the reorganization will be but \$86,700.00 for a year.

If the proposed ten cent rate were put into effect and continued for a year instead of a deficit of \$46,869 as occurred in 1919, there would be a balance available for dividends of \$94,873, and this amount would be far below a fair return upon the value of the property being used. As we understand it, the company does not expect that it will be authorized to charge rates which will permit it to much more than break even. The company does feel, however, that it should be permitted to so increase its rates as to avoid an operating deficit.

We find ourselves unable to conclude that so great an increase as three cents over the present fare is wise from the company's standpoint or equitable from the customers' standpoint. No one can with accuracy forecast the result of any increase. The best that can be done is to conclude what is relatively fair, put a new schedule into effect, and observe the result. It would perhaps not be profitable to multiply reasons as to why one rate of fare is in our judgment preferable to another. We have considered the matter with care and at considerable length. We have attempted to apply to the situation such information and expert advice as we have been able to obtain. It is our best judgment that the company be permitted and required to immediately put into effect a new schedule of fares, the base rate of which shall be a cash fare of nine cents with a ticket rate of six tickets for fifty cents. This differential is not large, but it gives opportunity to each patron to make some saving. The company will need every cent of this increase in order to pay its operating expenses, interest and fixed charges. We realize that it will be a substantial increase to many of the patrons of the road, but we believe that it is to their interest to so circumstance this public service company that it will be in a position to continue to render fairly good service, and this it cannot do without sufficient revenue to pay its operating costs.

We shall not finally close this matter upon our docket, but hold the same open for future adjustment, as the same becomes necessary.

It is now

ORDERED, ADJUDGED AND DECREED

(1) That the Androscoggin and Kennebec Railway Company be, and hereby is, authorized and required to file a new schedule of passenger rates in which the cash fare for a single ride shall not be in excess of nine cents, with the right upon the part of any customer to purchase for a cash payment of fifty cents six tickets, each entitling the purchaser to one ride.

(2) In view of the fact that good cause therefor has been shown, such new schedule may be put in effect upon one day's notice to the Commission and to the public;

(3) That this matter be retained upon the docket of the Commission, for such other or further order as upon evidence before the Commission or presented upon further hearing seems proper.

STATE OF MAINE.

PUBLIC UTILITIES COMMISSION.

RE ANDROSCOGGIN AND KENNEBEC RAILWAY COMPANY, COM-
PLAINANT AGAINST ITSELF CONCERNING PASSENGER FARES.

R. R. No. 573. Aug. 19, 1920.

SUPPLEMENTAL ORDER.

Cleaves, Chairman; Trafton and Greenlaw, Commissioners.

On July 27, 1920, the Commission rendered its decision in the above entitled matter, and therein definitely covered and decided all matters involved in the complaint, and presented in evidence, except the matter of teachers' and scholars' fares in the town of Brunswick and in the town of Topsham. This matter was presented to the Commission at the time of the hearing, and would have been determined had it not been for the fact that Hon. Edward W. Wheeler, acting for the town of Brunswick, requested opportunity either to have a further hearing or to submit a brief. It was arranged that a statement and brief should be presented by Mr. Wheeler, submitted to counsel for the rail-

way company, and opportunity given the latter to reply. Mr. Wheeler's statement and brief has been presented to the Commission, submitted to counsel for the railway, and we have the statement of railway counsel that they desire no opportunity to submit a brief.

When the predecessor of the Androscoggin and Kennebec Street Railway obtained its location in the town of Brunswick and in the town of Topsham, each of these towns placed in the permit a certain condition, the language in each condition being identical and being as follows: "Within the limits of Brunswick the railroad company shall transport pupils and teachers to and from schools over its lines for a fare of two cents."

Mr. Wheeler, acting for the town of Brunswick, argues that the charter of the street railway and the law of the State authorized the Municipal Officers of Brunswick to impose such conditions and terms upon the street railway as to such Municipal Officers seemed expedient, and that having imposed the above condition it was binding upon the street railway, and constituted an obligation which should now be enforced. He further argues that the statutes and the law of Maine authorized the imposing of this condition, that the Legislature by a special act approved and made valid the location of the street railway, thus approving and confirming the procedure by which its location had been obtained, including the above named condition or provision, and that this Commission is either without authority to change the terms of the permit or franchise or it is inequitable to make any change. Counsel calls attention to the case of *Clinton vs. Worcester Consolidated Street Railroad Company*, 199 Mass. 279, in which the court said, "We are of opinion that the establishment of rates of fare was a subject as to which the Selectmen of Clinton, in granting a location, might impose restrictions which would not be unlawful in themselves and that the street railway company, organized upon the basis of such location and restrictions and its acceptance thereof, could not afterwards be heard to dispute the reasonableness of such restrictions." This is undoubtedly the law. The street railway and the town, having entered into an agreement which it may be assumed was then entirely lawful of performance, are bound by the terms thereof, and neither the street railway nor the town, up to the time of the enactment of the Public Utilities Law, could violate the terms

thereof without being liable to action in the courts. But although neither the street railway nor the town could vary the terms of this lawful contract, the Legislature of the State of Maine was not bound thereby, unless the contract was of that inviolable character of which we spoke at length in the Lincoln Water Company case and in the Rockport Bridge case, both of which matters have been passed upon by the court and are a part of the law today. It is unnecessary to spend any time upon the question of whether this arrangement is an inviolable contract, because the court has decided otherwise. This therefore being a matter over which the Legislature had control, the question is whether the Legislature, in the Public Utility Act, has laid down rules and requirements which make the further performance of this once lawful contract unlawful.

The Legislature, in Section 16, Chapter 55, R. S. 1916, provided that every rate, toll or charge exacted, demanded or collected by any public utility for conveyance or transportation of persons or property should be reasonable and just, and that every unjust or unreasonable charge for such service is prohibited and declared unlawful. In section 33 of the same chapter, the Legislature enacted that if any public utility make or give any undue or unreasonable preference or advantage to any particular person, firm or corporation, or any undue or unreasonable prejudice or disadvantage in any respect whatever, such public utility is to be deemed guilty of unjust discrimination, which is prohibited and declared to be unlawful. In other words, the rates and charges of this particular company must be just and reasonable to all its patrons, and the service rendered and charged for by the company must be without unlawful discrimination. It needs no argument, it seems to the Commission, to show that if the street railway is charging a teacher in Lewiston or Auburn or Augusta or Bath nine cents for transportation, some good reason must be shown why a teacher in Brunswick or Topsham is transported the same distance under the same circumstances for a fare of two cents. Further, if the street railway is charging scholars in its territory other than Brunswick and Topsham a rate of five cents for transportation, an equally good reason must be shown why pupils in Brunswick and Topsham are being transported similar distances under like conditions for the fare of two cents. No reason is suggested for this difference except

the condition which Brunswick and Topsham imposed at the time of the granting of the location to the street railway and which has been hereinbefore quoted.

If the rate of nine cents for a teacher in Lewiston is just and reasonable, a rate of two cents in Brunswick is surely unreasonable, either so far as the teacher in Brunswick and Topsham is concerned or the one in Lewiston. The same thing is true with reference to pupils, and if there is no controlling reason for this difference in fare then there is discrimination. Discrimination in the absence of lawful excuse or justification is unlawful.

We therefore come to a consideration of the question of whether the conditions imposed upon the street railway by the towns of Brunswick and Topsham are of such a character that the Legislature either has no control over the matter, or has not provided the machinery by which control may be exercised by another agency. The Legislature, as above stated, enacted the Public Utility Statute, and clothed this Commission with authority and imposed upon it the duty, to impartially and strictly carry out the provisions of the statute. The street railway company has been admittedly charging a less rate for transportation of teachers and pupils in these two towns than it has elsewhere upon its system. Until the State interfered under the provisions of the utility act, the street railway was perhaps obliged to continue the performance of the condition. But if the further performance of this so-called contract is unlawful and the attention of this Commission has been called to the matter, it is the duty of this Commission to act, if it has the authority. We regard the opinion of the Supreme Judicial Court of Maine in the Knox County Electric Company—Rockport Bridge matter, recently decided, and in which the Court upheld the ruling of this Commission, as decisive of this case. In the Knox County matter the town of Rockport imposed upon a street railway a condition with reference to a bridge over which the street railway was to pass, that condition being part of the grant of location, under which the street railway began and continued operation for a long period of years. It became necessary to rebuild this bridge, and this Commission was called upon to act with reference to such rebuilding. After a hearing, we determined that the bridge should be rebuilt and that the expense should be divided between the town and the street railway in a manner entirely different

from that provided for in the conditions imposed by the town at the time of granting the street railway location. The town appealed, and the court rendered its decision. Among other things, the court determined that this Commission was given authority to act with reference to matters of this sort; that town officials, in granting locations to street railways, acted as governmental agents and not merely as town officers, and that the legislature had authority to confer, and did confer, upon the Public Utilities Commission authority to provide for the rebuilding of this bridge upon terms other than those imposed by the Municipal Officers. The court cited with approval the case of Worcester vs. Worcester Consolidated Street Railroad Company, 196 U. S. 539, and quoted therefrom the following language: "In granting locations for street railways, boards of selectmen and boards of aldermen are public officers and not agents of their respective towns and cities. The State exerts its sovereign power through them as its instruments. The Legislature has the power, so far as concerns these public officers and the municipalities by whom they were elected, to change or abrogate the terms of such locations. Although phrased in the form of a contract and securing valuable financial obligations to the cities and towns, the power of the legislature to modify to their loss such locations has been settled after great consideration and vigorous protest from the interested municipalities. Arlington Board of Survey vs. Bay State Street Ry. 224 Mass. 463, 469. Pawhuska vs. Pawhuska Oil & Gas Co. U. S. Sup. Ct. June 9, 1919, 250 U. S. 394."

It therefore seems to be a law that the municipal officers of Brunswick and of Topsham, in imposing conditions above quoted, were acting as public officers, performing a governmental service, and that the Legislature had undoubted authority to afterward enact a law under which those conditions might be changed and the further performance of those conditions become unlawful. The Legislature had enacted the Public Utility Statute, under which, in the judgment of the Commission, it would be unlawful to require or permit the street railway to transport teachers and scholars in Topsham and Brunswick at the rate mentioned in the condition. Being unlawful, it should be prohibited and it is our judgment that no reason has been shown why it is not entirely equitable for the street railway and

the teachers and pupils of Brunswick and Topsham to comply with the law as it exists, and pay the same fare that other like passengers pay for similar transportation.

It is, therefore

ORDERED, ADJUDGED AND DECREED

(1) That the Androscoggin and Kennebec Railway charge for transportation of teachers and pupils in the town of Brunswick and in the town of Topsham the same rate of fare which it charges teachers and pupils or scholars in the other localities which it serves, all in accord with its schedule of rates on file with this Commission;

(2) That the said railway make written report to this Commission within ten days of its doings hereunder, and that this matter be kept open on the docket of this Commission for such other or further orders as either upon evidence before the Commission or obtained on further hearing shall be deemed just and proper.

(3) That a copy of this supplemental order be sent by registered mail to Hon. E. W. Wheeler, representing the town of Brunswick, and a like copy to the Chairman of the Board of Selectmen of the town of Topsham; and a like copy be sent to the President of the Androscoggin and Kennebec Railway Company.

STATE OF MAINE.

PUBLIC UTILITIES COMMISSION.

THE ANDROSCOGGIN & KENNEBEC RAILWAY COMPANY. RE
ISSUE OF SECURITIES.

R. R. No. 607. Aug. 20, 1920.

Cleaves, Chairman; Trafton and Greenlaw, Commissioners.

The Androscoggin & Kennebec Railway Company proposes to purchase from the Wason Manufacturing Company of Springfield, Massachusetts, 10 double truck double and closed motor cars complete with equipments and two spare Westing-

house motors and one spare Brill truck, in accordance with specifications in a contract, a copy of which is filed with and made a part of petitioner's application. The petitioner asks authority to issue 60 notes or lease warrants, maturing in periods of one to sixty months, as provided in said contract. The base rental to be paid for said cars and equipment is to be the sum of one hundred fifty-two thousand six hundred ninety-six dollars and seventy cents (\$152,696.70) at the rate of fifteen thousand one hundred seventy-seven dollars and eighty-seven cents (\$15,177.87) for each car complete, and nine hundred eighteen dollars (\$918) for the one spare Brill truck, payable as follows: The sum of thirty-eight thousand one hundred seventy-four dollars and eighteen cents (\$38,174.18), being 25% of said basic rental in cash, the said sum to be paid proportionately upon shipment of each car or lot of cars; the balance 75% of said basic rental to wit: the sum of one hundred fourteen thousand five hundred twenty-two dollars and fifty-two cents (\$114,522.52) in 60 notes or lease warrants of said railway taken at 91.50% maturing monthly over a period of 60 months, each note to be for such an amount that (exclusive of any interest to be added thereto), it shall be for a sum 91.50% of which shall equal 1-60th of said deferred base rental of one hundred fourteen thousand five hundred twenty-two dollars and fifty two cents (\$114,522.52), and there shall be added to each of the said notes respectively interest at the rate of 6% per annum on the total of the said basic amounts of all of the said notes not matured from the date of maturity of the last previously maturing note to the date of maturity of the note in question. The total purchase price, including interest on these notes computed for the time they have to run, is one hundred eighty-two thousand four hundred twenty-two dollars and forty-one cents (182,422.41), of which amount thirty-eight thousand one hundred seventy-four dollars and nineteen cents (\$38,174.19) is to be paid in cash and the balance one hundred forty-four thousand two hundred forty-eight dollars and twenty-three cents (\$144,248.23) is the 60 notes above referred to, maturing one each month. These securities are secured by a lien upon the cars, the title to which, under the terms of the contract and the notes, remains in the Wason Manufacturing Company until the notes

are fully paid and until all the covenants and agreements contained in said contract are fully performed.

Upon the said petition a hearing was held at the office of the Commission in Augusta, on Thursday, August 19, 1920, at 2 o'clock in the afternoon. Mr. Alfred Sweeney appeared for the petitioner and no one appeared in opposition.

The evidence in this case shows that the price agreed to be paid is as reasonable as can be obtained.

Now, therefore, after hearing and careful consideration it is

ORDERED, ADJUDGED AND DECREED

1. That the sum of the capital to be secured is required in good faith for purposes enumerated in section 37 of chapter 55 of the Revised Statutes;

2. That the Androscoggin & Kennebec Railway Company is hereby authorized to issue 60 lease warrants or notes referred to and described in said contract, aggregating in amount, including interest computed to the date of maturity thereof, to one hundred forty-four thousand two hundred forty-eight dollars and twenty-three cents (\$144,248.23).

3. That said Androscoggin & Kennebec Railway Company report to this Commission in writing, supported by the affidavit of one of its principal officers, within 30 days from the execution of the notes herein referred to, its doings hereunder and thereafterwards each six months until said notes are fully paid, and from time to time render such report as may be ordered by this Commission.

STATE OF MAINE.
PUBLIC UTILITIES COMMISSION.

PUBLIC UTILITIES COMMISSION ON ITS OWN MOTION VS.
RICHMOND WATER WORKS.

F. C. No. 288. Aug. 20, 1920.

Cleaves, Chairman; Trafton and Greenlaw, Commissioners.

This Commission having received oral complaint as to the quality of the water and character of the service which the Richmond Water Works, a public utility under the jurisdiction of this Commission, was supplying to its customers, made upon its own motion a formal complaint against the company. After notice, a hearing was held at Richmond on June 2, 1920. Henry R. Drew, Esq., appeared for certain complainants, and Hon. William B. Skelton appeared for the company.

This company was formed in 1886. In 1900 the company defaulted its bonds and the bond holders bid in the property at the time of the sale, and the newly formed company issued \$42,000.00 of capital stock in place of the \$60,000.00 of bonds which were outstanding at the time of the sale. This has been the capital stock of the company since that time. There has been added to the capital investment a relatively small sum (less than \$1,400.00). Since the re-organization, the company has paid dividends of 5 per cent upon the reduced capitalization, but this has been without any provision for depreciation during the twenty years. There does exist, however, a book surplus of \$10,116.00. This amount, in a pumping system like the one operated by the respondent, would not be sufficient as a depreciation reserve if extended over the entire twenty years. Otherwise stated, the company is neither rich nor poor. It is in average circumstances.

The company takes its supply of water from the Kennebec river and the supply is at present neither coagulated nor filtered. Two or three years ago a chlorinating apparatus was installed, and since that time the reports from the Health Department upon analyses made from time to time have not shown any alarming impurities in the water. It is, however, a fact that into the Kennebec river above Richmond is poured a considerable quan-

tity of sewage matter; there is wash from the banks of the river; there is wash from highways over the banks of the river; and at Richmond, within less than a hundred feet of the intake pipe of the water company is the outlet pipe of Richmond's common sewer. This combination of rather disagreeable, if not unhealthy, conditions results in a situation which is to say the least not pleasing, and even though a considerable portion of the time, through chlorination, the water furnished inhabitants of Richmond may not be absolutely dangerous to public health, the existing conditions should be remedied if a reasonable remedy can be applied, and if the water takers at Richmond will support, through rates, the necessary expense to be incurred in remedying conditions.

With reference to this sewer at Richmond, it appears that when the water company found that the town was to reconstruct and enlarge an existing open sewer, protest was made to the town, and it is in evidence that one of the selectmen somewhat profanely refused to cease construction of the sewer or to so arrange it that the outlet should be located elsewhere than so near the intake of the water company. In explanation of the rebuilding or enlarging of this sewer and discharging the sewage matter at this particular point, the people of Richmond say that owing to the peculiar conformation of the town of Richmond this particular locality where the sewer was finally rebuilt was the natural and only drainage point in Richmond; that drainage and sewage matter had been naturally finding its way to this same point along the same course now followed by the sewer, and that in order to supply the town of Richmond with adequate sewage facilities and protect the health of the public, it was deemed necessary to rebuild and enlarge the sewer, and discharge the sewage matter at this identical spot as the only place reasonably usable. The evidence presented seems to indicate that this claim is quite fully justified, and whatever may be our opinion in regard to what was the duty of the town to seek another outlet for its sewage matter or otherwise dispose of the same, we are necessarily to consider conditions as we find them, and apply as best we may the remedy, if one exists. It is, to say the least, unfortunate that the outlet of a sewer and the intake of a public water company are found in such close proximity. Chlorination removes nothing from the water, but merely renders innocuous

these dangerous germs which may be in the water supply, and chlorination at best is at times liable to fail, in part or in whole, and result in the presence at times of active, dangerous germs in a public water supply. This condition should not be permitted, if in any reasonable way it can be remedied.

This company is, as above stated, not an exceedingly large one nor unduly prosperous, and the community being served would not be able to support an excessive new investment. The company expressed an entire willingness to do whatever was necessary, if the water takers would support the necessary investment. The suggestion has been made that there should be some form of filtration. In advance of the hearing and, in fact, as far back as November, 1918, the company was in communication with manufacturers of high pressure filtration apparatus with a view of installing some such apparatus if the expense was not prohibitive. The company is entirely willing to install a filtration appliance, and, in fact, it is the opinion of the Commission that the officers of the company believe that this should be done. They feel, however, that the town itself ought to do something toward removing or minimizing the sewage nuisance. This sewer is not only a common sewer but near the pumping station of the water company it runs as an open, exposed, filthy and filthy looking, common sewer, exposed to the gaze of all, and an active reminder to all who see that the discharge from this sewer is venting into the river very near the intake of the water company. It would seem that the least the town could do would be to cover this regrettable menace, and at least remove it from the sight of the general public.

Suggestion is made that the intake pipe of the water company should either be carried up river further or extended some distance across the river in the vicinity of an island. If the sewer cannot be changed (and this seems probable) there should be a change in the intake pipe of the water company, even though this change will do no more than have an effect upon the minds of the water takers. Even as changed, the raw water of Kennebec river is recognized as unfit for ordinary internal consumption by human beings. The company should also install some form of filtration. The evidence showed that the bare apparatus installed at the plant in Richmond would cost at least \$10,000.00. The company estimated that an additional invest-

ment of \$10,000.00 would be necessary in housing the apparatus and otherwise putting the same in operation. Our inquiry and investigation and the evidence lead us to doubt whether so large an expenditure would be necessary, and it is our belief that half of this excess would be ample. But even so the company will be obliged to make an additional investment of at least \$15,000.00, besides the expense of extending or relocating its intake pipe. This investment will involve the company in a loss and a continuing loss, unless rates which are reasonable and which will be somewhat cheerfully paid can be substituted for those now in force. We do not lose sight of the fact that it is the duty of this company to render adequate service, and that adequate service is not rendered when there is furnished water of the quality and characteristics being furnished in Richmond. We cannot lose sight of the fact that this company ought not, unless it is absolutely necessary, to be required to make this additional investment and render the more expensive service at its own expense. We believe from the evidence presented that the people of Richmond who are water takers desire this improvement in service, and they are willing and able to pay for the same, and that the rates to be put in effect need not be unreasonable, taking everything into account.

After the hearing had been had, and the case closed so far as evidence was concerned, we received a written communication indicating that some people in Richmond, realizing that this additional investment would result in an increase in water rates, were anxious that this Commission should not require any change in the existing water supply. We have no right to consider the matter thus submitted, and have given it no weight in reaching a conclusion, and should not refer to it but for the fact that these people who have voiced this opinion and caused one of their number to make the request, might feel that a committee representing the water takers, and who have been in touch with the Commission, had not been diligent in the performance of its duty. This committee has performed from the beginning very capable and very valuable service, valuable both to the water takers and to the Commission. They have been frank and fair and earnest, at all times, and we desire to thus publicly express our appreciation of the assistance they have rendered. But the Commission has a duty to perform, and a part of that duty is

to see that the health and welfare of that portion of the public who are water takers in Richmond are safeguarded, and we should be lax in the performance of that duty if, after having our attention thus definitely called to the matter, we should permit this company to furnish and these people to accept water known to be at least at times very dangerous to public health.

We are therefore definitely convinced that there should be a change at Richmond. The company should install, and as soon as possible put in operation, some filtration apparatus, and should also, for reasons above given, relocate its intake pipe. The town should do everything it possibly can to minimize this sewage nuisance, and, as above suggested, for the protection of public health and for other reasons, at least cover its open sewer. If this new investment is made, there must be a change in the rates of the company. Income should begin as soon as the necessary expense is incurred. Ordinarily a new filing of rates is done upon statutory notice. The law, however, gives the Commission authority, if good cause is shown, to permit a filing upon less than statutory notice. If this company installs a filtration apparatus, it should have opportunity to put in somewhat immediate effect a new schedule of rates, sufficient to yield an income reasonably adequate to support the new investment, acting in good faith to safeguard the rights of the water takers and to make no greater increase than is reasonably necessary to spread the increase in a reasonable manner, and to so fashion the new schedule that the new rate to each taker shall be, under all the circumstances, just and reasonable. If after the new rates shall have been put into effect the Commission feels that an investigation is necessary, the same can be had and adjustments made in accordance with any findings which the Commission may finally put forth.

It is

ORDERED, ADJUDGED AND DECREED

(1) That the water being furnished by said Richmond Water Works to its customers is not a safe water for domestic consumption and use, and that the present service furnished by the Richmond Water Works is inadequate in that the company is not furnishing to its customers a water that is safe for domestic consumption and use;

(2) That as soon as may be said Richmond Water Works install and put in use, in connection with its plant, some form of filtration apparatus, suitable in kind and adequate in performance, to properly and safely filter the water which said company will be serving to its customers;

(3) That in connection with such filtration apparatus the company continue to chlorinate the water supplied to its customers;

(4) That within 30 days the company notify this Commission in a writing signed by one of its principal officers whether it will comply with this order, and if so, in what manner and at what time;

(5) That permission and authority is herein and hereby given to said company to file on less than statutory notice a new schedule of rates, the same to be filed and effective after such filtration apparatus is in operation, and such new schedule to be subject to complaint, investigation and revision at any time;

(6) That this case be not closed, but remain open upon the docket of the Commission for such further action as upon evidence already before the Commission, or hereafter presented, may be reasonable and lawful.

(7) It is recommended that the company re-locate its intake pipe, either by extending the same further up the river and well beyond the sewer outlet, or somewhat across the river to or towards the shore opposite to Richmond. Within thirty days the company is required to notify the Commission whether it accepts this recommendation, and, if so, in what manner it proposes to comply with the same.

STATE OF MAINE.
PUBLIC UTILITIES COMMISSION.

RE APPLICATION OF THE ANDROSCOGGIN ELECTRIC COMPANY
FOR APPROVAL OF A CONTRACT WITH THE MAINE CRUSHED
ROCK AND GRAVEL COMPANY.

C. No. 98. Sept. 27, 1920.

Cleaves, Chairman; Trafton and Greenlaw, Commissioners.

The Androscoggin Electric Company, a public utility under the jurisdiction of this Commission, files an application for approval by this Commission of a contract between itself and the Maine Crushed Rock and Gravel Company.

Ordinarily matters of this sort are not the subject of public hearing with notice of the same. Contracts between a public service company and a particular customer require the approval of this Commission, but the matters to be considered in such approval are usually matters concerning which the Commission can obtain all necessary information without the necessity of a public hearing. In this matter, however, George C. Webber, Esq., of Auburn, representing both the Monmouth Electric Company and the Turner Light and Power Company, requested particularly to be present at the hearing, and the matter was set for a definite date and Mr. Webber notified, and he was present.

The Androscoggin Electric Company was incorporated by the Legislature of 1913, the act being found in Chapter 177 of the Private and Special Laws of that year. The corporation was authorized to do business within the county of Androscoggin, with this proviso, "Provided, however, that said Androscoggin Electric Company shall not make, generate, sell, distribute or supply electricity in or to any city or town in which another person, firm or corporation is legally conducting the business of electric lighting or is authorized so to do, without the consent of such other person, firm or corporation."

The Monmouth Electric Company was incorporated by the Legislature in 1911, and its charter is contained in Chapter 79

of the Private and Special Laws of that year. Its charter authorizes it to do business in the town of Monmouth.

The Turner Light and Power Company was organized under the General Law in 1915, and is authorized to do business in Turner and Buckfield and adjoining towns not served.

The town of Leeds is in Androscoggin County, and the Maine Crushed Rock and Gravel Company is doing business in the town of Leeds. It desires electric power and has made application to the Androscoggin Electric Company for the furnishing of the same, and there is submitted to us for approval the contract which the two parties propose to make. If the Androscoggin Electric Company has authority to do business in the town of Leeds, our inquiry with reference to the subject matter and terms of the contract is confined within somewhat narrow limits. Ordinarily we believe that the Commission should inquire (1) whether the term of a contract is reasonable; (2) whether the rate mentioned in the contract is adequate and fair to the company; (3) whether it places any burden upon other customers of the company. The evidence presented to us, and our examination of the matter, convince us that in all these respects the contract is a proper one and should be approved.

But Mr. Webber, in behalf of his two companies, very seriously and very strenuously objects to the fact that the Androscoggin Electric Company is attempting to serve this particular customer. As we understand it, the plant of the Maine Crushed Rock and Gravel Company is not far from the Monmouth line, and Mr. Webber indicated a belief that the Monmouth Electric Company should be left free to serve this customer, either through the charter powers of the Monmouth company or those of the Turner Light and Power Company. Mr. Webber was very earnest and very forcible in the statements which he made at the hearing. It was his stated belief that this particular territory should be left free for one or the other of his companies, and that the Androscoggin Electric Company ought not to attempt to occupy this territory, and suggested that by so doing a "big fellow" was attempting to crush the life out of a "little fellow." Mr. Webber called our attention to the various sections of the statute relating

to monopolies, and restraint of trade, and to the duty of the Commission in seeing that all the laws of the State were properly enforced. The section of the statute which requires the Commission to see that certain laws are enforced must of necessity relate to those matters which have to do with public service companies and to matters with reference to which no specific mode of procedure is prescribed. Our attention is called by Mr. Webber to Sections 26, 27 and 28 of Chapter 128 of the Revised Statutes relating to monopolies. If there were any sufficient evidence before us that either the Androscoggin Electric Company or the Central Maine Power Company, which is in substantial control of the Androscoggin Electric Company, was a monopoly, it is our belief that we would even then be without authority to take any action under either of these sections. Section 26 points out what is to be regarded as a monopoly. Section 27 provides a penalty for an invasion of the law. Section 28 provides a remedy for any person injured. This of necessity makes the answer one for the courts.

During the hearing Mr. Webber voiced what we believe is the real objection which he and his associates have to the attempt by the Androscoggin Electric Company to render this particular service. Mr. Webber complained bitterly because the Central Maine Power Company had thus far refrained from purchasing the Monmouth company and the Turner company from Mr. Webber and his associates. However desirable or reasonable it might be for the Central Maine Power Company to relieve the Monmouth Company and the Turner Company of the necessity of attempting to do business in the somewhat restricted field, this Commission has no present control over the matter and no authority to either require or even advise the Central Maine Power Company to attempt to make the purchase.

We are faced squarely by the facts and the law of the case. The Monmouth Electric Company has no authority whatever outside of the town of Monmouth, and hence under existing conditions would be without authority to render service to the Maine Crushed Rock and Gravel Company in the town of Leeds. The Androscoggin Electric Company in

1913 obtained its charter which authorized it to do business anywhere in Androscoggin County, subject to the above quoted proviso. Our attention has not been called, nor have we been able to ascertain, any other company which at the time of the taking effect of the charter of the Androscoggin Electric Company was doing business, or was authorized to do business, in the town of Leeds. If the Turner Light and Power Company has any such authority it obtained it about two years after the Legislature had granted its charter to the Androscoggin Electric Company. We therefore find ourselves in a position where the Legislature has said that the Androscoggin Electric Company may do business anywhere in the County of Androscoggin except in those places where under the proviso it would not be authorized to do business without the consent of a company either doing business, or authorized to do business, in a particular place. We are not permitted, of course, to inquire whether the Legislature meant what it said when it authorized this company to do business. It has all of the rights granted to it by the State of Maine. The evidence presented to us and our investigation do not indicate that there was at the time this charter became effective any other company doing business or authorized to do business in the town of Leeds. We are, therefore, forced to the conclusion that we have no authority whatever to prevent the Androscoggin Electric Company from rendering its service in this town.

Further than this, we believe that the Maine Crushed Rock and Gravel Company would have a right to compel the Androscoggin Electric Company to render this service if reasonable terms and reasonable rates could be either agreed upon or provided by the Commission. Leeds is within the territory which the applicant is bound to serve. The Maine Crushed Rock and Gravel Company has a right to that service, and we are unable to find that the legal rights of any other company are being invaded or abridged.

Further, it appearing that the contract is made for a period of five years from January first, 1921, and that the rate, minimum charge and governing conditions contained therein have been filed in schedule form with this Commission, it is

ORDERED, ADJUDGED AND DECREED

That the contract submitted for approval between the Androscoggin Electric Company and the Maine Crushed Rock and Gravel Company be, and the same hereby is, approved, subject however, to the right of the Commission in any future investigation to have full control over the rate for service as between the parties to said contract.

Exceptions filed by Geo. C. Webber, Oct. 2, 1920.

Allowed Oct. 4, 1920.

Certified to Supreme Judicial Court, Dec. 1, 1920.

STATE OF MAINE.

PUBLIC UTILITIES COMMISSION.

COMPLAINT BY THE COMMISSION UPON ITS OWN MOTION
AGAINST THE LIMESTONE WATER AND
SEWER COMPANY.

F. C. No. 301. Sept. 27, 1920.

Cleaves, Chairman; Trafton and Greenlaw, Commissioners.

This is a complaint by the Commission upon its own motion against the Limestone Water and Sewer Company, and after public notice a hearing was had at Limestone on Aug 7, 1920. A considerable number of complaining patrons of the company were present and the company was represented by several of its officers.

This company serves the town of Limestone, and for a time rendered very acceptable service. Its supply of water seems to be ample and its quality all that could be desired. It pumps its water from a collecting basin into a reservoir situated upon high ground not far from the town. Some time ago the electrical pump used by the company got out of repair and for a considerable period of time the supply of water was very inadequate and at times nearly negligible. A gasoline engine was procured and after a time this went out of commission, so that the company was without any motive power to operate

its pumps. At the hearing the company's officials made statements indicating their belief that they had done all they could toward having the pumping apparatus repaired, but we are unable to agree with this statement. The principal owners of this property are men who have fairly large business interests entirely disassociated from the affairs of the water company. The evidence justifies us in saying that the officers of the company have not devoted as much time as they should to the affairs of the water company. For a time they employed a superintendent, but under his management the service was far from satisfactory.

Some weeks prior to the hearing a committee of interested citizens looked the entire plant over, raised a sum of money to defray the expense thereof, and found a number of leaks in the water mains themselves, and a condition at the reservoir which prevented the holding of an adequate supply of water, even if the pumps had been able to deliver such a supply. They caused the leaks in the mains to be in a measure stopped, and got the electrical pump in operation. A week prior to our hearing the electrical apparatus which operates the pump broke down, and was not in operation at the time of our hearing. The gasoline engine was also broken down and no water was being pumped. The evidence indicated that the officers of the company had not been giving, during that week, such attention to the matter of the repairs of these appliances as the rights of the patrons demanded. Men who become officers of a public service company and enter into its operation must understand that they are under certain obligations to the State and to their patrons, as well as to the stockholders of the company. In the case of a water company it very often happens that patrons formerly had wells, and, upon taking the more convenient service of the water company, have abandoned such wells and rely solely upon the company for service. If that service fails or is lessened, these customers are the sufferers. They are entitled to as adequate service as the company can reasonably give, and reasonably adequate service cannot be given unless these parties who are in charge of the plant give it some attention themselves or employ some capable person who will give the business capable attention.

In the case of the respondent company neither of these things was done, and the result was the very unsatisfactory and inadequate service which this community had been receiving for a long time.

The attitude of some of the officers of the company at the hearing was such as to indicate that they were not particularly interested in the character of the service which was being rendered. They talked more about the matter of getting back what money they had put in or getting a return upon the money already in than they did about the matter of rendering, or attempting to render, reasonable service. The Commission tried to make it entirely plain to these officers that they had a duty to perform and if the company did not reasonably perform its public duty the Commission would be obliged to issue an order, and if it was not complied with ask the court to enforce compliance, even to the extent of appointing a receiver to operate the plant.

We understand since our hearing that the company has obtained and is now employing the services of a capable superintendent, and that the character of the service under his direction has materially changed for the better. We are obliged to find that at the same time of the hearing the service of the company was inadequate, and obliged to require the company to render adequate service. If our information with reference to the present character of the service is correct, it will not be necessary for us to go to the court to have our order enforced. We shall require the company to report to us as to what has been done since the hearing, and we ask those parties who are customers of the company and who are interested in the service, to keep us informed with reference to the manner in which the company hereafter performs its public duty.

It is

ORDERED, ADJUDGED AND DECREED

(1) That the service which the Limestone Water and Sewer Company was rendering on and prior to August 7, 1920, was inadequate and insufficient in that its plant facilities were not kept and maintained in proper shape to supply a

proper quantity of water for the use of its customers, and that such inadequacy of service resulted from the failure of the company to make reasonable efforts to properly serve its customers; and that neither through any of its officers or agents or employees was the company giving proper superintendence of the plant and facilities, and that therefore upon and prior to August 7, 1920, the service of the respondent company was inadequate and could not be obtained.

(2) That the respondent company hereby is ordered and required to render adequate service to its customers.

(3) That within thirty days the respondent notify this Commission what steps, if any, it has taken to improve and render adequate the service which it is required to render to its customers.

(4) That this cause remain open upon the dockets of this Commission for such other and further order as upon evidence already before it or hereafter to be received seems to the Commission proper.

STATE OF MAINE.

PUBLIC UTILITIES COMMISSION.

IN THE MATTER OF THE COMPLAINT BY THE COMMISSION
AGAINST THE JACKMAN WATER, LIGHT & POWER COMPANY.

F. C. No. 300. Oct. 25, 1920.

Cleaves, Chairman; Trafton and Greenlaw, Commissioners.

On June 22, 1920, the Commission upon its own motion instituted a complaint against the Jackman Water, Light and Power Company, a public utility under the jurisdiction of the Commission, basing such complaint upon information transmitted from the Department of Public Health of the State of Maine, to the effect that there was an epidemic of typhoid fever in Jackman, and that it was deemed probable that the basic cause thereof was pollution of the public water supply. Upon this complaint, after notice, a public hearing was held at the Town Hall in Jackman, on Thursday, September 16th,

1920, the company being represented by its President and General Manager, Joseph Forest. The Plantation of Jackman was represented by Harry A. Young, one of its assessors, and various citizens of Jackman were present and took part in the discussion.

The information upon which the complaint was based was obtained by District Health Officer, A. S. Pope, who reported to the State Department of Health that beginning with June 3rd and continuing through June 20, this year, there were a considerable number of typhoid fever cases, and the investigation of the Health Officer indicated to his mind that the public water supply was the most probable source of pollution. Our investigation, and the evidence adduced at the hearings leads us to reach the same conclusion.

The Jackman Water, Light and Power Company was created by Special Act of the Legislature by Chapter 204 of the Private and Special Laws of 1913. The corporation was authorized to lay its mains in the public streets of Jackman, Moose River and Dennistown, and to obtain its supply of water from any pond, spring, stream or other water course in any of the above named plantations. Joseph Forest, his brother G. A. Forest, and Alexis Daigneault were the original incorporators, and with C. H. Martin now constitute the stockholders in the company. The company laid its pipes and used the Big Wood Pond as its source of supply.

Joseph Forest, one of the incorporators, and the present active manager of the company, is the Catholic Priest at Jackman. It is his statement that he did not create the plant for the purposes of profit, but rather to the end that his people and the other people of Jackman might have a reasonably good supply of water for domestic and municipal use. The plant seems to have been well conceived and built, and the character of the service being rendered is not the subject of complaint, except with reference to its purity. Father Forest and certain associates, with a desire to further better conditions in Jackman, installed a public sewer system which they operate. This sewer system does not serve the entire town, but only a limited portion. The outlet of this sewer is in the same pond which constitutes the source of supply for the water

company. This sewer outlet is several hundred feet below the intake of the water company, and under ordinary conditions the sewerage pollution would not be a serious matter. But whenever there is a northeast wind (and this occurs not infrequently) the action of the wind causes the current of the pond to be toward the intake pipe so long as the wind is blowing freshly. Actual observation, and evidence presented to us, demonstrated that under these conditions the sewage pollution would enter the intake of the water system and be distributed throughout the system. This is undoubtedly the source of the pollution which existed during the present summer and will continue to be a menace so long as present conditions continue.

We carefully investigated the matter of the removal of the sewer outlet from the pond, and its location elsewhere. We found that while this would undoubtedly remove this part of the contamination, that the natural drainage from the town itself was toward the pond, and that other pollution would reach the intake pipe as at present located, and hence the liability of pollution would not be entirely removed by the removal of the sewer outlet.

There was also submitted to us in evidence statements that the townspeople themselves deposited at a certain point on the shore of the pond garbage and refuse which itself must necessarily constitute a dangerous source of pollution. The statement was also made that during the winter months it is not infrequently the practice of people to dump garbage and refuse upon the ice of the pond at points where in the Spring it will become a source of pollution of the water.

We have had a complaint against the sewage company, and this matter is still pending. Suggestion has also been made that the water company should be advised or required to extend its pipes to a new source of supply a mile and a quarter or a mile and a half distant from the present intake. This matter we are also investigating and have reached no conclusion. Within a day or two information has come to us that there exists in Jackman several cases of typhoid fever, and we feel that we should act upon the pending complaint with reference to the purity of the source of supply, and later

take up the matter of a new source, as well as the elimination of present pollution.

Our investigation thus far convinces us that the protection of the water takers and a proper regard for the rights of the company does not require the removal of the present sewer. The officers of the plantation owe a duty to their people and to the water company, and they should take proper measures to prevent the deposit of garbage and other refuse matter which contains the elements of pollution either upon the shores of this pond or upon the ice which covers the pond in winter. They owe this duty, and should attend to its performance. We do not undertake to make any order with reference thereto, because we have not before us sufficient upon which to base such an order, but we do call public attention to the situation, and ask the assessors to reasonably comply with the suggestion that this source of pollution be removed.

The company is a relatively small one, having, according to its report, about 190 water takers with five miles of distribution and 18 hydrants. Its total revenue in 1919 was \$3,309.40; its operating expenses were \$3,908.81; resulting in a deficit of \$599.41. The company has no outstanding bonds, and has paid no dividends upon its capital stock. It has to pump its water, and its pumping expense constitutes a very large portion of its total operating expense, this item amounting in 1919 to \$2,198.44. Its other operating expenses include \$400.00 as salaries and expenses of general officers, \$600.00 for depreciation, and \$241.30 for taxes.

These figures indicate that the company is not at all prosperous and that Father Forest's statement that he is operating the company without any thought of profit is amply borne out. An examination of the operations of the company does not indicate that any possible economies have been omitted, and the result is that the probable income does not equal the probable expense. This of course does not mean that the company can be permitted to continue in distributing polluted water. It does, however, mean that if the company is required to increase its capital expenditures by relocating its present intake pipe and chlorinating the water distributed the rates to be charged may have to be increased.

Jackman does not appear to be growing, and the information which we receive indicates that instead of increasing in population it will probably decrease within the next few years. We do not feel authorized to require the company to do any more than is reasonably necessary to clean up as far as possible the present situation in an effort to supply as nearly as may be a usable water. The officers of the town, as above stated, must do their part. If the town itself continues to contaminate this public water supply the Commission will be obliged to act. We do not expect that we shall be called upon, because we believe that the assessors will attend to matters to which attention has been called. We do feel that the water company should re-locate its intake pipe and that it must chlorinate its supply.

It is, therefore,

ORDERED, ADJUDGED AND DECREED

(1) That the supply of water being furnished to the public in the Plantation of Jackman by the Jackman Water, Light and Power Company is not a safe water for domestic use;

(2) That forthwith, and in any event before December 1, 1920, the respondent company shall extend its pipe from the present intake point to another point in the pond which constitutes its source of supply and re-locate its intake at a place in said pond where the pollution from the public sewer will not reach the same. Such re-location and extension shall be made at the expense of the respondent company, but shall be in accordance with the direction of the Chief Engineer of this Commission and shall be done under his general supervision, and shall be finally done to the satisfaction of this Commission;

(3) The said Jackman Water, Light and Power Company is ordered forthwith, and in any event before December 1, 1920, to install and thereafter to use in connection with the purification of the water supplied to its customers a chlorinating apparatus of approved type, the same to be of a type to be approved by this Commission;

(4) On or before November 10th, 1920, the Jackman Water, Light and Power Company is ordered to report to

this Commission in a writing signed by one of its principal officers when and in what manner it will comply with these orders of the Commission;

(5) That this cause remain open upon the docket of this Commission for such other and further order as upon evidence already presented or to be obtained after further hearing is legal and proper.

STATE OF MAINE.

PUBLIC UTILITIES COMMISSION.

RE APPLICATION OF THE ANDROSCOGGIN AND KENNEBEC RAILWAY COMPANY FOR MODIFICATION OF DECREES OF THE FORMER BOARD OF RAILROAD COMMISSIONERS OF THIS STATE.

R. R. No. 608. Oct. 25, 1920.

William H. Newell, Esq., for Petitioner. Charles H. Blatchford, Esq., for the Maine Central Railroad.

Cleaves, Chairman; Trafton and Greenlaw, Commissioners.

This is an application by the Androscoggin and Kennebec Railway Company (formerly the Lewiston, Augusta and Waterville Street Railway) for the modification of three certain orders and decrees of the former Board of Railroad Commissioners with reference to a division between the Androscoggin and Kennebec Railway Company and the Maine Central Railroad Company of the expense of protecting two grade crossings in Brunswick and one grade crossing in Bath.

Upon this application the Commission gave notice of a public hearing to be held on August 31, 1920, and at the time and place of hearing notice was proved to have been given as ordered, and the parties were represented as above indicated.

The Maine Central Railroad Company crosses the highway at grade in the city of Bath on Washington street, and after this crossing had been established and in use as between the city and the steam railroad, the electric railway, petitioner in this case, secured a location under which it passed over this highway

and over the steam railroad at grade. This crossing was and is protected by gates installed and operated by the steam railroad company. In connection with the determination of the manner and conditions under which the street railroad should exercise its rights, the Board of Railroad Commissioners decreed, in a decision dated July 14, 1902, that the street railroad should contribute annually the sum of \$200.00 to the Maine Central Railroad Company toward the expense of maintaining a signal tender at this crossing. This amount has since that time been paid and is now being paid.

In the town of Brunswick, at place known as Main street, the steam railroad crossed this highway at grade, and the street railway company, this petitioner, also had to occupy a portion of this street and cross the Maine Central Railroad Company's tracks at grade. Under decree dated October 7, 1896, the Board of Railroad Commissioners ordered the street railway to contribute to the Maine Central Railroad Company one-half the expense of employing a signal tender in the protection of this crossing.

At crossing known as Pleasant street in the town of Brunswick the Maine Central Railroad Company crosses this street at grade, and the electric street railway also crosses at grade the Maine Central Railroad Company's tracks in connection with the occupancy of this street, and under date of February 8, 1902, the Board of Railroad Commissioners decreed that the electric railway company should contribute to the Maine Central Railroad Company one-half of the expense of employing a signal tender at this crossing.

When these decrees were entered, the protection being given at this crossing was of a different character than that now being given, and the expense was very much less than the expense now being incurred. This increase in expense is due partly to the fact that the time during which the crossing is being protected has been very materially increased, and the hours which the crossing tenders work have been very materially decreased, and the day pay of such crossing tenders very largely increased, so that the crossing tender expense is very nearly three times as much today as it was even five years ago. To illustrate, in 1915 the 50% which the street railway was required to contribute as its share of the expense of crossing tender service at Main street,

in Brunswick, amounted to \$758.69. In the year ended June 30, 1920, the street railway's fifty per cent of the expense of such protection was \$1,750.11. In 1915 the contribution of the street railway toward the protection of Pleasant street in Brunswick was \$329.03. For the year ended June 30, 1920, this amount had increased to \$1,659.33. In 1915 the street railway paid for its share of the protection of the three crossings involved in this matter the sum of \$1,287.72. For the year ended June 30, 1920, this amount had increased to \$3,609.44.

The street railway feels that under the circumstances existing the amount which it was required to obtain from its patrons and turn over to the steam railroad as its share for the protection of these crossings is much greater than it ought to pay, and asks that the decrees of the former Board of Railroad Commissioners be so modified as to make just and fair the street railway's contribution. This makes it necessary for the Commission to carefully determine what the conditions are, and consider what is fair to both of the transportation agencies and to the public using these highway grade crossings.

In the protection of any grade crossing used by foot passengers and vehicles, by a street railway and a steam railroad, the rights of all such users are to be considered, and each such user is to be protected as far as possible. If an automobile at a grade crossing is struck by a steam railroad train, it not infrequently happens that the train is derailed and passengers thereon more or less injured. If an electric railway car should be in contact with a steam railroad train the passengers in the vehicles upon both of the railroads are in danger. Having knowledge of these dangers there has grown up a somewhat exact knowledge of the necessities for protection at these grade crossings. It is realized that gates constantly operated during the passage of all steam railroad trains is the most effective form of protection, if the gates are operated by a crossing tender who is alert and careful, because knowing as he does when a train is about to cross he will have his gates lowered a sufficient time before the passage to warn and interrupt all other use of this crossing except that of the steam railroad train. But crossing accidents in this state at crossings where gates are operated during the passage of all trains are of very infrequent occurrence. At crossings where an electric car passes over a steam railroad, it is customary to

have a signal consisting in the daytime of a large red ball and at night a red lantern, which, when an electric car is approaching to go over the crossing, is raised so that the engineer of the steam railroad train may know that the crossing is either occupied or about to be occupied by an electric car. In these two ways all users of a crossing are theoretically amply protected, but of course it is a fact that each user of the crossing must exercise at least ordinary care.

It used to be believed that because a steam railroad occupied a portion of a highway at a grade crossing that the transportation agency was under exceedingly large obligations to the town, and that the municipality owed no obligation or duty to the street railway in so far as the protection of the crossing was concerned. This belief has been somewhat modified, due to the fact that it is now understood that the steam railroad is of almost inestimable benefit to each town which it serves, and that the obligation of avoiding accidents at any crossing is not entirely up to the transportation company. The latter must, of course, furnish the protection, but those parties who use the crossing owe not only to themselves but to the people who are traveling upon the steam railroad trains the duty to exercise a very high degree of caution. This is now well understood, and each municipality realizes that it should not place upon the transportation agencies a too great burden, if that burden may be somewhat relieved by the exercise of care upon the part of people who use the crossing in ordinary highway locomotion.

With reference to street railways crossing a steam railroad, it became apparent long ago that this transportation agency must exercise a very high degree of care in making its crossing, and now nearly every street railway has a rule which requires the car to be stopped just before the steam railroad tracks are reached, the conductor is required to go forward and stand at a point where he can see in both directions, and determine whether a steam railroad train is approaching, and the motorman of the street railway car is not to go ahead until he receives the proper signal. In cases where the street railway itself has not put in force such a rule, this Commission has required this practice to be followed, so that now universally this is the practice wherever an electric railway car crosses the tracks of a steam railroad.

At the two crossings in Brunswick, the electric railway tracks are so located that there is no difficulty in stopping the street car before the steam railroad tracks are reached, and the conductor is able to see readily in both directions whether a steam railroad train is approaching. At each of these crossings the ball and mast signal above referred to is in operation. The street railway has a rule with which its motormen and conductors are entirely familiar requiring the stopping of the car and the going forward of the conductor before the crossing is made. Under these circumstances it is not probable that any accident can occur. Our attention has not been called to any accident involving a street railway car which has occurred at either of these three crossings.

The steam railroad trains of course do not stop before the crossing is reached and send a man ahead to determine whether any street car or vehicle or pedestrian is approaching. This would be a condition impossible of performance and unreasonable. The steam railroad trains have to move rapidly and maintain schedule and the result is that steam railroad trains pass over these grade crossings at considerable speed. At places where the highway traffic is considerable, some form of adequate protection must be maintained by the steam railroad as an offset to the fact that it cannot and does not stop its vehicle to determine whether the crossing is clear or otherwise, and it is the duty of each pedestrian or person operating any sort of a vehicle and under the above rule quoted with reference to street railways the duty of those parties operating the street railway car to stop and by the use of the senses determine whether a steam railroad train is or is not approaching. It follows that the greatest necessity for protection falls upon the steam railroad. Under the circumstances disclosed in this case it also follows that the street railway is following a system under which not only its own passengers but all other users of the crossing are being amply protected from injury. It therefore does not seem to this Commission reasonable that the patrons of the street railway should be assessed an amount necessary to make an equal contribution with the steam railroad in the maintenance of protection at the two crossings in Brunswick. We are in doubt whether the street railway should make any contribution what-

ever, but having carefully considered the matter have reached the conclusion that there should be some contribution.

It is

ORDERED, ADJUDGED AND DECREED

(1) That with reference to the crossing at Washington street in Bath the decree of the Board of Railroad Commissioners dated July 14, 1902, be not modified but that the yearly contribution of \$200.00 therein provided for be continued;

(2) That with reference to crossing known as Maine street in the town of Brunswick the decree of the Board of Railroad Commissioners dated October 7, 1896, be, and the same hereby is, modified so that on and after November 1, 1920, the Androscoggin and Kennebec Railway Company shall annually pay to the Maine Central Railroad Company the sum of \$200.00 as its full contribution toward the maintenance and operation by the Maine Central Railroad Company of such grade crossing protection as is furnished by said Maine Central Railroad Company at said Main Street Crossing;

(3) That with reference to crossing known as Pleasant Street in the town of Brunswick the decree of the Board of Railroad Commissioners dated February 8, 1902, be, and the same hereby is, modified so that on and after November 1, 1920, the Androscoggin and Kennebec Railway Company shall annually pay to the Maine Central Railroad Company the sum of \$200.00 as its full contribution toward the maintenance and operation by the Maine Central Railroad Company of such grade crossing protection as is furnished by said Maine Central Railroad Company at said Pleasant Street Crossing;

(4) That this matter remain open upon the docket of this Commission for such other or further order as may be lawful and proper.

STATE OF MAINE.
PUBLIC UTILITIES COMMISSION.

IN THE MATTER OF THE RATES, SERVICE, AND PRACTICES OF
THE BATH STATE FERRY.

F. C. No. 316. Nov. 8, 1920.

Cleaves, Chairman; Trafton and Greenlaw, Commissioners.

Appearances: Fred F. Lawrence, Esq., for the Bath State Ferry. W. S. Glidden, Esq., for the Bath Chamber of Commerce and certain interested citizens. Arthur J. Dunton, Esq., for the town of Woolwich.

Under the provisions of Chapter 212 of the public laws of Maine for the year 1919, the State of Maine was authorized to acquire, and did in fact acquire, the franchises, real estate, goods and chattels of the Peoples Ferry Company, and since February 1 this year the State has operated this ferry. The Peoples Ferry Company had for a number of years operated a ferry boat across the Kennebec River between the city of Bath and the town of Woolwich, and this ferry constituted the only means of crossing the river at any point below the bridge at Gardiner, with the exception of a very small and inadequate ferry boat operated some miles above Bath. The Peoples Ferry Company was owned jointly by the city of Bath and the town of Woolwich, and it is our understanding that the ownership was in the ratio of one-third to Woolwich and two-thirds to Bath, and if there had been any profits the same would have been divided in that ratio, and the deficits were borne in that ratio.

For several years prior to the State assuming control, the company had sought and received a somewhat substantial contribution from the State toward the annual deficit in operations. This contribution by the State was made necessary and entirely reasonable on account of the changed conditions with reference to the use of this ferry. Originally it served and was supported by people in or near Bath and in or near Woolwich. As the use of the automobile became more general, and owing to the fact that a very large volume of summer

tourist automobile traffic had to use this ferry, the expense of its operation was so much greater than the revenue to be obtained that, as already stated, an annual deficit occurred, and it was felt that the ferry had ceased to be a local affair and had become a state wide and even a nation wide facility of traffic. It was undoubtedly for these reasons that the State felt called upon to take over the ferry property and operate the same. We cannot help believing that it must have been the opinion of our Legislature that the business of conducting this particular transportation had not been a paying proposition and probably could not at reasonable rates be made to pay any profit. If the business as conducted by the Peoples Ferry Company had been a profitable business, and if the service rendered by the company had been adequate and would continue to be adequate, there could have been no excuse or reason for the State stepping in and taking, through process of law, a profitable business from the owners. It could only be justified upon the ground that a burden was being borne by two communities which should be distributed over all of the communities of the entire State. This being our belief, we approach the performance of our duty in a little different spirit than we would if we were attempting to regulate the rates of a privately owned public service company. We do not wish to be understood as holding or deciding that the ferry as operated has ceased to be a public utility. We speak of this matter at this time for the reason that at the hearing it was urged and argued by some that this ferry was as much a part of the public highway system of the State as any bridge would be, and that it was the undoubted desire and policy of the State to operate this ferry as a part of the public highway and without any thought of profit. We cannot fully adopt this view, because if such had been the purpose and desire of the Legislature, that body would either have provided for free transportation or would have itself fixed the various compensations under which the traffic should be maintained. Instead of doing this, the Legislature definitely provided that the Public Utilities Commission should have the same jurisdiction over the ferry service maintained by the State in the matter of rates and facilities " as it has in the case of other public utilities under

the provisions of Chapter 55 of the Revised Statutes as amended." It therefore seems that the State definitely intended to be understood as operating this ferry as a public utility, subject to control as to the reasonableness of rates and the adequacy of service in exactly the same manner that any other public transportation agency is controlled, and while in the matter of rates and in the matter of service it is entirely probable that the Legislature did not intend that same method of regulation which might apply to a privately owned public service company, there is a necessity of our giving full value to that provision of the statute under consideration which indicates that this ferry is a public utility agency.

The rates of this public service company, as the rates of all public service companies, must be just and reasonable to the customer, and the services rendered must be as adequate as reason and necessity authorize and require. In other words, we must approach this matter and determine it in the light of the circumstances which we find to exist and make such an adjustment as is reasonable to the people who have a use for the ferry and to the State in view of the legislative intent as we conceive it to be.

The complaint, as finally clothed by the evidence, indicates that there are three matters which are regarded as subjects to be investigated and adjusted: (1) The matter of service after 6.00 o'clock in the evening from October 15th to some date later in the season; (2) The matter of the transportation of school children; (3) The matter of a so-called wholesale rate to those parties who frequently or almost daily use the ferry.

In regard to the matter of service after 6.00 o'clock, the schedule which the State Highway Department for the ferry filed provides for service between May 15 and October 15 from 6.00 o'clock in the morning until 11.00 o'clock at night. After October 15th, and until May 15th, no service is provided for between the hours of 6.00 P. M. and 6.00 A. M., except a special service at a special and somewhat high rate. In other words, the ferry between October 15th and May 15th operates only between the hours of 6.00 o'clock in the morning and 6.00 o'clock in the evening. At the hearing there were a large number of petitions filed with the Commission asking that the evening service be continued after October 15th to such a time in the year as

would accommodate automobilists and give them opportunity to go back and forth on the ferry so long as the highways were usable for automobiles. The situation that exists is practically this; the ferry is a link in the main traveled highway between Portland and Rockland and on to Bangor, serving the towns between, and the highway being one of the best in the State and being one which can be used until blocking snows render even the best of highways impassable. As a result of this situation a large number of commercial travelers and others who have occasion to go in automobiles along this particular highway and use the ferry have a reasonable requirement for use of the highway and this ferry until such time as an automobile can no longer be used upon the highway. We were told, and we believe, that a number of traveling men using automobiles in their business arrive at the Woolwich side of the ferry during Friday evening, and ought to get to Portland or Lewiston so as to be at their place of business on Saturday and arrange affairs to get out on the road the following Monday morning. If ferry service ceases at 6.00 o'clock these men have to stay somewhere on the far side of the river until Saturday morning. There are no adequate hotel accommodations at Woolwich and hence these people have to stay some distance away from the river and are unable to reach Lewiston or Portland until very late in the forenoon Saturday. A large number of people who are not commercial travelers have occasion to use this ferry somewhat frequently after 6.00 o'clock at night, and it is our belief that reasonable service and response to the reasonable requirements of the users of this ferry warrant the demand that the evening service should be continued until 11.00 o'clock until December 1st of each year, and that the same should be resumed by the middle of April each year. It is probable that the expense involved in rendering this service will be much greater than the revenue to be obtained, but for various reasons which we shall discuss later we feel that the necessity for service outweighs any of the objections which have been advanced or of which we can conceive.

In regard to the second proposition, the matter of transportation of school children, it appears that the old ferry company had been in the habit of carrying these scholars without charge. There are perhaps from fifteen to thirty scholars who live upon the Woolwich side of the river who attend the Bath High School,

and the State, after it took hold of the ferry matter felt that it was not authorized or justified in giving free transportation. Hence they put in a rate of \$1.00 a month or \$3.25 a term of thirteen weeks. This rate is not complained against so much with reference to its unreasonableness per se, but the claim is made that it is a financial burden upon those people who are seeking to give one or more of their children a high school education. To such a family a rate of \$1.00 a month or practically \$10.00 a year is a burden. Looking at this matter practically, we find that the entire anticipated revenue of the ferry for the eight months beginning February 1st and ending September 30th was \$30,446.20. The revenue which would be obtained by charging these scholars full price, or that which would be lost by charging a very low price, is so relatively inconsequential as to make consideration of its financial effect negligible. The thing desired is that the school rate shall be reasonable to these people who have to pay the bill, and the effect of putting in operation a very low rate is of no particular consequence in the financial operations of the company. We doubt our authority to provide for free transportation but we shall make a rate so low that it will not be a burden upon those who have to pay it, and as already stated the withdrawal of this very small amount of revenue will make no difference whatever to the company.

The third proposition relates to the matter of service to so-called wholesale users. There is locally in and around Bath and Woolwich a considerable number of people who have occasion to frequently, and in some instances daily, use the ferry in connection with their business. These users are partly foot passengers and partly people who employ automobiles or teams. The single fare for a foot passenger is five cents, and while we have been asked to give a reduced rate to those people who use the ferry each day or several times a day with frequency, we are not impressed with the justice or necessity for any reduction from the regular fare. Five cents is a relatively low rate and we decline to disturb the present schedule.

With reference to those who use automobiles and teams in a business way we feel that the single fare of fifty cents each way is not under the circumstances a reasonable rate. The evidence showed that some few people made at least one trip over and back on the ferry each day. A larger number made about

twenty trips a month, and still another group of people used the ferry regularly on an average of ten times a month. The present fare is fifty cents each way for an automobile or for a truck with a capacity of one ton or less, twenty-five cents each way for a single team, and thirty-five cents each way for a double team, and no provision for return trips or for a reduction in the rate to frequent users.

In connection with any reduction in the rates now in force, it is proper to say that the State Highway Commission, which is required by law to operate this ferry, very naturally desires to make as good a financial showing as possible, and the Chief Engineer of the Highway Commission, who is the operating official for the ferry, very frankly stated as his view that the ferry should be operated under rates which would at least make the State of Maine whole so far as actual expenses were concerned. While we are in entire sympathy with this desire, our Commission is controlled by the law which requires the rates in effect to be reasonable to the customer, and it becomes our duty to examine the schedule of rates, their operation in each situation, and to so revise the schedule if necessary as to make reasonable rates to the individual the final result. The operating expenses of the ferry at this particular time are much higher than will probably be the case at the beginning of another summer season. Every circumstance of which we have any knowledge indicates that the price of coal is to be much less in the somewhat near future. Other operating expenses will somewhat decrease, and the revenue during the next year will undoubtedly be considerably greater than was the revenue this year. Between February 1st and well into August the small boat was running. Out of the eight months of which we have any account less than two months of that period reflected the probabilities of the operation of the large new boat, the Governor King. The difference in the amount of receipts as between the two boats is very considerable, and while this year's operation will probably show a deficit of approximately \$11,000.00, we believe that under the same rates with the larger boat and with the decreased operating expenses the ferry would at least break even, if it did not show some profit. If this were nothing more than a hope it would still be our duty to make the rates reasonable to the customer.

It is our conclusion that persons who use the ferry each day

with an automobile or a team should have the lowest wholesale rate that is reasonable. Such a person in our judgment should have the opportunity of a trip over and back for one fare, provided the full return trip is made each day, thus giving the company a steady and dependable revenue and at the same time classifying the user as a genuine wholesale user of the service. The same treatment should be accorded those persons who use small trucks and a wholesale rate should be in effect for large trucks if there are any such regularly using the service. The individual who either in a team, truck or automobile makes twenty trips in a month should pay a somewhat higher rate, but less than full regular fare. The same is true with reference to those who use the service say ten times each month.

The tickets to be used by these wholesale users should be so fashioned that the total number of tickets may not be used for passage always in the same direction, but should authorize a trip in one direction to be followed by a return trip at some time within the period of the life of the ticket in the opposite direction. The reasons for this requirement are entirely obvious, and among the reasons is the doing away with any opportunity for the trading of tickets by the holders.

A reasonable opportunity should be given to the users to get the benefit of their full monthly use. Those who have the twenty ride and ten ride tickets will be able to use them within a period of thirty days from their date. The holder of the thirty ride ticket, in order to get the full benefit, would have to use the same on Sundays as well as week days. Some of the witnesses who appeared before us will make this daily use. Others would no doubt confine their use to week days. It therefore seems necessary in the case of the thirty ride ticket to provide that it will be good for thirty return trips at any time within thirty-five days of the date of issue.

Everybody realizes that this ferry is a necessary incident of our transportation. It should be run upon as nearly a right business basis as possible, but at the same time it should be recognized as a facility subject to the control of necessity, convenience and reasonableness. The service should also be made as popular as possible. The State Highway Commission should not be required to so operate the ferry as to make the facility unpopular and the operators the subject of criticism. It is the

purpose of our Commission to so arrange the schedule not only in this instance but from time to time as to reasonably satisfy the proper demands, convenience and necessity of those people who are required to use the facility.

It is .

ORDERED, ADJUDGED AND DECREED

(1) That until further order the respondent herein, the Bath State Ferry, render its service between the hours of six A. M. and eleven P. M. each day between April 15th and December 1st. The schedule time of sailings for the period April 15th to October 15th to be the same as now in effect. For the period between October 15th and December 1st the service to be performed from six P. M. to eleven P. M. shall be two round trips each hour until nine P. M. and one round trip each hour thereafter until eleven P. M. Between December 1st of one year and April 15th of the next year it is to render service between the hours of six A. M. and six P. M. each day. Using in the service whichever of the two boats owned is best adapted to care for the business offered;

(2) That the schedule of rates of the respondent, the Bath State Ferry, is not a schedule of just and reasonable rates, and that the service being rendered by the said Bath State Ferry is not being rendered at just and reasonable rates in the respects and to the extent herein required to be corrected or altered. The Bath State Ferry forthwith, and in any event on or before December 1, 1920, is required to amend its schedules of rates so that on and after said December 1 it will issue:

(A) Tickets for the transportation of scholars, to be used upon school days and during proper and reasonable hours, entitling a scholar to transportation over and back between Bath and Woolwich, or Woolwich and Bath, each school day at a rate of twenty-five cents per month;

(B) Tickets good for use within thirty-five days of the date of issue, entitling an automobile and the driver thereof to thirty trips from Woolwich to Bath and return, or from Bath to Woolwich and return, at a rate of not in excess of \$15.00 for the thirty return trip tickets and rides;

(C) Tickets entitling an automobile and the driver thereof to twenty trips within thirty days of the date of issue of such

ticket, each such trip to be from Bath to Woolwich and return or Woolwich to Bath and return, at a rate of \$12.00 for each such ticket;

(D) Tickets entitling an automobile and driver to ten trips within thirty days from the date of issue of the ticket, each trip to consist of passage from Bath to Woolwich and return, or Woolwich to Bath and return, at a rate of \$7.00 for each such ticket;

(E) Tickets for single horse teams and driver entitling the holder to thirty round trips at a rate of \$7.50, twenty round trips at a rate of \$6.00, and ten round trips at a rate of \$3.50, each of such tickets to be issued under the terms set forth in B, C and D hereof, and similar tickets for two horse teams and driver at a rate of thirty round trips for \$10.50, twenty round trips for \$8.00 and ten round trips for \$4.50;

(F) Tickets relating to trucks of one ton capacity or less, under the same terms and conditions as automobiles, and for trucks of more than one ton capacity at 50 per cent additional to the rate charged for the lighter truck;

(3) For good cause shown to exist, authority is herein and hereby granted to the Bath State Ferry to amend its schedule and file such amended schedule as outlined herein on one day's notice to the Commission and the public, the same being less than statutory notice;

(4) That this cause be not closed but remain open upon the docket of this Commission for such other and further order as upon evidence now before the Commission or hereafter to be introduced shall be legal and proper.

STATE OF MAINE.

PUBLIC UTILITIES COMMISSION.

RE EXTENSION OF SERVICE BY NEW ENGLAND TELEPHONE
AND TELEGRAPH COMPANY FOR CERTAIN PATRONS IN THAT
PART OF THE TOWN OF BUCKSPORT, KNOWN AS MILLVALE.

F. C. No. 310. Nov. 10, 1920.

Cleaves, Chairman; Trafton and Greenlaw, Commissioners.

Appearances: W. C. Conary, Esq., for the Petitioners;
George R. Grant, Esq., for the N. E. Tel. & Tel. Co.

Complaint against the New England Tel. & Tel Co. having been made to this Commission by certain residents of Millvale in the town of Bucksport, alleging that telephone service could not be obtained, the Commission after preliminary investigation and notice, held a public hearing at the N. E. O. P. hall in Millvale on September 10, 1920. A considerable number of the residents of Millvale were present at the hearing, and notice was proved to have been given as ordered. Appearances were as above stated.

Millvale is a small community or settlement in the town of Bucksport, located about five miles from Bucksport village and grouped around a lumber mill which furnishes the principal occupation of the community aside from the farming industry. The settlement has also a school, public hall, and stores, and apparently a community life of its own.

This community has no telephone service at the present time, but the people desire such service, and a demand and apparent necessity therefor exists and has existed for some time.

The New England Tel. & Tel. Co. is rendering service in the town of Bucksport, and Millvale is a part of the territory which this company has the right to serve and to which it is under obligation to render service under proper conditions. Requests for service have been made to the company and various conferences have been held and investigation and estimates of cost made, but so far without result. While admitting the demand and necessity for the service, the company has not felt justified in making the expenditure required to build the extension and

render such service. The company claims that the prospective revenue is not sufficient to warrant the outlay, and that such extension, if made, would not be self supporting, but would in fact be a burden upon the other patrons of the company. The counsel for the complainants, on the other hand, urges that the residents of Millvale, living in the territory being served by the company, have a right to such service regardless of the fact that it might not be self sustaining, and might be a burden upon the other patrons of the company. The New England Tel. & Tel. Co., having entered this territory, is under obligation to render service in the entire field, so far as the same can reasonably be done without undue burden upon the company or its other patrons.

If this community is so situated that such service cannot be rendered without undue burden upon the company or its other patrons, it must contribute in the form of additional rates or otherwise, if such service is rendered, such an amount as will place it so far as possible, upon a parity with the other patrons of the company. But in accomplishing this object, it must be remembered that this community being a part of the territory served by the company, is of right entitled to such service, and the additional amount to be paid, if any, on account of its peculiar situation, must only be such as will reasonably compensate the company for the extra cost of such service. As stated in a former decision of this Commission, "The service should be rendered in all parts of any given territory having a demand therefor, where it is reasonably feasible to install and render such service; the cost of service should be fairly and equitably distributed among all the patrons, and any extraordinary cost of serving any particular group should, within reasonable limits, be borne by such group."

The cost of the proposed extension, as shown by the detail account filed by the company, is \$2,416.65, and the estimated revenue is approximately \$300.00 per year. The company claims that its usual rule in regard to extensions requires that the amount to be expended in any extension should not exceed the amount of three times the anticipated annual revenue to be derived therefrom; or if such expenditure exceeds such amount, that the difference ought to be paid by the patrons desiring such extension.

This rule applied in this case would require that the prospective patrons pay the difference between \$2,416.65 and about \$900.00, or approximately \$1,500.00.

The counsel for the company, however, stated that under the circumstances disclosed in this case, as the proposed extension would serve a whole community rather than isolated patrons, the company's usual rule ought to be modified to some extent at least.

It is agreed by all of the parties that a demand and necessity exists for the proposed service, and that the extension ought to be made and the service rendered if practicable. The only question for the Commission to determine is how much, if anything, the prospective patrons ought to contribute towards the cost of making the proposed extension. Any determination of actual figures in a case of this kind must to some extent at least be an arbitrary finding, but we believe that the evidence and circumstances in this case indicate quite clearly a basis upon which a decision can be made which will bring this case within the principle above stated, as laid down in a former decision. The prospective patrons by reason of the comparative high cost of the service, due to their location, ought to contribute something toward the cost of this extension.

Quite a large percentage of the estimated cost of the proposed extension consists of labor. A part of this labor, as it seems to us, can be more economically performed by local workmen, as thereby the expense of transportation would be eliminated and the expense of board probably reduced. We shall, therefore, require that the post holes shall be dug and the necessary trimming of trees shall be done or paid for by the prospective patrons before the company shall be required to make the proposed extension.

It is therefore

ORDERED, ADJUDGED AND DECREED

1. That the New England Tel. & Tel. Co. extend its telephone lines to that part of the town of Bucksport, known as Millvale, and furnish its telephone service to such persons in that community and along said lines as may desire and will pay for such service at the published schedule rates of said company, for other patrons in said town of Bucksport. The work of

making such extension shall be commenced within thirty days after the conditions specified in paragraph two of this order shall have been complied with, and shall be completed with reasonable diligence.

2. The said New England Tel. & Tel. Co. shall not be required to comply with the foregoing order unless and until the parties desiring such service, shall furnish and provide without expense to said company, all the labor necessary to dig all of the post holes and to trim all of the trees, as required in making such extension. All of such labor shall be performed under the direction of a man furnished by said company, and to the satisfaction of said company. Or, at the option of said parties desiring said service, the cost of said labor, to be agreed upon between the company and said parties, shall be paid to the company in cash before work on said extension is commenced. If, in the event of such cash payment, the company and said parties are unable to agree as to the amount thereof, this Commission upon application of any party interested, will determine the amount so to be paid. Provided, however, that said company shall not be required to make such extension when the frost is in the ground.

3. That notice of this order be given to the company by the Clerk of this Commission, by mailing by registered mail, post-paid, a copy of this order, attested by said Clerk, to George R. Grant, Esq., General Attorney of said company, and its Attorney of record in this case; and that a similar attested copy be mailed by said Clerk as aforesaid, to W. C. Conary, Esq., Attorney of record of said complaints.

STATE OF MAINE.

PUBLIC UTILITIES COMMISSION.

RE APPLICATION OF CENTRAL MAINE POWER COMPANY FOR AUTHORITY FOR PURCHASE OF PLANTS, PROPERTIES, RIGHTS, PRIVILEGES, FRANCHISES, PERMITS AND LOCATIONS OF THE HARTLAND ELECTRIC LIGHT & POWER COMPANY, NEWPORT LIGHT & POWER COMPANY, UNION LIGHT & POWER COMPANY, WALDOBORO WATER & ELECTRIC LIGHT & POWER COMPANY, WISCASSET ELECTRIC LIGHT & POWER COMPANY, PENOBSCOT BAY ELECTRIC COMPANY, SOLON ELECTRIC LIGHT COMPANY AND BATH AND BRUNSWICK LIGHT & POWER COMPANY.

U. No. 476. Dec. 30, 1920.

Appearances: Everett H. Maxcy, Counsel for Petitioner.

Cleaves, Chairman; Trafton and Greenlaw, Commissioners.

By its petition the Central Maine Power Company asks the authority of this Commission for the purchase of the plants, properties, rights, privileges, franchises, permits and locations of the

Hartland Electric Light & Power Company,
Newport Light & Power Company,
Union Light & Power Company,
Waldoboro Water & Electric Light & Power Company,
Wiscasset Electric Light & Power Company,
Penobscot Bay Electric Company,
Solon Electric Light Company and
Bath & Brunswick Light & Power Company,

with the exception, however, of the gas plant and the property, rights, privileges, franchises, permits and locations pertaining thereto of the Penobscot Bay Electric Company including the gas plant lot situated in Belfast and bounded northwesterly by Market street, northeasterly by Washington street, southeasterly and southwesterly by land of private parties, and excepting in each case the franchise to be a corporation.

The petitioner has also requested that in the case of all of the above named companies, with the exception of the Solon Electric Company, it be authorized to make capital expenditures

of said companies made by them since the dates specified in its petition which will be hereafter set out, the basis of the issue of its own securities in the future upon proper petition, and subject to the approval of the Commission.

Under this petition therefore, there are three questions to be determined.

First. Whether or not the petitioner has the power to purchase the plants, properties, rights, franchises, privileges, permits and locations of the above named companies.

Second. Whether upon the representations of the petitioner and the evidence introduced by it the Commission should approve of such purchase, and

Third. Whether or not the capital expenditures of the said companies, with the exception of the Solon Electric Company, made subsequent to the dates above referred to and hereafter specified, though prior to the granting to this petition, may be made the basis of securities to be issued by the petitioner upon future application and subject to the approval of this Commission.

Before attempting any conclusion of these questions it is deemed essential that a general statement of the entire situation be made, giving somewhat in detail the specially granted powers of the Central Maine Power Company in reference to the acquisition of the property of other utilities and also an outline of the power of public utility corporations in that respect as granted by the Legislature under the general laws.

GENERAL STATEMENT.

The Central Maine Power Company was incorporated under special act of the Legislature by Chapter 129 of the Private and Special Laws of 1905, under the name of the Messalonskee Electric Company. By Section 2 of Chapter 104 of the Private and Special Laws of 1907, the Messalonskee Electric Company was given the following power: "said Company may purchase and hold shares of the capital stock of other electric companies in Maine."

By Chapter 298 of the Private and Special Laws of 1909, "The Messalonskee Electric Company is hereby given the powers of Section 51 of Chapter 47 of the Revised Statutes." Said Section 51 of the Revised Statutes, at that time, read as follows:

“Any corporation organized under this chapter and any corporation organized for manufacturing, mechanical, mining or quarrying business under special act of the Legislature may purchase, hold, sell, assign, transfer, mortgage, pledge or otherwise dispose of the shares of the capital stock of, or any bonds, securities or evidences of indebtedness created by any other corporation or corporations of this or any other state, territory or country, and while owners of such stock may exercise all the rights, powers and privileges of ownership, including the right to vote thereon.” This Section of the Revised Statutes has not been repealed or amended and is now incorporated in the revision of 1916 as Section 55 of Chapter 51.

By Chapter 288 of the Private and Special Laws of 1911 the action of the Messalonskee Electric Company in changing its name to the Central Maine Power Company was ratified, approved and declared regular and valid.

By Section 4, of said Chapter the Central Maine Power Company was authorized to acquire by purchase the plant, property, rights, privileges, and franchises of the Solon Electric Company among others and “after acquisition shall have, hold, exercise and enjoy in its own name all said plants, properties, rights, privileges and franchises as though originally granted to it, except that it shall have no authority to issue further stocks, securities or obligations of any kind in the name of said companies.”

By Section 5 of said Chapter each of the companies named therein, including the Solon Electric Company, was authorized to convey its property, rights, privileges and franchises to said Central Maine Power Company.

Section 37 of Chapter 55 of the Revised Statutes of 1916, as amended by the Public Laws of 1919, Chapter 128, confers the power upon any public utility organized and existing under the laws of the State of Maine and doing business in the State, to issue its stocks, bonds, notes or other evidences of indebtedness, for certain specific purposes which will be hereafter set out, subject to the approval of the Public Utilities Commission of the State of Maine.

Section 40 of Chapter 55 of the Revised Statutes of 1916, as amended by Chapter 65 of the Public Laws of 1919, authorizes any public utility to sell, lease, assign, mortgage or otherwise

dispose of the whole or any part of its property or merge or consolidate its property with any other public utility, when it shall have first secured authority therefor from the Public Utilities Commission of Maine.

Before the creation of this Commission the Central Maine Power Company had acquired a large majority of the stock of the Solon Electric Company. Since the creation of the Commission the Central Maine Power Company, under the provisions of the general laws and after proper petition to the Commission was granted authority by the Commission under its order U. No. 73, dated November 9, 1915, to acquire the entire outstanding capital stock of the Waldoboro Water and Electric Light & Power Company.

Under similar circumstances by U. No. 76, dated November 30, 1915, the Central Maine Power Company acquired the entire capital stock of the Bath & Brunswick Light & Power Company.

Under authority of U. No. 85, dated December 17, 1915, the Company acquired the entire capital stock of the Union Light & Power Company.

Under authority U. No. 92 dated Jan. 11, 1916, the Company acquired the entire capital stock of the Penobscot Bay Electric Company.

Under authority of U. No. 131, dated June 9, 1916, the Company acquired the entire capital stock of the Newport Light & Power Company.

Under authority of U. No. 252, dated Jan. 22, 1918, the Company acquired the entire capital stock of both the Hartland Electric Light & Power Company and the Wiscasset Electric Light and Power Company.

In each of these instances permission of the Commission was only given after thorough and careful investigation of the question of public service, the development and utilization of the natural resources of the State and the returns to investors. Public hearings were held at various places after the fullest public notice had been given of the proposed action.

In each instance it was fully understood by the public that the proposed action if taken would result in the connection of the physical system of the Company in question and the practical consolidation of its property and business with that of the Central Maine Power Company.

It is especially significant that at no hearing held for the consideration of these matters was any appearance made in opposition, nor the slightest objection or criticism to the proposed action offered.

Shortly after the decrees which were made in each of these cases by the Commission the physical plants and properties were so connected and operated with those of the Central Maine Power Company and the active management of their businesses was so taken over by the Central Maine Power Company, that the whole in fact constituted one business and financial system.

In each instance, however, the various subsidiary companies have retained their corporate existences with their own officers and have been under the necessity of keeping their own accounts and transacting business as separate entities.

THIS CASE.

The foregoing general statement has shown the condition of the Central Maine Power Company and the above named subsidiary companies up to the present time.

Under this petition the Central Maine Power Company has asked for the authority to make what is really one system in fact, a single system in point of law and to do away with the present necessary and burdensome expense of keeping and maintaining separate officers and books of account for each of the subsidiary companies.

We will consider first the question presented by the Solon Electric Company. Under the Acts as above referred to and quoted in part, the Central Maine Power Company has the direct authority of the Legislature for the purchase and acquisition of the plant, properties, rights, privileges, franchises, permits and locations of the Solon Electric Company.

Under such circumstances, it would seem that no objection should be offered by the Commission to the Petitioner's authority to carry out the provisions of its amended charter.

Under the authority of the Revised Statutes of 1916, Chapter 55, Section 40, as amended by Chapter 65 of the Public Laws of 1919, it is clear that authority for the purchase of the plants, rights, privileges and other properties of other public utilities may well be granted by this Commission, if, in its opinion, such a course is a proper one.

Since the hearing held on December 14, A. D. 1920, after full notice which was proven as ordered, the Commission has carefully considered the testimony introduced by the Petitioner in the statement of its Treasurer, Mr. Walter S. Wyman.

From his testimony, it is clear that the continuation of the present system under which the petitioner and its subsidiary companies are operating involves a needless and burdensome expense to all parties concerned.

The purchase, authority for which we propose to grant, will result not only in a lessening of expenses, but the necessity of keeping separate books of account and maintaining separate officers will also be obviated, and the necessity for the petitioner and its various subsidiary companies of maintaining separate power accounts which vary largely, dependent upon the amount of natural power available at different seasons of the year, will also disappear.

In another way it would seem that great advantage must ultimately accrue to all citizens, residing in those districts which are served by the petitioner and its subsidiary companies, by the gradual and proper equalization of the rates for service rendered by the utilities which would naturally result from the combination of all of these companies into one system.

The officers of the Central Maine Power Company assure us that they can see no reason for the further continuation of the burdens incident to maintaining the various subsidiary companies in the position in which they now stand and we, ourselves, are likewise unable to see any valid reason therefor.

The price which the petitioner is to pay for the plants, rights, privileges and other properties of the above named companies, while not determined in dollars and cents, is specifically set out in the attested copy of the votes taken by the stockholders of all the companies concerned and may be readily determined at the time of sale. The petitioner has agreed to pay off and discharge all of the financial obligations of each of the selling companies and to assume and continuously perform all of their public duties and obligations. It must be remembered that the petitioner has previously acquired the capital stock of each of the selling companies under authority of this Commission and considering all of the circumstances in the case, we are of the opinion that the price is fair, reasonable and just.

We therefore purpose to grant the prayer of the petitioner permitting it to purchase the property, rights, privileges, franchises, permits and locations of its above named subsidiary companies, with the exception of the gas plant at Belfast as above noted.

We now come to the question of capitalizing the capital expenditures made by these various companies since certain dates before referred to.

Since the acquisition of the stock of the various subsidiary companies by the petitioner, each company has from time to time expended varying sums of money upon its property in construction work and other matters increasing the value of its property available for capitalization. In each case the money therefor was obtained by the subsidiary company by issuing additional stock, after proper petition and subject to the approval of this Commission, and then selling the same to the Central Maine Power Company.

Thereupon the Central Maine Power Company properly issued under the authority of this Commission its own securities to provide the sum necessary to purchase the stock of its subsidiaries. The last transactions of this nature made by the petitioner were, in each case, made under the following orders issued by the Commission giving authority therefor;

In the case of the Hartland Electric Light & Power Company by orders of this Commission and under the authority thereof by U. No. 248 and U. No. 242; capitalizing its expenditures to October 31, 1917.

In the case of the Newport Light & Power Company by U. No. 249 and U. No. 242; capitalizing its expenditures to October 31, 1917.

In the case of the Union Light & Power Company by U. No. 247, authority for the issuing of its securities to reimburse its treasury for capital expenditures was denied on the ground that the amount of expenditures available for capitalization was only one hundred three dollars and eighty-nine cents (\$103.89) which amount was too small to justify the issuing of stock therefor, but the Commission in that order distinctly specified that at some later date authority might be granted upon proper representation to capitalize all such capital expenditures which had been made by the Union Light & Power Company since Nov.

10, 1915, the date of its acquisition by the Central Maine Power Company.

In the case of the Waldoboro Water & Electric Light & Power Company by U. No. 246 and U. No. 242; capitalizing its expenditures to October 31, 1917.

In the case of the Wiscasset Electric Light & Power Company by U. No. 243 and U. No. 242; capitalizing its expenditures to October 31, 1917.

In the case of the Penobscot Bay Electric Company by U. No. 379 and U. No. 378; capitalizing its expenditures to September 30, 1919.

In the case of the Bath & Brunswick Light & Power Company by U. No. 380 and U. No. 378; capitalizing its expenditures to September 30, 1919.

None of the stock so issued by the above named companies and purchased by the petitioner has ever been offered to the public, and has in fact remained the property of the petitioner.

Following the reasoning of these orders, it will readily be seen that additional capital expenditures made by the subsidiary companies since the dates specified would upon proper representation, be available for like transactions, namely: the issue by the subsidiary company of its own stock, the purchase of such stock by the petitioner herein and the issue of its own securities by the petitioner.

Since the dates specified, expenditures have been made by the subsidiary companies for further additions, acquisitions and connections of their properties and the money therefor has been loaned by the petitioner and has in general been charged to their construction accounts and credited to the Central Maine Power Company on an open account due from each of the various companies.

These latter expenditures are the ones which the Central Maine Power Company wishes to have available for capitalization in the future, and it asks that the Commission may recognize at the present time that such expenditures are proper and will be available for future capitalization, upon proper petition and subject to the authority of this Commission.

In our judgment, it seems, in the first place, that the same result may be obtained by the method previously used as outlined above, which must be conceded to be a proper method of

obtaining a proper result, and therefore there should be no reason why such result may not be accomplished by the method suggested by the petitioner unless the same be prohibited by statute. To insist upon following the method as outlined would be idle ceremony and could serve no useful purpose. On the contrary, it would result in very considerable expense and would involve many additional acts that, in our opinion, seem wholly unnecessary.

It seems, moreover, that the authority of the Commission may well and properly be exercised, in granting the prayer of the petitioner and in recognizing that at some future time these expenditures may be available for capitalization, under the strict wording of the statutes.

The authority of the Commission in reference to the issuance of securities, found in Chapter 55, Section 37 of the Revised Statutes of 1916 as amended by the Public Laws of 1919, chapter 128 is in part as follows:

“ Any public utility now organized and existing, and doing business in the State or hereafter incorporated under and by virtue of the laws of the State of Maine, may issue stocks, bonds, which may be secured by mortgages of its property, franchises or otherwise, notes or other evidences of indebtedness payable at periods of more than twelve months after the date thereof, when necessary for the acquisition of property to be used for the purpose of carrying out its corporate powers, the construction, completion, extension or improvement of its facilities, or for the improvement or maintenance of its service, or for the discharge or lawful refunding of its obligations, or to reimburse its treasury for moneys used for the acquisition of property, the construction, completion, extension or improvement of its facilities, and which actually were expended from income or from other moneys in the treasury of the corporation not secured by or obtained from the issue of stocks, bonds, notes or other evidences of indebtedness of such corporation, or for such other purposes as may be authorized by law; * * * ”

The power granted is by the same section expressly made to depend upon the order of the Commission authorizing such issue.

The Revised Statutes of 1916, Chapter 55, Section 40 as amended by Chapter 65 of the Public Laws of 1919 provides in part as follows:

“ Any public utility may henceforth sell, lease, assign, mortgage or otherwise dispose of, or encumber the whole or any part of its property necessary or useful in the performance of its duties to the public, or any franchise or permit, or any right thereunder, or by any means whatsoever, direct or indirect, merge or consolidate its property, franchise or permits or any part thereof, with any other public utility, when, and not otherwise, it shall have first secured from the Commission an order authorizing it so to do.

Every such sale, lease, assignment, mortgage, disposition, incumbrance, merger or consolidation made other than in accordance with the order of the Commission authorizing the same shall be void.”

It would seem that the authority of the section first cited would, without further authority permit the petitioner to capitalize the expenditures referred to, as expenditures made for the construction, completion, extension or improvement of its facilities or to reimburse its treasury for money used for the acquisition of property, the construction, completion or extension or improvement of its facilities.

It can hardly be questioned that the use of the plants of the subsidiary companies since the acquisition of the capital stock of those companies by the petitioner constitutes a use of the facilities of the Central Maine Power Company in its generation, transmission and distribution of electric energy. Clearly its customers depend upon such facilities for the enjoyment of uninterrupted service, uniform power and a gradual but certain decrease of charges due to such additions and improvements of the petitioner's facilities.

If, however, there should still remain doubts as to the authority of the Commission, these doubts can be readily disposed of by referring to the section of the Statutes last cited wherein it is provided that the utility may merge or consolidate by any means whatsoever, direct or indirect, its property, franchises, permits or any part thereof with any other public utility in accordance with the orders of the Commission.

The method proposed by the petitioner, whether it be considered the direct method or the indirect method, is clearly a part of the necessary sale or merger of the facilities of the utilities concerned, and as such sale or merger may be done directly

or indirectly, and as the Commission sees no reason upon the representations as made by the petitioner or the subsidiary companies why this method should not be adopted and as no arguments against the method were interposed at the public hearing held therefor, this Commission therefore will authorize the petitioner to make the aforesaid capital expenditures the basis for the future issue of its securities upon proper petition and subject to the approval of this Commission.

The statements made by the Commission in reference to this petition for authority to purchase the plants, rights, privileges and other properties of the various companies before referred to apply with equal force to the petitions of those companies for authority to sell their plants, rights, privileges and other properties to the Central Maine Power Company and accordingly permission for such sale will be granted on each of their petitions.

Votes in due form and properly authorizing the proposed sale and purchase have been proven before the Commission and due notice of the hearing ordered to be held on December 14, 1920, at 10 o'clock A. M., having been proved, as ordered :

IT IS HEREBY ORDERED, ADJUDGED AND DECREED

That the Central Maine Power Company be and hereby is authorized to purchase the plants, properties, rights, privileges, franchises, permits and locations of the

Hartland Electric Light & Power Company,
Newport Light & Power Company,
Union Light & Power Company,
Waldoboro Water & Electric Light & Power Company,
Wiscasset Electric Light & Power Company,
Penobscot Bay Electric Company,
Solon Electric Light Company and
Bath & Brunswick Light & Power Company,

excepting, however, the gas plant and the property, rights, privileges, franchises, permits and locations pertaining thereto of the Fenobscot Bay Electric Company, including the Gas Plant Lot situate in Belfast, bounded northwesterly by Market street, northeasterly by Washington street, southeasterly and southwesterly by lands of private parties and excepting in each case the franchise to be a corporation, and to make payment therefor

to each of said companies by assuming all of its financial obligations and discharging the same at maturity and by assuming and continuously performing all its public duties and obligations.

That the Central Maine Power Company as soon as possible shall cause the capital stock of each of said companies to be cancelled and retired so that the same may not be reissued or sold to the public, except that if it see fit it may retain either in its own treasury or in the hands of responsible persons whom it may select for the purpose not exceeding ten shares of the capital stock of each of said companies for the purpose of maintaining a complete organization thereof and of qualifying directors.

That the Commission recognizes that as a part of the conditions of this sale and purchase or merger of the utilities concerned, the Central Maine Power Company may, in the future at such time as it may deem proper, upon proper petition therefor and subject to the approval of this Commission capitalize the expenditures of the various subsidiary companies involved herein in so far as those capital expenditures were made by money advanced or provided by the said Central Maine Power Company and were made since the dates specified, to wit; in the case of

Hartland Electric Light & Power Company.....	Oct. 31, 1917
Newport Light & Power Company.....	Oct. 31, 1917
Union Light & Power Company.....	Nov. 10, 1915
Waldoboro Water & Electric Light & Power Co....	Oct. 31, 1917
Wiscasset Electric Light & Power Company.....	Oct. 31, 1917
Penobscot Bay Electric Company.....	Sept. 30, 1919

And in the case of

Bath & Brunswick Light & Power Company.....	Sept. 30, 1919
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The Central Maine Power Company will report its doings, under this order, within sixty days from the date hereof, and from time to time thereafter as may be ordered by the Commission, supported by the affidavit of one or its principal officers until all matters involved in this decree shall have been finally disposed of.

January 1st, 1921.

To the Maine Public Utilities Commission, Augusta, Maine.
Hon. B. F. Cleaves, Chairman:

GENTLEMEN:—The Engineering Staff at the beginning of the year consisted of myself and an assistant, Mr. A. F. McAlary. During the summer, June 16th to September 4th, Mr. H. L. Pride was employed to assist with the field work and computations on valuations, and S. L. Jones, an electrical engineer, helped us with the computations for three weeks.

September 11th, Mr. McAlary resigned to accept a position where the salary was more nearly commensurate with his ability. The State of Maine lost the services of a man well qualified for the work of this Commission; a man whose training and experience with water supplies, sanitary control and general hydraulics made him of great worth in any comprehensive scheme looking to the adequate regulation of the character, quantity or value of public water supplies. His general engineering knowledge and ability to solve special problems were assets that cannot be overestimated when considering the variety of the questions that came to this department for answer.

I was without any assistant during September but early in October I succeeded in hiring Mr. Harold W. Coffin, an electrical engineer, who assumed the duties of the office October 13th, 1920.

During the year, 89 cases have come to this department for investigation and report; of these 67 have been completed, with 22 carried over into the next year. Representatives of the department have attended fifteen hearings, besides many conferences. A large part of the cases have been adjusted without formal action by the Commission.

On the following pages under separate headings showing the various activities of the engineering force are given the details of the work performed and the results accomplished.

VALUATIONS.

In valuations for rate making purposes, estimates were made for nine water companies having a total reproduction cost of \$1,199,443. One estimate involving \$32,635 was reviewed, making a total of \$1,232,078 reported upon in rate cases. For matters relating to purchase and sale of electric utilities, we reviewed and reported upon estimates amounting to \$6,525,000. Where cases involved security issues, we have reviewed and reported upon estimates or cost accounts covering water supply property to the extent of \$54,300 and electric utility property to the extent of \$1,357,262.

For all purposes, rates, sales, issues of securities, we have been called upon to make or review property estimates amounting in total to \$9,178,640.

EXTENSIONS OF SERVICE.

During the year we have reported on one telephone extension involving a construction expenditure of \$2,400; three extensions of water supply systems involving a construction expenditure of \$11,823; and nine electric line extensions with estimated construction expenditures totaling \$135,928. Thirteen extensions with a total estimated cost of \$150,151 were investigated, and of this number eight were built at an approximate cost of \$15,150.

In our work with cases of this type it was necessary to estimate and report on the probable cost of operating the extension and the probable revenue to be derived therefrom, as well as to ascertain the probable cost of construction.

ADEQUACY OF SERVICE.

Investigations were made of seven complaints against utilities, claim being made that the service rendered was inadequate. One was against a telephone company; four against water companies, and two against electric light and power corporations. Two cases were dismissed because the complaints were unwarranted; the other five were settled by changes in the source of supply or conditions of service. One case alone came to a hearing and was finally settled by the companies involved expending about \$40,000.

SAFETY OF SERVICE.

Three cases, wherein it was alleged that the transmission or distribution lines of certain electric companies were not constructed and maintained in a safe condition, were investigated. In all of these instances, the dangerous construction was changed to satisfy the requirements established to protect both the customers and the public from accident.

WATER POLLUTION.

Chapter 98 of the Public Laws of Maine for the year 1917, being an act to prevent the source of domestic water supply from becoming polluted, put the burden of enforcement of these regulations on the Public Utilities Commission. During the first nine months of the year this work was carried on under the immediate direction of the Engineering Department. In this period the bacteriological laboratory reported twenty-four cases of polluted water supply to us. Ten of this number on second analysis were found to contain no harmful bacteria and required no further attention. Fourteen cases were investigated and recommendations made as to the steps necessary to correct the present difficulties and prevent the recurrence of unsanitary conditions around the sources of supply. In three instances chlorinators were installed upon our recommendations.

BRIDGES.

During the year the bridge investigations have been carried on to the best of our ability. We have examined plans for two new bridges, and recommended the issue of a certificate of safety on four after due examination. During the year, a bridge that was closed to traffic in 1919 was reopened, the necessary repairs having been made. Another was closed to traffic, repaired and reopened, and a third repaired without suspending travel over it.

SPECIAL INVESTIGATIONS.

We have from time to time been called upon to give engineering advice and assistance to other state departments. This has been done when to do so would not interfere with the duties specifically assigned to us. One case which could not be classi-

fied under any of the foregoing headings was reported upon. This was an investigation as to the rates the State of Maine should pay for electric energy used on the State House grounds, including outside lights, State House, Adjutant General's Building, Workshop, Blaine Mansion and house on Grove street.

I have also had prepared a chart giving the operating statistics of the electrical companies for the year 1919. This compilation shows the names of all the utilities operating during the year, arranged in alphabetical order; the number of kilowatt-hours generated or purchased from other than utilities; the source of power used in generation, whether steam or hydraulic; the interchange of power between utilities; the ultimate use of the power; the amounts lost in transmission and distribution; and finally the load characteristics such as extent of service, number of power and light customers, etc. A detailed discussion of the statistics and the tabulations themselves follow immediately after this report.

Respectfully submitted,

WM. M. BLACK,

Chief Engineer.

PUBLIC UTILITY ELECTRIC POWER STATISTICS FOR YEAR 1919.

The accompanying tabulation shows the number of kilowatt hours generated, bought, and distributed by the public utilities during the year 1919. The preparation of this table was undertaken so that we could partially answer questions in regard to the relative use of steam and hydraulic power as a generative force, by the utilities.

That there may be no misunderstanding in regard to the facts shown I will explain the elements. There has been no attempt to indicate the generating capacity of the various stations or companies but to show the total use that is being made of the equipment installed. At some future time I hope to have at hand information which will enable me to make a comparison between the total capacity and the actual use.

So much confusion exists in the minds of many people about the meaning of the terms kilowatt and kilowatt-hour that I shall take the liberty of explaining them again.

A Kilowatt (abbreviation K. W.) is the name applied to the common unit for measuring electrical energy and is equivalent to approximately 1 1-3 horse power.

A Kilowatt-Hour (abbreviation K. W. H.) is the result of using a kilowatt (or approximately 1 1-3 H. P.) for one hour. Kilowatts then refer to the amount of energy while kilowatt-hours refers to the length of time the energy is used or the work done. Thus if 1,000 kilowatt hours are to be produced it may be done by running a one kilowatt generator for one thousand hours; a 50 K. W. generator for twenty hours; a 500 K. W. generator for two hours; or a 1,000 K. W. generator for one hour; the total amount of work done in each case is the same.

In making a comparison I felt that a better idea of the relative use of steam and hydraulic power could be conveyed to the public by a comparison of the actual number of work units or kilowatt-hours produced by each class of power. The latter part of the table is appended for the purpose of showing the uses of power at the present time.

DESCRIPTION OF TABLE.

The first column gives the name of the utilities arranged in alphabetical order and is followed by eight columns under the general heading "Kilowatt-hours generated for Distribution by Utilities," showing the number of kilowatt-hours generated by each class of power by the utilities themselves; amounts purchased from private concerns and the total available for distribution.

The next three columns under the heading "Interchange between Utilities" show the amounts bought for resale, the company bought from, and the quantity sold for distribution by other than the original generating or purchasing utility. These statistics are given so that the final use of each block of power generated may be known. No additional power is reported, the data given is simply a record of the rehandling of electricity already listed in the columns devoted to power generation.

Under the general heading "Kilowatt-hours distributed" are columns showing the number of kilowatt-hours used for street lighting, commercial lighting, commercial power, and street railways, and one column for unclassified uses, and finally the column showing the total distributed.

The next two columns, under the heading "Lost in Transmission and Distribution," give the actual number of kilowatt-hours unaccounted for, which is the difference between the station meters, showing output, and the total sold as shown by the customers' meters; and this same amount shown as a percentage of the total generated.

The last six columns under the heading "Load Characteristics," show the general conditions and extent of service. Two columns are devoted to showing the number of customers classified as lighting or power users; one column shows the extent of service or the number of hours the plant is operated each day. The last three show respectively the maximum kilowatt-hour output for any hour during the year; the average kilowatt-hour output per hour produced by dividing the total output by the total number of hours in a three hundred sixty-five day year; and finally the "Yearly Load Factor" derived by dividing the maximum one hour output by the average.

At the bottom of the sheet appear two lines, one giving the total kilowatt-hours listed under each heading, and the other expressing the same information as a per cent of the total generated. From this tabulation it is possible to determine exactly how a block of power was generated and the final use or disposition made of it; the efficiency of distribution; and the relative demands for various uses. We further show by foot notes the number of kilowatt-hours that were transmitted out of the State and the amount generated outside and brought in by the utilities for the use of our citizens.

Throughout the table will be found figures that are designated as estimates. This was necessary because many of the companies did not give complete information in their annual reports and others gave "statistics" that were obviously inaccurate. But I felt that an estimate based on our information in regard to the equipment of the company and the type and size of the community served would produce more reliable results than either a zero or grossly incorrect figure. As a matter of fact,

the amount estimated is less than one per cent of the total generated and does not have a great influence on the summations of quantities shown.

It will be noted by referring to the percentages given at the bottom of the sheet that the utilities themselves generated by use of water 85.1% of the total power available and that they purchase from other companies who generate by hydraulic power 11.9% of the total, showing that for Public Utility service 97% of all the electrical energy used was made available through the utilization of water power.

The use of steam and internal combustion engines for producing power was limited principally to auxiliary service, except in the cases of eleven small companies and the Rockingham County Light & Power Company of Portsmouth, which furnishes electricity to Kittery, Maine, and for the operation of the Portsmouth, Dover & York Street Railway in Maine. This block of power represents only 3% of the total.

In the distribution of power it is interesting to note that 25.3% was unaccounted for, primarily because of losses in transmission and distribution. The 74.7% delivered to customers was divided in the following manner: Street lighting took 3.2%; commercial or house lighting used 14.3%; commercial power, consisting of factories, small motors and like installations consumed 39.2%; the street railways required 16.9% for the operation of their cars; while 1.1% went for unclassified uses such as lighting producing company's property and miscellaneous services.

The figures given in the column showing the number of lighting customers must not be used to estimate the extent to which electric service has entered the homes of Maine without first considering that many of these customers are located in the business districts of our communities and use the lights for their offices, stores and factories. It would be interesting to know what per cent of the homes in Maine are being served by the electric utilities but only a very rough approximation could be obtained from the figures presented.

At the foot of the column headed "Average K. W. H. Hourly Output for the Year" is shown a figure 24,554. This is not the total of the column but was derived by dividing the total number of kilowatt-hours generated by the number of hours in

a 365 day year. It is impossible at the present time to compare this average use of power with the average capacity of our generating stations to produce energy, but it is undoubtedly true that at certain seasons of the year and hours of the day greatly increased loads could be carried by our electric utilities, giving them an increased utilization of their equipment and thereby reducing the cost of a unit of power. Someone will immediately suggest that this be accomplished by heating houses but the trouble with such a scheme seems to be that the season when we have to heat our homes is coincident with the present peak loads of our electric companies. To increase the efficiency of utilization it will be necessary to increase the summer load without throwing any material additional demand on the present installations during the winter months.

EXCHANGE OF POWER WITH OUT OF STATE COMPANIES.

A supplementary table has been prepared showing the interchange of power across the state boundary by public utilities. The exchange is handled in three groups. The Kittery, Berwick, Portsmouth, Dover territory comprises one group because all the companies operating on either side of the line are interconnected. When the water power is available the Berwick & Salmon Falls Electric Company, whose generators are in Maine, sells to the Twin State Gas & Electric Company in Dover, N. H., which in turn sell to the Portsmouth, Dover & York Street Railway operating principally in Maine, and also sell back to the B. & S. F. E. Co., steam generated power purchased from the Rockingham County Light & Power Company, whose station is located in Portsmouth. The Rockingham County Light & Power Company also furnishes electricity to Kittery and Eliot, Maine, and to the Portsmouth, Dover & York Street Railway. The last named company also buys a small block of power from the Dover, Somersworth & Rochester Street Railway. The net result of this interchange, after making allowances for the portion of the P. D. & Y. St. Ry., operated in New Hampshire, shows that Maine purchased and utilized 314,333 kilowatt-hours more than they sold.

At Calais the St. Croix Gas Light Company generates a small amount of power in a steam station in Maine, but this is only a standby service for the principal source of electricity for lights in Calais is a hydraulic generating station in New Brunswick.

The International Power Company with a hydraulic generating plant in Maine sells its entire output to the Calais Street Railway, which uses the power to operate its cars and sells the surplus power. Part of this power is used to operate cars in New Brunswick and to supply power to small motors across the line. The net result of the transactions at Calais, after estimating the energy used by the railway in New Brunswick, was that Maine sold 2,342 kilowatt-hours more than were purchased.

In Aroostook county there is another case where power is carried across the border, but its course is inward. All the power distributed from Houlton to Van Buren by the Gould Electric Company is purchased from the Maine & New Brunswick Power Company, generated at their hydraulic power station at New Brunswick. The total amount they brought in for the year was 5,708,340 kilowatt-hours.

One other utility is shipping power out of the State, the Fort Kent Electric Company supplying the people of Clairs, N. B., with light. The quantity is not known but is so small as to be negligible. The net result of this exchange of power is that Maine purchased from outside sources 6,020,331 kilowatt-hours more to meet utility demands than the utilities sold to parties beyond the borders of our State. In other words, in the year 1919 the utilities within the State because of conditions were forced to purchase from out of State sources 2.78% of the electricity required for their purposes.

In this matter of transmission of power out of, or into the State it should be noted that in no case is the generating plant at any great distance from the boundary line. The most distant station is not three miles away and two instances at least if the power plant were changed from one end of the dam to the other it would be removed from the political jurisdiction under which it now exists. There is at least one other company transmitting power out of the State but it is not a utility and therefore is not covered in this report.

GENERAL STATEMENT.

There are no records available to show how much of the total hydraulic power developed in Maine is covered in this tabulation, but I am convinced, without possessing any evidence to prove it, that it represents less than forty per cent of the whole amount

generated and used in Maine for all purposes. It would be interesting to continue this study, covering all classes, for the purpose of showing to what extent Maine's water powers are actually being utilized. Any comprehensive understanding of the situation would necessitate such a study for it is as essential to know the present utilization and market for power as it is to know the capacity of our rivers to give service. This is an economic problem.

NAME OF UTILITY.	KILOWATT-HOURS GENERATED FOR DISTRIBUTION BY UTILITIES.								INTERCHANGE BETWEEN UTILITIES.		
	Generated by Utilities				Generated by Private Concerns.				Total Generated	Purchased from Utilities	
	Steam	Internal Combustion	Hydro	Total	Steam	Hydro	Total	Kilowatt-Hours		Purchase	
Androscoggin Electric Co., Lewiston.	276,800	-	21,151,660	21,428,460	-	-	-	21,428,460	-	-	
Androscoggin & Kennebec Railway Co.	-	-	-	-	-	-	-	-	A 11,623,208	{ Androscoggin Electric Co.	
Lewiston, Augusta & Waterville Street Railway	-	-	-	-	-	-	-	-	***508,360	{ Maine: Bath & Brunswick Light & Power Co.	
Aroostook Valley Railroad, Presque Isle.	-	-	2,757,425	2,757,425	-	-	-	2,757,425	26,122	{ York County.	
Atlantic Shore Railway, Kennebecport.	-	-	31,534,490	31,534,490	-	-	-	31,534,490	8,340,974	{ Bath Harbor & Union Street Railway.	
Bangor Power Co.	-	-	-	-	-	-	-	-	14,307,377	{ Bangor Power Co.	
Bangor Railway & Electric Co.	-	-	12,071,661	12,071,661	-	-	-	12,071,661	-	-	
Bar Harbor & Union River Power Co.	-	2,100	-	2,100	-	-	-	2,100	-	-	
Barnes Electric Light Plant, Andover.	-	-	-	-	-	-	-	-	12,600°	-	
Bartlett, C. H., North New Portland.	2,872	-	8,003,245	8,006,117	-	12,600°	12,600°	8,006,117	-	2,874,800	
Bath & Brunswick Light & Power Co.	-	-	213,000°	213,000°	-	-	-	213,000°	-	-	
Belgrade Power Co.	-	-	-	-	-	-	-	-	81,860	{ Central Maine.	
Benton & Fairfield Railway Co.	-	-	2,460,295	2,460,295	-	-	-	2,460,295	**261,444	{ Twin State Gas Co.	
Berwick & Salmon Falls Electric Co.	94,356	18,891	113,247	113,247	-	-	-	113,247	-	828,400	
Bethel Light Co.	-	-	-	-	-	9,092	9,092	9,092	-	***24,193	
Biddeford & Saco Railroad.	-	-	-	-	-	-	-	-	124,360	{ Gould Electric Co.	
Black Stream Electric Co., Hermon.	-	-	271,600	271,600	-	-	-	271,600	-	Western Maine.	
Bridgewater Electric Co.	-	-	2,220°	2,220°	-	-	-	2,220°	-	-	
Bridgton Water & Electric Co.	-	-	107,000°	107,000°	-	-	-	107,000°	-	-	
Brownfield Electric Co.	-	-	-	-	-	629,990	629,990	629,990	-	***25,000	
Brownville Electric Light & Power Co.	-	-	-	-	-	-	-	-	***568,561	{ St. Croix Gas Light Co.	
Calais Street Railway.	-	-	-	-	-	-	-	-	67,550	{ Gould Electric Co.	
Caribou Water, Light & Power Co.	2,945,200	-	23,065,596	26,010,796	-	16,641,000	16,641,000	42,651,796	B2,041,180	{ B. & B.; P. B. E.	
Carrabassett Light & Power Co., North Anson.	-	-	24,300°	24,300°	-	-	-	24,300°	-	-	
Central Maine Power Co.	-	-	910,420	910,420	-	-	-	910,420	-	-	
Cherryfield Electric Light Co.	-	-	453,235	453,235	-	-	-	453,235	-	-	
Clark Power Co., Dayton.	-	-	-	-	-	4,818	4,818	4,818	-	-	
Cornish & Kezar Falls Light & Power Co.	-	-	-	-	-	-	-	-	99,010	99,010	
Crawford Electric Co., South Union.	-	-	64,994,310	65,709,728	-	99,010	99,010	65,808,738	C102,360	{ Mallison; Western	
Cumberland County Power & Light Co., Portland.	715,418	-	-	-	-	-	-	-	18,124,209	{ C. C. P. & L. Co.	
Power & Light Department.	-	-	-	-	-	-	-	-	-	-	
Danforth Electric Light Co.	68,500°	-	95,500°	68,500°	36,400°	-	-	104,900°	-	-	
Dennistown Power Co.	-	-	95,500°	95,500°	-	-	-	95,500°	-	-	
Dover, Somersworth & Rochester Street Railway. †	**4,730°	-	4,730°	4,730°	-	-	-	4,730°	-	***44,388	
Easton Electric Co.	-	-	-	-	-	233,865	233,865	233,865	-	72,810	
Eastport Electric Light Co.	-	-	-	-	-	-	-	-	***357,819	{ Gould Electric Co.	
Fairfield & Shawmut Railway.	-	-	-	-	-	-	-	-	-	-	
Fort Fairfield Light & Power Co.	-	-	237,000°	237,000°	-	-	-	237,000°	-	-	
Fort Kent Electric Co.	-	-	1,092,000°	1,092,000°	-	-	-	1,092,000°	-	-	
Franklin Light & Power Co., Farmington.	-	-	-	-	-	38,488	38,488	38,488	-	-	
Fryeburg Electric Light Co.	-	-	-	-	-	5,708,340	5,708,340	5,708,340	-	45,725°	
Gould Electric Co., Presque Isle.	-	-	45,725°	45,725°	-	-	-	45,725°	-	116,605	
Harrison Light & Power Co.	-	-	-	-	-	-	-	-	44,570	{ Oxford Electric Co.	
Hartland Light & Power Co.	-	-	-	-	-	-	-	-	***1,418,200	{ Gould Electric Co.	
Hebron Academy, Trustees of.	6,206	-	6,206	6,206	-	-	-	6,206	-	-	
Houlton Water Co., Electric Department.	-	-	-	-	-	-	-	-	-	-	
Island Lighting Co., Island Falls.	-	-	61,100°	61,100°	-	-	-	61,100°	-	-	
Jordan, G. F. and A. L., West New Portland.	600	-	3,000°	3,000°	-	-	-	3,000°	-	-	
Kennebunk Electric Light Department.	-	-	44,740	44,740	-	-	-	44,740	-	172,385	
Kingfield Light Co.	-	-	-	-	42,250°	-	-	42,250°	-	42,250°	
Knox County Electric Co., Rockland.	-	-	-	-	-	-	-	-	-	5,244,000	
Lake View Electric Co., Milo.	-	-	-	-	13,785	-	-	13,785	-	-	
Lee Electric Co.	-	-	8,370	8,370	-	-	-	8,370	-	8,370	
Limestone Light & Power Co.	-	-	-	-	-	-	-	-	***143,123	{ Gould Electric Co.	
Lincoln County Power Co., Inc., Damariscotta.	-	-	1,765,100	1,765,100	-	-	-	1,765,100	-	118,816	
Lincoln Light & Power Co.	-	-	-	-	-	539,279	539,279	539,279	-	-	
Livermore Falls Light & Power Co.	21,131	-	21,131	21,131	-	-	-	21,131	-	-	
Lubec Sardine Co.	-	-	89,300°	89,300°	-	-	-	89,300°	-	-	
Machias Electric Light Co.	-	-	326,518°	326,518°	-	-	-	326,518°	-	-	
Madison Village Corporation, Electric Department.	-	-	4,029,131	4,029,131	-	-	-	4,029,131	-	-	
Mallison Power Co., South Windham.	-	-	-	-	-	88,730	88,730	88,730	-	4,117,861	
Mapleton Electric Co.	-	-	-	-	-	-	-	-	***126,369	{ Gould Electric Co.	
Mars Hill Electric Co.	-	-	-	-	-	-	-	-	***103,020	{ Gould Electric Co.	
Merrill Mill Co., Patten.	29,140°	-	9,720°	38,860°	-	-	-	38,860°	-	-	
Milo Electric Light & Power Co.	-	-	689,640	689,640	-	-	-	689,640	-	-	
Millinocket Light Co.	9,828	-	9,828	9,828	-	-	-	9,828	-	42,133	
Monmouth Electric Co.	-	-	-	-	-	-	-	-	-	45,155	
Monson Light & Power Co.	-	-	-	-	-	-	-	-	-	16,193	
Montague-Howland Electric Co., West Enfield.	-	-	-	-	-	-	-	-	***20,697	{ Bangor Power Co.	
Monticello Electric Co.	-	-	-	-	-	-	-	-	-	-	
Moore, Geo. A., Ashland.	-	-	55,300°	55,300°	-	-	-	55,300°	-	-	
Mt. Vernon Light & Power Co.	-	-	-	-	-	-	-	-	11,000	{ Weymouth.	
Newport Light & Power Co.	-	-	-	-	-	-	-	-	284,342	{ Central Maine.	
Oquossoc Light & Power Co.	-	-	152,210	152,210	-	-	-	152,210	-	-	
Oxford Electric Co.	48,285	-	1,096,212	1,144,497	-	-	-	1,144,497	-	-	
Penobscot Bay Electric Co., Belfast-Greenville.	-	-	3,650,810	3,650,810	-	-	-	3,650,810	-	1,348,177	
Penobscot Light & Power Co., Winn.	-	-	-	-	-	-	-	-	-	-	
Phillips Electric Light & Power Co.	No report	received	46,493	46,493	-	-	-	46,493	-	-	
Portsmouth, Dover & York Street Railway.	-	-	-	-	-	-	-	-	-	-	
Readfield Light & Power Co.	-	-	20,406°	20,406°	-	-	-	20,406°	-	-	
Rockingham County Light & Power Co., Portsmouth, N. H. †	**1,030,381	-	-	1,030,381	-	-	-	1,030,381	-	-	
Rogers, W. A., Flagstaff.	-	-	3,690°	3,690°	-	-	-	3,690°	-	-	
Rumford Falls Light & Water Co.	-	-	-	-	-	1,695,300	1,695,300	1,695,300	-	-	
St. Croix Gas Light Co., St. Stephen, N. B. †	35,000°	-	***310,150°	345,150°	-	-	-	345,150°	-	-	
Smith, John, Mattawamkeag.	No report	received	-	-	-	-	-	-	-	-	
Smyrna Mills Electric Light & Power Co.	No report	received	-	-	-	-	-	-	-	325,090	
Somerset Traction Co., Skowhegan.	-	-	-	-	-	29,400°	29,400°	29,400°	-	-	
Stratton Light Co.	-	-	-	-	-	-	-	-	-	-	
Thompson, C. A. & Co., New Sharon.	-	-	45,500°	45,500°	-	-	-	45,500°	-	24,300°	
Turner Light & Power Co.	-	-	-	-	-	-	-	-	-	-	
Twin State Gas & Electric Co., Dover, N. H. †	**307,000	-	-	307,000	-	-	-	307,000	*1,738,182	{ Berwick & Salmon Falls Electric Co.	
Union Light & Power Co.	-	-	-	-	-	-	-	-	28,720	{ Central Maine.	
Van Buren Light & Power District.	469,537	39,600	-	509,137	-	-	-	509,137	***353,238	{ Gould Electric Co.	
Vinalhaven Light & Power Co.	-	-	-	-	-	-	-	-	104,200	{ Central Maine.	
Waldoboro Water & Electric Light & Power Co.	-	-	-	-	-	-	-	-	***76,623	{ Gould Electric Co.	
Washburn Electric Co.	-	3,000°	-	3,000°	-	-	-	3,000°	-	-	
Washington County Light & Power Co., Harrington.	-	-	-	-	-	-	-	-	1,115,502	{ Central Maine.	
Waterville, Fairfield & Oakland Railway.	-	-	-	-	-	-	-	-	1,081,133	{ Cumberland Co.	
Westbrook Electric Co.	-	-	1,085,575	1,085,575	-	-	-	1,085,575	227,810	{ Cumberland Co.	
Western Maine Power Co., Limerick.	-	-	-	-	-	-	-	-	***32,650	{ Gould Electric Co.	
Westfield Electric Co.	-	-	79,860°	79,860°	-	-	-	79,860°	-	-	
Weymouth, Geo. A., Farmington Falls.	-	-	-	-	-	-	-	-	493,850	{ Central Maine.	
Winthrop & Wayne Light & Power Co.	-	-	-	-	-	-	-	-	115,027	{ Central Maine.	
Wiscasset Electric Light & Power Co.	-	-	-	-	-	84,000°	84,000°	84,000°	-	-	
Woodland Light & Water Co.	-	-	-	-	-	-	-	-	262,700	{ Cumberland Co.	
Yarmouth Lighting Co.	-	-	-	-	1,990	-	-	1,990	8,519,430	{ Cumberland Co.	
York County Power Co.	-	-	-	-	-	-	-	-	-	-	
Grand Total.	6,064,984	63,591	183,062,907	189,191,482	94,425	25,813,912	25,908,337	215,099,819	85,812,139	-	
Percent of Total Generated.	2.8	-	85.1	87.9	-	11.9	12.0	100.0	38.9	-	

Legend:

- ° Involves an estimate based on data in the office of the Public Utilities Commission.
- § Losses borne by the generating company.
- † Covers only operations in Maine and dealings with Maine utilities.
- * Generated in Maine, shipped out of the State.
- † Distributed in New Hampshire.
- ‡ Distributed in Canada.
- ‡ Reshipped into Maine for distribution. Includes 307,000 Kw-H. generated in New Hampshire.
- ** Generated in New Hampshire, distributed in Maine.
- *** Generated in Canada, distributed in Maine.

- A { Androscoggin Electric Co.
- { Bath & Brunswick Light & Power Co.
- { Central Maine.
- B { Bath & Brunswick.
- { Penobscot Bay Electric Co.

KILOWATT-HOURS DISTRIBUTED.							LOST IN TRANSMISSION AND DISTRIBUTION.		LOAD CHARACTERISTICS.					
Sold to Electric Utilities.	Street Lighting	Commercial Lighting	Commercial Power	Electric Railways	Unclassified	Total Kw-H Distributed	Kilowatt-Hours		Number of Customers.		Extent of Service Maintained.	Maximum Kw-H One-Hour Output.	Average Kw-H Hourly Output for the Year.	Yearly Load factor Percent.
							Kilowatt-Hours	Percent	Lighting.	Power.				
8,149,330	181,376	4,682,710	5,750,380	1,807,300	-	12,421,766	857,364	4.0	6,219	222	24 hours.	7,015	2,447	34.8
-	26,521	59,178	128,328	6,695,447	51,518	6,960,992	4,662,216	40.1	247	27	do.	-	1,326	-
42,520	-	-	250,650	1,412,240	-	1,662,890	1,078,137	39.1	-	1	do.	-	-	-
14,442,386	-	-	21,361,526	-	-	21,361,526	4,071,552	10.2	-	11	do.	5,760	4,550	79.0
-	227,254	3,159,257	3,094,237	4,894,777	-	11,375,525	2,931,852	20.5	6,632	334	do.	2,460	1,630	-
8,340,974	187,128	501,691	546,401	-	-	1,235,220	2,495,467	20.7	1,557	145	do.	4	1,378	56.0
-	4,000	4,800	-	-	-	8,800	889	42.3	-	19	Twilight-Daylight	-	-	-
1,931,238	301,843	1,252,815	5,363,705	-	137,914	7,056,277	1,893,402	17.4	3,369	148	do.	2,400	1,011	42.1
-	3,000	157,000	-	-	-	160,000	53,000	24.5	-	58	24 hours.	-	-	-
*1,738,182	42,804	120,032	174,176	-	-	337,012	646,545	23.8	-	29	do.	-	310	-
-	5,746	36,800	43,258	-	-	85,804	27,443	24.3	-	184	do.	-	13	-
-	-	-	-	704,100	-	704,100	124,300	15.0	-	-	do.	-	-	-
-	-	4,509	-	-	-	4,509	4,583	50.5	-	46	do.	-	-	-
-	-	2,350	1,500	-	-	20,600	3,593	14.8	-	70	do.	-	3	-
-	22,785	47,883	315,134	-	-	385,802	10,158	2.5	281	16	do.	200	45	22.6
-	-	1,560	-	-	-	1,560	660	29.8	-	26	{ Twilight—11 p.m. }	-	-	-
-	15,000	51,917	8,000	-	-	74,917	32,083	30.0	-	251	{ 4 a.m. - Dayl't }	-	-	-
-	-	-	172,569	321,200	108,150	601,919	53,071	8.1	-	29	24 hours.	230	72	31.3
-	22,575	239,831	219,380	-	-	481,786	84,775	15.0	602	62	do.	-	65	-
-	12,500	34,750	-	-	-	47,250	20,308	30.0	-	130	do.	-	-	-
15,787,722	1,579,041	4,299,291	11,596,107	-	216,796	17,691,235	11,214,019	25.1	12,878	924	do.	11,000	5,010	45.5
-	8,060	9,450	-	-	-	17,510	6,790	28.0	-	69	Twilight-Daylight	-	-	-
-	22,100	31,208	809,423	-	25,000	887,731	22,689	2.5	187	26	23 hours.	650	104	16.0
-	18,000	45,000	207,605	-	91,600	362,205	91,030	20.1	287	15	24 hours.	125	52	41.4
-	1,430	2,800	-	-	-	4,230	588	12.2	37	-	do.	-	-	-
28,215,282	1,717,737	7,360,784	17,138,070	15,348,426	-	26,216,591	11,479,225	17.4	12,566	906	do.	16,800	7,530	44.8
-	3,500	21,000	44,000	-	-	15,348,426	2,775,783	15.3	-	105	do.	-	-	-
-	10,000	48,000	6,000	-	-	68,000	36,400	33.8	-	231	Twilight-Daylight	-	-	-
**2,840	-	-	-	-	-	64,000	31,500	33.0	-	6	24 hours.	-	-	-
-	3,000	31,187	-	-	-	34,187	10,201	40.0	-	141	do.	100	5	5.0
-	24,650	112,559	-	-	-	137,209	96,656	41.5	-	565	2 p. m.-Daylight.	133	27	20.0
-	-	-	108,026	72,810	-	72,810	320,122	10.6	32	-	24 hours.	-	41	-
-	24,600	83,000	7,500	-	-	115,100	121,900	51.4	13	-	do.	-	-	-
-	110,000	679,601	94,645	-	44,000	928,246	163,754	15.0	823	36	do.	-	-	-
-	13,380	18,200	1,095	-	-	32,675	5,813	17.8	152	3	do.	50	4	8.8
***3,775,241	25,000	259,731	145,007	-	239,560	669,298	1,263,801	22.1	772	67	do.	-	651	-
-	18,007	22,138	1,000	-	-	41,145	4,580	10.0	111	1	12 hours.	-	5	-
-	20,128	41,000	36,043	-	-	97,171	19,434	16.7	193	4	24 hours.	-	13	-
-	-	30,130	-	-	-	30,130	14,440	32.4	24	-	do.	-	5	-
-	43,181	372,102	417,830	-	363,669	1,196,782	227,624	16.0	1,261	111	do.	-	163	-
-	4,380	22,300	13,000	-	-	39,680	21,420	35.0	94	1	{ Twilight-Midnight }	-	-	-
-	1,000	1,500	-	-	-	2,500	500	16.7	16	-	{ 4 a.m. - Dayl't }	-	-	-
-	26,000	86,207	18,590	-	-	130,797	86,328	39.7	528	20	{ 1 p.m. - 7 a.m. }	-	-	-
-	-	-	-	-	-	-	-	-	-	-	24 hours.	-	25	-
-	5,865	21,593	-	-	-	27,458	14,792	35.0	83	-	{ Twilight-Midnight }	-	5	-
-	160,970	675,219	1,693,553	1,956,424	41,744	4,527,910	716,090	13.7	2,324	141	{ 4.30 a.m. - Dayl't }	1,100	598	54.4
-	2,800	9,630	-	-	-	12,430	1,355	9.8	47	-	Twilight-Daylight	-	1	-
-	3,000	3,733	300	-	-	7,033	1,337	16.0	28	1	do.	-	1	-
-	4,200	67,000	46,700	-	-	117,900	25,223	17.6	233	3	24 hours.	-	16	-
-	95,000	133,000	1,091,270	-	-	1,319,270	445,830	25.3	875	38	do.	-	202	-
-	21,900	59,500	-	-	-	81,400	37,416	31.7	350	-	do.	-	14	-
-	47,000	166,345	195,850	-	25,000	434,195	105,084	19.5	700	30	do.	-	62	-
-	1,420	17,791	-	-	-	19,211	1,920	11.0	130	-	Twilight-Midnight	-	3	-
-	11,000	56,000	-	-	-	67,000	22,300	25.0	317	-	Twilight-Daylight	75	10	13.6
95,880	43,500	161,418	58,500	-	-	263,418	63,100	19.3	904	35	24 hours.	-	37	-
-	978	98,171	3,415,116	-	-	3,514,265	507,716	12.3	173	6	do.	650	470	72.3
-	876	21,922	38,146	-	-	60,944	65,425	51.7	118	11	do.	-	14	-
-	8,182	71,502	13,733	-	-	93,427	9,593	9.3	245	27	do.	-	12	-
-	13,100	19,280	-	-	-	32,380	6,480	16.7	142	-	4 a.m. - Midnight.	-	4	-
-	24,407	85,149	180,085	-	-	289,641	399,999	58.0	379	19	24 hours.	500	79	15.7
-	5,435	3,973	-	-	-	9,408	420	4.3	102	-	do.	-	1	-
-	8,150	20,090	5,500	-	-	33,740	8,393	20.0	107	3	do.	-	5	-
-	14,016	25,269	-	-	-	39,285	5,870	13.0	110	-	do.	-	5	-
-	4,036	10,953	-	-	-	14,989	1,204	7.4	93	-	do.	15	2	13.3
-	2,297	14,250	-	-	-	16,547	4,150	20.1	85	-	do.	-	2	-
-	10,500	33,800	-	-	-	44,300	11,000	20.0	238	-	Twilight-Daylight	-	6	-
-	3,000	6,000	2,000	-	-	11,000	-	0.0§	66	1	23 hours.	-	1	-
-	51,702	83,943	103,315	-	3,091	242,051	42,291	15.1	360	5	24 hours.	-	32	-
-	26,300	35,000	1,500	-	-	62,800	89,410	58.7	192	8	23 hours.	-	17	-
44,570	88,100	252,613	512,210	-	-	852,923	247,004	21.6	960	71	24 hours.	495	131	26.4
127,680	210,574	679,155	3,113,845	-	8,455	4,012,029	859,278	17.2	2,689	142	do.	1,600	570	35.6
-	13,744	31,620	34	-	-	45,398	1,095	2.4	145	1	Twilight-Daylight	30	5	17.7
-	-	-	-	1,337,000	-	1,337,000	305,030	18.6	-	-	24 hours.	-	-	-
-	5,150	22,250	-	-	-	27,400	6,900	33.8	100	-	do.	-	-	-
**724,070	15,684	108,708	50,280	-	-	174,672	131,639	12.8	381	37	do.	-	-	-
-	1,750	1,500	-	-	-	3,250	440	12.0	15	-	Twilight-Daylight	-	-	-
**25,000	145,627	648,022	371,701	-	124,205	1,289,555	405,745	23.9	2,273	178	24 hours.	525	194	36.8
-	64,560	46,240	107,665	-	*129,150	247,615	72,535	25.0	1,117	33	do.	285	160	56.1
-	-	-	-	292,581	-	292,581	32,509	10.0	-	-	23 hours.	-	3	-
-	987	17,930	162	-	-	19,079	10,321	35.0	107	2	do.	-	3	-
-	6,570	6,150	6,977	-	-	19,697	4,603	19.0	68	1	{ 18 hrs. Sunday }	-	3	-
1,134,044	1,300	30,400	5,100	-	-	36,800	8,700	19.1	184	9	24 hours.	-	-	-
-	-	-	-	*711,582	-	711,582	199,556	9.8	2	-	do.	-	-	-
-	3,456	13,633	2,086	-	-	10,175	9,545							

SHIPMENTS OF POWER ACROSS STATE BOUNDARY BY UTILITIES IN 1919.

GENERATED IN MAINE-SHIPPED OUT OF STATE.			SOLD TO MAINE UTILITIES BY OUT OF STATE COMPANIES.				Balances.				
Purchased by	Sold by	K. W. H.	Selling Company.	Purchasing Company.	K. W. H.	K. W. H. used in Maine.	K. W. H. used outside of State.	Shipped out.	Shipped in.		
Twin State Gas & Electric Co.	Berwick & Salmon Falls Electric Co.	1,738,182	Twin State Gas & Electric Co.....	Berwick & Salmon Falls Electric Co.	261,444	261,444	-	-	-		
			do.	Portsmouth, Dover & York St. Ry.	872,600	760,690	*	111,190	-	-	
			do.	Rockingham County Light & Power Co.	-	306,311	-	-	-	-	
			do.	Portsmouth, Dover & York St. Ry.	724,070	724,070	-	-	-	-	
			do.	Dover, Somersworth & Rochester St. Ry.	2,840	-	-	*2,840	-	-	
						Total	-	2,052,515	-	-	-
						Generated by Maine Utilities	-	1,738,182	-	-	-
						Balance Generated	-	-	-	-	314,333
						St. Croix Gas Light Co.	25,000	25,000	-	-	-
						do.	-	218,465	-	-	-
***Calais Street Railway do.	***Calais Street Railway do. (Railway use in New Brunswick)	245,807	Total Generated	in New Hampshire used in Maine	-	-	-	-	-		
			Total Generated	Calais Street Railway	-	218,465	-	-	-	-	
			Balance Generated	Distributed in Calais	-	-	-	108,150	-	-	
						-	-	**137,657	-	-	
						Total Generated	in Maine used in New Brunswick	-	245,807	-	-
						Total Generated	in New Brunswick used in Maine	-	-	-	-
						Balance Generated	in Maine used in New Brunswick	-	-	2,342	-
						Maine & New Brunswick Power Co.	Gould Electric Co.	5,708,340	5,708,340	-	-
						Total Generated	in New Brunswick used in Maine	-	5,708,340	-	-
						Balance Generated	in New Brunswick used in Maine	-	-	-	5,708,340
			Balance Shipped out of State	-	-	-	2,342	-			
			Balance Shipped into State	-	-	-	-	6,022,673			
			†Net Balance Shipped into State	-	-	-	-	6,020,331			

† Fort Kent Electric Co. furnishes lights across the border in the town of Clairs N. B., the exact amount is unknown and there is no basis available at the present time for an estimate. The quantity however is small.

* The Portsmouth, Dover and York St. Ry. operates 39.76 miles of track, 2.78 miles of this is in New Hampshire, therefore the total number of kilowatt-hours used by the railway (1,642,030 K. W. H.) is divided between Maine and New Hampshire in proportion to the track mileage in each state. The amount shown above is the quantity estimated on this basis.

** The Calais Street Railway operates 7 miles of track, 3 miles of this is in New Brunswick, the total power used (321,200K. W. H.) is then divided between Maine and New Brunswick in proportion to the track mileage in each territory, resulting in the estimate shown above.

***The Calais St. Ry. purchases the entire output of the International Power Co., transmits a portion of the power across the line into New Brunswick where it utilizes part for railway operation and distributes the remainder to power customers.

NOTE:-This tabulation does not include the power purchased from the generating company at Swan's Falls and transmitted out of the state by the Conway Electric Light & Power Co. as neither company involved is a Maine Utility. The figures given above cover the operations across the border, only of such power companies as have been classified as Utilities within the State of Maine.

Compiled in the office of the MAINE PUBLIC UTILITIES COMMISSION.

Wm. M. Black Chief Engineer.

REPORT OF CHIEF INSPECTOR FOR PERIOD OF 14
MONTHS ENDING DECEMBER 31, 1920.

*To the Public Utilities Commission, Hon. Benjamin F. Cleaves,
Chairman, Augusta, Maine:*

GENTLEMEN:—I herewith submit a report of the inspection of Steam and Electric Railroads of Maine.

In addition to the inspection of railroads, an inspection has been made of the condition of stations, yard guard rails and equipment in the State. Report of these inspections is on file in the office; also the preliminary investigations made on all fatal accidents and complaints in this department. Many complaints were investigated and adjusted by this department, thus obviating the necessity of public hearings by the Commission.

Respectfully submitted,

ELMER E. PARKMAN,

Chief Inspector.

BANGOR & AROOSTOOK RAILROAD.

The road-bed, track and drainage have been maintained in good condition. The right-of-way has not all been cleared of grass, weeds, bushes and old worthless ties. The fences have been generally well maintained.

The buildings generally are in good condition.

The rolling equipment has in general been maintained in good condition.

During the year the following improvements have been made: 1,690 tons of new 70-80-85-lb. steel rails have been laid in main lines. 501 tons of old relaid 56-70 and 85-lb. steel rails have been laid in main line track. 934 tons of old relaid 70-lb. steel rails laid on Iron Works Branch. 163 tons of old relaid 70 and 85-lb. steel rails laid on sidings. In track maintenance there

have been used 46,875 new tie plates, 9,813 new rail joints used, 207,996 cedar cross ties used, 2,564 cedar cross ties used for new track or extensions, 84,143 feet hard pine bridge ties, 320,553 feet hard pine and cedar switch ties used, 22½ miles of track with 40,878 cubic yards of gravel and cinder ballast have been used, 33 wooden culverts replaced with cast iron pipe and concrete, 2,869 feet of side track taken up, 15,253 feet new main track built, 4,999 feet new wire fence built, 33,185 feet wire fence rebuilt, new coal shed and trestle built at Oakfield, track scales and foundation moved at No. Maine Jct., water tank moved from Hillman Station and placed on concrete foundation, 16 sets of station buildings painted, five automatic grade crossing signals installed at Robinson, Sherman, Sangerville, Medford and Maple Grove stations, 1 new Jordan Spreader, 10 Fairbanks Motor Cars purchased, 12-30 ton, 2-40 ton box cars rebuilt, 59 passenger and 733 freight cars have been painted or varnished, 47 cars have been equipped with safety appliances, 17 cars have been equipped with metal draft arms, 11 cars have been equipped with metal brake beams. Number of bad order freight cars on hand Dec. 31, 1920, 481. Number of freight cars short Dec. 31, 1920, 881.

BOSTON & MAINE RAILROAD.

The road-bed, track and drainage have been maintained in good condition. The right-of-way has not been cleaned of grass, weeds and bushes. The fences have been well maintained.

The rolling equipment and buildings have been maintained in good condition.

During the year the following improvements have been made: 1,379 tons of new 85-lb. steel rails have been laid in track, also 603 tons of old 85-lb., 52 tons of old 75-lb., 100 tons of old 72-lb., and 90 tons of old 67-lb. relaid rails used, 21,499 new tie plates used, 3,384 new rail joints used. There have been used 45,227 cross ties, 29,213 feet bridge ties, 49,320 feet switch ties used, 3,173 cu. yards cinder and 9 cu. yards sand ballast used, 1,260 feet side track taken up, 22 sets of station buildings painted, 11 automatic highway crossing signals installed, 1,500 new composite coal cars bought, 165 box cars and 16 coal cars rebuilt. 1,162 passenger, and 2,727 freight cars have been painted. 20 class 2-10-2 engines bought, and 6 engines rebuilt.

19 super-heaters, and 232 electric headlights installed on engines. 1,007 box cars equipped with X. L. A. roofs, 1,024 box cars equipped with mogul steel ends, 427 box cars, 290 coal cars equipped with steel center sills, 29 passenger, 5 baggage and 2 baggage and mail cars equipped with steel underframes.

Number of bad order freight cars on hand December 31, 1920, 3,834. Number of freight cars short December 31, 1920, 13,218.

CANADIAN PACIFIC RAILWAY.

The road-bed, track and drainage have been maintained in good condition. The grass, weeds and bushes have not all been cut.

The buildings and rolling equipment have been maintained in good condition.

During the year the following improvements in mains have been made: 6,656 tons of new 85-lb. rails have been laid in track, also 124 tons of old 85-lb., and 4,896 tons of old 80-lb., and 14 tons of old 60-lb., 56-lb., 52-lb. relaid rails used in track, 17,038 new rail joints used, 58,501 new cross ties used, 109,865 feet switch ties used, six 4-foot cement culverts built, 1,291 feet side track taken up and 3,200 feet new side track built, 10,560 feet wire fence built, 1 lunch room built at Brownville Junction, 1 frame dwelling purchased at Jackman, extension of freight shed 25' x 40' at Holeb, 902 automatic block signals installed Barnard to Onawa Stations on Moosehead Subdivision, 100,000 gallon steel water tank installed at Brownville Junction, 60 foot turntable installed at Houlton Station.

GRAND TRUNK RAILWAY.

The road-bed, track and drainage have been maintained in good condition. The right-of-way has been cleared of grass, weeds and bushes; the fences are in good condition.

The building and rolling equipment has been maintained in good condition.

During the year the following improvements have been made in mains; 3,782 tons of new 100-lb. steel rails have been laid in track, also 1,009 tons of old 90-80 and 65-lb. relaid rails used, 21,244 new tie plates, 10,581 new rail joints used.

There have been used 38,997 cross ties, 29,230 feet bridge ties, 111,135 feet (31 sets) switch ties, 43,103 cubic yards gravel used for ballast, one set of station buildings destroyed by fire. New buildings and additions as follows: 2 hand-power elevators installed at Portland Docks, 2 short turntable tracks at Deering, 3 new stalls at engine house, Deering, rebuilt No. 5, S. S. dock at Portland, new signal maintainers' tool house built at South Paris, 17 set station buildings painted, 18 model 2-A. G. R. S.-D. C. Automatic Block Signals installed from West Paris to Oxford mains, new 100-lb. switches installed as follows: 2 Falmouth, 4 Gilead, 2 Allen's, 5 Bethel, 4 Bryant's Pond, 2 Locks Mills, new highway crossing signals installed at Oxford and Dunn's Stations, replacement of Hoeschen crossing bells by model 1 Bryant and Linc bells as follows: 2 at Yarmouth, 1 at Danville Jct., 1 at Bryant Pond, 1 at Locks Mills, 1 at Allen's Station, 1 snowplow, 91 box cars, 6 flat cars, 2 automobiles, 13 boarding, 2 coals, 4 caboose cars painted and varnished, end stiffeners applied to 37 cars, 2 locomotives superheated.

Number of bad order freight cars on hand December 31, 1920. 105.

KNOX RAILROAD COMPANY. FORMERLY GEORGES VALLEY RAILROAD.

The road-bed, track and drainage are in fair condition except that it needs a lot of gravel ballast, the road now being reconstructed.

The buildings and rolling equipment have been maintained in fair condition.

During the year the following improvements have been made; 56 tons of 56-lb. old rails relaid, 1,900 new tie plates used, 9,462 new cross ties, 12,856 feet bridge ties, 21,825 feet switch ties used in track, 840 cubic yards of rock ballast used, 2 new bridges total length 283 feet built, 3,100 feet of side track built, 1 second hand combination passenger and baggage car bought to replace one burned, 1 second hand engine bought, 2 new hand cars, 1 new push car bought; a new telephone line has been installed the length of the road for handling railroad business only. The oil headlights on 2 engines have been replaced by two new electric "Laco" headlights.

LIME ROCK RAILROAD.

The road-bed track and drainage have been maintained in fair condition, engine and cars in good condition.

During the past year there has been 8 tons of old 60-lb. rails relaid in track, 4,060 cross ties, 10,040 feet bridge ties, 24,584 feet switch ties used, 1,605 cubic yards lime rock ballast used in track maintenance, 280 dump cars rebuilt, 475 dump cars painted, 1 engine bought, 1 engine rebuilt.

Number of bad order dump cars on hand December 31, 1920, 34.

MAINE CENTRAL RAILROAD COMPANY.

The road-bed, track and drainage have been maintained in good condition. The right-of-way has mostly been cleared of grass, weeds and bushes; the fences are in good condition.

The buildings and rolling equipment has been maintained in good condition.

During fourteen months ending December 31, 1921, the following improvements have been made: 5,026 tons of new 85-lb. steel rails have been laid in track, 2,472 tons of old relaid 85-lb.. 380 tons of 80-lb., 771 tons of 75-lb., 92 tons of 70-lb., 223 tons of 67-lb., and 66 tons of 60-lb. old steel rails have been relaid in track, 313,445 new tie plates have been used, 19,085 new rail joints used.

There have been used 301,830 cross ties, 3,523 bridge ties, 11,679 switch ties. About 62 miles of track with 96,181 cubic yards of gravel and cinder ballast have been used, 231 cubic yards concrete and 628 cubic yards granite have been used in bridge masonry. Seven new culverts have been built, 18,999 feet sidings taken up and 9,080 feet sidings built. 1,725 new board, 110,231 feet new woven wire fence built.

Enfield station destroyed by fire, Green Lake new station built. A new store house and a three stall engine house; rebuilt one destroyed by fire at Oldtown. A new M. of W. storehouse has been built at Rumford, a new section and telegraph storehouse at Bingham, a new toilet building and extension to engine house at Bangor, a new storehouse at Rockland, a new freight house at Rockland wharf, a new car inspectors' building and addition to freight office at Waterville, a new storehouse, office and gen-

erator building replacing a smaller building destroyed by fire at Vanceboro, and an addition to the signal department office at Brunswick, Bangor engine house has been partially extended to provide for larger power, a new roof of modern design completed, and additional shop facilities and machine tools provided, Waterville machine shop has been extended and new machine tools installed to provide for increasing requirements, 61 sets of station buildings repainted.

Thirty-six automatic highway crossing signals have been installed, 11 open culverts have been rebuilt, using concrete pipes and filling. 10 wooden box culverts have been rebuilt with concrete pipe, 6 stone box culverts have been rebuilt with concrete pipe.

An additional 50,000 gallon water tank with new steam pumping machinery has been installed at Leeds Jct. station, 295 passenger and 274 freight cars painted and varnished. Four Class K. engines weigh 165,300 pounds on drivers, and 4 Class S. engines weigh 156,000 pounds on drivers have been bought, and 1 engine rebuilt, 35 cars have been equipped with steel center sills.

Number bad order cars on hand December 31, 1920, 1,058.

PORTLAND TERMINAL COMPANY.

The road-bed, track and drainage have been maintained in good condition. The right of way is cleared of grass, weeds and bushes. The buildings and rolling equipment have been maintained in good condition.

During the period ending December 31, 1920, the following improvements have been made: 571 tons of new 85-lb. steel rails have been laid, 797 tons of old relay 85-lb., 31 tons old relay 75-lb., and 38 tons old relay 67-lb., steels have been laid, 23,925 new tie plates used, 2,235 new rail joints used.

19,004 new cross ties, 969 new bridge ties and 4,883 new switch ties used, 3,085 cubic yards of cinder and stone ballast used, 2,502 feet of sidings been taken up and 3,149 feet of new sidings built, 1,144 feet new board and 2,376 feet woven wire fence built, new toilet building built at Deering Junction, new sand tower built at Commercial street yard, 3 sets of station buildings painted.

Three automatic highway crossing signals installed at Riverside, Ashmont and Prospect streets, Portland, 1 new cinder conveyor, 1 new (10) inch water crane and a new 50,000 gallon water tank installed at Thompson's Point, 2 new Class K. engines bought.

YORK HARBOR & BEACH RAILROAD.

The road-bed, track and drainage have been maintained in fair condition. The right-of-way has not been cleared of grass, weeds and bushes. The buildings have been maintained in fair condition.

The company owns no rolling equipment, using that of the Boston & Maine Railroad.

During the year, 1,524 new cross ties used, and 4,245 feet hard pine switch ties used in track, 1 set of station buildings painted.

NARROW GAUGE RAILROADS.

BRIDGTON & SACO RIVER RAILROAD.

The road-bed, track and drainage have been maintained in good condition, including rolling stock and buildings.

During the year 6,488 new cross ties, 4,653 best bridge ties and 324 feet switch ties used, 9 sets of station buildings painted, 4 passengers, 1 smoker, 2 baggage, 1 caboose and 13 freight box cars painted and varnished.

KENNEBEC CENTRAL RAILROAD.

The road-bed, track and drainage have been maintained in fair condition. The right-of-way has not all been cleared of grass, weeds and bushes.

The buildings and rolling equipment have been maintained in good condition.

During the year 200 new cross ties and 150 cubic yards cinder ballast used, 1 passenger and 1 combination car painted and varnished, 1 second hand engine bought from the Bridgton & Saco River Railroad, 2 engines rebuilt, 1 passenger, 5 coal and 1 box car repaired.

MONSON RAILROAD.

The road-bed, track, and drainage have been maintained in fair condition. The right-of-way has been cleared of grass, weeds and bushes.

The buildings and rolling equipment are in fair condition.

During the year, 50 pairs of new rail joints used, 1,500 new cross ties used in main track, bridges and switches, 500 feet track ballasted with gravel and cinder ballast, new engine house built. All buildings have been painted. Eight box and 16 flat cars painted and varnished, one new snow plow bought.

SANDY RIVER & RANGELEY LAKES RAILROAD.

The road-bed, track and drainage are in fair condition. A large number of the rails are flattened at the joints, the right-of-way has been cleared of grass, weeds and bushes, and the fences are in fair condition.

The buildings are generally in good condition.

The rolling equipment has been maintained in fair condition.

During the year, 20 tons of old 35-lb. and 28 tons of old 52-lb. rails relaid in track.

34,499 new cross ties, 92 bridge ties, and 353 switch ties used, 160 yards cinder ballast used, 401 feet siding taken up and 1,211 feet siding track built, 755 feet board fence built, new water tank built at Bearces.

WISCASSET, WATERVILLE & FARMINGTON
RAILROAD.

The road-bed, track and drainage are in fair condition. The right-of-way has not all been cleared of grass, weeds and bushes.

The buildings in general are in good condition.

The rolling equipment has been maintained in fair condition.

During the year, 300 new rail joints, 3,352 new cross ties, 1,000 feet bridge ties and 1,500 feet new switch ties used. Few wooden culverts strengthened by extra timbers added, 3 passenger cars painted or varnished, 3 engines equipped with electric headlights.

Table of Cross tie renewals on Steam Railroads showing total ties used, average number and per cent per mile, based on an

average of 10 year renewal. Ties laid 20 inch centers 3,168 per mile, average yearly depreciation of 317 ties per mile or 10 per cent.

Per cent column in table should be compared with 10 per cent, the average yearly depreciation. Mileage column is the total mileage of Main Line and Sidings.

NAME OF ROAD.	Year.	Miles of track.	Total ties used.	Average ties used per mile.	Per cent.
Bangor & Aroostook Railroad.	1915	861.75	161,149	187.00	5.90
	1916	869.64	142,344	163.68	5.17
	1917	874.03	77,758	88.97	2.81
	1918	879.66	84,610	96.18	3.04
	1919	880.03	172,268	195.75	6.18
	1920	882.38	210,560	238.63	7.53
Boston & Maine Railroad.	1915	216.43	2,393	11.05	0.348
	1916	216.37	67,920	313.91	9.909
	1917	202.90	3,643	17.95	0.566
	1918	203.36	46,630	229.29	7.237
	1919	209.36	36,286	173.32	5.470
	1920	207.45	45,227	218.01	6.881
Canadian Pacific Railway.	1915	218.42	45,580	208.68	6.587
	1916	221.76	46,809	211.08	6.662
	1917	223.65	50,425	225.46	7.116
	1918	225.43	31,842	141.25	4.458
	1919	226.93	46,700	205.79	6.496
	1920	227.29	57,016	250.85	7.92
Grand Trunk Railway.	1915	141.10	39,491	279.88	8.834
	1916	141.10	11,203	79.40	2.506
	1917	141.10	41,351	293.06	9.247
	1918	141.62	34,594	244.27	7.710
	1919	143.13	68,154	476.16	15.030
	1920	143.14	64,896	453.37	14.311
Knox Railroad Company (Formerly Georges Valley R. R.)	1915	9	688	76.44	2.413
	1916	9	few		
	1917	9	850	94.44	2.983
	1918	9	1,000	111.11	3.509
	1919	9	11,171	1,241.22	39.204
	1920	9.58	9,462	987.68	31.176
Lime Rock Railroad.	1915	11.3	1,206	106.72	3.37
	1916	"	2,679	237.08	7.48
	1917	"	1,726	152.74	4.82
	1918	"	1,113	98.49	3.11
	1919	"	1,503	133.01	4.20
	1920	"	4,060	359.29	11.34
Maine Central Railroad.	1915	1,407.49	331,786	235.73	7.44
	1916	1,406.05	300,432	213.67	6.74
	1917	1,410.43	341,306	241.77	7.63
	1918	1,422.38	261,022	183.51	5.79
	1919	1,423.88	343,605	241.32	7.62
	1920	1,422.00	301,830	212.26	6.70
Portland Terminal Co.	1915	117.37	36,978	315.05	9.94
	1916	116.89	22,049	188.63	5.95
	1917	116.87	15,996	136.86	4.32
	1918	120.30	21,150	175.81	5.55
	1919	124.52	36,060	289.59	9.14
	1920	124.64	19,204	154.07	4.86

NAME OF ROAD.	Year.	Miles of track.	Total ties used.	Average ties used per mile.	Per cent.
York Harbor & Beach Railroad...	1915	12.8	3,992	311.87	9.84
	1916	12.8	1,703	133.04	4.20
	1917	12.8	none		
	1918	12.8	1,055	82.42	2.60
	1919	12.8	508		
	1920	12.8	1,524	119.06	3.758
Bridgton & Saco River Railroad...	1915	24.26	6,361	262.20	8.276
	1916	24.19	5,844	241.58	7.626
	1917	24.21	363	14.99	0.473
	1918	24.32	4,503	185.16	5.844
	1919	24.32	3,827	157.36	4.966
	1920	24.32	6,488	266.77	8.42
Kennebec Central R. R.....	1915	5.74	none		
	1916	5.74	none		
	1917	5.74	1,275	222.12	7.015
	1918	5.74	486	84.67	2.672
	1919	5.74	1,400	243.90	7.698
	1920	5.74	200	34.84	1.1
Monson Railroad.....	1915	8.16	1,600	196.08	6.19
	1916	8.16	1,800	220.59	6.96
	1917	8.16	1,800	220.59	6.96
	1918	8.16	1,600	183.82	5.80
	1919	8.16	1,800	220.59	6.96
	1920		1,500	183.82	5.80
Sandy River & Rangeley Lakes Railroad.....	1915	117.44	40,297	343.13	10.83
	1916	115.32	22,056	191.26	6.04
	1917	112.56	31,968	284.01	8.96
	1918	117.88	10,887	92.36	2.92
	1919	116.30	28,529	245.29	7.74
	1920	116.45	34,459	296.26	9.35
Wiscasset..... Waterville & Farmington Railroad.	1915	56.65	21,135	373.08	11.78
	1916	45.75	6,195	135.41	4.27
	1917	45.75	8,359	182.71	5.77
	1918	"			
	1919	"	3,748	81.62	2.59
	1920	"	3,552	78.29	2.47

ANDROSCOGGIN ELECTRIC COMPANY.

The road-bed, track, drainage and overhead construction have been maintained in excellent condition. Right-of-way is clear of grass, weeds, and bushes.

The three substations of brick construction and frame buildings for waiting rooms and all rolling equipment are in good condition.

During the year ending December 31, 1920, the following improvements have been made:

One and one-half tons new 70-lb. tee steel rails laid in track, and three and one-half tons old 70-lb. tee steel relay rails used, 2,761 chestnut cross ties and 125 cubic yards of gravel ballast used, 117 feet corrugated iron used for culverts, 165 feet new side track built, 625 feet new wire fence built, 2 new waiting

rooms built, 4 sets of station buildings painted, 1 new freight car bought, repaired and improved 4 flat work cars.

ANDROSCOGGIN & KENNEBEC RAILWAY CO.

The road-bed, track, drainage and overhead construction have been maintained in good condition, and a large number of cross tie renewals have been made this year. Rolling equipment is in good condition. The grass, weeds and bushes in the right-of-way have not all been cut.

During the year ending December 31, 1920, the following additions and betterments have been made: 268 tons of 80-lb. new rails laid in track, and 19 tons of old 48-lb. rails relaid, 4,000 new tie plates used, 615 new rail joints or angle bars used, 51,210 new cross ties, 8,000 feet hard pine bridge ties, 500 feet hard pine switch ties used, 13,718 cubic yards gravel ballast used, 1,690 feet new side track built, 1 set Chapman block signals installed on Main street, Lewiston, 2 cattle passes replaced by concrete walls, 2 culverts replaced by concrete walls and slab tops; 428 feet corrugated iron culverts have been installed replacing tile pipe; 15 one-man safety, 10 interurban closed cars and 2 double truck snow plows bought; 47 passenger and express cars have been painted or varnished.

AROOSTOOK VALLEY RAILROAD.

The road-bed, track, drainage and overhead construction in general have been maintained in good condition. The right-of-way has not all been cleared of grass, weeds and bushes.

During the year ending December 31, 1920, 6,782 cross ties were used for renewals, 1,680 feet of bridge ties and 12,000 feet switch ties used, 400 cubic yards gravel ballast used in track.

ATLANTIC SHORE RAILWAY.

The road-bed, track, drainage and overhead construction in general have been maintained in good condition. The right-of-way has not all been cleared of grass, weeds and bushes. The rolling equipment in general has been well maintained.

During the year ending December 31, 1920, four and one-half tons of 60-lb. new rails laid in track, 30 new rail joints used,

9,162 new cross ties used for renewals, 1 passenger car converted into a line car, 7 passenger and 1 line car have been painted or varnished, 84 new poles, 4,000 feet new trolley wire installed, extended repairs made power plant.

BANGOR RAILWAY & ELECTRIC COMPANY.

The road-bed, track, drainage and overhead construction have been maintained in good condition. The rolling equipment has been maintained in good condition.

During the year ending December 31, 1920, the following improvements have been made:

257 tons of 80-lb. new rails laid in track, 832 new rail joints used, 11,154 new cross ties used, 2,174 feet switch ties used, 4,333 cubic yards gravel ballast used; 1 new iron bridge 113 feet long has been built, 66 yards concrete bridge masonry used, 1,400 feet old side track taken up and 1,600 feet new side track built, 104-lb. girder rail replaced with 151-lb. rail at double track curve at Exchange and Washington streets, 3 new box and 3 new flat cars bought, 35 passengers, 10 service and box cars painted or varnished.

BENTON & FAIRFIELD RAILWAY.

The road-bed, track, drainage and overhead construction in general have been maintained in good condition. The right-of-way is practically clear of bushes.

The rolling equipment is in fair condition.

During the year ending December 31, 1920, there have been 1,500 new cross ties used, 175 cubic yards of cinder ballast used in track maintenance, 8½ yards of bridge concrete masonry used.

BIDDEFORD & SACO RAILROAD.

The road-bed, track, drainage and overhead construction in general have been maintained in good condition as well as the rolling equipment. Grass and bushes not cut.

During the year ending December 31, 1920, 12 tons new 90-lb. rails laid, 32 new Weber rail joints used, 1,200 new cross ties used, 26 cubic yard gravel ballast used, 300 feet side track taken up and 200 feet new side track built, 8 new one-man cars bought, 8 open passenger cars painted and varnished.

CALAIS STREET RAILWAY.

The road-bed, track, drainage and overhead construction in general have been maintained in fair condition, including rolling equipment.

During the year 100 new tie plates used, 100 new rail joints used, 1,000 new cross ties used for renewals, 75 cubic yards cinder and gravel ballast used, 8 passenger cars painted and varnished.

CUMBERLAND COUNTY POWER & LIGHT COMPANY, LESSEE OF PORTLAND RAILROAD COMPANY.

The road-bed, track, drainage and overhead construction have been maintained in good condition, as well as the rolling equipment.

During the year ending December 31, 1920, the following improvements have been made:

254 tons of new 100-lb., 294 tons of new 80-lb., 7 tons new 116-lb. rails laid, 5 tons of 70-lb. old rails used for relay, 1,296 new rail joint used, 11,624 new cross ties used in track, 2,288 feet bridge ties used, 2 miles of track ballasted, 1 car house, 1 freight shed and 1 sub-station destroyed by fire, 1 sub-station built, Battery house at Yarmouth rebuilt into car house to replace the one burned; Battery house moved from Dunstan to Portland and rebuilt into a store house, 8 one-man safety cars, 1 single track snow-sweeper, 1 double track snow-plow bought, 1 double track snow-plow rebuilt, 42 closed passenger cars painted and varnished, installed safety devices on 4 single truck cars to permit of one-man operation, installed 7 new air compressors to replace old ones.

FAIRFIELD & SHAWMUT RAILWAY CO.

The road-bed, track, drainage and overhead construction in general have been maintained in fair condition, including passenger equipment.

During the year 750 new cross ties were used, new waiting room built at Central Maine Sanatorium, 1 closed passenger car rebuilt.

KNOX COUNTY ELECTRIC COMPANY.

The road-bed, track, drainage and overhead construction in general have been maintained in good condition, including rolling equipment.

During the year ending December 31, 1920, the following improvements have been made:

78 tons of new 60 and 70-lb. rails laid in track, 16 tons of old 60-lb. rails relaid, 100 new tie plates used, 192 new rail joints used, 6,203 new cross ties, 392 feet switch ties used in track, 200 cubic yards gravel ballast used, 325 yards concrete bridge masonry used, 11 new switches and frogs placed in track, 3 new one-man cars, 1 new 8 wheel semi-convertible passenger car bought, 1 snow-plow rebuilt, 4 passenger and 12 freight cars painted and varnished, 400 new rail bonds installed, 1½ miles new trolley wire installed.

PORTSMOUTH, DOVER & YORK ST. RY.

The road-bed, track, drainage and overhead construction have been maintained in fair condition, including rolling equipment. The grass, weeds and bushes on private right-of-way have not all been cut.

During the year there have been 2 tons of old 60-lb. rails relaid, 50 pairs new rail joints used, 7,000 new cross ties used for renewals, 5,000 feet Southern pine bridge ties and 2,000 feet white oak switch ties used, 1,000 cubic yards gravel ballast used in track maintenance, 25 yards of concrete bridge masonry used, 1 new wooden bent built under Seabury bridge with concrete foundation, metal work on all bridges and viaduct painted, 1 line and wrecking car rebuilt, 5 closed and 4 open passenger cars painted and varnished, installed 500 rail bonds.

SOMERSET TRACTION COMPANY.

The road-bed, track, drainage and overhead construction have been maintained in fair condition, including rolling equipment. The grass, weeds and bushes on private right-of-way have not all been cut.

During the year ending December 31, 1920, there have been 53 tons of old 40-lb. rails relaid, 300 new rail joints used, 3,632

new cross ties used, 1,200 feet new switch ties used, 1½ miles gravel and sand ballast used, 2 ten inch metal culverts built, all passenger cars varnished.

TURNER RAILROAD.

The road-bed, track, drainage and overhead construction have been maintained in fair condition, including rolling equipment. The grass, weeds and bushes on private right-of-way have not all been cut.

During the year there have been 1,600 new cross ties used. 500 yards of gravel ballast used, 1 passenger car painted and varnished.

WATERVILLE, FAIRFIELD & OAKLAND RAILWAY.

The road-bed, track, drainage and overhead construction, including rolling equipment have been maintained in fair condition. The grass, weeds and bushes on private right-of-way have not all been cut.

During the year ending December 31, 1920, 3,386 new cedar cross ties have been placed in track for renewals. 2,179 feet new hard pine crossing ties used, 800 cubic yards of gravel ballast used, 40 feet has been built onto the end of Fairfield car-barn, 4 sets of station buildings painted, 2 new sets of diamond crossing frogs installed, 1 new bent under Cascade bridge installed, 33,349 feet of track overhauled and repaired, 390 rail joints built up with welder machines, 10 closed passenger cars painted and varnished, 1 grinding machine, 8 new car motors, 2 new air compressors bought, 1 mile of trolley wire installed.

Table of Cross tie renewals on Electric Railways showing total ties used, average number and per cent per mile of track, based on an average of 12 year renewals. Ties laid 24 inch centers 2,640 per mile, average yearly depreciation of 220 ties per mile or 8.33 per cent. Per cent column in table should be compared with 8.33 per cent the average yearly depreciation. Mileage column is the total mileage of main line and sidings.

NAME OF ROAD.	Year.	Miles of track.	Total ties used.	Average ties used per mile.	Per cent.
Androscoggin Electric Co.....	1915	20.80	none		
	1916	20.80	none		
	1917	30.76	none		
	1918	30.76	606	19.70	0.75
	1919	30.76	5,523	147.04	5.57
	1920	30.79	2,761	89.76	3.397
Androscoggin & Kennebec Railway Co..... (Formerly L. A. & W W).....	1915	152.90	19,842	129.77	4.92
	1916	152.60	19,431	127.08	4.81
	1917	164.86	34,040	206.47	7.82
	1918	163.96	17,500	106.73	4.04
	1919	147.20	38,034	258.73	9.80
	1920	147.20	52,210	347.89	13.177
Aroostook Valley Railroad.....	1915	31.99	1,200	37.50	1.42
	1916	31.99	2,500	78.15	2.96
	1917	37.73	2,492	66.05	2.50
	1918	37.73	3,889	103.07	3.90
	1919	37.73	8,483	224.83	8.52
	1920	37.73	6,782	179.75	6.81
Atlantic Shore Railway.....	1915	90.40	29,000	320.79	12.15
	1916	90.40	21,000	232.30	8.80
	1917	95.15	13,481	141.68	5.37
	1918	51.53	1,993	38.68	4.47
	1919	51.55	11,000	213.39	8.08
	1920	51.55	9,162	177.73	6.73
Bangor Ry. & Electric Co.....	1915	57.10	12,192	213.52	8.09
	1916	57.11	12,316	215.65	8.17
	1917	65.88	6,212	94.29	3.57
	1918	65.99	6,394	96.91	3.67
	1919	65.80	8,424	128.02	4.85
	1920	65.67	11,154	169.85	6.43
Benton & Fairfield Ry.....	1915	4.12	none		
	1916	4.12	960	233.01	8.33
	1917	4.79	200	41.75	1.58
	1918	4.79	600	125.26	4.74
	1919	4.79	800	167.01	6.33
	1920	4.79	1,500	313.15	11.86
Biddeford & Saco R. R.....	1915	7.61	2,800	367.94	13.94
	1916	7.61	1,600	210.25	7.96
	1917	8.28	700	84.54	3.20
	1918	8.28	600	72.46	2.74
	1919	8.28	600	72.40	2.74
	1920	8.26	1,200	145.27	2.75
Calais Street Ry.....	1915	7.00	2,500	357.14	13.53
	1916	7.00	none		
	1917	7.00	600	85.71	3.25
	1918	7.00	287	41.00	1.55
	1919	7.00	1,000	142.96	5.41
	1920	4.00	769	192.25	7.28
Cumberland County Power & Light Co.....	1915	82.86	18,473	222.94	8.44
	1916	83.63	18,448	230.59	8.36
	1917	109.57	15,613	142.49	5.40
	1918	106.61	6,675	62.61	2.37
	1919	106.39	16,321	153.40	5.81
	1920	106.62	11,624	109.02	4.13
Fairfield & Shawmut Railway Co...	1915	3.10	none		
	1916	3.43	400	129.03	4.89
	1917	3.43	none		
	1918	3.43	none		
	1919	3.43	620	180.76	6.85
	1920	3.43	750	218.66	8.28

NAME OF ROAD.	Year.	Miles of track.	Total ties used.	Average ties used per mile.	Per cent.
Knox County Electric Company...	1915	23.92	2,800	117.05	4.43
	1916	23.92	2,000	83.61	3.17
	1917	23.92	2,500	104.52	3.95
	1918	23.92	1,100	45.96	1.74
	1919	23.92	4,000	167.22	6.33
	1920	23.92	6,203	259.32	9.82
Oxford Electric..... (Formerly Paris Electric St. Ry)...	1915	2.13	600	281.69	10.67
	1916	2.13	986	462.91	17.53
	1917	2.14	none		
	1918	2.14	none		
	1919	not op'ated			
	1920	not op'ated			
Portsmouth Dover & York Street Ry.....	1915				
	1916				
	1917		1,000		
	1918	41.40	2,200	53.14	2.01
	1919	41.40	8,000	193.24	7.32
	1920	41.40	7,000	169.08	6.43
Somerset Traction Company.....	1915	12.20	2,000	163.93	6.21
	1916	12.20	2,500	204.92	7.76
	1917	12.68	2,318	182.81	6.92
	1918	12.68	2,800	220.82	8.36
	1919	12.68	1,800	141.95	5.37
	1920	12.68	3,632	286.43	10.85
Turner Railroad.....	1920	8.13	1,600	196.	7.42
Waterville Fairfield & Oakland Street Ry.....	1915	10.24	none		
	1916	10.26	1,711	166.76	6.32
	1917	11.21	990	88.31	3.35
	1918	11.21	725	64.67	2.45
	1919	11.21	1,583	141.21	5.35
	1920	11.21	3,386	302.05	11.44

ACCIDENTS.

There have been reported to this Commission accidents where 76 people were killed and 653 people injured. These fatal accidents and injuries are divided and classified as follows:

ACCIDENTS UPON STEAM RAILROADS FOR 14 MONTHS ENDING DECEMBER 31, 1920.

STEAM RAILROADS.	Passengers.		Employees.		Other persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Bangor & Aroostook R. R.	-	-	3	66	3	6	6	72
Boston & Maine R. R.	-	-	-	14	-	3	3	17
Canadian Pacific Ry.	20	39	5	11	-	-	25	50
Grand Trunk Ry.	-	4	2	9	1	6	3	19
Maine Central R. R.	-	42	6	68	4	30	10	140
Portland Terminal Co.	-	-	3	37	4	2	7	39
Wiscasset, Waterville & Farmington Railway Co.	-	-	-	1	-	-	-	1
Totals	20	85	19	206	15	47	54	338

ACCIDENTS.

ACCIDENTS UPON STREET RAILWAYS FOR 14 MONTHS ENDING DECEMBER 31, 1920.

STREET RAILWAYS.	Passengers.		Employees.		Other Persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Androscoggin Electric Co.	-	1	-	1	1	-	1	2
Androscoggin & Kennebec Ry. Co.	-	16	-	8	-	14	-	38
Aroostook Valley R. R. Co.	-	-	1	-	-	-	1	-
Atlantic Shore Railway	-	1	-	2	-	1	-	4
Bangor Railway & Electric Co.	-	20	1	-	-	11	1	31
Cumberland Co. Power & Lt. Co. (P. R. R.)	-	43	-	-	1	19	1	62
Knox County Electric Co.	1	9	1	1	-	2	2	12
Waterville, Fairfield & Oak land Ry.	-	1	-	-	-	2	-	3
Totals	1	91	3	12	2	49	6	152

ACCIDENTS.

ACCIDENTS ON ELECTRIC POWER COMPANIES FOR 14 MONTHS
ENDING DECEMBER 31, 1920.

ELECTRIC POWER COMPANIES.	Employees.		Trespassers.		Other Persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Bath & Brunswick L. & P. Co.....	-	-	1	1	-	-	1	1
Caribou Water, Lt. & Co.....	-	-	1	-	-	-	1	-
Central Maine Power Co..	-	2	-	1	-	-	-	3
Gould Electric Co.....	1	-	1	-	-	-	2	-
Penobscot Bay Electric Co.	1	-	-	-	-	-	1	-
Rumford Falls Lt. & Water Co.....	-	-	1	-	-	-	1	-
Totals.....	2	2	4	2	-	-	6	4

ACCIDENTS.

ACCIDENTS ON GAS LIGHT COMPANIES FOR 14 MONTHS END-
ING DECEMBER 31, 1920.

GAS COMPANIES.	Employess.		Trespassers.		Other persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Bangor Gas Light Co.....	-	3	-	-	-	-	-	3
Portland Gas Light Co....	-	10	-	-	-	-	-	10
Totals.....	-	13	-	-	-	-	-	13

ACCIDENTS.

ACCIDENTS ON EXPRESS COMPANIES FOR 14 MONTHS END-
ING DECEMBER 31, 1920.

EXPRESS COMPANIES.	Employess.		Trespassers.		Other persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
American Ry. Express Co..	-	97	-	-	-	3	-	100

ACCIDENTS.

ACCIDENT ON TELEPHONE & TELEGRAPH COMPANIES FOR 14 MONTHS ENDING DECEMBER 31, 1920.

TELEPHONE & TELEGRAPH COMPANIES.	Employees.		Trespassers.		Other persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
New Eng. Tel. & Tel. Co.	-	31	-	-	-	-	-	31
Western Union Telegraph Co.	-	5	-	-	-	-	-	5
Totals	-	36	-	-	-	-	-	36

ACCIDENTS.

There have been accidents in our State where 76 persons were killed and 653 were injured for 14 months ending December 31, 1920, and a preliminary investigation was made by the inspection department, testimony taken and a report made to the Commission on all the fatal accidents.

ACCIDENTS AT GRADE CROSSING FOR 14 MONTHS ENDING DECEMBER 31, 1920.

	Protected.		Unprotected.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Bangor & Aroostook R. R. Co.	-	-	3	2	3	2
Grand Trunk Railway	-	-	2	-	2	-
Sandy River & Rangeley Lakes R. R.	-	-	1	-	1	-
Maine Central Railroad Co.	2	-	1	5	3	5
Androscoggin & Kennebec Ry. Co.	-	-	1	3	1	3
Total grade crossing accidents	2	-	8	10	10	10
SUMMARY:-						
Other Steam Railroad accidents	-	-	-	-	54	338
Other Street Railway accidents	-	-	-	-	6	152
Other Electric Power Cos' accidents	-	-	-	-	6	4
Other Express Companies' accidents	-	-	-	-	-	100
Other Gas Companies' accidents	-	-	-	-	-	13
Other Telephone & Telegraph Companies' accidents	-	-	-	-	-	36
Totals	-	-	-	-	76	653

PASSENGERS.

Of the twenty-one passengers killed twenty were killed in a head-on collision between a freight train and a passenger train near Onawa, on the Canadian Pacific Railway; and one passenger was killed when street car body tipped off track on Rockport curve and grade.

EMPLOYEES.

Of the twenty-two employees killed four trainmen were killed in a head-on collision near Onawa; two section men killed while attempting to remove hand cars from path of on-coming trains; a workman leaned out of door of electric work car and was struck by car coming in opposite direction; a motorman was crushed, lost control of his car on steep grade and curve, where body of car left trucks on a curve at Rockport; a snow shoveler struck by tender of shifting engine and crushed; a brakeman standing on pile of snow between tracks slipped and fell under engine; a snow shoveler riding on flat car of snow train in a yard was run into by a freight train and killed; a conductor riding on side of a freight car lost his hold and fell under car and was killed; a brakeman while riding on front end of engine going onto a siding, engine rolled down an embankment scalding him to death; a brakeman assisting in shifting movement fell between moving cars; an engine hostler crushed between coal shutes and engine cab; a car inspector struck by shifting engine; a brakeman leaned out too far in his efforts to see a hot box and struck his head against stone abutment of an overhead bridge; a member of section crew fatally injured when large hand car left the rails due to a rail joint falling under the wheels; a sectionman struck by passenger train; a fireman fell under cars; a conductor of shifting engine leaned out too far from side of a freight car and was struck by a switch target and fell between cars and was run over; a watchman riding on foot board of shifting engine fell off and run over by freight cars.

TRESPASSERS.

Of the seventeen people killed by trespassing an old man out of his mind committed suicide by jumping under a freight train; a man walking on track struck by freight train; a man riding

on a freight train fell under train; a man walking on track struck by passenger train; a boy tried to crawl between freight cars in yard and run over by shifter train; an eighteen months old child wandered onto track and struck by a passenger train; a man who had been drinking, run over by engine, switching cars in a yard; a man splitting wood on a double track and struck by a passenger train; a deaf man crossing the track was struck and killed by an electric car; a child ran in front of an electric car and killed; two trespassers attempting to board a moving freight train were run over; three trespassers walking on track were struck and killed by train; an Indian (evidently intoxicated) lying on track was struck and killed by a passenger train; a man struck by bunter beam of passenger engine while engaged in lighting his pipe too near the track.

CROSSINGS.

Of the ten people killed at grade crossings, eight were killed riding in automobiles and struck by trains; one lady passed around closed gates and was struck by shifter pushing a passenger car over the crossing at night; one man drove his team on crossing in front of a passenger train and was killed.

ELECTRIC POWER COMPANIES.

Of the six people killed by electrocution, a workman at a shop was killed while attempting to replace an electric light bulb in socket where primary and secondary wires were crossed; a line-man came in contact with a live wire; a foreman of a highway blasting crew electrocuted when exploding charge of dynamite blew lead wire from his battery box against high tension wires overhead, causing current to ground through lead wires; a boy came in contact with a guy wire which caused the slack to come up against a high tension wire; a coal teamster was electrocuted by placing his hands on an electric washing machine where primary and secondary wires were crossed; a trespasser took hold of the end of a live wire which was loosened by a storm.

January 1, 1921.

To the Maine Public Utilities Commission, Hon. Benj. F. Cleaves, Chairman, Augusta, Maine:

GENTLEMEN:—The customary statistical tables have been compiled from the annual returns of the various utilities and are submitted herewith.

Much of the service rendered by this department does not lend itself to detailed description in the form of a report.

Aside from the checking and filing of the annual returns of nearly 500 utilities, the two members of the accounting section are constantly employed in extending aid and directing the work of accounting among the different utilities, especially the smaller companies, whose records, we find, are often of little value.

For the most part we enjoy the co-operation of the utilities in this work and are able to report that the returns as published for the year 1919 are more complete than in former periods, rendering our files of greater value to the public.

We wish to call attention here to the great value of this effort to establish, in a large degree at least, a uniform basis of accounting for the several utilities in our State. Intelligent records are not alone valuable to the utility, but the benefit is passed on to the customer through more efficient management because of such information. This department is placing especial emphasis on the importance of each utility maintaining a true record of their *actual property investment*, a matter of vital concern to the public and of equal interest to every company engaged in public service.

During the year numerous examinations of the accounts of various utilities have been made with reference to the issue of securities and other cases on the docket of the Commission.

The most extensive examination for the year was the accounting valuation of the light department of the town of Kennebunk, which demanded much time and labor over an extended period in order to reflect the actual condition of the affairs of that company.

In the near future the Commission should give consideration to the revision of the classifications for Electric, Gas and Water Companies.

The issues now effective are not in many important respects adequate to present needs nor in line with the best accounting principles.

The National Association of electric and gas utilities is to submit at an early date drafts of uniform classifications applying to the entire country.

A uniform classification of accounts is an advantage to the company operating in two different states in that the same classification and arrangement of accounts would apply over its entire system; whereas, the requirements of the classifications issued by the separate states might differ materially.

Should these proposed drafts be not adopted for use in this State, independent action should be taken.

Respectfully submitted,

ALBERT E. LAMB,

Chief Accountant.

SECURITIES.

There have been authorized securities of the total par value of \$62,166,028.93 divided as follows:

No.	APPLICANT.	Date of order.	PURPOSE OF ISSUE.	Stocks.	Bonds.	Notes.	%	Description.	Date of maturity.
U 389	Androscoggin Electric Co.	Apr. 26,'20	Capital expenditures.	-	-	*\$200,000	6	-	Various.
390	Eastern Telephone Company.	Jan. 16,'20	Exchange for other securities.	\$800	-	-	-	-	-
394	Wellington Telephone Co., Inc.	Feb. 25,'20	Purchase & repair of property.	2,000	-	-	-	-	-
395	Skowhegan Water Company.	Jan. 29,'20	Refunding obligations.	-	-	71,000	6	-	5 Yrs.
398	Berwick & Salmon Falls Elec. Co.	Mar. 1,'20	Capital expenditures.	5,775	-	-	-	-	-
398	Berwick & Salmon Falls Elec. Co.	Mar. 1,'20	Capital expenditures.	-	13,588	-	5	-	Oct. 1, 1953
400	Millinocket Light Co.	Mar. 9,'20	Additions, betterments & notes.	74,000	-	-	-	-	-
401	York County Water Co.	Mar. 6,'20	Capital expenditures & working capital.	16,500	-	-	-	Pfd.	-
403	Portland Water District.	Mar. 15,'20	Capital expenditures & extensions.	-	200,000	-	4½	-	Mar. 1, 1940
404	Biddeford & Saco Water Co.	Mar. 9,'20	Refunding Bonds.	150,000	-	-	6	-	Mar. 1, 1940.
405	Androscoggin & Kennebec Ry. Co.	Mar. 4,'20	Refunding bonds.	-	845,000	-	5	-	May 1, 1940
407	Kennebec Water District.	Mar. 10,'20	Refunding bonds.	-	150,000	-	5	-	-
408	Millinocket Water Company.	Mar. 15,'20	Refunding bonds & paying notes.	60,000	-	-	7	Pfd.	-
409	Central Maine Power Company.	Apr. 26,'20	Other securities & property.	333,600	-	-	7	Pfd.	-
410	Cumberland Cy. Pr. & Lt. Co.	Apr. 27,'20	Capital expenditures.	-	176,000	-	5	-	Sept. 1, 1942
411	Berwick & Salmon Falls Elec. Co.	May 29,'20	Capital expenditures.	-	1,540	-	5	-	Oct. 1, 1953
411	Berwick & Salmon Falls Elec. Co.	May 29,'20	Capital expenditures.	2,450	-	-	-	-	-
414	Brownville Maine Water Co.	June 16,'20	Capital expenditures.	1,850	-	-	-	-	-
416	Eustis Telephone Co.	Apr. 28,'20	Outstanding debts & improvem'ts.	2,300	-	-	-	-	-

SECURITIES—Concluded.

No.	APPLICANT.	Date of order.	PURPOSE OF ISSUE.	Stocks.	Bonds.	Notes.	%	Description.	Date of maturity.
422	Bar Harbor & Union River Pr. Co.	May 17,'20	Capital expenditures.....	-	192,000	-	5	-	Sept. 1, 1935
424	Central Maine Power Co.	May 10,'20	Capital expenditures.....	316,300	-	-	-	-	-
425	Steep Falls Water Company....	Dec. 20,'20	Purchase of property.....	5,000	-	-	7	Com.	-
426	Casco Bay Lines.....	July 10,'20	Purchase of property.....	75,000	-	-	-	Pfd.	-
426	Casco Bay Lines.....	July 10,'20	Purchase of property.....	10,000	-	-	-	Com.	-
430	Wiscasset Water Company.....	Aug. 27,'20	Capital expenditures.....	4,600	-	-	-	Com.	-
435	Central Maine Power Company..	July 26,'20	Exchange for other securities...	11,900	-	-	7	Com.	-
441	Fort Kent Electric Co.....	Oct. 5,'20	Extension of lines.....	50,000	-	-	8	Pfd.	10 Yrs.
443	Consumers Electric Company....	July 30,'20	Purchase of property & construct'n	5,000	-	-	-	Com.	-
443	Consumers Electric Company....	July 30,'20	Purchase of property & construct'n	10,000	-	-	-	Com.	-
445	Central Maine Power Company..	Oct. 19,'20	Capital expenditures and redemption of bonds.....	2,431,500	-	-	-	-	-
447	Equalized Tel. Association.....	Aug. 27,'20	Payments of notes.....	300	-	-	-	Com.	-
455	Bangor Railway & Electric Co..	Sept. 9,'20	Capital expenditures & to retire bonds.....	-	-	300,000	8	Conv.	10 Yrs.
456	Bar Harbor & Union River Pr. Co.	Sept. 9,'20	Capital expenditures.....	-	41,000	-	-	-	Sept. 1, 1935
461	Farmers Electric Co.....	Oct. 5,'20	Purchase of property & construct'n	25,000	-	-	5	Com.	-
462	Berwick & Salmon Falls Elec. Co.	Oct. 14,'20	Capital expenditures.....	-	3,300	-	5	Com.	Oct. 1, 1953
462	Berwick & Salmon Falls Elec. Co.	Oct. 14,'20	Capital expenditures.....	1,425	-	-	-	Com.	-
				\$3,595,300	\$1,622,428	\$371,000			

* Previously authorized, maturity changed.

No.	APPLICANT.	Date of order.	PURPOSE OF ISSUE.	Stocks.	Bonds.	Notes.	%	Description.	Date of maturity.
R.R. 528	Boston & Maine Railroad	Jan. 26,'20	To retire bonds	-	\$2,273,000	-	6	-	Jan. 1,'29
528	Boston & Maine Railroad	Jan. 26,'20	To pay for betterments, improvements and additions.	-	8,000,000	-	6	-	Jan. 1,'29
538	Maine Central Railroad	Feb. 24,'20	To pay for equipment	-	-	\$1,203,000	6	-	Jan. 15, yearly.
542	Boston & Maine Railroad	Mar. 26,'20	To pay for equipment	-	-	7,000,000	6	-	Jan. 15, yearly.
556	Boston & Maine Railroad	May 24,'20	To refund obligations	-	8,843,000	-	6	Series E	Various.
561	Cumberland Cy. Pr. & Lt. Co.	May 21,'20	To pay for safety cars	-	-	42,573 70	-	Series F	Monthly.
562	Portland Terminal Co.	June 8,'20	To pay for equipment & notes	\$200,000	-	-	-	-	-
567	Boston & Maine Railroad	June 10,'20	To refund bonds	-	17,606,000	-	6	Series D	Jan. 1,'29
607	Androscoggin & Kennebec Ry.	Aug. 20,'20	To pay for safety cars	-	-	144,248 23	-	-	Monthly.
613	Maine Central Railroad	Aug. 26,'20	To retire bonds & pay for new equipment & capital Exp.	-	4,000,000	-	-	Series D	-
655	Boston & Maine Railroad	Dec. 6,'20	To pay for capital expenditures since Federal control.	-	5,443,979	-	6	Series H	-
	Poston & Maine Railroad	Dec. 6,'20	To pay for new equipment.	-	1,212,500	-	6	Series G	Jan. 1,'29
	Boston & Maine Railroad	Dec. 6,'20	To refund obligations	-	609,000	-	7	Series I	Jan. 1,'31
				\$200,000	\$47,987,479	\$8,389,821 92			



PART II

Annual Report

OF THE

Public Utilities Commission

FOR YEAR ENDED

December 31, 1919



TABULATED AND COMPARATIVE
STATEMENTS

COMPILED FROM THE

Reports of
Electric Companies

FOR THE

Year Ended December 31, 1919

COMPARATIVE STATEMENT NO. I.

The following gives a comparative statement of the assets of electric utilities reporting to the Commission for the year ended December 31, 1919. Liabilities of corresponding companies are shown on following page.

NAME OF COMPANY.	Fixed capital.	Current assets.	Prepayments.	Other assets.	Suspense.	Deficit.	Total assets.
Androscoggin Electric Company.....	\$5,394,194 07	\$125,607 20	\$5,490 98	\$128,582 05	\$9,522 60		\$5,663,396 90
Androscoggin & Kennebec Ry. Co.....	4,449,634 92	161,847 58	5,666 91	23,305 54	1 00		4,640,455 95
Bangor Power Co.....	3,144,632 41	109,310 60	37 41	1,105 00			3,255,085 42
Bangor Railway & Electric Co.....	3,751,730 55	324,883 13	3,512 46	2,875,208 00	532 58		6,955,866 72
Bar Harbor & Union River Power Co.	2,400,599 57	26,997 36	265 32	1,838 75	1,557 14		2,431,258 14
Barnes Electric Light Plant.....	4,183 29					\$2,151 80	6,335 09
Bartlett, C. H.....							
Bath & Brunswick Light & Power Co.	1,338,367 14	162,571 32	14,846 06	2,719 35	19,109 49		1,537,613 36
Belgrade Power Co.....	15,290 23	3,472 35					18,762 58
Berwick & Salmon Falls Elec. Co., The	249,799 65	3,971 76	21 12	675 00	29,097 11		283,564 64
Bethel Light Co.....	25,605 64	1,578 67					27,184 31
Black Stream Electric Co., The	12,399 23	204 79					12,604 02
Bridgewater Electric Co.....	6,757 70	828 51					7,586 21
Bridgton Water & Electric Co.	167,340 42	14,026 06	411 93	27,600 00	16,857 93		228,236 34
Brownfield Electric Co.....	8,295 66					7,700 50	13,996 16
Brownville Electric Light & Power Co.	13,962 11	13,262 19					27,224 30
Calais Street Railway.....	200,546 04	4,436 00				117 96	205,100 00
Caribou Water, Light & Power Co.	221,032 20	17,577 51	123 15	59,473 70			298,206 56
Carrabassett Light & Power Co.	11,181 08	2,437 38					13,618 46
Central Maine Power Co.....	8,827,743 37	1,188,309 39	40,096 30	2,404,973 42	235,852 71		12,696,975 19
Cherryfield Electric Light Co.	5,103 81	2,113 35		1,000 00	100 00	51 47	8,368 63
Clark Power Co.....	134,642 85	13,800 49					148,443 34
Cornish & Kezar Falls Lt. & Power Co.	79,732 14	9,054 16	142 45	637 50			89,568 25
Crawford Electric Co.....	3,672 51	661 17				666 32	5,000 00
Cumberland County Power & Light Co.	8,502,359 19	695,375 13	13,163 57	3,482,001 58	305,559 04		12,998,458 01
Danforth Electric Light Co.....	4,000 00	157 59					4,157 59
Dennistown Power Co.....	57,188 51	7,371 57			4,662 53		69,222 61
Easton Electric Co.....	8,603 37	2,186 55					10,789 92
Eastport Electric Light Co.	33,879 56	10,081 38	220 63				44,181 57
Fort Fairfield Light & Power Co.	48,626 79	19,731 88	199 80				68,558 47
Fort Kent Electric Co.....	43,195 57	8,102 77					51,298 34
Franklin Light & Power Co.....	575,545 32	29,975 56		7,242 50	723,800 00		1,336,563 38

† Leased lines.

COMPARATIVE STATEMENT NO. I.

The following gives a comparative statement of the liabilities of electric utilities reporting to the Commission for the year ended December 31, 1919. Assets of corresponding companies are shown on preceding page.

NAME OF COMPANY	Capital stock.	Funded debt.	Current liabilities.	Accrued liabilities	Reserves.	Surplus.	Total liabilities.
Androscoggin Electric Co.	\$2,000,000 00	\$3,140,500 00	\$48,625 16	\$78,906 57	\$185,113 40	\$210,251 77	\$5,663,396 90
Androscoggin & Kennebec Ry. Co.	3,176,700 00	1,345,000 00	55,410 70	18,357 10	24,329 74	20,658 41	4,640,455 95
Bangor Power Co.	1,750,000 00	1,361,000 00	11,075 21	21,485 35	52,934 76	58,590 10	3,255,085 42
Bangor Railway & Electric Co.	3,500,000 00	2,890,041 00	174,490 06	12,053 56	298,162 87	81,119 23	6,955,866 72
Bar Harbor & Union River Power Co.	1,000,000 00	1,138,000 00	155,912 51	12,598 21	87,787 66	36,959 76	2,431,258 14
Barnes Electric Light Plant.	*4,183 29		1,290 32	240 28	621 20		6,335 09
Bartlett, C. H.	†						
Bath & Brunswick Light & Power Co.	750,000 00	525,000 00	73,143 09	2,250 00	85,878 06	101,342 21	1,537,613 36
Belgrade Power Co.			*9,023 34		3,000 00	6,739 24	18,762 58
Berwick & Salmon Falls Elec. Co. The	56,150 00	197,000 00	10,713 72	2,642 39	7,053 24	10,005 29	283,564 64
Bethel Light Co.	18,000 00		3,592 17		5,152 35	439 79	27,184 31
Black Stream Electric Co. The.	10,000 00		2,290 52	68 10		245 40	12,604 02
Bridgewater Electric Co.	5,600 00				160 72	1,825 49	7,586 21
Bridgton Water & Electric Co.	90,000 00	90,000 00	22,643 84	1,350 00	1,519 84	20,722 66	226,236 34
Brownfield Electric Co.	300 00		13,696 16				13,996 16
Brownville Electric Light & Power Co.	5,000 00		7,510 00	150 00	4,308 74	10,255 56	27,224 30
Calais Street Railway.	100,000 00	100,000 00			5,100 00		205,100 00
Caribou Water, Light & Power Co.	100,000 00	99,000 00	10,650 99	825 00	49,174 99	38,555 58	298,206 56
Carrabasset Light & Power Co.	10,000 00		424 35	235 00		2,959 11	13,618 46
Central Maine Power Co.	5,094,400 00	5,000,500 00	1,768,321 78	80,020 51	301,586 34	452,146 56	12,696,975 19
Cherryfield Electric Light Co.	7,000 00		1,368 63				8,368 63
Clark Power Co.	10,000 00		125,719 29		7,076 78	5,647 27	148,443 34
Cornish & Kezar Falls Light & Power Co.	50,000 00	25,500 00	710 90		7,502 35	5,855 00	89,568 25
Crawford Electric Co.	5,000 00						5,000 00
Cumberland County Power & Light Co.	5,000,000 00	6,694,500 00	215,346 95	148,917 88	612,281 03	327,412 65	12,998,458 51
Danforth Electric Light Co.	*4,000 00					157 59	4,157 59
Dennistown Power Co.	*59,879 03		240 95		1,643 23	7,459 40	69,222 61
Easton Electric Co.	5,000 00				2,875 00	2,914 92	10,789 92
Eastport Electric Light Co.	15,000 00	15,000 00	522 78		1,945 54	11,713 25	44,181 57
Fort Fairfield Light & Power Co.	21,000 00	10,000 00	11,436 77	701 68	10,875 18	14,544 84	68,558 47
Fort Kent Electric Co.	17,000 00		12,389 65		3,320 66	18,588 03	51,298 34
Franklin Light & Power Co.	933,800 00	250,000 00	57,346 80		16,645 02	78,771 56	1,336,663 38

* Proprietor's account.

† Leased lines.

PUBLIC UTILITIES COMMISSION REPORT.

COMPARATIVE STATEMENT NO. I—ASSETS—CONTINUED.

NAME OF COMPANY.	Fixed capital.	Current assets.	Prepayments.	Other assets.	Suspense.	Deficit.	Total assets.
Fryeburg Electric Light Co.....	\$13,661 81	\$1,223 95	\$21 67				\$14,907 43
Gould Electric Co.....	375,442 70	77,773 88					453,216 58
Harrison Power Co.....	15,014 25	63 36					15,077 61
Hartland Electric Light & Power Co.	23,006 40	1,274 43	66 63				24,347 46
Hebron Academy, Trustees of.....	4,518 00						4,518 00
Houlton Water Co., Electric Dept.....	76,434 78	23,417 59	50 64	\$4,853 22			104,756 23
Island Lighting Co.....	33,180 51	1,772 11					34,952 62
Jordan Geo F & A. L.....	1,003 74	25 58					1,029 32
Kennebunk Electric Light Dept.....	79,071 47	8,497 46					87,568 93
Kingfield Light Co.....	4,199 98	1,309 71					5,509 69
Kittery Electric Light Co.....	38,518 02	1,026 18					39,544 20
Knox County Electric Co.....	1,387,475 40	76,684 61	5,714 13	16,087 84	15,589 84		1,501,551 82
Lake View Electric Co.....	2,585 58	1,048 62				\$106 96	3,741 16
Lee Electric Company.....	6,829 00	996 28					7,825 28
Lewiston Augusta & Waterville St. Ry.	7,316,348 13	100,800 87	9,127 58	1,255,702 16	116,643 72	73,125 19	8,871,747 65
Limestone Light & Power Co.....	19,287 48	4,309 29					23,596 77
Lincoln County Power Co., Inc.....	526,774 52	20,286 28	2,264 66		50,560 98		599,886 44
Livermore Falls Light & Power Co.,	81,820 43	9,699 66		40,000 00			131,520 09
Machias Electric Light Co.....	43,868 80	7,004 75					50,873 55
Madison Village Corporation.....	99,711 48	13,564 26	290 90	456 95			114,023 59
Mallison Power Co.....	244,584 61	20,935 61	38 00	73,977 50			339,535 72
Mapleton Electric Co.....	11,200 07	2,535 04	50 00				13,785 11
Mars Hill Electric Co.....	21,457 87	7,915 17					29,373 04
Merrill Mill Co.....	3,439 41	275 26					3,714 67
Millinocket Light Co.....	39,777 26	7,434 37			6,512 55	1,021 18	54,745 36
Milo Electric Light & Power Co.....	114,153 36	9,713 86					123,867 22
Monmouth Electric Co.....	17,202 65	628 32					17,830 97
Monson Light & Power Co.....	8,137 90	978 22		40,000 00	2,443 93	2,458 54	54,018 59
Monticello Electric Co.....	5,680 10	1,358 99					7,039 09
Moors, George H.....	20,567 70	965 12					21,532 82

COMPARATIVE STATEMENT NO. I—LIABILITIES—CONTINUED.

NAME OF COMPANY.	Capital stock.	Funded debt.	Current liabilities.	Accrued liabilities.	Reserves.	Surplus.	Total liabilities.
Fryeburg Electric Light Co.	\$10,000 00		\$2,452 91		\$845 66	\$1,608 86	\$14,907 40
Gould Electric Company	400,000 00		2,309 54		12,954 59	37,952 45	453,216 58
Harrison Electric Light & Power Co.	*15,014 25					63 36	15,077 61
Hartland Electric Light & Power Co.	7,303 00	\$14,000 00	185 27			3,162 19	24,347 46
Hebron Academy, Trustees of						4,518 00	4,518 00
Houlton Water Co., Electric Dept.		47,000 00	3,578 00	\$394 66	26,583 04	27,203 53	104,756 23
Island Lighting Co.	*27,640 00		5,207 01			2,105 61	34,952 62
Jordan, Geo. F. & A. L.	*1,003 74					25 58	1,029 32
Kennebunk Electric Light Dept.		12,000 00	1,278 35	20 00		74,270 58	87,568 93
Kingfield Light Co.	*4,000 00				1,400 00	109 69	5,509 69
Kittery Electric Light Co.	25,000 00		13,309 22			1,234 98	39,544 20
Knox County Electric Co.	400,000 00	800,000 00	125,283 52	1,212 27	32,383 46	142,672 57	1,501,551 82
Lake View Electric Light Co.	3,000 00				741 16		3,741 16
Lee Electric Co.	4,400 00		3,363 49			61 79	7,825 28
Lewiston, Augusta & Waterville St. Ry.	3,000,000 00	4,282,000 00	1,060,983 88	218,731 58	310,032 19		8,871,747 65
Limestone Light & Power Co.	*10,650 43		6,300 00		1,575 00	5,071 34	23,596 77
Lincoln County Power Co., Inc.	200,000 00	310,000 00	72,397 86	7,246 12		10,242 46	599,886 44
Livermore Falls Light & Power Co.	61,200 00	50,000 00			12,842 75	7,477 34	131,520 09
Machias Electric Light Co.	8,800 00		4,074 65		1,533 52	36,465 38	50,873 55
Madison Village Corporation.		28,500 00	5,184 44	414 00	6,541 71	73,383 44	114,023 59
Mallison Power Co.	99,900 00	140,000 00	285 51	1,916 66	5,989 76	91,443 79	339,535 72
Mapleton Electric Co.	5,000 00		5,294 44		1,259 50	2,231 17	13,785 11
Mars Hill Electric Co.	10,000 00		616 25		1,290 35	17,466 44	29,373 04
Merrill Mill Co.	*3,714 67						3,714 67
Millinocket Light Co.	14,000 00	40,745 36					54,745 36
Milo Electric Light & Power Co.	25,000 00	20,000 00	64,402 29		12,301 15	2,163 78	123,867 22
Monmouth Electric Co.	8,475 00		7,505 88		1,310 71	539 38	17,830 97
Monson Light & Power Co.	50,000 00		162 36		3,856 23		54,018 59
Monticello Electric Co.	2,950 00				1,029 06	3,060 03	7,039 09
Mooers, Geo. H.	*13,447 29		6,260 09		1,825 44		21,532 82

* Proprietor's account.

COMPARATIVE STATEMENT NO. I—ASSETS—CONCLUDED.

PUBLIC UTILITIES COMMISSION REPORT.

NAME OF COMPANY.	Fixed capital.	Current assets.	Prepayments.	Other assets.	Suspense.	Deficit.	Total assets.
Mt. Vernon Light & Power Co.	\$4,650 00	\$228 58		\$100 00			\$4,978 58
Newport Light & Power Co.	36,165 37	3,826 73	\$324 47		\$520 00		40,836 57
Ogousooc Light & Power Co.	63,596 51	1,859 81			1,878 07	\$5,490 61	72,825 00
Oxford Electric Co.	292,160 01	26,822 18	319 48	2,085 80	12,990 25		334,377 72
Penobscot Bay Electric Co.	795,316 09	88,207 32	8,710 67	525 00	12,670 86		905,429 94
Phillips Electric Light & Power Co.	9,214 92	5,071 32					14,285 34
Readfield Light & Power Co.	10,896 89	941 14			198 43		12,336 46
Rockingham County Light & Power Co.	2,193,060 09	204,651 84	9,806 29	200 00	921,952 29	55,365 84	3,395,036 35
Rogers W. A.	6,500 00	168 70					6,668 70
Rumford Falls Light & Water Co.	159,151 32	48,102 48	814 76	5,000 00	1246 62		212,821 94
St. Croix Gas Light Co.	264,749 11	39,710 66	1,742 17	2,335 42			308,538 36
Stratton Light Co.	12,469 48	172 86					12,642 34
Thompson & Co., C. A.	7,000 00						7,000 00
Turner Light & Power Co.	46,042 57	4,262 86			500 00	9,210 72	60,016 15
Union Light & Power Co.	5,202 83	261 40					5,464 23
Van Buren Light & Power District.	40,614 88	7,074 19	135 50	100 00			47,924 57
Vinalhaven Light & Power Co.	34,125 96	9,133 56	195 96				43,455 48
Waldoboro Water & Elec. Lt. & Power Co.	19,696 83	656 58	113 95				20,467 36
Washburn Electric Co.	13,291 08	4,630 61					17,921 69
Washington County Power & Light Co.	158,419 30	15,553 94			879 50		174,852 74
Westbrook Electric Co.	138,435 15	16,458 52	112 83				155,006 50
Western Maine Power Co.	311,104 21	45,766 06	3,399 38	411,173 88	13,369 02		784,812 55
Westfield Electric Co.	10,788 40	4,066 45					14,854 85
Weymouth G. A.	13,028 40						13,028 40
Winthrop & Wayne Light & Power Co.	65,471 76	10,405 15	162 61			24,905 96	100,945 48
Wiscasset Electric Light & Power Co.	9,350 31	2,821 97	178 13	1 00			12,351 41
Woodland Light & Water Co.	26,396 72						26,396 72
York County Power Co.	2,464,802 41	102,566 84	1,279 78	448,682 91	20,573 95		3,037,905 89
Total	\$57,584,500 01	\$4,006,873 98	\$139,118 28	\$11,317,645 07	\$2,523,688 90	\$182,373 05	\$75,754,199 29

† Credit.

COMPARATIVE STATEMENT NO. I—LIABILITIES—CONCLUDED.

NAME OF COMPANY.	Capital stock.	Funded debt.	Current liabilities.	Accrued liabilities.	Reserves.	Surplus.	Total liabilities.
Mt. Vernon Light & Power Co.	\$4,650 00		\$149 20		\$179 38		\$4,978 58
Newport Light & Power Co.	22,700 00	\$15,000 00	680 02			\$2,456 55	40,836 57
Oquossoc Light & Power Co.	36,800 00	25,000 00	9,450 00	\$375 00	1,200 00		72,825 00
Oxford Electric Co.	80,000 00	175,000 00	4,151 71	702 56	10,959 25	63,564 20	334,377 72
Penobscot Bay Electric Co.	248,100 00	57,000 00	539,262 71	570 00	49,001 45	11,495 78	905,429 94
Phillips Electric Light & Power Co.	4,175 00		591 75	45 50	2,807 75	6,665 34	14,285 34
Readfield Light & Power Co.	10,000 00		1,119 75	66 64	202 00	648 07	12,036 46
Rockingham Co. Light & Power Co.	1,000,000 00	766,000 00	1,458,842 36	83,335 65	86,858 34		3,395,036 35
Rogers, W. A.	*6,500 00					168 70	6,668 70
Rumford Falls Light & Water Co.	100,000 00		23,042 02		38,129 48	51,650 44	212,821 94
St. Croix Gas Light Co.	224,800 00		35,135 80		9,395 96	39,206 60	308,538 36
Stratton Light Co.	10,000 00		1,350 00			1,292 34	12,642 34
Thompson & Co., C. A.	*3,900 00		3,100 00				7,000 00
Turner Light & Power Co.	16,000 00	25,000 00	16,289 43		2,726 72		60,016 15
Union Light & Power Co.	4,000 00		682 11	11 00		771 12	5,464 23
Van Buren Light & Power District.		35,000 00	4,988 72	593 18	1,500 00	5,842 67	47,924 57
Vinalhaven Light & Power Co.	32,500 00		7,393 05		2,066 67	1,495 76	43,455 48
Waldoboro Water & Electric Light & Power Co.	12,800 00		2,316 88			5,350 48	20,467 36
Washburn Electric Co.	1,400 00		29 25		1,840 87	14,651 57	17,921 69
Washington Co. Power & Light Co.	62,200 00		112,652 74				174,852 74
Westbrook Electric Co.	111,000 00		2,805 19	1,371 80	19,410 12	20,419 39	155,006 50
Western Maine Power Co.	87,700 00	513,000 00	177,003 77	119 70	3,208 99	3,780 09	784,812 55
Westfield Electric Co.	3,200 00		9,694 06		163 52	1,797 27	14,854 85
Weymouth, G. A.	*8,314 33		2,428 92			2,285 15	13,028 40
Winthrop & Wayne Light & Power Co.	50,000 00	35,000 00	11,327 48	118 00	4,500 00		100,945 48
Wisasset Electric Light & Power Co.	7,620 00		83 67		200 00	4,447 74	12,351 41
Woodland Light & Water Co.	5,000 00		20,474 62		922 10		26,396 72
York County Power Co.	1,383,000 00	1,467,000 00	56,676 64	6,547 55	20,747 59	103,934 11	3,037,905 89
Total.	\$31,744,567 03	\$31,738,286 36	\$6,686,053 45	\$704,590 50	\$2,468,364 17	\$2,412,337 78	\$75,754,199 29

* Proprietor's account.

PUBLIC UTILITIES COMMISSION REPORT.

COMPARATIVE STATEMENT No. 2.

The following tabulation gives a comparative statement of the Income Account of electric utilities for the year ended December 31, 1919.

NAME OF COMPANY.	Electric operating revenues.	Electric operating expenses.	Net revenue from electric operations.	Net revenue from other operations.	Non-operating revenue.	Gross income.	Deductions from gross income.	Net income.
Androscoggin Electric Co.	\$395,350 40	\$190,046 79	\$205,303 61	\$67,480 88	\$28,597 26	\$301,381 75	\$159,476 58	\$141,905 17
† Androscoggin & Kennebec Ry. Co.	3,086 85	2,453 12	633 73	44,882 82	1,652 38	46,568 93	25,910 52	20,658 41
Bangor Power Co.	204,687 23	140,429 03	64,258 20	13,930 54	30,934 30	109,123 04	66,223 24	42,899 80
Bangor Railway & Electric Co.	281,516 78	139,851 63	141,665 15	109,402 33	82,948 15	334,015 63	174,099 49	159,916 14
Bar Harbor & Union River Power Co.	133,942 16	72,566 83	61,375 33	*3,383 63	16,861 84	74,853 54	59,477 36	15,376 18
Barnes Electric Light Plant.	576 12	1,338 52	*762 40			*762 40	210 66	*973 06
Bartlett, C. H.	733 51	733 51						
Bath & Brunswick Light & Power Co.	226,039 67	158,024 37	68,015 30	621 97	20,057 30	88,694 57	26,655 49	62,039 08
Belgrade Power Co.	3,043 36	4,069 27	*1,025 91	509 34		*516 57	345 86	*862 43
Berwick & Salmon Falls Elec. Co., The	35,858 64	19,310 43	16,548 21		252 26	16,800 47	13,126 56	3,673 91
Bethel Light Co.	10,387 33	8,474 76	1,912 57			1,912 57	177 52	1,735 05
Black Stream Electric Co., The.	728 63	449 98	278 65			278 65	68 10	210 55
Bridgewater Electric Co.	2,018 65	1,137 70	880 95			880 95		880 95
Bridgton Water & Electric Co.	13,997 27	8,104 59	5,892 68	1,330 54	83 97	7,307 19	4,997 92	2,309 27
Brownfield Electric Co.	488 50	1,100 00	*611 50			*611 50		*611 50
Brownville Electric Light & Power Co.	6,865 85	5,358 22	1,507 63			1,507 63		1,507 63
Calais Street Railway.	5,920 54		5,920 54	*2,692 60		3,227 94	5,000 00	*1,772 06
Caribou Water, Light & Power Co.	30,394 47	25,274 11	5,120 28	*1,345 34	3,004 57	6,770 51	5,000 00	1,770 51
Carrabassett Light & Power Co.	3,251 30	2,329 53	921 77		15 00	936 77		936 77
Central Maine Power Co.	749,224 87	462,296 98	279,837 89	9,679 05	222,558 24	512,075 18	2,527 90	236,822 28
Cherryfield Electric Light Co.	2,188 77	2,646 20	*487 43		246 29	*211 23		*2 1 23
Clark Power Co.	15,998 38	12,582 57	3,415 81			3,483 31		3,483 31
Cornish & Kezar Falls Light & Power Co.	10,283 79	9,332 87	950 92		476 98	1,427 90	1,275 00	152 90
Crawford Electric Co.	656 50	215 08	441 42		36 96	478 38		478 38
Cumberland Co. Power & Light Co.	1,062,197 86	456,013 40	606,184 46	269,289 97	76,022 87	951,497 30	689,989 70	261,507 60

† Operating 3 months.

* Loss.

COMPARATIVE STATEMENT NO. 2—INCOME ACCOUNT—CONTINUED.

NAME OF COMPANY.	Electric operating revenues.	Electric operating expenses.	Net revenue from electric operations.	Net revenue from other operations.	Non-operating revenue.	Gross income.	Deductions from gross income.	Net income.
Danforth Electric Light Co.....	\$4,152 86	\$3,995 64	\$157 22			\$157 22		\$157 22
Dennistown Power Co.....	7,392 98	5,679 66	1,713 32		\$807 08	2,520 40		2,520 40
Easton Electric Co.....	3,409 82	2,904 15	505 67			505 67		505 67
Eastport Electric Light Co.....	18,187 54	5,462 56	2,724 8		1,224 69	3,949 67	\$750 00	3,199 67
Fort Fairfield Light & Power Co.....	25,344 96	24,627 53	717 43		4,086 05	4,803 48	1,063 74	3,739 74
Fort Kent Electric Co.....	11,031 48	9,861 48	1,170 00		1,806 02	2,976 02	827 34	2,148 68
Franklin Light & Power Co.....	34,641 39	21,327 34	13,314 05		2,934 79	16,248 84	14,498 48	1,750 36
Fryeburg Electric Light Co.....	3,802 04	3,242 76	559 28		14 31	573 59	101 63	471 96
Gould Electric Co.....	123,297 48	89,988 51	33,308 97		5,179 44	38,488 41		38,488 41
Harrison Light & Power Co.....	1,787 75	1,214 03	573 72			573 72	600 00	*26 28
Hartland Electric Light & Power Co	6,021 91	4,635 12	1,386 79		8 14	1,394 93	840 00	554 93
Hebron Academy, Trustees of.....	1,922 90	2,016 27	*93 37			*93 37		*93 37
Houlton Water Co., Electric Dept.	51,546 05	43,177 19	8,368 86		2,582 01	10,950 87	7,896 80	3,054 07
Island Lighting Co.....	3,903 26	5,621 85	*1,718 59			*1,718 59		*1,718 59
Jordan, Geo. F. & A. L.....	436 58	411 00	25 58			25 58		25 58
Kennebunk Electric Light Dept....	15,267 21	9,503 47	5,763 74		1,506 54	7,270 28	496 67	6,773 61
Kingfield Light Co.....	2,196 14	1,964 00	232 14			232 14		232 14
Kittery Electric Light Co.....					1,750 00	1,750 00		1,750 00
Knox County Electric Co.....	127,288 27	67,994 54	59,293 73	\$5,205 49	10,859 62	75,358 84	36,872 11	38,486 73
Lake View Electric Co.....	641 50	576 15	65 35			65 35		65 35
Lee Electric Company.....	655 97	500 73	155 24		150 00	305 24	302 33	2 91
†Lewiston, Augusta & Waterville St. Railway.....	7,913 35	6,716 64	1,196 71	122,146 01	5,902 48	129,245 20	194,688 12	*65,442 92
Limestone Light & Power Co.....	9,150 98	6,185 30	2,965 68			2,965 68	258 30	2,707 38
Lincoln County Power Co., Inc.....	38,500 77	23,293 28	15,207 49	995 05	2,364 79	18,567 33	24,922 97	*6,355 64
Livermore Falls Light & Power Co.	24,130 75	16,474 27	7,656 48		493 54	8,150 02	600 00	7,550 02
Machias Electric Light Co.....	10,455 11	6,833 96	3,621 15			3,621 15		3,621 15
Madison Village Corporation.....	17,320 65	13,510 58	3,810 07		925 07	4,735 14	991 00	3,744 14
Mallison Power Co.....	32,304 28	16,424 55	15,879 73		4,435 48	20,315 21	7,058 15	13,257 06
Mapleton Electric Co.....	5,515 88	4,315 39	1,200 49		33 55	1,234 04	199 14	1,034 90
Mars Hill Electric Co.....	8,190 38	7,172 76	1,017 62		2,564 88	3,582 50	35 00	3,547 50
Merrill Mill Co.....	4,175 50	3,983 00	192 50		105 12	297 62		297 62

† Operating 9 months.

PUBLIC UTILITIES COMMISSION REPORT.

COMPARATIVE STATEMENT NO. 2—INCOME ACCOUNT—CONCLUDED.

NAME OF COMPANY.	Electric operating revenues.	Electric operating expenses.	Net revenue from electric operations.	Net revenue from other operations.	Non-operating revenue.	Gross income.	Deductions from gross income.	Net income.
Millinocket Light Co.	\$817 60	\$1,135 61	*\$318 01	*\$3,511 00	\$27 56	*\$3,801 45		*\$3,801 45
Milo Electric Light & Power Co.	13,910 00	12,757 85	1,152 15		1,682 94	2,835 09	\$3,710 91	*\$75 82
Monmouth Electric Co.	2,559 02	1,744 73	814 29			814 29	452 60	361 69
Monson Light & Power Co.	2,513 87	3,409 89	*896 02		189 24	*706 78		*706 78
Monticello Electric Co.	1,700 35	1,339 97	360 38		40 43	400 81		400 81
Moore, Geo. H.	4,419 85	2,866 36	1,553 49			1,553 49	940 80	612 69
Mt. Vernon Light & Power Co.	1,222 21	961 21	261 00			261 00		261 00
Newport Light & Power Co.	10,882 95	8,007 04	2,875 91		3 21	2,879 12	800 20	2,078 92
Oquosoc Light & Power Co.	7,306 98	5,863 92	1,443 06		289 49	1,732 55	2,727 98	*995 43
Oxford Electric Co.	43,602 82	30,478 92	13,123 90	*2,365 41	3,747 29	14,505 78	9,574 13	4,931 65
Penobscot Bay Electric Co.	148,041 68	120,211 81	27,829 87	*5,083 64	12,750 47	35,496 70	25,570 29	9,926 41
Phillips Electric Light & Power Co.	4,936 30	4,122 40	813 90		702 00	1,515 90	43 20	1,472 70
Readfield Light & Power Co.	3,026 11	2,315 01	711 10		89 00	800 10	562 00	238 10
Rockingham Co. Light & Power Co.	582,105 88	521,764 13	60,341 75		6,188 31	66,530 06	85,218 79	*18,688 73
Rogers, W. A.	347 45	178 75	168 70			168 70		168 70
Rumford Falls Light & Water Co.	73,668 18	64,669 23	8,998 95		6,106 88	15,105 83	359 11	14,746 72
St. Croix Gas Light Co.	46,075 13	30,692 74	15,382 39	*807 67	3,039 31	17,614 03	445 50	17,168 53
Stratton Light Co.	2,648 32	1,298 20	1,350 12			1,350 12	57 78	1,292 34
Thompson & Co., C. A.	1,582 94	753 30	829 64			829 64	209 80	619 84
Turner Light & Power Co.	4,257 07	4,157 26	99 81		1,053 38	1,153 19	2,953 83	*1,800 64
Union Light & Power Co.	1,812 72	1,812 72	0			0		0
Van Buren Light & Power District.	16,415 56	12,575 61	3,839 95		2,454 90	6,294 85	2,470 94	3,823 91
Vinalhaven Light & Power Co.	23,616 53	23,452 38	164 15	169 75	1,436 80	1,770 38	274 94	1,495 76
Waldoboro Water & Electric Light & Power Co.	4,464 72	4,464 72	0			0		0
Washburn Electric Co.	6,912 56	5,028 56	1,884 00			1,884 00	694 37	1,189 63
Washington Co. Power & Light Co.	247 94	247 94	0			0		0
Westbrook Electric Co.	46,067 57	35,030 15	11,037 42		1,114 03	12,151 45		12,151 45
Western Maine Power Co.	28,241 05	14,805 87	13,435 18	733 70	1,317 04	15,485 92	14,728 44	757 48
Westfield Electric Co.	2,173 52	2,002 10	171 42	551 80	746 56	*23 34	679 19	*702 53
Weymouth, G. A.	1,403 42	1,609 00	*205 58			*205 58	140 00	*345 58
Winthrop & Wayne Light & Power Co.	19,984 84	15,111 53	4,873 31		162 61	5,035 92	2,325 79	2,710 13
Wiscasset Electric Light & Power Co.	5,260 82	3,287 31	1,973 51		84 20	2,057 71		2,057 71
Woodland Light & Water Co.	5,739 36	5,739 36	0			0		0
York County Power Co.	311,824 73	203,166 31	108,658 42	5,035 75	9,643 82	123,337 99	55,502 67	67,835 32
Totals.....	\$5,229,713 22	\$3,297,805 17	\$1,931,908 05	\$632,775 70	\$584,325 73	\$3,149,009 48	\$2,010,751 94	\$1,138,257 54

*Loss.

COMPARATIVE STATEMENT NO. 3.

The following tabulation gives a comparative statement of the Corporate Surplus account of electric utilities for the year ended December 31, 1919.

NAME OF COMPANY.	Balance at beginning of year.	Net income for year.	Other additions.	Dividends declared.	Other deductions.	Balance at close of year.
Androscoggin Electric Co.....	\$182,091 82	\$141,905 17	\$231 99	\$90,000 00	\$23,977 21	\$210,251 77
†Androscoggin & Kennebec Railway Co.....		20,658 41				20,658 41
Bangor Power Co.....	63,896 20	42,899 80	1,997 46	26,250 00	23,953 36	58,590 10
Bangor Railway & Electric Co.....	56,712 94	159,916 14	1,434 50	104,997 76	31,946 59	81,119 23
Bar Harbor & Union River Power Co.....	42,553 66	15,376 18	8,064 65	9,000 00	20,034 73	36,959 76
Barnes Electric Light Plant.....	†1,178 74	*973 06				†2,151 80
Bartlett, C. H.....	0					0
Bath & Brunswick Light & Power Co.....	39,303 13	62,039 08				101,342 21
Belgrade Power Co.....	7,413 67	*862 43	188 00			6,739 24
Berwick & Salmon Falls Electric Co., The.....	9,700 38	3,673 91		3,369 00		10,005 29
Bethel Light Co.....	144 74	1,735 05		1,440 00		439 79
Black Stream Electric Co., The.....	34 85	210 55				245 40
Bridgewater Electric Co.....	1,574 54	880 95		630 00		1,825 49
Bridgton Water & Electric Co.....	18,330 88	2,309 27	82 51			20,722 66
Brownfield Electric Co.....	†7,089 00	*611 50				†7,700 50
Brownville Electric Light & Power Co.....	8,594 47	1,507 63	153 46			10,255 56
Calais Street Railway.....	1,654 10	*1,772 06				†117 96
Caribou Water, Light & Power Co.....	36,776 07	1,779 51				38,555 58
Carrabassett Light & Power Co.....	2,022 34	936 77				2,959 11
Central Maine Power Co.....	390,712 52	236,802 23		168,183 32	7,184 92	452,146 56
Cherryfield Electric Light Co.....	59 76	*211 23	100 00			†51 47
Clark Power Co.....	2,163 96	3,483 31				5,647 27
Cornish & Kezar Falls Light & Power Co.....	5,711 10	152 90			9 00	5,855 00
Crawford Electric Co.....	†894 70	478 38		250 00		†666 32
Cumberland County Power & Light Co.....	739,082 14	261,507 60	375,013 21		1,048,190 30	327,412 65

† Operated for 3 months.

* Loss.

† Debit balance.

COMPARATIVE STATEMENT NO. 3—CORPORATE SURPLUS ACCOUNT—CONTINUED.

NAME OF COMPANY.	Balance at beginning of year.	Net income for year.	Other additions.	Dividends declared.	Other deductions.	Balance at close of year.
Danforth Electric Light Co.....	\$ 37	\$157 22				\$157 59
Dennistown Power Co.....	4,939 00	2,520 40				7,459 40
Easton Electric Co.....	2,831 77	505 67		\$400 00	\$22 52	2,914 92
Eastport Electric Light Co.....	8,578 58	3,199 67			65 00	11,713 25
Fort Fairfield Light & Power Co.....	9,230 60	3,739 74	\$4,000 00	2,310 00	115 50	14,544 84
Fort Kent Electric Co.....	16,471 81	2,148 68			32 46	18,588 03
Franklin Light & Power Co.....	67,726 38	1,750 36	12,643 44		3,348 62	78,771 56
Fryeburg Electric Light Co.....	1,136 90	471 96				1,608 86
Gould Electric Co.....	17,451 01	38,488 41		8,000 00	9,986 97	37,952 45
Harrison Light & Power Co.....	89 64	*26 28				63 36
Hartland Electric Light & Power Co.....	2,607 26	554 93				3,162 19
Hebron Academy, Trustees of.....	4,518 00	*93 37	93 37			4,518 00
Houlton Water Co., Electric Dept.....	24,149 46	3,054 07				27,203 53
Island Lighting Co.....	3,824 20	*1,718 59				2,105 61
Jordan, Geo. F. & A. L.....	35 60	25 58		35 60		25 58
Kennebunk Electric Light Dept.....	67,277 90	6,773 61	241 67		22 60	74,270 58
Kingfield Light Co.....	327 55	232 14		450 00		109 69
Kittery Electric Light Co.....	1,234 98	1,750 00		1,750 00		1,234 98
Knox County Electric Co.....	175,602 59	38,486 73		20,000 00	51,416 75	142,672 57
Lake View Electric Light Co.....	†172 31	65 35				†106 96
Lee Electric Company.....	58 88	2 91				61 79
†Lewiston, Augusta & Waterville Street Railway.....	†5,890 73	*65,442 92	16 59		1,808 13	†73,125 19
Limestone Light & Power Co.....	3,863 96	2,707 38		1,500 00		5,071 34
Lincoln County Power Co., Inc.....	19,955 86	*6,355 64	1,628 35	4,984 71	1 40	10,242 46
Livermore Falls Light & Power Co.....	6,217 85	7,550 02		6,120 00	170 53	7,477 34
Machias Electric Light Co.....	36,540 23	3,621 15		3,696 00		36,465 38
Madison Village Corporation.....	69,639 30	3,744 14				73,383 44
Mallison Power Co.....	81,183 73	13,257 06		2,997 00		91,443 79
Mapleton Electric Co.....	1,196 27	1,034 90				2,231 17
Mars Hill Electric Co.....	14,728 94	3,547 50	100 00	800 00	110 00	17,466 44
Merrill Mill Co.....		297 62		297 62		
Millinocket Light Co.....	†527 84	*3,801 45	3,308 11			†1,021 18
Milo Electric Light & Power Co.....	3,465 12	*875 82			425 52	2,163 78

‡ Operated 9 months.

* Loss.

† Debit balance.

COMPARATIVE STATEMENT No. 3—CORPORATE SURPLUS ACCOUNT—CONCLUDED.

NAME OF COMPANY.	Balance at beginning of year.	Net income for year.	Other additions.	Dividends declared.	Other deductions.	Balance at close of year.
Monmouth Electric Co.	\$177 69	\$361 69				\$539 38
Monson Light & Power Co.	†1,751 76	*706 78				†2,458 54
Monticello Electric Co.	2,895 22	400 81		\$236 00		3,060 03
Mooers, Geo. H.	5,609 60	612 69	\$8,400 00		\$1,175 00	13,447 29
Mt. Vernon Light & Power Co.		261 00		261 00		
Newport Light & Power Co.	377 63	2,078 92				2,456 55
Oquossoc Light & Power Co.	†4,495 18	*995 43				†5,490 61
Oxford Electric Co.	61,196 93	4,931 65	44 78	1,800 00	809 16	63,564 20
Penobscot Bay Electric Co.	1,569 37	9,926 41				11,495 78
Phillips Electric Light & Power Co.	5,192 64	1,472 70				6,665 34
Readfield Light & Power Co.	†161 63	238 10		571 60		648 07
Rockingham County Light & Power Co.	†59,599 76	*18,688 73	23,854 97		932 32	†55,365 84
Rogers, W. A.		168 70				168 70
Rumford Falls Light & Water Company.	45,873 53	14,746 72		8,000 00	969 81	51,650 44
St. Croix Gas Light Co.	22,038 07	17,168 53				39,206 60
Stratton Light Co.		1,292 34				1,292 34
Thompson & Co., C. A.		619 84		619 84		
Turner Light & Power Co.	†7,410 08	*1,800 64				†9,210 72
Union Light & Power Co.	771 12					771 12
Van Buren Light & Power District.	2,018 76	3,823 91				5,842 67
Vinalhaven Light & Power Co.		1,495 76				1,495 76
Waldoboro Water & Electric Light & Power Co.	5,350 48					5,350 48
Washburn Electric Co.	13,461 94	1,189 63				14,651 57
Washington County Power & Light Co.	0					0
Westbrook Electric Co.	19,367 94	12,151 45		11,100 00		20,419 39
Western Maine Power Co.	10,459 40	757 48	121 43	3,150 00	4,408 22	3,780 09
Westfield Electric Co.	2,499 80	*702 53				1,797 27
Weymouth, G. A.	2,630 73	*345 58				2,285 15
Winthrop & Wayne Light & Power Co.	†27,576 09	2,710 13			40 00	†24,905 96
Wiscasset Electric Light & Power Co.	2,390 03	2,057 71				4,447 74
Woodland Light & Water Co.						
York County Power Co.	99,523 69	67,835 32	884 50	47,980 00	16,329 40	103,934 11
Totals.....	\$2,440,073 76	\$1,138,257 54	\$443,174 59	\$530,607 85	\$1,247,486 02	\$2,243,412 02

COMPARATIVE STATEMENT No. 4

The following gives a comparative statement of the Operating Revenues of electric utilities reporting to the Commission for the year ended Dec. 31, 1919

NAME OF COMPANY.	Commercial lighting.	Commercial power.	Street lighting.	Municipal lighting.	Municipal power.	Current sold other utilities.	Miscellaneous earnings.	Total operating revenues.
Androscoggin Electric Co.	\$213,598 50	\$99,298 46	\$10,179 01	\$1,790 10	\$5,289 69	\$65,194 64		\$395,350 40
*Androscoggin & Kennebec Ry. Co.	1,738 99	948 05	373 50	22 31	4 00			3,086 85
Bangor Power Co.		105,920 84				98,766 39		204,687 23
Bangor Railway & Electric Co.	211,931 90	45,824 11	12,732 86	1,160 99		9,866 92		281,516 78
Bar Harbor & Union River Power Co.	69,358 05	17,544 85	14,493 57	1,212 97	309 80	31,022 92		133,942 16
Barnes Electric Light Plant.	576 12							576 12
Bartlett, C. H.	533 51		200 00					733 51
Bath & Brunswick Light & Power Co.	113,731 50	91,846 96	14,000 56	1,373 72	3,166 33	1,920 60		226,039 67
Belgrade Power Co.	3,043 36							3,043 36
Berwick & Salmon Falls Electric Company, The.	12,456 56	5,081 51	4,415 12			13,905 45		35,858 64
Bethel Light Co.	6,616 84	2,595 49	1,170 00				\$5 00	10,387 33
Black Stream Electric Co., The.	728 63							728 63
Bridgewater Electric Co.	1,674 85	75 00	268 80					2,018 65
Bridgton Water & Electric Co.	6,592 01	5,501 35	1,903 91					13,997 27
Brownfield Electric Co.	488 50							488 50
Brownville Electric Light & Power Co.	5,465 85	400 00	1,000 00					6,865 85
Calais Street Railway.		5,920 54						5,920 54
Caribou Water, Light & Power Co.	20,242 66	8,451 70	1,415 96	225 76	58 39			30,394 47
Carrabasset Light & Power Co.	2,453 50		479 80	18 00		300 00		3,251 30
Central Maine Power Co.	311,619 62	193,506 83	53,753 20	5,304 54	2,651 25	182,289 43		749,124 87
Cherryfield Electric Light Co.	1,736 27		452 50					2,188 77
Clark Power Co.	3,472 04	11,520 34	1,006 00					15,998 38
Cornish & Kezar Falls Light & Power Company.	6,298 46	3,184 75	800 58					10,283 79
Crawford Electric Co.	556 50		100 00					656 50
Cumberland Co. Power & Light Co.	435,669 07	437,774 46	72,090 19	5,559 92	2,097 53	106,749 65	2,257 04	1,062,197 86

* Operated for 3 months.

COMPARATIVE STATEMENT NO. 4—OPERATING REVENUES—CONTINUED.

NAME OF COMPANY.	Commercial lighting.	Commercial power.	Street lighting.	Municipal lighting.	Municipal power.	Current sold other utilities.	Miscellaneous earnings.	Total operating revenues.
Danforth Electric Light Co.....	\$2,100 06	\$1,761 60	\$291 20					\$4,152 86
Dennistown Power Co.....	6,351 73		1,041 25					7,392 98
Easton Electric Co.....	3,118 70		255 80				\$35 32	3,409 82
Eastport Electric Light Co.....	15,814 54		2,373 00					18,187 54
Fort Fairfield Light & Power Co.....	19,628 08	4,248 98	1,250 00	\$217 90				25,344 96
Fort Kent Electric Co.....	9,100 72	806 01	1,124 75					11,031 48
Franklin Light & Power Co.....	23,741 58	6,162 67	4,737 14					34,641 39
Fryeburg Electric Light Co.....	2,960 22	65 70	776 12					3,802 04
Gould Electric Co.....	23,801 17	8,745 43	1,659 96			\$89,090 92		123,297 48
Harrison Light & Power Co.....	1,332 75	20 00	435 00					1,787 75
Hartland Electric Light & Power Co.....	3,994 61	1,146 34	880 96					1,922 90
Hebron Academy, Trustees of.....	1,922 90							
Houlton Water Co., Electric Dept.....	31,253 16	11,804 03	2,393 70	321 90		5,773 26		51,546 05
Island Lighting Co.....	2,904 03		500 00			499 23		3,903 26
Jordan, Geo. F. & A. L.....	253 25		183 33					436 58
Kennebunk Electric Light Dept.....	9,548 71	1,607 62	3,888 00	209 05	\$13 83			15,267 21
Kingfield Light Co.....	1,629 48		566 66					2,196 14
Kittery Electric Light Co.....	0							0
Knox County Electric Co.....	69,382 98	42,739 02	14,227 44	880 17	58 66			127,288 27
Lake View Electric Co.....	481 50		160 00					641 50
Lee Electric Company.....	445 72	43 00	167 25					655 97
†Lewiston, Augusta & Waterville St. Railway.....	3,669 45	3,084 18	1,420 50	30 22	9 00			7,913 35
Limestone Light & Power Co.....	6,368 10	2,334 67	360 00	88 21				9,150 98
Lincoln County Power Co., Inc.....	7,186 77	15,996 61	3,697 .9			1,620 20		38,500 77
Livermore Falls Light & Power Co.....	14,990 25	6,489 41	2,651 09					24,130 75
Machias Electric Light Co.....	9,628 23	826 88						10,455 11
Madison Village Corporation.....	12,913 47	1,916 94	2,404 98	85 26				17,320 65
Mallison Power Co.....	5,908 71	15,027 10	67 47			1,301 00		32,304 28
Mapleton Electric Co.....	2,244 21	3,091 67	80 00					5,515 88
Mars Hill Electric Co.....	7,642 11	435 47	712 80					8,199 38
Merrill Mill Co.....	3,076 75		1,000 00	98 75				4,175 50
Millinocket Light Co.....	616 91		200 69					817 60
Milo Electric Light & Power Co.....	8,485 27	3,876 65	1,411 25	99 23	37 60			13,910 00

† Operated for nine months.

COMPARATIVE STATEMENT NO. 4—OPERATING REVENUES—CONCLUDED.

NAME OF COMPANY.	Commercial lighting.	Commercial power.	Street lighting.	Municipal lighting.	Municipal power.	Current sold other utilities.	Miscellaneous earnings.	Total operating revenues.
Monmouth Electric Co.....	\$2,559 02							\$2,559 02
Monson Light & Power Co.....	2,140 58	\$373 29						2,513 87
Monticello Electric Co.....	1,425 35		\$275 00					1,700 35
Mooers, Geo. H.....	4,056 35		363 50					4,419 85
Mt. Vernon Light & Power Co.....	885 03	84 68	252 50					1,222 21
Newport Light & Power Co.....	7,474 28	2,235 4	1,053 24	\$120 29				10,882 95
Oquosod Light & Power Co.....	5,382 40	156 41	1,768 17					7,306 98
Oxford Electric Co.....	23,583 33	14,287 09	5,343 40	338 96			\$50 04	43,602 82
Penobscot Bay Electric Co.....	69,139 54	63,629 24	11,630 48	903 92		\$2,738 50		148,041 68
Phillips Electric Light & Power Co.....	3,844 27		1,026 03				66 00	4,936 30
Readfield Light & Power Co.....	2,226 12		799 99					3,026 11
Rockingham Co. Light & Power Co.....	144,172 30	84,494 03	23,308 81	1,694 98	\$4,615 22	322,843 22	977 32	582,105 83
Rogers, W. A.....	135 45		200 00	12 00				347 45
Rumford Falls Light & Water Co.....	52,770 68	11,656 40	7,839 19	1,084 56	261 81		55 54	73,668 18
St. Croix Gas Light Co.....	29,049 82	9,652 96	7,372 35					46,075 13
Stratton Light Co.....	2,178 52		469 80					2,648 32
Thompson & Co., C. A.....	1,102 44	180 50	300 00					1,582 94
Turner Light & Power Co.....	4,257 07							4,257 07
Union Light & Power Co.....	1,490 00	130 72	192 00					1,812 72
Van Buren Light & Power District.....	10,276 23	3,919 55	879 96	92 50		765 84	481 48	16,415 56
Vinalhaven Light & Power Co.....	4,565 94	17,775 67	1,274 92					23,616 53
Waldoboro Water & Electric Light & Power Co.....	3,351 66	623 14	459 92					4,464 72
Washburn Electric Co.....	5,361 72	965 84	585 00					6,912 56
Washington Co. Power & Light Co.....	247 94							247 94
Westbrook Electric Co.....	31,326 85	6,465 13	6,985 02	1,200 57				46,067 57
Western Maine Power Co.....	7,011 54	16,761 69	1,554 00	29 82		2,884 00		28,241 05
Westfield Electr. Co.....	2,175 52							2,175 52
Weymouth, C. A.....	415 45	54 67	325 67			606 63		1,403 42
Winthrop & Wayne Light & Power Co.....	12,258 17	5,349 08	2,241 99	135 60				19,984 84
Wisasset Electric Light & Power Co.....	3,523 31	1,297 51	440 00					5,260 82
Woodland Light & Water Co.....	4,185 96		1,235 00	318 40				5,739 36
York County Power Co.....	175,559 35	76,020 73	45,171 08	4,481 87	189 66	12,342 52	59 52	311,824 73
Totals.....	\$2,370,640 60	\$1,483,738 69	\$362,900 11	\$29,202 47	\$18,762 77	\$960,481 32	\$3,987 26	\$5,229,713 22

COMPARATIVE STATEMENT No. 5.

The following tabulation gives a comparative statement of the Operating Expenses of electric utilities reporting to the Commission for the year ended Dec. 31, 1919. See following page for balance of operating account.

Line	NAME OF COMPANY.	Steam power operation.	Steam power maintenance.	Hydraulic power operation.	Hydraulic power maintenance.	Gas power operation.	Gas power maintenance.	Transmission operation.	Transmission maintenance.
1	Androscoggin Electric Co.	\$6,848 22	\$1,239 62	\$13,103 48	\$7,548 73			\$2,407 01	\$4,736 08
2	*Androscoggin & Kennebec Ry. Co.			1,680 00				97 50	
3	Bangor Power Co.	391 10	37 98	65,296 76	10,072 48			411 35	11,307 39
4	Bangor Railway & Electric Co.			50,598 10	1,519 54			4,667 36	1,444 09
5	Bar Harbor & Union River Power Co.			5,779 24	1,566 01			7,038 72	4,537 90
6	Barnes Electric Light Plant					\$743 71	\$60 84		
7	Bartlett, C. H.			300 46					
8	Bath & Brunswick Light & Power Company	27,480 66	1,744 67	23,093 84	2,214 38			24,001 00	1,760 93
9	Belgrade Power Co.							1,330 37	
10	Berwick & Salmon Falls Electric Co., The			9,635 45	19 34			25 70	43 82
11	Bethel Light Co.	5,956 22	1 40						
12	Black Stream Electric Co., The			272 76					
13	Bridgewater Electric Co.			808 14					
14	Bridgton Water & Electric Co.			3,494 72	340 91			559 08	3 00
15	Brownfield Electric Co.	650 00							
16	Brownville Elec. Light & Power Co.			1,500 00	68 26				
17	Calais Street Railway								
18	Caribou Water, Light & Power Co.			13,235 05	1,367 80				6 04
19	Carrabassett Light & Power Co.	1,200 00							
20	Central Maine Power Co.	58,638 29	3,965 42	141,830 44	28,611 69			2,738 27	13,335 01
21	Cherryfield Electric Light Co.	151 50		1,320 15	89 81				
22	Clark Power Co.			2,755 86	333 65			10 05	9 64
23	Cornish & Kezar Falls Light & Power Company			2,441 32	81 93				
24	Crawford Electric Co.			72 28					
25	Cumberland Co. Power & Light Co.	29,126 29	2,746 33	37,758 88	3,215 45			46,728 40	8,930 50

* Operated for 3 months.

COMPARATIVE STATEMENT No. 5.
BALANCE 'OF OPERATING ACCOUNTS

No.	Distribution operation.	Distribution maintenance.	Utilization operation.	Utilization maintenance.	Commercial expense.	New business.	General administration.	Total operating expenses.
1	\$3,805 83	\$3,867 25	\$2,778 04	\$ 97	\$12,669 28	\$1,329 26	\$129,713 02	\$190,046 79
2	36 07	184 41	34 94		163 37	49 36	207 47	2,453 12
3		8 70					52,903 27	140,429 03
4	8,764 98	8,573 07	3,089 21	1,135 27	10,335 63	5,246 78	44,477 60	139,851 63
5	3,565 01	4,775 90	1,504 62	15 75	1,224 03	175 44	42,384 21	72,566 83
6		85 00					448 97	1,338 52
7							433 05	733 51
8	915 03	7,062 95	636 56	1,641 78	12,848 99	99 56	54,524 02	158,024 37
9							2,738 90	4,069 27
10	520 25	635 31	605 71	173 17	1,686 12	63 20	5,902 36	19,310 43
11		9 10					2,508 04	8,474 76
12	5 84	12 63			73 41		85 34	449 98
13		21 78		4 20	240 00		63 58	1,137 70
14	286 69	203 74	339 46		29 71	5 25	2,842 03	8,104 59
15							450 00	1,100 00
16		57 75					3,732 21	5,358 22
17								
18	519 10	2,182 46	216 06	8 43	1,148 84		6,590 41	25,274 19
19	600 00			40 50			489 03	2,329 53
20	6,425 57	24,990 68	939 55	8,529 20	45,518 84	1,599 77	132,164 25	469,286 98
21	743 00	8 58		47 25			285 91	2,646 20
22	2,446 12	395 30		88 76			6,543 19	12,582 57
23		891 62	13 28		767 91	64 35	5,072 46	9,332 87
24		51 90	19 80				71 10	215 08
25	7,626 83	10,973 72	19,270 01	1,748 83	27,290 82	4,103 60	256,493 74	456,013 40

COMPARATIVE STATEMENT NO. 5—OPERATING EXPENSES—CONTINUED.

Line	NAME OF COMPANY.	Steam power operation.	Steam power maintenance.	Hydraulic power operation.	Hydraulic power maintenance.	Gas power operation.	Gas power maintenance.	Transmission operation.	Transmission maintenance.
26	Danforth Electric Light Co.....	3,995 64							
27	Dennistown Power Co.....			1,166 10	593 02				
28	Easton Electric Co.....	1,597 96							
29	Eastport Electric Light Co.....		800 79	9,410 00					
30	Fort Fairfield Light & Power Co.....	11,066 63							
31	Fort Kent Electric Co.....			2,732 03	338 30				
32	Franklin Light & Power Co.....			2,227 07	147 91			134 31	1,187 85
33	Fryeburg Electric Light Co.....			2,541 57					
34	Gould Electric Co.....			60,625 14					8,690 36
35	Harrison Light & Power Co.....			574 50	39 53				
36	Hartland Electric Light & Power Co.....			2,918 38				14 41	38 86
37	Hebron Academy, Trustees of.....			1,922 90					93 37
38	Houlton Water Co., Electric Dept.....	29,821 17							28 10
39	Island Lighting Co.....			1,200 00	85 00				300 00
40	Jordan, Geo. F. & A. L.....			411 00					
41	Kennebunk Electric Light Dept.....	300 15	57 13	5,856 77	305 60			156 61	130 34
42	Kingfield Light Co.....	1,564 00							
43	Kittery Electric Light Co.....								
44	Knox County Electric Co.....	38,218 35							7 46
45	Lake View Electric Co.....	275 70							
46	Lee Electric Company.....			500 73					
47	†Lewiston, Augusta & Waterville St. Railway.....	4,093 36						297 60	11 47
48	Limestone Light & Power Co.....			3,468 28					12 25
49	Lincoln County Power Co., Inc.....		112 12	4,077 57	2,409 46			358 34	1,734 80
50	Livermore Falls Light & Power Co.....			5,392 79				12 60	
51	Machias Electric Light Co.....			2,217 71	18 87			353 94	
52	Madison Village Corporation.....			3,079 89	1,627 48			718 49	830 01
53	Mallison Power Co.....			8,037 58	100 00			269 60	2,184 55
54	Mapleton Electric Co.....	3,037 40							
55	Mars Hill Electric Co.....			3,516 44					120 00
56	Merrill Mill Co.....	3,630 00							
57	Millinocket Light Co.....	1,058 56							
58	Milo Electric Light & Power Co.....			3,957 01	206 53				78 65
59	Monmouth Electric Co.....			1,008 32					
60	Monson Light & Power Co.....			903 10					

† Operated for nine months.

COMPARATIVE STATEMENT NO. 5—BALANCE OF OPERATING ACCOUNTS—CONTINUED.

No.	Distribution operation.	Distribution maintenance.	Utilization operation.	Utilization maintenance.	Commercial expense.	New business.	General administration.	Total operating expenses.
26								3,995 64
27	1,224 00		83 39				2,613 15	5,679 66
28		292 70			300 00		713 49	2,904 15
29	434 36	721 23	581 19		787 00	3 00	2,724 99	15,462 56
30	481 33	160 10		50 27	1,438 72	141 48	11,289 00	24,627 53
31	746 14	120 94		61 20	1,129 57	35 08	4,698 22	9,861 48
32	56 82	271 28	501 21	2 80	1,986 72	187 80	14,623 57	21,327 34
33	144 35		148 75				408 09	3,242 76
34	1,841 99	876 23	438 75	21 18	2,106 07	30 82	15,357 97	89,988 51
35							600 00	1,214 03
36	36 82	260 84		90 53	562 09		713 19	4,635 12
37								2,016 27
38	1,410 93	503 93	771 03	10 18	3,129 91	197 08	7,304 86	43,177 19
39		460 00	700 00				2,876 85	5,621 85
40								411 00
41	252 81	206 33	221 24	135 05	1,125 27		756 17	9,503 47
42							400 00	1,964 00
43								
44	2,122 93	3,066 56	1,745 92	568 05	2,569 87	1,802 74	17,892 66	67,994 54
45		5 20		17 85			277 40	576 15
46								500 73
47	204 45	795 01	76 73		466 23	145 58	626 21	6,716 64
48	22 00	436 57			953 30		1,292 90	6,135 30
49	620 48	2,905 31	597 56	10 30	1,420 60	85 22	8,961 52	23,293 28
50	1,134 67	504 95		385 27	1,976 67	11 25	7,056 07	16,474 27
51	146 00	515 32		6 00			3,576 12	6,833 96
52	500 55	1,052 64	371 92	131 40	1,458 69		3,739 51	13,510 58
53			18 96				5,813 86	16,424 55
54	12 25	112 63					1,153 11	4,315 39
55		333 41		43 00	702 03	68 51	2,389 37	7,172 76
56		25 00		20 00			183 00	3,983 00
57							77 05	1,135 61
58		562 58		222 58		79 07	7,651 43	12,757 85
59		164 98		7 76			563 67	1,744 73
60	1,219 56						1,287 23	3,409 89

COMPARATIVE STATEMENT No. 5—OPERATING EXPENSES—CONCLUDED.

Line	NAME OF COMPANY.	Steam power operation.	Steam power maintenance.	Hydraulic power operation.	Hydraulic power maintenance.	Gas power operation.	Gas power maintenance.	Transmission operation.	Transmission maintenance.
61	Monticello Electric Co.	745 28							
62	Moors, Geo. H.			1,140 68					
63	Mt. Vernon Light & Power Co.			458 33					
64	Newport Light & Power Co.			4,754 70					
65	Oquossoc Light & Power Co.			2,483 98					
66	Oxford Electric Company.	1,651 31	341 83	5,756 69	2,730 03			100 04	25 87
67	Penobscot Bay Electric Co.	48 51	11 20	41,083 15	2,476 62			12,800 17	4,865 65
68	Phillips Electric Light & Power Co.			2,394 11	60 22				
69	Readfield Light & Power Co.			1,409 83	31 40				
70	Rockingham Co. Light & Power Co.	348,389 21	44,284 26	4,556 99	112 14			7,671 16	4,172 19
71	Rogers, W. A.			14 90	129 25				
72	Rumford Falls Light & Water Co.			14,169 07				5,156 03	132 54
73	St. Croix Gas Light Co.	1,340 97		5,813 15	1,406 78				
74	Stratton Light Co.			922 37					
75	Thompson & Co., C. A.			500 00					
76	Turner Light & Power Co.	1,670 55							
77	Union Light & Power Co.			779 81					
78	Van Buren Light & Power District			9,549 54				5 07	
79	Vinalhaven Light & Power Co.	17,229 06	168 17			868 33	54 01		
80	Waldoboro Water & Electric Light & Power Co.			3,051 55					
81	Washburn Electric Co.			1,873 30					
82	Washington Co. Power & Light Co.					247 94			
83	Westbrook Electric Co.			14,480 20					
84	Western Maine Power Co.			5,982 61	90 97			16 00	122 49
85	Westfield Electric Co.	1,476 02							
86	Weymouth, G. A.								
87	Winthrop & Wayne Light & Power Company.			7,126 20					
88	Wiscasset Electric Light & Power Co.			1,954 76					*3 75
89	Woodland Light & Water Co.			4,720 50					
90	York County Power Co.			92,368 70				7,225 19	4,654 83
	Totals.	\$601,652 11	\$55,510 92	\$730,066 93	\$70,500 30	\$1,859 98	\$114 85	\$125,304 37	\$75,532 29

* Credit.

COMPARATIVE STATEMENT NO. 5—BALANCE OF OPERATING EXPENSES—CONCLUDED.

No.	Distribution operation.	Distribution maintenance.	Utilization operation.	Utilization maintenance.	Commercial expense.	New business.	General administration.	Total operating expenses.
61		91 50	30 50		175 11		297 58	1,339 97
62					7 50		1,718 18	2,866 36
63			8 35			252 08	242 45	961 21
64	18 81	677 73		246 32	1,426 62		882 86	8,007 04
65	87 44	262 67		117 95	156 32		2,213 44	5,863 92
66	1,036 37	2,428 34	818 06	20 27	1,427 44	24 35	14,244 23	30,478 92
67	1,917 24	12,744 87	642 11	1,836 82	17,372 61	172 00	24,240 86	120,211 81
68		171 67	15 77				1,480 63	4,122 40
69	6 33	98 91		46 42	121 94		600 18	2,315 01
70	11,762 71	9,579 38	3,385 35	769 22	2,328 47	2,410 07	82,342 98	521,764 13
71			9 00				25 60	178 75
72	5,031 21	1,949 43	1,530 12	495 52	6,878 95	943 91	28,382 45	64,669 23
73	435 30	1,418 83	744 65				19,533 06	30,692 74
74		150 00					225 83	1,298 20
75		121 30		30 00			102 00	753 30
76	14 66	608 29	57 27				1,806 49	4,157 26
77	35 67	115 95		280 81	211 18		389 30	1,812 72
78	56 99	411 36				23 50	2,529 15	12,575 61
79	24 66	86 89	63 98		538 46	35 48	4,383 34	23,452 38
80	34 21	218 05		108 20	365 08		687 63	4,464 72
81		150 00	25 00				2,980 26	5,028 56
82								247 94
83	14 88	3,590 53	2,027 47	100 34	2,803 01	62 79	11,950 93	35,030 15
84	8 52	139 15	45 04		187 78	21 30	8,192 01	14,805 87
85		5 00			145 31		375 77	2,002 10
86							1,609 00	1,609 00
87	317 11	854 97		86 63	1,212 59	112 25	5,401 78	15,111 53
88	1 00	112 78		80 95	456 57		685 00	3,287 31
89	380 49	606 08					32 29	5,739 36
90	7,037 76	11,668 94	5,242 53	581 12	19,049 75	2,060 40	53,277 09	203,166 31
	\$77,094 12	\$127,608 21	\$50,349 09	\$20,018 10	\$190,974 38	\$21,642 33	\$1,149,577 19	\$3,297,805 17

COMPARATIVE STATEMENT NO. 6.

The following table shows the Capitalization, Indebtedness, Gross Revenues less Operating Expenses (Gross Income) and Disposition of Gross Income of Electric Companies for year ended Dec. 31, 1919.

NAME OF COMPANY.	Capital stock.	Funded debt.	Other interest-bearing debt.	Gross income.	Interest deductions.	Other deductions prior to distribution to stockholders.	Net income.	Dividends declared.
Androscoggin Electric Co.	\$2,000,000 00	\$3,140,500 00	\$25,000 00	\$301,381 75	\$157,025 04	\$2,451 54	\$141,905 17	\$90,000 00
Androscoggin & Kennebec Ry. Co.	3,176,700 00	1,345,000 00	3,000 00	46,568 93	17,978 79	7,931 73	20,658 41	
Bangor Power Co.	1,750,000 00	1,361,000 00		109,123 04	64,300 00	1,923 24	42,899 80	26,250 00
Bangor Railway & Electric Co.	3,500,000 00	2,890,041 00	50,000 00	334,015 63	142,462 84	31,636 65	159,916 14	104,997 76
Bar Harbor & Union River Power Co.	1,000,000 00	1,138,000 00		74,853 54	58,198 52	1,278 84	15,376 18	9,000 00
Barnes Electric Light Plant.	*4,183 29			†762 40	210 66		†973 06	
Bartlett, C. H.	**							
Bath & Brunswick Light & Power Co.	750,000 00	525,000 00	25,000 00	88,694 57	26,655 49		62,039 08	
Belgrade Power Co.				†516 57	345 86		†862 43	
Berwick & Salmon Falls Elec. Co., The	56,150 00	197,000 00	*7,319 42	16,800 47	10,069 78	3,056 78	3,673 91	3,369 00
Bethel Light Co.	18,000 00		3,201 52	1,912 57	177 52		1,735 05	1,440 00
Black Stream Electric Co., The.	10,000 00		1,935 00	278 65	68 10		210 55	
Bridgewater Electric Co.	5,600 00			880 95			880 95	630 00
Bridgton Water & Electric Co.	90,000 00	90,000 00	17,700 00	7,307 19	4,902 00	95 92	2,309 27	
Brownfield Electric Co.	300 00			†611 50			†611 50	
Brownville Electric Light & Power Co.	5,000 00			1,507 63			1,507 63	
Calais Street Railway.	100,000 00	100,000 00		3,227 94	5,000 00		†1,772 06	
Caribou Water, Light & Power Co.	100,000 00	99,000 00		6,779 51	5,000 00		1,779 51	
Carrabasset Light & Power Co.	10,000 00			936 77			936 77	
Central Maine Power Co.	5,094,400 00	5,000,500 00	1,389,287 88	512,075 18	271,459 87	3,813 03	236,802 28	168,183 32
Cherryfield Electric Light Co.	7,000 00			†211 23			†211 23	
Clark Power Co.	10,000 00		124,055 67	3,483 31			3,483 31	
Cornish & Kezar Falls Light & Power Company.	50,000 00	25,500 00		1,427 90	1,275 00		152 90	
Crawford Electric Co.	5,000 00			478 38			478 38	250 00
Cumberland Co. Power & Light Co.	5,000,000 00	6,694,500 00	60,887 72	951,497 30	331,379 28	358,610 42	261,507 60	
Danforth Electric Light Co.	*4,000 00			157 22			157 22	

* Proprietor's account.

† Deficit.

** Leased line.

COMPARATIVE STATEMENT NO. 6.—CONTINUED.

NAME OF COMPANY.	Capital stock.	Funded debt.	Other interest-bearing debt.	Gross income.	Interest deductions.	Other deductions prior to distribution to stockholders.	Net income.	Dividends declared.
Dennistown Power Co.	*59,879 03			2,520 40			2,520 40	
Easton Electric Co.	5,000 00			505 67			505 67	400 00
Eastport Electric Light Co.	*15,000 00			3,949 67	750 00		3,199 67	
Fort Fairfield Light & Power Co.	21,000 00	10,000 00	6,400 00	4,803 48	1,063 74		3,739 74	2,310 00
Fort Kent Electric Co.	17,000 00		10,000 00	2,976 02	743 06	84 28	2,148 68	
Franklin Light & Power Co.	933,800 00	250,000 00	32,411 87	16,248 84	14,479 48	19 00	1,750 36	
Fryeburg Electric Light Co.	10,000 00		1,750 00	573 59	101 63		471 96	
Gould Electric Co.	400,000 00			38,488 41			38,488 41	8,000 00
Harrison Light & Power Co.	*15,014 25			573 72		600 00	126 28	
Hartland Electric Light & Power Co.	7,000 00	14,000 00		1,394 93	840 00		554 93	
Hebron Academy, Trustees of				193 37			193 37	
Houlton Water Co., Electric Dept.		47,000 00		10,950 87	2,484 00	5,412 80	3,054 07	
Island Fighting Co.	*27,640 00			†1,718 59			†1,718 59	
Jordan, Geo. F. & A. L.	*1,003 74			25 58			25 58	35 60
Kennebunk Electric Light Dept.		12,000 00		7,270 28	496 67		6,773 61	
Kingfield Light Co.	*4,000 00			232 14			232 14	450 00
Kittery Electric Light Co.	25,000 00			1,750 00			1,750 00	1,750 00
Knox County Electric Co.	400,000 00	800,000 00	92,179 63	75,358 84	36,704 78	167 33	38,486 73	20,000 00
Lake View Electric Light Co.	3,000 00			65 35			65 35	
Lee Electric Company	4,400 00		3,200 00	305 24	147 00	155 33	2 91	
Lewiston, Augusta & Waterville St. Railway	3,000,000 00	4,282,000 00	344,500 00	129,245 20	167,972 68	26,715 44	†65,442 92	
Limstone Light & Power Co.	*10,650 43		3,500 00	2,965 68	258 30		2,707 38	1,500 00
Lincoln County Power Co., Inc.	200,000 00	310,000 00	64,000 00	18,567 33	24,922 97		6,355 64	4,984 71
Livermore Falls Light & Power Co.	61,200 00	50,000 00		8,150 02	600 00		7,550 02	6,120 00
Machias Electric Light Co.	8,800 00		1,465 27	3,621 15			3,621 15	3,696 00
Madison Village Corporation		28,500 00		4,735 14	1,186 00	†195 00	3,744 14	
Mallison Power Co.	99,900 00	140,000 00		20,315 21	7,058 18		13,257 06	2,997 00
Mapleton Electric Co.	5,000 00		2,500 00	1,234 04	199 14		1,034 90	
Mars Hill Electric Co.	10,000 00			3,582 50	35 00		3,547 50	800 00
Merrill Mill Co.	*3,714 67			297 62			297 62	297 62

* Proprietor's account.

† Deficit.

‡ Credit.

COMPARATIVE STATEMENT No. 6.—CONCLUDED.

NAME OF COMPANY.	Capital stock.	Funded debt.	Other interest-bearing debt.	Gross income.	Interest deductions.	Other deductions prior to distribution to stockholders.	Net income.	Dividends declared.
Millinocket Light Co.	14,000 00			‡3,801 45			‡3,801 45	
Milo Electric Light & Power Co.	25,000 00	20,000 00	47,870 00	2,835 09	3,710 91		‡875 82	
Monmouth Electric Co.	8,475 00		7,500 00	814 29	452 60		361 69	
Monson Light & Power Co.	50,000 00			1706 78			‡706 78	
Monticello Electric Co.	2,950 00			400 81			400 81	236 00
Moore's, Geo. H.	*13,447 29		5,575 00	1,553 49	420 00	520 80	612 69	
Mt. Vernon Light & Power Co.	4,650 00			261 00			261 00	261 00
Newport Light & Power Co.	22,700 00	15,000 00		2,879 12	800 20		2,078 92	
Ogusoc Light & Power Co.	36,800 00	25,000 00	9,450 00	1,732 55	2,583 52	144 46	‡995 43	
Oxford Electric Co.	80,000 00	175,000 00		14,505 78	8,750 00	824 13	4,931 65	1,800 00
Penobscot Bay Electric Co.	248,100 00	57,000 00	20,000 00	35,496 70	25,570 29		9,926 41	
Phillips Electric Light & Power Co.	4,175 00			1,515 90	43 20		1,472 70	
Readfield Light & Power Co.	10,000 00			800 10	562 00		238 10	
Rockingham Co. Light & Power Co.	1,000,000 00	766,000 00	1,207,500 00	66,530 06	85,218 79		‡18,688 73	
Rogers, W. A.	*6,500 00			168 70			168 70	
Rumford Falls Light & Water Co.	100,000 00		9,000 00	15,105 83	359 11		14,746 72	8,000 00
St. Croix Gas Light Co.	224,800 00		4,200 00	17,614 03	445 50		17,168 53	
Stratton Light Co.	10,000 00		1,000 00	1,350 12	57 78		1,292 34	
Thompson & Co., C. A.	*3,900 00		3,100 00	829 64	209 80		619 84	619 84
Turner Light & Power Co.	16,000 00	25,000 00	16,289 43	1,153 19	2,953 83		‡1,800 64	
Union Light & Power Co.	4,000 00							
Van Buren Light & Power District.		35,000 00	800 00	6,294 85	2,270 94	200 00	3,823 91	
Vinalhaven Light & Power Co.	32,500 00		6,000 00	1,770 70	274 94		1,495 76	
Waldoboro Water & Electric Light & Power Co.	12,800 00							
Washburn Electric Co.	1,400 00			1,884 00		694 37	1,189 63	
Washington Co. Power & Light Co.	62,200 00		58,086 27					
Westbrook Electric Co.	111,000 00			12,151 45			12,151 45	11,100 00
Western Maine Power Co.	87,700 00	513,000 00	103,496 78	15,485 92	10,571 10	4,157 34	757 48	3,150 00
Westfield Electric Co.	3,200 00		9,175 00	‡23 34	679 19		‡702 53	
Weymouth, G. A.	*8,314 33		2,333 34	‡205 58	140 00		345 58	
Winthrop & Wayne Light & Power Co.	50,000 00	35,000 00	7,219 88	5,035 92	2,325 79		2,710 13	
Wiscasset Electric Light & Power Co.	7,620 00			2,057 71			2,057 71	
Woodland Light & Water Co.	50,000 00							
York County Power Co.	1,383,000 00	1,467,000 00		123,337 99	54,682 83	819 84	67,835 32	47,980 00

* Proprietor's account.

‡ Deficit.

TABULATED AND COMPARATIVE
STATEMENTS

COMPILED FROM THE

Reports of Express Companies

FOR THE

Year Ended December 31, 1919

COMPARATIVE STATEMENT NO. 7.

The following table gives a comparative statement of the Assets and Liabilities of Express Companies reporting to the Commission for the year ended December 31, 1919.

NAME OF COMPANY.	ASSETS.					
	Property investment.	Security investment.	Current assets.	Deferred assets.	Unadjusted debits.	Total assets.
American Railway Express Co.....	\$33,284,724 07	\$15,059,743 00	\$59,237,022 13	.....	\$613,411 73	\$108,194,900 93
Atlantic Express	19,358 76	.....	11,381 58	.....	.....	30,740 34
Western Express Co.....	191,223 36	224,051 86	105,664 97	\$243 00	.....	521,183 19
Totals.....	\$33,495,306 19	\$15,283,794 86	\$59,354,068 68	\$243 00	\$613,411 73	\$108,746,824 46
NAME OF COMPANY.	LIABILITIES.					
	Capital stock.	Current liabilities.	Deferred liabilities.	Unadjusted credits.	Corporate surplus.	Total liabilities.
American Railway Express Co.....	\$34,642,109 64	\$54,514,892 15	\$51,999 47	\$18,985 899 67	.....	\$108,194,900 93
Atlantic Express	4,500 00	37,688 41	.....	7,173 15	*18,621 22	30,740 34
Western Express Co.....	50,000 00	9,247 59	.....	119,296 51	342,639 09	521,183 19
Totals.....	\$34,696,609 64	\$54,561,828 15	\$51,999 47	\$19,112,369 33	\$324,017 87	\$108,746,824 46

* Debit balance.

COMPARATIVE STATEMENT No. 8.

The following table gives a comparative statement of the Income Account of Express Companies reporting to the Commission for the year ended December 31, 1919.

	American Railway Express Co.	Atlantic Express.	Western Express Company.
OPERATING INCOME.			
Charges for transportation.....	\$285,905,405 40	\$183,740 82	\$1,693 65
Express privileges—Dr.....	143,429,819 72		1,134 11
Revenue from transportation.....	142,475,585 68	183,740 82	559 54
Revenue from operations other than transportation.....	8,560,310 29		664 07
Total operating revenues.....	\$151,035,895 97	\$183,740 82	\$1,223 61
Operating expenses.....	174,081,557 13	191,083 14	13,246 56
Net operating revenue.....	†\$23,045,661 16	†7,342 32	†12,022 95
Uncollected revenue from transportation.....	45,054 70		300 57
Express taxes.....	2,015,229 82	600 00	151 52
Operating income.....	†25,105,945 68	†7,942 32	†12,475 04
Total—other income.....	1,092,704 45		11,594 17
Gross income.....	†\$24,013,241 23	†\$7,942 32	†\$880 87
DEDUCTIONS FROM GROSS INCOME.			
Interest.....	\$4,309 12		
Other deductions.....	191,745 87		
Net income.....	†\$24,209,296 22	†\$7,942 32	†\$880 87
DISPOSITION OF NET INCOME.			
Income balance transferred to profit and loss.....	†\$24,209,296 22	†\$7,942 32	†\$880 87

† Loss.

COMPARATIVE STATEMENT No. 9.

The following table gives a comparative statement of the Profit and Loss Account of Express Companies reporting to the Commission for the year ended December 31, 1919.

NAME OF COMPANY.	Balance Dec. 31, 1918.	Income balance for year.	Other additions.	Other deductions.	Balance Dec. 31, 1919.
American Railway Express Co.		*\$24,209,296 22	\$24,221,685 86	\$12,389 64	.....
Atlantic Exoress.	*\$10,678 90	*7,942 32	.....	.....	*\$18,621 22
Western Express Co.	293,519 96	*880 87	.....	.....	292,639 09
Totals.	\$282,841 06	*\$24,218,119 41	\$24,221,685 86	\$12,389 64	\$274,017 87

* Debit balance.

COMPARATIVE STATEMENT NO. 10.

The following table gives a comparative statement of the Operating Revenues and Operating Expenses of Express Companies reporting to the Commission for the year ended December 31, 1919.

PUBLIC UTILITIES COMMISSION REPORT.

	American Railway Express Co.	Atlantic Express.	Western Express Company.
OPERATING REVENUES.			
Transportation:			
Express, domestic	\$285,887,889 38	\$183,740 82	\$1,579 28
Express, foreign			
Miscellaneous	17,516 02		114 37
Total transportation	\$285,905,405 40	\$183,740 82	\$1,693 65
Contract Payments:			
Express privileges—Dr.	\$143,429,819 72		\$1,134 11
Revenue from transportation	142,475,585 68		559 54
Operations other than transportation	8,560,310 29		664 07
Total operating revenues	\$151,035,895 97	\$183,740 82	\$1,223 61
OPERATING EXPENSES.			
Maintenance	\$9,942,032 80	\$1,353 96	\$298 35
Traffic	244,611 35	654 79	
Transportation	157,400,012 98	101,430 39	7,036 90
General	6,494,900 00	87,644 00	5,911 31
Total operating expenses	\$174,081,557 13	\$191,083 14	\$13,246 56
Ratio of operating expenses to operating revenues	115.26%		108.24%

COMPARATIVE STATEMENT NO. II.

The following table shows the Capitalization, Indebtedness, Gross Revenue less Operating Expenses, (Gross Income) and Disposition of Gross Income of Express Companies for the year ended December 31, 1919.

NAME OF COMPANY.	Capital stock.	Other interest-bearing debt.	Gross income.	Interest deductions.	Other deductions prior to distribution to stockholders.	Net income.
American Railway Express Co.....	\$34,642,109 64	.....	†\$24,013,241 23	\$4,309 12	\$191,745 87	†\$24,209,296 22
Atlantic Express.....	4,500 00	\$18,962 84	†7,942 32	.....	.....	†7,942 32
Western Express Co.....	50,000 00	.....	†880 87	.....	.....	†880 87

TABULATED AND COMPARATIVE
STATEMENTS

COMPILED FROM THE

Reports of Gas Companies

FOR THE

Year Ended December 31, 1919

COMPARATIVE STATEMENT NO. 12.

The following table gives a comparative statement of the Assets of Gas Utilities reporting to the Commission for the year ended Dec. 31, 1919. Liabilities of the corresponding companies are shown on following page.

PUBLIC UTILITIES COMMISSION REPORT.

NAME OF COMPANY.	Fixed capital.	Current assets.	Prepayments.	Other assets.	Suspense.	Deficit.	Total assets.
Bangor Gas Light Co.....	\$865,128 07	\$67,886 38	\$2,483 88		\$18,314 39	\$62,476 47	\$1,016,289 19
Bath & Brunswick Light & Power Co.	1,338,367 14	162,571 32	14,846 06	\$2,719 35	19,109 49		1,537,613 36
Central Maine Power Co.....	8,827,743 37	1,188,309 39	40,096 30	2,404,973 42	235,852 71		12,696,975 19
Citizens Gas Co.....	19,960 57	4,110 26					24,070 83
Kennebec Gas & Fuel Co.....	410,361 59	17,769 62	21 20		233 08	1,501 22	429,886 71
Knox County Electric Co.....	1,387,475 40	76,684 61	5,714 13	16,087 84	15,589 84		1,501,551 82
Lewiston Gas Light Co.....	649,694 04	50,525 62	316 05	2,000 00	1,445 75		703,981 46
Millinocket Light Co.....	39,777 26	7,434 37			6,512 55	1,021 18	54,745 36
Municipal Light & Power Co.....	244,891 48	9,570 08	570 19		2,737 02	19,336 98	277,105 75
Peaks Island Corporation, The.....	336,479 72	1,735 68		37,050 00	2,315 88	5,664 92	383,246 20
Penobscot Bay Electric Co.....	795,316 09	88,207 32	8,710 67	525 00	12,670 86		905,429 94
Portland Gas Light Co.....	1,844,344 54	326,627 96	5,333 67	16,674 02	12,227 26		2,205,207 45
St. Croix Gas Light Co.....	264,749 11	39,710 66	1,742 17	2,336 42			308,538 36
Westbrook Gas Co.....	222,651 40	10,192 52	901 29			32,537 28	266,282 49
Wetherill, S. P.....	6,170 97	136 61					6,307 58
York County Power Co.....	2,464,802 41	102,566 84	1,279 78	448,682 91	20,573 95		3,037,905 89
Totals.....	\$19,717,913 16	\$2,154,039 24	\$82,015 39	\$2,931,048 96	\$347,582 78	\$122,538 05	\$25,355,137 58

COMPARATIVE STATEMENT NO. 12.

The following table gives a comparative statement of the Liabilities of Gas Utilities reporting to the Commission for the year ended Dec. 31, 1919. Assets of corresponding companies are shown on preceding page.

NAME OF COMPANY.	Capital stock.	Funded debt.	Current liabilities.	Accrued liabilities.	Reserves.	Surplus.	Total liabilities.
Bangor Gas Light Co.....	\$300,000 00	\$300,000 00	\$404,352 74	\$4,410 68	\$7,525 77		\$1,016,289 19
Bath & Brunswick Light & Power Co.	750,000 00	525,000 00	73,143 09	2,250 00	85,878 06	\$101,342 21	1,537,613 36
Central Maine Power Co.....	5,094,400 00	5,000,500 00	1,768,321 78	80,020 51	301,586 34	452,146 56	12,696,975 19
Citizens Gas Co.....	15,100 00		6,917 94	594 00		1,458 89	24,070 83
Kennebec Gas & Fuel Co.....	200,000 00	200,000 00	29,269 21	617 50			429,886 71
Knox County Electric Co.....	400,000 00	800,000 00	125,283 52	1,212 27	32,383 46	142,672 57	1,501,551 82
Lewiston Gas Light Co.....	400,000 00	200,000 00	8,185 32	2,000 00	29,325 77	64,470 37	703,981 46
Millinocket Light Co.....	14,000 00		40,745 36				54,745 36
Municipal Light & Power Co.....	100,000 00	123,000 00	44,106 42	3,894 33	6,105 00		277,105 75
Peaks Island Corporation, The	225,000 00	100,000 00	47,496 20	3,750 00	7,000 00		383,246 20
Penobscot Bay Electric Co.....	248,100 00	57,000 00	539,262 71	570 00	49,001 45	11,495 78	905,429 94
Portland Gas Light Co.....	1,000,000 00	700,000 00	57,510 78	20,379 82	325,785 74	101,531 11	2,205,207 45
St. Croix Gas Light Co.....	224,800 00		35,135 80		9,395 96	39,206 60	308,538 36
Westbrook Gas Co.....	100,000 00	113,500 00	44,612 16	3,675 42	4,494 91		266,282 49
Wetherill, S. P.....	6,170 97		136 61				6,307 58
York County Power Co.....	1,383,000 00	1,467,000 00	56,676 64	6,547 55	20,747 59	103,934 11	3,037,905 89
Totals.....	\$10,460,570 97	\$9,586,000 00	\$3,281,156 28	\$129,922 08	\$879,230 05	\$1,018,258 20	\$25,355,137 58

PUBLIC UTILITIES COMMISSION REPORT.

COMPARATIVE STATEMENT No. 13.

The following tabulation gives a comparative statement of the Income Account of Gas Utilities for the year ended Dec. 31, 1919. See Corporate Surplus Account for corresponding companies on opposite page.

NAME OF COMPANY.	Gas operating revenues.	Gas operating expenses.	Net revenues from gas operations.	Net revenues from other operations.	Non-operating revenues.	Gross income.	Deductions from gross income.	Net income.
Bangor Gas Light Co.	\$111,180 04	\$114,161 58	*\$2,981 54		\$7,305 92	\$4,324 38	\$36,719 89	*\$32,395 51
Bath & Brunswick Light & Power Co.	20,905 08	20,283 11	621 97	\$68,015 30	20,057 30	88,694 57	26,655 49	62,039 08
Central Maine Power Co.	57,205 17	47,526 12	9,679 05	279,837 89	222,558 24	512,075 18	275,272 90	236,802 28
Citizens Gas Co.	13,067 45	11,486 27	1,581 18		8 56	1,589 74	130 85	1,458 89
Kennebec Gas & Fuel Co.	15,362 52	17,917 38	*2,554 86		1,053 64	*1,501 22		*1,501 22
Knox County Electric Co.	28,949 88	33,026 40	*4,076 52	68,575 74	10,859 62	75,358 84	36,872 11	38,486 73
Lewiston Gas Light Co.	182,486 13	145,589 47	36,896 66		5,032 79	41,929 45	10,403 33	31,526 12
Millinocket Light Co.	4,660 73	8,171 73	*3,511 00	*318 01	27 56	*3,801 45		*3,801 45
Municipal Light & Power Co.	35,331 56	26,315 07	9,015 59		627 84	9,643 43	8,672 56	970 87
Peaks Island Corporation, The	15,623 96	17,433 62	*1,809 66	*1,263 83	585 14	*2,485 35	5,445 79	*7,934 14
Penobscot Bay Electric Co.	3,198 88	8,282 52	*5,083 64	27,829 87	12,750 47	35,496 70	25,570 29	9,926 41
Portland Gas Light Co.	547,723 98	469,657 55	78,066 43		19,792 44	97,858 87	49,308 72	48,550 15
St. Croix Gas Light Co.	142 26	949 93	*807 67	15,382 39	3,039 31	17,614 03	445 50	17,168 53
Westbrook Gas Co.	21,122 54	17,218 59	3,903 95		412 94	4,316 89	8,127 40	*3,810 51
Wetherill, S. P.	1,390 33	1,390 33						
York County Power Co.	48,328 35	43,292 60	5,035 75	108,658 42	9,643 82	123,337 99	55,502 67	67,835 32
Totals.....	\$1,106,678 86	\$982,703 17	\$123,975 69	\$566,717 77	\$313,755 59	\$1,004,449 05	\$539,127 50	\$465,321 55

* Loss.

COMPARATIVE STATEMENT No. 14.

The following tabulation gives a comparative statement of the Corporate Surplus Account of Gas Utilities for the year ended Dec. 31, 1919.

PUBLIC UTILITIES COMMISSION REPORT.

NAME OF COMPANY.	Balance at beginning of year.	Net income for year.	Other additions.	Dividends declared.	Other deductions.	Balance at close of year.
Bangor Gas Light Co.....	*\$30,080 96	*\$32,395 51	.....	.....	.....	*\$62,476 47
Bath & Brunswick Light & Power Co.....	39,303 13	62,039 08	.....	.....	.....	101,342 21
Central Maine Power Co.....	390,712 52	236,802 28	.....	\$168,183 32	\$7,184 92	452,146 56
Citizens Gas Co.....	.....	1,458 89	.....	.....	.....	1,458 89
Kennebec Gas & Fuel Co.....	.....	*1,501 22	.....	.....	.....	*1,501 22
Knox County Electric Co.....	175,602 59	38,486 73	.....	20,000 00	51,416 75	142,672 57
Lewiston Gas Light Co.....	56,544 44	31,526 12	.....	\$22,500 00	1,100 19	64,470 37
Millinocket Light Co.....	*527 84	*3,801 45	3,308 11	.....	.....	*1,021 18
Municipal Light & Power Co.....	*20,234 02	970 87	.....	.....	73 83	*19,336 98
Peaks Island Corporation, The.....	4,295 05	*7,934 14	2,978 36	.....	5,004 19	*5,664 92
Penobscot Bay Electric Co.....	1,569 37	9,926 41	.....	.....	.....	11,495 78
Portland Gas Light Co.....	98,218 10	48,550 15	.....	45,000 00	237 14	101,531 11
St. Croix Gas Light Co.....	22,038 07	17,168 53	.....	.....	.....	39,206 60
Westbrook Gas Co.....	*28,726 77	*3,810 51	.....	.....	.....	*32,537 28
Wetherill, S. P.....	.....	.....	.....	.....	.....	.....
York County Power Co.....	99,523 69	67,835 32	884 50	47,980 00	16,329 40	103,934 11
Totals.....	\$808,237 37	\$465,321 55	\$7,170 97	\$303,663 32	\$81,346 42	\$895,720 15

* Debit balance.

COMPARATIVE STATEMENT No. 15.

The following gives a comparative statement of the Operating Revenues of Gas Utilities reporting to the Commission for the year ended Dec. 31, 1919.

NAME OF COMPANY.	Commercial gas sales.	Street lighting sales.	Gas sold other utilities.	Miscellaneous revenues.	Total operating revenues.
Bangor Gas Light Co.	\$111,180 04				\$111,180 04
Bath & Brunswick Light & Power Co.	20,905 08				20,905 08
Central Maine Power Co.	57,205 17				57,205 17
Citizens Gas Company	13,067 45				13,067 45
Kennebec Gas & Fuel Co.	15,362 52				15,362 52
Knox County Electric Co.	28,949 88				28,949 88
Lewiston Gas Light Co.	182,486 13				182,486 13
Millinocket Light Co.	3,560 73	\$1,100 00			4,660 73
Municipal Light & Power Co.	35,331 56				35,331 56
Peaks Island Corporation, The	5,846 27	9,777 69			15,623 96
Penobscot Bay Electric Co.	3,198 88				3,198 88
Portland Gas Light Co.	492,377 28	\$27,408 09	\$23,031 33	\$4,907 28	547,723 98
St. Croix Gas Light Co.				142 26	142 26
Westbrook Gas Co.	21,122 54				21,122 54
Wetherill, S. P.	1,140 33	250 00			1,390 33
York County Power Co.	41,564 05			6,764 30	48,328 35
Totals	\$1,033,297 91	\$38,535 78	\$23,031 33	\$11,813 84	\$1,106,678 86

COMPARATIVE STATEMENT NO. 16.

The following table shows the Capitalization, Indebtedness, Gross Revenues less Operating Expenses, (Gross Income), and disposition of Gross Income of Gas Companies for the year ended Dec. 31, 1919.

PUBLIC UTILITIES COMMISSION REPORT.

NAME OF COMPANY.	Capital stock.	Funded debt.	Other interest-bearing debt.	Gross income.	Interest deductions.	Other deductions prior to distribution to stockholders.	Net income.	Dividends declared.
Bangor Gas Light Co.	\$300,000 00	\$300,000 00	\$395,368 86	\$4,324 38	\$36,719 89		*\$32,395 51	
Bath & Brunswick Light & Power Co.	750,000 00	525,000 00	25,000 00	88,694 57	26,655 49		62,039 08	
Central Maine Power Co.	5,094,400 00	5,000,500 00	1,389,287 88	512,075 18	271,459 87	\$3,813 03	236,802 28	\$168,183 32
Citizens Gas Co.	15,100 00		4,100 00	1,589 74	130 85		1,458 89	
Kennebec Gas & Fuel Co.	200,000 00	200,000 00		*1,501 22			*1,501 22	
Knox County Electric Co.	400,000 00	800,000 00	92,179 63	75,358 84	36,704 78	167 33	38,486 73	20,000 00
Lewiston Gas Light Co.	400,000 00	200,000 00	4,000 00	41,929 45	10,403 33		31,526 12	22,500 00
Millinocket Light Co.	14,000 00			*3,801 45			*3,801 45	
Municipal Light & Power Co.	100,000 00	123,000 00	41,309 52	9,643 43	8,671 81	\$ 75	970 87	
Peaks Island Corporation, The.	225,000 00	100,000 00	38,500 00	*2,488 35	5,445 79		*7,934 14	
Penobscot Bay Electric Co.	248,100 00	57,000 00	20,000 00	35,496 70	25,570 29		9,926 41	
Portland Gas Light Co.	1,000,000 00	700,000 00	10,000 00	97,858 87	43,524 72	5,784 00	48,550 15	45,000 00
St. Croix Gas Light Co.	224,800 00		4,200 00	17,614 03	445 50		17,168 53	
Westbrook Gas Co.	100,000 00	113,500 00	42,513 86	4,316 89	8,115 42	11 98	*3,810 51	
Wetherill, S. P.	76,170 97							
York County Power Co.	1,383,000 00	1,467,000 00		123,337 99	54,682 83	819 84	67,835 32	47,980 00

† Proprietors' account.

* Loss.

COMPARATIVE STATEMENT No. 17.

The following tabulation gives a comparative statement of the Operating Expenses of Gas Utilities reporting to the Commission for the year ended Dec. 31, 1919. See following page for balance of operating Accounts.

	NAME OF COMPANY.	Coal gas operation.	Coal gas maintenance.	Water gas operation.	Water gas maintenance.	Acetylene gas operation.
1	Bangor Gas Light Co.	\$66,609 56	\$6,691 45			
2	Bath & Brunswick Light & Power Co.	248 80		\$13,593 13	\$463 30	
3	Central Maine Power Co.			29,583 55	2,782 27	
4	Citizens Gas Co.	8,611 28	292 18			
5	Kennebec Gas & Fuel Co.			12,190 76	779 77	
6	Knox County Electric Co.	15,344 27	3,346 09			
7	Lewiston Gas Light Co.			87,064 40	10,795 74	
8	Millinocket Light Co.					7,620 10
9	Municipal Light & Power Co.					
10	Peaks Island Corporation, The.			12,221 38	649 99	
11	Penobscot Bay Electric Co.	7,185 47	261 80			
12	Portland Gas Light Co.	242,632 80	31,867 80	26,675 90	972 57	
13	St. Croix Gas Light Co.	26 80				
14	Westbrook Gas Co.					\$1,371 47
15	Wetherill, S. P.					
16	York County Power Co.	30,564 95	1,351 12			
	Totals.	\$371,223 93	\$43,810 44	\$181,329 12	\$16,443 64	\$8,991 57

COMPARATIVE STATEMENT NO. 17.

Balance of Operating Accounts.

Line No.	Purchased gas.	Distribution operation.	Distribution maintenance.	Street and park lighting expense.	Commercial expense.	New business.	General and miscellaneous expense.	Total operating expenses.
1		\$6,954 54	\$2,604 97		\$7,452 38	\$8,566 03	\$15,282 65	\$114,161 58
2		2,345 43	4,465 44		360 00		*1,192 99	20,283 11
3		3,655 89	2,513 67		2,100 00	5 93	6,884 81	47,526 12
4		296 54	145 95		837 69	12 00	1,290 63	11,486 27
5		495 81	973 09		2,019 22	3 31	1,455 42	17,917 38
6		1,245 34	2,760 62		1,569 13	336 79	8,424 16	33,026 40
7		5,331 38	1,634 25		10,076 34	684 61	30,002 75	145,589 47
8							551 63	8,171 73
9	\$14,482 79	1,512 71	1,711 80		1,913 37	567 01	6,128 29	26,315 97
10		251 97	774 97	1,864 99	4 50	6 00	1,659 82	17,433 62
11		17 24	307 38				510 63	8,282 52
12		21,451 29	9,171 11	\$13,225 49	20,080 52	13,132 15	90,447 92	469,657 55
13		246 81					676 32	949 93
14	8,548 54	890 49	1,402 71		1,156 27	556 49	4,664 09	17,218 59
15			18 86					1,390 33
16		1,283 10	3,232 53		2,294 32	663 59	3,902 99	43,292 60
	\$23,031 33	\$45,978 54	\$31,717 35	\$15,090 48	\$49,863 74	\$24,533 91	\$170,689 12	\$982,703 17

* Credit.

PUBLIC UTILITIES COMMISSION REPORT.

TABULATED STATEMENT

COMPILED FROM THE

Report of
Federal Operations of Pullman
Car Lines

FOR THE

Year Ended December 31, 1919

STATEMENT No. 18.

The following gives a statement of the Assets and Liabilities, Income Account, Profit and Loss Account, Operating Revenue and Operating Expense accounts of Federal operations of Pullman Car Lines for the year ended Dec. 31, 1919.

ASSETS.				LIABILITIES.				
Property and equipment.	Security investments.	Current assets.	Other assets.	Capital stock.	Current liabilities.	Deferred liabilities.	Reserve accounts.	Profit and loss.
*\$161,307,411 37	*\$8,083,512 50	\$7,326,123 64	\$60,787,584 52	*\$120,000,000 00	\$6,518,859 46	\$18,780,493 62	\$13,133,193 59	\$29,681,161 49

INCOME ACCOUNT.

Operating revenues.	Operating expenses.	Net revenue.	Net auxiliary revenue.	Total net revenue.	Taxes accrued.	Operating income.	Other income.	Gross corporate income.
\$69,071,548 25	\$48,618,253 26	\$20,453,294 99	\$34,028 64	\$20,487,323 63	\$1,293,511 12	\$19,193,812 51	\$355,028 38	\$19,548,840 89

* These figures taken from the Annual Report of the Pullman Corporation.

STATEMENT NO. 18—CONCLUDED.

INCOME ACCOUNT—CONTINUED.		PROFIT AND LOSS ACCOUNT.				
Net income.	Income balance for year.	Balance Dec. 31, 1918.	Income balance for year.	Other additions.	Miscellaneous deductions.	Balance Dec. 31, 1919.
\$19,548,840 89	\$19,548,840 89	\$10,106,202 90	\$19,548,840 89	\$29,654 03	\$3,536 33	\$29,681 161 49
OPERATING REVENUES.		OPERATING EXPENSES.				
Contract operations.	Total operating revenues.	Maintenance.	Conducting car operations.	General expenses.	Total operating expenses.	Ratio of expenses to revenues.
\$69,068,218 02	\$69,068,218 02	\$20,810,925 94	\$26,392,098 57	\$1,415,228 75	\$48,618,253 26	70.39%

TABULATED AND COMPARATIVE
STATEMENTS

COMPILED FROM THE

Reports of
Steam Railroad Companies

FOR THE

Year Ended December 31, 1919

COMPARATIVE STATEMENT No. 19.

The Following Table gives the Mileage in Maine of all Steam Railroads Operating Therein.

RAILROAD.	Miles of main track.	Miles of second main track.	Miles of yard tracks and sidings.	Total line operated.	Increase over preceding year.
Bangor and Aroostook Railroad:					
Searsport to So. Lagrange	54.13				
So. Lagrange to Brownville	17.23				
Brownville to Caribou	155.13				
Caribou to Van Buren	32.92				
Cape Jct. to Cape Jellison	2.11				
Old Town to So. Lagrange	15.62				
So. Lagrange to Packards	27.96				
Derby to Greenville	48.94				
Brownville to Iron Works	13.36				
Schoodic Jct. to Medway	9.46				
Patten Jct. to Patten	5.87				
Ashland Jct. to Sheridan	43.87	658.57	30.29	189.81	878.67
Sheridan to Fort Kent	51.00				
Squa Pan to Stockholm	47.97				
Presque Isle to Mapleton	7.13				
Phair to Fort Fairfield	13.30				
Caribou to Limestone	15.67				
Van Buren to Fort Kent	44.19				
Kent Jct. to St. Francis	16.56				
Canadian Jct. to Van Buren Bridge .....	.21				
Northern Maine Jct. to North Transfer .....	.75				
Northern Maine Jct. to South Transfer .....	.83				
Oakfield to Ashland Branch	1.61				
Industrial Tracks	32.75				
Boston & Maine Railroad:					
State Line to Rigby via Dover	39.89				
State Line to Rigby via Portsmouth	47.36				
N. H. State Line to Westbrook	42.56	141.57	28.72	33.35	203.64
Jewett to N. H. State Line	2.92				
Old Orchard to Camp Ellis	3.83				
Connecting tracks .....	.38				
Kennebunk to Kennebunkport	4.63				
* Portland Terminal Company's tracks	30.72				
† Bridgton & Saco River Railroad:					
Harrison to Bridgton Jct.	21.23		3.09		24.32
Canadian Pacific Ry. (I. Ry. Me):					
Boundary to Mattawamkeag	144.60				
Boundary to Houlton	3.20	177.10		50.86	227.96
Boundary to Presque Isle	29.30				
* Mattawamkeag to Vanceboro	56.60				
Georges Valley Railroad:					
Warren to Union	8.50		.50		9.00
Grand Trunk Ry. (At. & St. L. & N. B. R. R.):					
N. H. Line to Portland	82.53				
So. Paris to Norway	1.50	89.44	.99	52.26	142.69
Lewiston Jct. to Lewiston (L. & A. R. R.)	5.41				
† Kennebec Central Railroad:					
Randolph to National Soldier's Home	5.00		.74		5.74
** Knox Railroad Company, Warren to Union	8.50		1.00		9.50
Lime Rock Railroad	5.09		6.21		11.30
Trackage Rights M. C. R. R.	1.27				
Maine Central Railroad:					
Portland Line to Bangor	129.98				
Royal Junction to Waterville	72.30				
Gardiner to Copsecook Mills	1.15				
Fairfield to Skowhegan	15.71				
Oquossoc to Kennebago	10.65				

* Trackage rights.

† Narrow (2 feet) gauge.

‡ Decrease.

** Takes over the Georges Valley R. R.

COMPARATIVE STATEMENT No. 19—CONCLUDED.

Mileage of Steam Railroads—Concluded.

RAILROAD.	Miles of main track.	Miles of second main track.	Miles of yard tracks and sidings.	Total line operated.	Increase over preceding year.
Maine Central Railroad—Continued:					
Oakland to Kineo	90.61				
Austin Jct. to Bingham	1.43				
Taunton to Somerset Junction	4.48				
Pittsfield to Harmony	17.76				
Brunswick to Leeds Junction	25.91				
Crowley's Jct. to Lewiston Lower	4.88				
Leeds Jct. to Farmington	36.57				
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	16.43				
St. Croix Jct. to Princeton	12.75				
Woodland Jct. to Woodland	1.21				
Industrial Tracks	10.28				
Rumford Jct. to Rumford	52.74				
Canton to Livermore Falls	10.27	1,006.32	73.07	359.68	1,436.07
Upper Yard Switch to Old Rumford Station	1.63				
Industrial Tracks	3.88				
Rumford to Oquosoc	35.97				
Industrial Tracks	20				
Burnham Jct. to Belfast	33.13				
Newport to Dexter	13.94				
Dexter to Foxcroft	16.54				
Bangor to Bucksport	18.80				
Industrial Tracks	35				
Bangor to Vanceboro	114.30				
Orono to Stillwater	3.01				
Enfield to Montague	3.03				
Montague to Howland	73				
Industrial Tracks	5.13				
Westbrook Line to State Line	43.23				
Industrial Tracks	31				
Maine Trap Rock & Contracting Co.	89				
* Portland Terminal Company's Tracks	14.83				
† Monson Railroad:					
Monson to Monson Junction	8.16			8.16	
Portland Terminal Company	32.34	†16.45	79.39	128.18	3.44
‡ Sandy River and Rangeley Lakes Railroad:					
Farmington to Marbles	47.16				
Phillips to Eustis	25				
Madrid Junction to Number Six	5.33				
Bracket Jct. to Littlefields	5.35				
Madrid to Maxey & Lewis Yard	55				
Reed to McLeary & Bell Track	10				
Perham Junction to Barnjum	2.84	104.28	13.90	118.18	.17
Eustis Jct. to Green's Farm	10.48				
Langtown Branch . . . . .	.05				
Strong to Bigelow	30.11				
Mt. Abram Jct. to Mt. Abram	1.81				
Kingfield Jct. to Kingfield	25				
† Wiscasset, Waterville & Farmington R. R.:					
Wiscasset to Albion	43.50		2.25	45.75	
York Harbor & Beach Railroad:					
Kittery Jct. to York Beach with spur to U. S. Navy Yards	11.53		1.27	12.80	
Totals	2,312.63	149.52	793.34	3,255.49	18.19

† Narrow (2 feet) gauge.

* Trackage rights.

† 1.30 miles third track and 1.30 miles of fourth track.

COMPARATIVE STATEMENT No. 20.

Mileage of Steam Railroads and Increase from 1836 to Dec. 31, 1919. (For main line only).

As nearly as can be ascertained the mileage of the steam railroads in Maine, from the first road built in 1836 to December of 1919 is as follows:

	Miles.	Increase.		Miles.	Increase.
1836	12.00		1887	1,164.52	23.09
1842	19.88	7.88	1888	1,164.07	*.45
1843	72.39	52.51	1889	1,322.45	158.38
1847	75.39	3.00	1890	1,360.26	37.81
1848	132.16	56.77	1891	1,382.92	22.66
1849	211.49	79.33	1892	1,385.00	2.08
1850	232.59	21.10	1893	1,399.14	14.14
1851	280.61	48.02	1894	1,515.99	116.85
1852	319.74	39.13	1895	1,626.75	110.76
1853	330.74	11.00	1896	1,720.41	93.66
1854	333.74	3.00	1897	1,722.92	2.51
1855	352.84	19.10	1898	1,748.95	26.03
1856	370.75	17.91	1899	1,871.85	122.90
1857	390.82	20.07	1900	1,905.00	33.15
1859	411.29	20.47	1901	1,918.98	13.98
1861	441.99	30.70	1902	1,933.35	14.37
1867	444.49	2.50	1903	2,004.81	71.46
1868	516.45	71.96	1904	2,018.60	13.79
1869	601.65	85.20	1905	2,022.63	4.03
1870	650.20	48.55	1906	2,093.49	70.86
1871	772.63	122.43	1907	2,144.77	51.28
1873	814.63	42.00	1908	2,173.91	29.14
1874	846.43	31.80	1909	2,174.95	1.04
1875	865.71	19.28	1910	2,259.60	84.65
1876	881.33	15.62	1911	2,288.36	28.76
1879	911.23	29.90	1912	2,284.38	*3.98
1880	1,023.32	112.09	1913	2,301.03	16.65
1881	1,036.15	12.83	1914	2,300.37	*.66
1882	1,051.64	15.49	1915	2,301.05	.68
1883	1,063.27	11.63	†1916	2,289.61	*11.44
1884	1,132.27	69.00	†1916	2,289.04	*.57
1885	1,132.27		1917	2,299.27	10.23
1886	1,141.43	9.16	1918	2,286.81	*12.46
			1919	2,312.68	25.82

* Decrease.

† June 30, 1916.

‡ Dec. 31, 1916.

COMPARATIVE STATEMENT No. 21.

Assets and Liabilities, Steam Railroad Corporations.

The statement of Assets and Liabilities is omitted from this report, as under federal control it would necessitate the combining of Corporate and Federal balance sheets, which offers no just comparison.

CAPITAL STOCK AND DIVIDENDS.

YEAR.	Capital stock.	Net income.	Dividends declared.	Per cent. to capital stock.
Dec. 1919 . . .	\$114,176,590 70	*\$4,234,338 03	\$3,334,054 17	2.92%
Dec. 1918 . . .	75,727,690 70	*2,058,217 28	1,672,087 25	2.20%

* Corporate income.

COMPARATIVE STATEMENT NO. 22.

The following table gives the "Freight Revenue," "Passenger Revenue," "Other Transportation Revenue," "Total Transportation Revenue," "Incidental Operating Revenues," and "Total Operating Revenues," of Steam Railroads for the year ended Dec. 31, 1919.

RAILROADS.	Freight revenue.	Passenger revenue.	Other transportation revenue.	Total transportation revenue.	Incidental operating revenues.	Total operating revenues.
Bangor & Aroostook Railroad Company.	\$4,063,168 61	\$953,917 38	\$160,273 98	\$5,177,359 97	\$109,939 56	\$5,287,299 53
Boston & Maine Railroad.....	43,303,174 44	21,813,786 02	5,602,212 90	70,719,173 36	1,864,706 46	72,583,879 82
Bridgton & Saco River Railroad Company	60,290 65	19,191 49	8,781 43	88,263 57	193 76	88,457 33
Canadian Pacific Railway Company.....	1,960,630 28	651,377 00	122,593 32	2,734,600 60	20,352 94	2,754,953 54
* Eastern Maine Railroad.....						
† Georges Valley Railroad Company.....	9,949 06	818 55	1,343 07	12,110 68	78 00	12,188 68
Grand Trunk Railway Company.....	2,645,294 38	461,408 35	108,543 82	3,215,246 55	418,906 57	3,634,153 12
Kennebec Central Railroad Company.....	11,588 72	2,892 30	765 82	15,246 84		15,246 84
† Knox Railroad Company.....	12,629 91	968 69	978 53	14,577 13	488 00	15,065 13
Lime Rock Railroad Company.....	73,291 10		19,785 86	93,076 96	1,649 69	94,726 65
Maine Central Railroad Company.....	11,286,883 10	4,936,429 70	1,039,706 50	17,263,019 30	262,158 72	17,525,178 02
Monson Railroad Company.....	9,254 58	1,446 75	1,526 30	12,227 63		12,227 63
Portland Terminal Company.....	57,905 05		17,729 54	75,634 59	280,165 42	355,800 01
Sandy River & Rangeley Lakes Railroad Wiscasset, Waterville & Farmington Rail- way Company.....	296,136 57	39,029 15	13,073 54	348,239 26	3,450 38	351,689 64
York Harbor & Beach Railroad Company	82,623 55	6,904 01	5,953 55	95,481 11		95,481 11
	55,150 84	76,991 83	2,729 77	134,872 44	1,016 40	135,888 84
Totals.....	\$63,927,970 84	\$28,965,161 22	\$7,105,997 93	\$99,999,129 99	\$2,963,105 90	\$102,962,235 89

† Operated January to August, 1919.

* Not operating.

† Operated August to December 31, 1919.

COMPARATIVE STATEMENT NO. 23.

The following table gives the cost of "Total Maintenance of Way and Structures," "Total Maintenance of Equipment," "Total Traffic Expenses," "Total Transportation Expenses," "Total Miscellaneous Expenses," "Total General Expenses," "Total Operating Expenses," and "Ratio of Operating Expenses to Operating Revenue" of steam railroads for the year ended December 31, 1919.

RAILROADS.	Total maintenance of way and structures.	Total maintenance of equipment.	Total traffic expenses.	Total transportation expenses.	Total miscellaneous expenses.	Total general expenses.	Total operating expenses.	RATIO.	
								Dec. 31, 1918.	Dec. 31, 1919.
Bangor & Aroostook R. R. Co.	\$1,177,240 17	\$1,506,244 24	\$45,871 76	\$2,040,864 95	\$75,709 99	\$147,795 76	*\$4,993,372 85	87.17	94.44
Boston & Maine Railroad.....	9,566,430 27	15,216,933 28	495,803 57	38,266,685 31	439,199 86	2,049,136 11	†66,023,667 96	92.16	90.96
Bridgton & Saco River R. R. Co.	12,347 07	9,082 37	756 67	49,140 64	.....	4,825 12	76,151 87	85.91	86.08
Canadian Pacific Railway Co...	612,706 22	641,108 47	30,658 09	1,709,804 97	.....	41,366 17	**3,034,808 57	111.95	110.16
††Eastern Maine Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
††Georges Valley Railroad Co.	2,713 93	507 85	.....	4,995 15	.....	610 40	8,827 33	88.74	.....
Grand Trunk* Railway Co.....	1,099,430 88	658,291 83	34,549 64	1,972,447 14	399,510 44	145,165 10	4,309,395 03	118.4	118.6
Kennebec Central Railroad Co.	3,026 17	1,451 68	18 25	6,823 58	.....	835 46	12,155 14	105.48	.....
†††Knox Railroad Company...	2,112 50	236 61	.....	3,982 30	.....	2,521 75	8,853 16	43.80	58.76
Lime Rock Railroad Company	23,688 97	24,247 84	.....	36,972 48	.....	10,786 81	95,696 10	110.	101.02
Maine Central Railroad Co....	3,086,322 71	4,143,196 28	146,411 47	9,668,353 58	42,100 67	434,137 87	†17,520,063 67	97.65	99.97
Monson Railroad Company....	4,208 17	2,296 04	.....	8,009 36	.....	1,158 75	15,672 32	145.29	.....
Portland Terminal Company...	48,860 51	1,162 03	1,152 74	51,191 88	136,143 92	2,579 75	241,090 83	71.23	67.76
Sandy River & Rangeley Lakes Railroad.....	75,395 69	47,778 77	1,058 10	188,824 07	.....	10,737 03	323,793 66	95.40	92.06
Wiscasset, Waterville & Farmington Railway Company.....	39,356 78	14,138 25	.....	37,605 01	.....	4,887 22	95,987 26	107.53	100.53
York Harbor & Beach R. R. Co.	9,626 74	2,072 78	302 72	75,553 41	.....	16 51	††87,543 11	.....	64.42
Totals.....	\$15,763,466 78	\$22,268,748 32	\$756,583 01	\$54,121,253 83	\$1,092,664 88	\$2,856,559 81	\$96,847,078 86	.....	.....

* Transportation for investment—Cr., \$354.02 deducted.
 † Transportation for investment—Cr., \$458.91 deducted.
 †† Transportation for investment—Cr., \$29.05 deducted.
 ††† Operated August to December 31, 1919.

‡ Transportation for investment—Cr., \$10,520.44 deducted.
 ** Transportation for investment—Cr., \$535.35 deducted.
 †† Not operating. ††† Operated January to August 1919.

COMPARATIVE STATEMENT No. 24.

The following Table gives the "Total Operating Revenues," "Other Revenues," and "Gross Revenues," for Steam Railroads for the year ended Dec. 31, 1919.

RAILROADS.	Total operating revenues.	Other revenues.	Gross revenue.
Bangor & Aroostook Railroad Co.	\$5,287,299 53	\$109,586 24	\$5,396,885 77
Boston & Maine Railroad	72,583,879 82	304,304 02	72,888,183 84
Bridgton & Saco River Railroad Co.	88,457 33	2,227 63	90,684 96
Canadian Pacific Railway Co.	2,754,953 54	752,452 25	3,507,405 79
* Eastern Maine Railroad			
† Georges Valley Railroad Co.	12,188 68	1 00	12,189 68
Grand Trunk Railway Co.	3,634,153 12	11,108 68	3,645,261 80
Kennebec Central Railroad Co.	15,246 84		15,246 84
† Knox Railroad Co.	15,065 13	77 00	15,142 13
Lime Rock Railroad Co.	94,726 65		94,726 65
Maine Central Railroad Co.	17,525,178 02	258,864 73	17,784,042 75
Monson Railroad Co.	12,227 63		12,227 63
Portland Terminal Co.	355,800 01	477,964 67	833,764 68
Sandy River & Rangeley Lakes R.R.	351,689 64	824 62	352,514 26
Wiscasset, Waterville & Farmington Railway Co.	95,481 11	1,540 29	97,021 40
York Harbor & Beach Railroad Co.	135,888 84	617 48	136,506 32
Totals	\$102,962,235 89	\$1,919,568 61	\$104,881,804 50

* Not operating.

† Operated Jan. to Aug., 1919.

‡ Operated Aug. to Dec. 31, 1919.

COMPARATIVE STATEMENT No. 25.

The following Table gives the "Operating Expenses," "Taxes Accrued," "Interest on Funded Debt and other interest," "Other deductions from Corporate Income," "Dividends, Reserves, etc.," "Total deductions" and "Balance for the year," of Steam Railroads reporting for the year ended December 31, 1919.

RAILROADS.	Operating expenses.	Taxes accrued.	Interest on funded debt and other interest.	Other deductions from corporate income.	Total deductions.	Balance for the year.
Bangor & Aroostook Railroad Co.....	\$4,993,372 85	\$257,688 38	\$413 41	\$13,143 32	\$5,264,617 96	\$132,267 81
Boston & Maine Railroad.....	66,023,667 96	2,393,099 22	12,171 05	848,250 71	69,277,188 94	3,610,994 90
Bridgton & Saco River Railroad Company.....	76,151 87	1,416 71	6,800 00	2 53	84,371 11	6,313 85
Canadian Pacific Railway Company.....	3,034,808 57	146,733 64	144,500 00	177,323 48	3,503,365 69	4,040 10
*Eastern Maine Railroad.....						
† Georges Valley Railroad Company.....	8,827 33	102 00	1,500 06	2,486 16	12,915 49	**725 81
Grand Trunk Railway Company.....	4,309,395 03	152,392 65	2 93	††61,636 97	4,400,153 64	**754,891 84
Kennebec Central Railroad Company.....	12,155 14		1,132 17	265 69	13,553 00	1,693 84
††† Knox Railroad Company.....	8,853 16	101 99	531 61	2,195 35	11,682 11	3,460 02
Lime Rock Railroad Company.....	95,696 10	2,933 89	16,000 00		114,629 99	**19,903 34
Maine Central Railroad Company.....	17,520,063 67	924,133 17	542 04	514,117 48	18,958,856 36	**1,174,813 61
Monson Railroad Company.....	15,672 32	120 88	4,343 10	4 90	20,141 20	**7,913 57
Portland Terminal Company.....	241,090 83	54,490 26		12,514 50	308,095 59	525,669 09
Sandy River & Rangeley Lakes Railroad.....	323,793 66	3,271 88	39,928 85	2,566 17	369,560 56	**17,046 30
Wiscasset, Waterville & Farmington Railway Company.....	95,987 26	890 33			96,877 59	143 81
York Harbor & Beach Railroad Company.....	87,543 11	0,312 94		4,392 23	98,248 28	38,258 04
Totals.....	\$96,847,078 86	\$3,943,687 94	\$227,865 16	\$1,515,625 55	\$102,534,257 51	\$2,347,546 99

* Not operating.

† Operated January to August 1919.

†† Credit.

** Debit balance.

††† Operated August to Dec. 31, 1919.

COMPARATIVE STATEMENT No. 26.

The following Table gives the "Balance of Profit and Loss Dec. 31, 1918," "Income Balance for Year," "Other Additions," "Dividends Declared," "Other Deductions," and "Balance of Profit and Loss Dec. 31, 1919," of Steam Railroads reporting for the year ended December 31, 1919.

RAILROADS.	Balance Dec. 31, 1918.	Income balance for year.	Other additions.	Other deductions. †	Balance Dec. 31, 1919.
Bangor & Aroostook Railroad Company.....	\$588,937 20	\$132,267 81	\$3,824 63	\$33 07	\$724,996 57
Boston & Maine Railroad.....	3,339,520 71	3,610,994 90	99,171 94		7,049,687 55
Bridgton & Saco River Railroad Company.....	28,846 94	6,313 85		101 68	35,059 11
Canadian Pacific Railway Company.....		4,040 10	12 00	4,052 10	
*Eastern Maine Railroad.....					
†Georges Valley Railroad Company.....	†89,840 64	†725 81	27 97	27,818 57	†118,357 05
Grand Trunk Railway Company.....		†754,891 84			†754,891 84
Kennebec Central Railroad Company.....	21,159 88	1,693 84			22,853 72
Knox Railroad Company.....		3,460 02		1,005 00	2,455 02
Lime Rock Railroad Company.....	119,323 15	†19,903 34	24,438 53	20,625 00	103,233 34
Maine Central Railroad Company.....	†353,808 67	†1,174,813 61	39,587 25	51 42	†1,489,086 45
Monson Railroad Company.....	†193,712 48	†7,913 57			†201,626 05
Portland Terminal Company.....	268,859 64	525,669 09	37 94	22 37	794,544 30
Sandy River & Rangeley Lakes Railroad.....	†4,353 86	†17,046 30	329 42	329 42	†21,400 16
Wiscasset, Waterville & Farmington Railway Company.....	25,297 46	143 81			25,441 27
York Harbor & Beach Railroad Company.....	62,897 63	38,258 04			101,155 67
Totals.....	\$3,813,126 96	\$2,347,546 99	\$167,429 68	\$54,038 63	\$6,274,065 00

† Debit balance.

* Not operating.

COMPARATIVE STATEMENT No. 27.
Traffic and Mileage Statistics, Dec. 31, 1919.

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.	
			Year ending Dec. 31, 1919. (Cents.)	Year ending Dec. 31, 1918. (Cents.)			Year ending Dec. 31, 1919. (Cents.)	Year ending Dec. 31, 1918. (Cents.)
STANDARD GAUGE ROADS.								
Bangor & Aroostook Railroad Company.....	619,471	25,079,846	3.804	3.354	1,969,225	235,876,903	1.723	1.428
Boston & Maine Railroad.....	50,804,904	976,111,536	2.233	2.158	26,515,893	3,293,288,112	1.315	1.193
Canadian Pacific Railway.....	241,987	25,883,736	2.517	2.279	1,775,277	304,675,908	0.644	0.575
*Georges Valley Railroad.....	2,496	19,968	4.099	5.045	6,674	53,392	18.652	15.434
Grand Trunk Railway.....			2.906	2.828	2,376,069	278,273,268	0.951	0.748
† Knox Railroad Company.....	2,614	20,912			10,215	81,720		
Lime Rock Railroad Company.....					294,614			
Maine Central Railroad Company.....	4,075,777	170,618,097	2.875	2.8336	8,069,033	896,650,418	1.257	1.2149
York Harbor & Beach Railroad Company.....	1,334,875	4,784,564	1.609	1.647	71,714	235,141	23.454	21.060
Totals.....	57,082,124	1,202,518,659			41,088,714	5,009,134,862		
NARROW GAUGE ROADS.								
Bridgton & Saco River Railroad.....	28,981	379,774	5.053	4.624	39,073	668,518	9.018	7.830
Kennebec Central Railroad Company.....	28,923	144,615	2.0	2.0	5,636	28,180	41.124	31.974
Monson Railroad Company.....	4,133	25,549	5.662	5.662	5,979	48,780	18.967	11.731
Sandy River & Rangeley Lakes Railroad.....	31,715	733,139	5.323	4.916	157,809	3,362,759	8.806	7.424
Wiscasset, Waterville & Farmington Railway...	16,226	200,605	3.441	3.337	34,407	1,024,952	8.061	7.622
Totals.....	109,978	1,483,682			242,904	5,133,189		
Grand totals.....	57,192,102	1,204,002,341			41,331,618	5,014,268,051		

* Operated January to August 1919.

† Operated August to December 31, 1919.

COMPARATIVE STATEMENT No. 28.
Passenger and Freight Rates.

Average passenger rate per mile on all standard gauge railroads doing business in Maine for the years 1898 to December, 1919, is shown in the following table:

PASSENGER RATES.

YEAR.	Rate-Cents.
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
1914.....	1.843
1915.....	1.920
1916—June 30.....	1.937
1916—Dec. 31.....	1.941
1917—Dec. 31.....	2.006
1918—Dec. 31.....	2.184
1919—Dec. 31.....	2.367

The average passenger rate upon the five narrow gauge railroads for the year ended December 31, 1919 was 4.749 cents.

FREIGHT RATES.

The following table shows the average rate per ton mile for the transportation of merchandise on all standard gauge railroads doing business in Maine for the years 1898 to 1918:

YEAR.	Rate-Cents.
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
1914.....	1.035
1915.....	1.086
1916—June 30.....	1.009
1916—Dec. 31.....	1.017
1917—Dec. 31.....	1.028
1918—Dec. 31.....	1.147
1919—Dec. 31.....	1.264

The average freight rate per ton mile upon the five narrow gauge railroads for the year ended December 31, 1919 was 8.958 cents.

COMPARATIVE STATEMENT No. 29.

Tabulated Statements from Returns of Railroad Corporations for year ended Dec. 31, 1919.

OPERATING RAILROADS.	Bangor and Aroostook Railroad.	Boston and Maine Railroad.	Bridgton and Saco River Railroad.	Canadian Pacific Railway.
ASSETS.				
Investments:				
Road and equipment.....	\$29,958,217 31	\$183,632,437 89	\$300,512 36	\$8,409,173 87
Improvements on leased railway property.....		5,097,503 56		2,784 23
Sinking funds.....		285,972 32		
Deposits in lieu of mortgaged property sold.....	295 00			
Miscellaneous physical property.....		913,673 60		
Security investments.....	401,000 00	8,251,132 04	13,600 00	
Current Assets:				
Cash.....	655,248 00	3,585,424 33	14,943 94	
Time drafts and deposits.....		8,000 00		
Special deposits.....			430 00	
Traffic and car-service balances receivable.....	2,924 88	425,071 14	1,711 71	
Net balance receivable from agents and conductors.....	37,139 58	1,229,954 42	2,001 08	
Miscellaneous accounts receivable.....	90,660 36	3,159,273 42	942 64	
Material and supplies.....	740,639 01	7,088,166 61	8,295 66	
Rents receivable.....		33,238 62	1 00	
Federal inter road clearance accounts.....	515,794 81	656,102 98		
Other current assets.....	12,007 01			
Deferred Assets:				
Working fund advances.....	810 78	2,284 47		
Unadjusted Debits:				
Rents and insurance premiums paid in advance.....	174 17	*5,120 15	71 38	
Other unadjusted debits.....		1,124,721 40	1 00	132,226 48
Company unadjusted debits.....	1,712,870 54			
Grand totals.....			\$342,510 77	\$8,544,184 58

* Credit.

COMPARATIVE STATEMENT No. 29.—CONTINUED.

OPERATING RAILROADS.	Bangor and Aroostook Railroad.	Boston and Maine Railroad.	Bridgton and Saco River Railroad.	Canadian Pacific Railway.
LIABILITIES.				
Stock:				
Capital stock.....	\$7,340,000 00	\$81,442,890 70	\$102,250 00	\$2,238,550 00
Stock liability for conversion.....		1,200 00		
Premium on capital stock.....		4,200,301 14		
Long-term Debt:				
Funded debt unmaturred.....	20,977,000 00	100,240,000 00	170,000 00	2,890,000 00
Non-negotiable debt to affiliated companies.....		515,905 57		3,283,408 10
Current Liabilities:				
Loans and bills payable.....		230,660 00		
Traffic and car-service balances payable.....	35,117 08	3,316,963 76	721 01	
Audited accounts and wages payable.....	324,337 67	2,808,391 47	3,276 59	
Miscellaneous accounts payable.....	31,867 79	1,528,330 72	598 59	
Interest matured unpaid.....			430 00	
Federal inter road clearance accounts.....	49,053 90	2,631,504 10		
Unmatured interest accrued.....			566 66	
Other current liabilities.....	26,935 89		60	
Deferred Liabilities:				
Liability for provident funds.....				
Other deferred liabilities.....	41,755 65	113,382 77		
Unadjusted Credits:				
Tax liability.....		†198,230 45	†893 38	
Operating reserves.....	15,000 00			
Accrued depreciation—Road.....			6,612 06	
Accrued depreciation—Equipment.....	212,458 34		13,995 63	131,888 86
Other unadjusted credits.....	578,692 91	464,616 50		337 62
Company unadjusted credits.....	1,805,749 54	25,570 82	280 52	
Corporate Surplus:				
Additions to property through income and surplus.....			9,613 38	
Profit and Loss:				
Credit balance.....	724,996 57	7,049,687 55	35,059 11	
Grand totals.....			\$342,510 77	\$8,544,184 58

† Debit.

REVENUES.

Freight.....	4,063,168 61	43,303,090 84	60,290 65	1,960,630 28
Passenger.....	53,917 38	21,798,847 01	19,191 49	651,377 00
Excess baggage.....	4,927 55	51,980 12	86 36	4,361 16
Mail.....	44,183 10	506,405 25	971 65	26,890 74
Express.....	100,442 96	2,870,930 01	7,723 42	89,020 42
Other passenger-train.....	1,808 01	183,179 18		18 95
Milk.....		1,255,635 01		
Switching.....	6,440 31	646,784 86		56 40
Special service train.....	2,472 05	86,961 82		
Other freight train.....				2,245 65
Total rail line transportation revenues.....	\$5,177,359 97	\$70,703,814 10	\$88,263 57	\$2,734,600 60
Freight.....		83 60		
Passenger.....		14,939 01		
Excess baggage.....		4 81		
Other passenger service.....		1 84		
Express.....		330 00		
Total water line transportation revenues.....		\$15,359 26		
Dining and buffet.....	\$10,194 70	\$75,629 18		
Hotel and restaurant.....	42,009 27	110,968 06		
Station, train and boat privileges.....	4,034 30	126,428 69	\$46 56	\$2 00
Parcel room.....	440 20	57,836 43	9 70	
Storage-freight.....	5,485 73	298,539 26		283 00
Storage-baggage.....	135 23	23,910 91		29 16
Demurrage.....	26,824 82	619,400 40	125 50	2,526 10
Telephone and telegraph.....		43,803 01	1 80	
Grain elevator.....		108,983 94		
Stock yard.....		2,180 74		
Power.....		18,631 55		
Rents of buildings and other property.....	18,570 75	185,013 31		5,169 41
Miscellaneous.....	2,244 56	191,086 54	10 20	12,343 27
Total incidental operating revenues.....	\$109,939 56	\$1,862,412 02	\$193 76	\$20,352 94
Joint facility—credit.....		2,294 44		
Total railway operating revenues.....	\$5,287,299 53	\$72,583,879 82	\$88,457 33	\$2,754,953 54
Non-operating income.....	109,586 24	304,304 02	2,227 63	752,452 25
Gross revenues.....	\$5,396,885 77	\$72,888,183 84	\$90,684 96	\$3,507,405 79

COMPARATIVE STATEMENT No. 29.—CONTINUED.

OPERATING RAILROADS.	Bangor and Aroostook Railroad.	Boston and Maine Railroad.	Bridgton and Saco River Railroad.	Canadian Pacific Railway.
EXPENDITURES.				
Railway operating expenses.....	\$4,993,372 85	\$66,023,667 96	\$76,151 87	\$3,034,508 57
Railway tax accruals.....	257,688 38	2,393,099 22	1,416 71	146,733 64
Uncollectible railway revenues.....	1,924 09	1,061 53	2 53	.....
Deductions from Income:				
Rents.....	326 25	1,234,945 04	.....	177,323 48
Interest on miscellaneous debts.....	413 41	12,171 05	6,800 00	144,500 00
Miscellaneous charges.....	10,892 98	*387,755 86	.....	.....
Gross charges.....	\$5,264,617 96	\$69,277,188 94	\$84,371 11	\$3,503,365 69
SURPLUS.				
Balance Dec. 31, 1918.....	\$588,937 20	\$3,339,520 71	\$28,846 94	.....
Balance for the year.....	132,267 81	3,610,994 90	6,313 85	\$4,040 10
Credits.....	3,824 63	929 80	.....	12 00
Other debits.....	33 07	98,242 14	101 68	4,052 10
Balance Dec. 31, 1919.....	\$724,996 57	\$7,049,687 55	\$35,059 11	.....

* Credit.

VOLUME OF TRAFFIC, ETC.

Passengers carried—revenue.....	619,471	50,804,904	28,981	241,987
Passenger miles—revenue.....	25,079,846	976,111,536	379,774	25,883,736
Average mileage traveled by each passenger.....	40.49	19.21		106.96
Average passenger rate per mile.....	\$0.03804	\$0.02233		\$0.02517
Tons of revenue freight hauled.....	1,969,225	26,515,893	39,073	1,775,277
Ton miles of revenue freight hauled.....	235,876,903	3,293,288,112	668,518	304,675,908
Average revenue per ton of freight.....	\$2.06333	\$1.63310		\$1.10441
Average per ton mile of freight.....	\$0.01723	\$0.01315		\$0.00644

EQUIPMENT.

Number of locomotives.....	89	1,120	5	45
Number of passenger and combination cars.....	60	1,290	7	
Number of dining, parlor and sleeping cars.....	2	17		
Number of baggage, express and mail cars.....	21	390		
Number of other passenger service cars.....	2	92		
Number of freight cars.....	4,855	20,958	72	1,006
Number of officer's and pay cars.....	2	11		
Number of gravel and other cars.....	100	1,327	3	

COMPARATIVE STATEMENT No. 29.—CONTINUED.

OPERATING RAILROAD.	*Georges Valley Railroad Co.	Grand Trunk Railway Co.	Kennebec Central Railroad Co.	† Knox Railroad Co.	Lime Rock Railroad Co.
ASSETS.					
Investments:					
Road and equipment.....			\$81,267 65	\$103,494 86	\$533,637 12
Improvements on leased railway property.....		\$383,708 10			
Miscellaneous physical property.....					950 00
Current Assets:					
Cash.....		767,122 85	1,582 21	13,659 47	
Special deposits.....					15,548 58
Loans and bills receivable.....					4,815 54
Net balance receivable from agents and conductors.....		674,859 16	2 72	2,110 34	
Miscellaneous accounts receivable.....	\$4,161 28	624,895 42	1,488 49	1,067 34	
Material and supplies.....		918,053 45	363 17	1,232 25	7,478 49
Interest and dividends receivable.....					500 00
Rents receivable.....		487 99			
Federal inter road clearance accounts.....		49,394 10			
Unadjusted Debits:					
Rents and insurance premiums paid in advance.....				529 32	751 85
Discount on capital stock.....					402,000 00
Other unadjusted debits.....		28,087 33			
Grand totals.....	\$4,161 28		\$84,704 24	\$122,093 58	\$965,681 58

* Operated January to August 1, 1919.

† Operated August to December 1919.

LIABILITIES.					
Stock:					
Capital stock.....	\$100,000 00		\$40,000 00	\$60,000 00	\$450,000 00
Long-term debt:					
Funded debt unmatured.....					400,000 00
Non-negotiable debt to affiliated companies.....		\$185,509 95			
Current Liabilities:					
Loans and bills payable.....				25,000 00	6,571 95
Traffic and car-service balances payable.....	1,285 89	1,293,069 99		474 93	
Audited accounts and wages payable.....		816,231 17		33,944 82	
Miscellaneous accounts payable.....	2,732 44	19,332 24	2 80	91 04	
Interest matured unpaid.....	18,500 00				
Funded debt matured unpaid.....			19,500 00		
Unmatured interest accrued.....				127 77	
Unadjusted Credits:					
Accrued depreciation—Road.....					5,856 29
Accrued depreciation—Equipment.....			\$2,347 72		
Accrued depreciation—Miscellaneous physical property.....					20 00
Other unadjusted credits.....		6,892 16			
Company unadjusted credits.....		1,682,266 58			
Profit and Loss:					
Credit balance.....	*118,357 05	*754,891 84	22,853 72	2,455 02	103,233 34
Grand totals.....	\$4,161 28		\$84,704 24	\$122,093 58	\$965,681 58

* Debit balance.

COMPARATIVE STATEMENT No. 29.—CONTINUED.

OPERATING RAILROAD.	Georges Valley Railroad Co.	Grand Trunk Railway Co.	Kennebec Central Railroad Co.	† Knox Railroad Co.	Lime Rock Railroad Co.
REVENUES.					
Freight.....	\$9,949 06	\$2,645,294 38	\$11,588 72	\$12,629 91	\$73,291 10
Passenger.....	818 55	461,408 35	2,892 30	968 69	
Excess baggage.....	25	2,590 45			
Parlor and chair car.....		4,483 83			
Mail.....	340 13	23,715 40	249 83	222 25	
Express.....	1,002 69	29,160 40	515 99	756 28	
Other passenger-train.....		2 17			
Milk.....		17,345 60			19,785 86
Switching.....		31,022 97			
Special service train.....		223 00			
Total rail line transportation revenues.....	\$12,110 68	\$3,215,246 55	\$15,246 84	\$14,577 13	\$93,076 96
Dining and buffet.....		\$13,672 44			
Station train and boat privileges.....		3,431 08			
Parcel room.....		321 65			
Storage—freight.....		7,846 69			
Storage—baggage.....		146 83			
Demurrage.....	78 00	*4,479 06		488 00	
Grain elevator.....		339,482 18			
Rents of buildings and other property.....		10,323 24			1,649 69
Miscellaneous.....		48,161 52			
Total incidental operating revenues.....	\$78 00	\$418,906 57		\$488 00	\$1,649 69

* Credit.

Joint facility—Credit:					
Total railway operating revenues.....	\$12,188 68	\$3,634,153 12	\$15,246 84	\$15,065 13	\$94,726 65
Non-operating income.....	1 00	11,108 68	.....	77 00	.....
Gross revenues.....	\$12,189 68	\$3,645,261 80	\$15,246 84	\$15,142 13	\$94,726 65
EXPENDITURES.					
Railway operating expenses.....	\$8,827 33	\$4,309,395 03	\$12,155 14	\$8,853 16	\$95,696 10
Railway tax accruals.....	102 00	152,392 65	265 69	101 99	2,933 89
Deductions from Income:					
Rents.....	2,486 16	†61,636 97	.....	2,195 35	.....
Interest on miscellaneous debts.....	1,500 00	2 93	1,132 17	531 61	16,000 00
Gross charges.....	\$12,915 49	\$4,400,153 64	\$13,553 00	\$11,682 11	\$114,629 99
SURPLUS.					
Balance Dec. 31, 1918.....	*\$89,840 64	.....	\$21,159 88	.....	\$119,323 15
Balance for the year.....	*725 81	*754,891 84	1,693 84	\$3,460 02	*19,903 34
Credits.....	27 97	.....	.....	.....	24,438 53
Other debits.....	35 43	.....	.....	1,005 00	20,625 00
Balance Dec. 31, 1919.....	*\$27,783 14	*\$754,891 84	\$22,853 72	\$2,455 02	\$103,233 34
VOLUME OF TRAFFIC, ETC.					
Passengers carried—Revenue.....	2,496	324,187	28,923	2,614	.....
Passenger miles—Revenue.....	19,968	15,877,516	144,615	20,912	.....
Average mileage traveled by each passenger.....	.....	48 98	.....	.....	.....
Average passenger rate per mile.....	.....	\$0.02906	.....	.....	.....
Tons of revenue freight hauled.....	6,674	2,376,069	5,636	10,215	294,614
Ton miles of revenue freight hauled.....	53,392	278,273,268	28,180	81,720	.....
Average revenue per ton of freight.....	.....	\$1.11331	.....	.....	.....
Average per ton mile of freight.....	.....	\$0.00951	.....	.....	.....
EQUIPMENT.					
Number of locomotives.....	1	38	2	1	4
Number of passenger and combination cars.....	1	.....	5	1	496
Number of freight cars.....	.....	.....	13	.....	.....

* Debit balance.

† Credit.

COMPARATIVE STATEMENT NO. 29.—CONTINUED.

OPERATING RAILROADS.	Maine Central Railroad Co.	Monson Railroad Co.	Portland Terminal Co.	Sandy River & Rangeley Lakes Railroad.	Wiscasset, Waterville & Farmington Railway Co.	York Harbor & Beach Railroad Co.
ASSETS.						
Investments:						
Road and equipment.....	\$40,299,399 65	\$80,231 63	\$6,083,489 08	\$1,240,782 28	\$311,136 53	321,162 24
Sinking funds.....	218,601 26		125,221 65			
Miscellaneous physical property.....	393,134 70		1,113 77	4,278 89		
Security investments.....	4,115,511 42		37,285 68	200 00	8,780 77	20,000 00
Current Assets:						
Cash.....	442,349 35	685 96	24,976 32	43,675 84	10,121 37	27,727 56
Loans and bills receivable.....					23,823 10	
Traffic and car-service balances receivable.....	98,741 86			19,118 99		
Net balance receivable from agents and conductors.....	232,554 39		42,574 44	2,596 39	1,334 50	
Miscellaneous accounts receivable.....	365,607 71	587 97	42,369 09	2,809 71		93,608 18
Material and supplies.....	2,079,003 60		761,647 56	40,311 37	1,460 23	
Rents receivable.....	2,373 75		2,172 52	208 94		
Federal inter road clearance accounts.....	382,786 15		602,048 69			
Deferred Assets:						
Working fund advances.....	1,460 00					
Unadjusted Debits:						
Rents and insurance premiums paid in advance.....	10,044 72			153 39		
Discount on funded debt.....				19,820 06		
Other unadjusted debits.....	86,579 43		3,899 30	661 12		75 21
Grand totals.....		\$81,505 56		\$1,374,616 98	\$356,656 50	

LIABILITIES.						
Stock:						
Capital stock.....	\$15,007,100 00	\$70,000 00	\$1,000,000 00	\$340,000 00	\$300,000 00	\$300,000 00
Stock liability for conversion.....	18,858 93					
Long-term Debt:						
Funded debt unmatured.....	21,774,500 00		5,546,000 00	837,000 00		
Current Liabilities:						
Loans and bills payable.....		7,555 17		140,000 00		
Traffic and car-service balances payable.....	95,343 96			600 23		
Audited accounts and wages payable.....	703,961 38		168,586 27	10,877 35	757 24	
Miscellaneous accounts payable.....	174,796 56		3,369 10	1,642 25		
Interest matured unpaid.....		129,091 94				
Federal inter road clearance accounts.....	870,045 07		1,913 57			
Funded debt matured unpaid.....		70,000 00				
Unmatured interest accrued.....				16,050 00		
Other current liabilities.....				118 22	27,110 49	
Deferred Liabilities:						
Other deferred liabilities.....	152,407 86					
Unadjusted Credits:						
Tax liability.....				†1,677 68		†1,329 46
Operating reserves.....	38,510 93					
Accrued depreciation—Road.....				6,810 01		
Accrued depreciation—Equipment.....		6,484 50		39,189 63	3,347 50	
Other unadjusted credits.....	3,404,003 19		511,274 68	115 85		2 55
Company unadjusted credits.....						21,582 19
Corporate Surplus:						
Additions to property through income and surplus.....				5,291 28		
Profit and Loss:						
Credit balance.....	*\$1,489,086 45	*201,626 05	794,544 30	*21,400 16	25,441 27	101,155 67
Grand totals.....		\$81,505 56		\$1,374,616 98	\$356,656 50	

* Debit balance.

† Debit.

COMPARATIVE STATEMENT No. 29.—CONCLUDED.

OPERATING RAILROADS.	Maine Central Railroad Co.	Monson Railroad Co.	Portland Terminal Co.	Sandy River & Rangeley Lakes Railroad.	Wiscasset, Waterville & Farmington Railway Co.	York Harbor & Beach Railroad Co.
REVENUES.						
Freight.....	\$11,268,063 07	\$9,254 58	\$57,905 05	\$296,136 57	\$82,623 55	\$55,150 84
Passenger.....	4,906,039 07	1,446 75		39,029 15	6,904 01	76,991 83
Excess baggage.....	31,676 25	57 53		178 14		39 72
Mail.....	223,320 02	309 89		2,686 86	2,886 10	813 96
Express.....	480,682 56	1,158 88	800 17	9,354 12	3,067 45	1,728 00
Other passenger-train.....	23,015 49					96 13
Milk.....	227,657 97			854 42		44 96
Switching.....	40,324 07		16,879 37			
Special service train.....	3,476 00					7 00
Other freight train.....	7,116 44		50 00			
Water transfer—passenger.....	54 00					
Water transfer—other.....	75 90					
Total rail line transportation revenues	\$17,211,500 84	\$12,227 63	\$75,634 59	\$348,239 26	\$95,481 11	\$134,872 44
Freight.....	\$18,820 03					
Passenger.....	30,390 63					
Excess baggage.....	767 43					
Mail.....	503 39					
Express.....	917 07					
Other.....	120 00					
Total water line transportation revenues	\$51,518 46					
Dining and buffet.....	\$25,205 88					
Station, train and boat privileges.....	12,388 31		\$1,303 90	\$40 94		
Parcel room.....	10,678 57		9,108 52	6 50		
Storage—freight.....	14,852 93		6,299 26			385 10
Storage—baggage.....	3,976 17		2,951 10			64 03
Demurrage.....	82,501 16		47,837 57	550 50		351 00
Telephone and telegraph.....	7,064 06		208 07			216 25
Rents of buildings and other property.....	23,295 30		27,538 48			
Miscellaneous.....	82,196 34		184,918 52	2,852 44		
Total incidental operating revenues..	\$262,158 72		\$280,165 42	\$3,450 38		\$1,016 40

Joint facility—credit						
Total railway operating revenues	\$17,525,178 02	\$12,227 63	\$355,800 01	\$351,689 64	\$95,481 11	\$135,888 84
Non-operating income	258,864 73		477,964 67	824 62	1,540 29	617 48
Gross revenues	\$17,784,042 75	\$12,227 63	\$833,764 68	\$352,514 26	\$97,021 40	\$136,506 32
EXPENDITURES.						
Railway operating expenses	\$17,520,063 67	\$15,672 32	\$241,090 83	\$323,793 66	\$95,987 26	\$87,543 11
Railway tax accruals	924,133 17	120 88	54,490 26	3,271 88	890 33	6,312 94
Uncollectible railway revenues	501 71		264 82	1 87		
Deductions from income:						
Rents	487,441 66	5 90	12,249 68			4,392 23
Interest on miscellaneous debts	542 04	4,342 10		39,928 85		
Miscellaneous charges	26,174 11			2,564 30		
Gross charges	\$18,958,856 36	\$20,141 20	\$308,095 59	\$369,560 56	\$96,877 59	\$98,248 28
SURPLUS.						
Balance Dec. 31, 1918	*\$353,808 67	*\$193,712 48	\$268,859 64	*\$4,353 86	\$25,297 46	\$62,897 63
Balance for the year	*\$1,174,813 61	*7,913 57	525,669 09	*17,046 30	143 81	38,258 04
Credits	39,587 25		37 94	329 42		
Other debits	51 42		22 37	329 42		
Balance Dec. 31, 1919	*\$1,489,086 45	*\$201,626 05	\$794,544 30	*\$21,400 16	\$25,441 27	\$101,155 67
* Debit balance.						
VOLUME OF TRAFFIC, ETC.						
Passengers carried—revenue	4,075,777	4,133		31,715	16,226	1,334,875
Passenger miles—revenue	170,618,097	25,549		733,139	200,605	4,784,564
Average mileage traveled by each passenger	41 86			23 12		3 58
Average passenger rate per mile	\$0.02875			\$0.05323		\$0.01609
Tons of revenue freight hauled	8,069,033	5,979		157,809	34,407	71,714
Ton miles of revenue freight hauled	896,650,418	48,788		3,362,759	1,024,952	235,141
Average revenue per ton of freight	\$1.39646			\$1.8771		\$0.76904
Average per ton mile of freight	\$0.01257			\$0.08806		\$0.23454
EQUIPMENT.						
Number of locomotives	233	1	25	14	5	
Number of passenger and combination cars	203			20	4	
Number of dining, parlor and sleeping cars	5					
Number of baggage, express and mail cars	93				1	
Number of freight cars	8,559	26		305	92	
Number of officer's and pay cars	3					
Number of gravel and other cars	501		9	17	5	

COMPARATIVE STATEMENT NO. 30.

The following table shows the Capitalization, Indebtedness, Gross Revenues Less Operating Expenses, (Gross Income) and Disposition of Gross Income of Steam Railroad Companies for year ended Dec. 31, 1919.

NAME OF COMPANY.	Capital stock.	Funded debt.	Other interest bearing debt.	Gross income.	Interest deductions.	Other deductions prior to distribution to stockholders.	Net income.	Dividends declared.
Atlantic & St. Lawrence R.R., operated by Grand Trunk Railway.....		\$185,509 95		\$536,890 16		\$536,890 16		
Atlantic & St. Lawrence R. R. (Lessor)	\$5,484,000 00	3,438,000 00		536,878 00	\$206,280 00		\$330,598 00	\$330,598 00
Bangor & Aroostook R. R. Co. (Federal)				143,900 45	413 41	11,219 23	132,267 81	
Bangor & Aroostook R. R. Co. (Corporate)	7,340,000 00	20,977,000 00	\$135,000 00	1,499,531 93	811,442.95	234,662 10	453,426 88	377,450 00
Boston & Maine R. R. (Federal)			230,660 00	4,470,355 13	12,171 05	847,189 18	3,610,994 90	
Boston & Maine R. R. (Corporate)	†85,644,391 84	100,755,905 57	700,840 00	8,006,773 58	4,428,307 31	920,943 65	2,657,522 62	2,035,716 17
Bridgton & Saco River R. R. Co.	102,250 00	170,000 00		13,113 85	6,800 00		6,313 85	
Canadian Pacific Railway Co.	2,238,550 00	6,173,408 10		325,863 58	144,500 00	177,323 48	4,040 10	
Eastern Maine Railroad	600 00	80,500 00						
Georges Valley Railroad Co.	100,000 00			3,260 35	1,500 00	2,486 16	*725 81	
Grand Trunk Railway Co. (Lessee of Atlantic & St. Lawrence R.R., & Lewiston & Auburn R. R. Co. (Federal)				*816,525 88	2 93	†61,636 97	*754,891 84	
Kennebec Central Railroad Co.	40,000 00			3,091 70	1,132 17	265 69	1,693 84	
Knox Railroad Company	60,000 00		25,000 00	6,186 98	531 61	2,195 35	3,460 02	
Lewiston & Auburn Railroad Co., operated by Grand Trunk Railway		4 72		18,000 71		18,000 71		
Lewiston & Auburn R. R. Co. (Lessor)								
Limerock Railroad Company	450,000 00	400,000 00	6,571 95	*3,903 34	16,000 00		*19,903 34	
Maine Central Railroad Co. (Federal)				*660,655 80	542 04	513,615 77	*1,174,813 61	
Maine Central Railroad Co. (Corporate)	15,025,958 93	21,774,500 00		3,222,967 95	981,306 30	1,155,690 28	1,085,971 37	870,888 00
Monson Railroad Company	70,000 00	70,000 00	7,555 17	*3,565 57	4,343 10	5 90	7,913 57	
Portland Terminal Co. (Federal)				537,918 77		12,249 68	525,669 09	
Portland Terminal Co. (Corporate)	1,000,000 00	5,546,000 00	230,000 00	372,219 42	248,718 86	61,373 37	62,127 19	50,000 00
Pullman Company, The (Federal)				19,548,840 89			19,548,840 89	
Pullman Company, The, (Corporate)	120,000,000 00			10,623,313 68	10,321 85	74,606 59	10,538,385 24	9,544,019 33
Sandy River & Rangeley Lakes Railroad	340,000 00	837,000 00	140,000 00	25,446 85	39,928 85	2,564 30	*17,046 30	
Wisasset, Waterville & Farmington Railway Company	300,000 00			143 81			143 81	
York Harbor & Beach R. R. Co. (Federal)				42,650 27		4,392 23	38,258 04	
York Harbor & Beach R.R.Co. (Corporate)	300,000 00			5,297 36		69 99	5,227 37	

† Includes \$4,200,301.14 Premium on Capital Stock.

* Deficit.

† Credit.

COMPARATIVE STATEMENT NO. 31.

Employees and Wages.

NAME OF RAILROAD.	GENERAL AND DIVISION OFFICERS.		EMPLOYEES BY THE DAY.			EMPLOYEES BY THE HOUR.		
	Total No.	Total wages paid.	Total No.	Total days worked.	Total wages paid.	Total No.	Total hours worked.	Total wages paid.
Bangor & Aroostook Railroad Company.....	37	\$126,732 15	231	78,660	\$343,181 12	1,631	4,513,620	\$2,419,420 02
Boston & Maine Railroad.....	285	906,918 49	3,569	1,149,905	4,988,927 99	25,294	66,722,934	37,418,075 47
Bridgton & Saco River Railroad Company.....	2	3,526 90	8	2,641	6,420 70	49	122,242	40,278 71
Canadian Pacific Railway Company.....	6	9,043 43	64	19,591	92,785 96	593	1,650,659	924,908 13
Eastern Maine Railroad.....								
* Georges Valley Railroad Company.....	1	304 17	4	736	1,203 01	9	59,350	3,633 63
Grand Trunk Railway Company.....	21	65,695 80	155	53,126	256,872 34	1,556	4,048,306	2,193,012 70
Kennebec Central Railroad Company.....	2	480 00	2	677	1,620 00	6	18,823	5,220 18
† Knox Railroad Company.....	1	1,041 65	6	750	2,101 84	24	25,848	8,792 93
Lime Rock Railroad Company.....	1	1,434 23	4	1,407	4,844 53	44	98,744	48,898 12
Maine Central Railroad Company.....	73	254,330 05	691	241,947	1,075,706 28	5,356	14,839,943	8,454,739 48
Monson Railroad Company.....	2	1,700 00	7	1,625	3,577 75	10	14,109	4,756 12
Portland Terminal Company.....	6	18,394 89	148	54,179	272,192 77	1,916	5,284,783	2,934,519 16
Sandy River & Rangeley Lakes Railroad.....	3	6,300 30	23	6,754	20,896 45	161	473,861	177,904 02
Wiscasset, Waterville & Farmington Railway Co.	1	2,199 60	26	7,698	17,553 47	58	165,290	45,210 17
York Harbor & Beach Railroad Company.....	2	174 72	4	728	3,288 11	60	91,162	62,406 28

* Operated for 7 months.

† Operated for 5 Months.



TABULATED AND COMPARATIVE
STATEMENTS

COMPILED FROM THE

Reports of
Street Railway Companies

FOR THE

Year Ended December 31, 1919

COMPARATIVE STATEMENT No. 32.

Mileage of Street Railways and Where Operated.

NAME OF ROAD AND WHERE LOCATED.	Miles of road.	Miles of second main track.	Miles of sidings and turnouts.	Miles of track in car-houses, shops, etc.	Total.
Androscoggin Electric Co., Portland-Lewiston Interurban Railroad.	29.80		.78	.18	30.76
* Androscoggin & Kennebec Railway Co., The Lewiston, Bath, Mechanic Falls, Augusta, Winthrop, Togus, Waterville, Auburn, Brunswick & Yarmouth.	145.77	1.65	7.86	18.57	157.14
Aroostook Valley Railroad. Presque Isle, Sweden & Caribou.	31.99		5.74		37.73
Atlantic Shore Railway. Springvale, Biddeford, Cape Porpoise & Kennebunkport.	49.53		2.00		51.53
Bangor Railway & Electric Co. In Bangor & Old Town to Brewer, Hampden & Charleston.	56.97	3.47	5.07	.60	66.11
Benton & Fairfield Railway Co. Benton & Fairfield, Maine.	4.12		.67		4.79
Biddeford & Saco Railroad Co. Biddeford & Old Orchard.	7.61		.67		8.28
Calais Street Railway. Calais, St. Stephen, Maine and Milltown, N. B.	7.00				7.00
Cumberland County Power & Light Company, (Lessee Portland Railroad). City of Portland, Saco, Gorham, Cape Elizabeth, Yarmouth, South Portland and Old Orchard.	80.96	15.98	9.67		106.61
Fairfield & Shawmut Railway. Fairfield & Shawmut.	3.10		.33		3.43
Knox County Electric Co. City of Rockland to Thomaston, Camden and Warren.	21.47		2.45		23.92
† Lewiston, Augusta & Waterville Street Railway. Lewiston, Bath, Turner, Mechanic Falls, Augusta, Winthrop, Togus, Waterville, Auburn, Brunswick & Yarmouth.	154.04	1.65	8.36	1.86	165.91
Portsmouth, Dover & York Street Railway. Eliot, Portsmouth, South Berwick, York Beach and Dover, N. H.	39.76		1.64		41.40
Somerset Traction Co. Skowhegan-Madison.	12.20		.48		12.68
Waterville, Fairfield & Oakland Railway. Waterville, Fairfield and Oakland.	10.26	.94			11.20

† Ceased operations Sept. 30, 1919.

* Began operations Oct. 1, 1919.

COMPARATIVE STATEMENT No. 33.

Assets and Liabilities

STREET RAILROAD CORPORATIONS.

ASSETS.

ITEM.	Dec. 31, 1918.	Dec. 31, 1919.	Increase.
Property investment.....	\$28,569,819 67	\$33,210,917 92	\$4,641,098 25
Security investment.....	2,915,379 31	2,848,257 00	*67,122 31
Current assets.....	1,025,377 53	1,284,122 73	258,745 20
Deferred assets.....	70,533 70	75,769 75	5,236 05
Unadjusted debits.....	282,313 42	323,950 26	41,636 84
Gross assets.....	\$32,863,423 63	\$37,743,017 66	\$4,879,594 03

LIABILITIES.

ITEM.	Dec. 31, 1918.	Dec. 31, 1919.	Increase.
Capital stock.....	\$13,015,336 00	\$16,112,036 00	\$3,096 700 00
Long term debt.....	16,356,182 00	17,933,587 59	1,577,405 59
Current liabilities.....	2,281,196 25	2,564,396 34	283,200 09
Deferred liabilities.....	75,199 51	12,162 43	*63,037 08
Unadjusted credits.....	894,162 83	1,030,186 61	136,023 78
Totals.....	\$32,622,076 59	37,652,368 97	\$5,030,292 38
Profit and loss, credit balance.....	241,347 04	90,648 69	*150,698 35
Gross liabilities.....	\$32,863,423 63	\$37,743,017 66	\$4,879,594 03

CAPITAL STOCK AND DIVIDENDS.

YEAR.	Capital stock.	Net income.	Dividends declared.	Per cent to capital stock.
1918.....	\$13,015,336 00	†\$84,650 73	\$371,556 69	2.85%
1919.....	16,112,036 00	249,316 83	339,392 84	2.10+

* Decrease.

† Deficit.

COMPARATIVE STATEMENT No. 34.

Tabulation of Assets from Reports of Street Railways for year ended Dec. 31, 1919.

STREET RAILWAYS.	ASSETS DECEMBER 31, 1919.					Total assets.
	Property investments.	Security investments.	Current assets.	Deferred assets.	Unadjusted debits.	
Androscoggin Electric Company.....	\$5,394,194 07	\$30,000 00	\$199,189 25	\$25,000 00	\$15,013 58	\$5,663,396 90
Androscoggin & Kennebec Railway Company, The...	4,455,120 30	201 00	179,466 74		5,667 91	4,640,455 95
Aroostook Valley Railroad Company.....	1,219,338 77		29,524 00	2,141 40	145 17	1,251,149 34
Atlantic Shore Railway Company.....	2,799,714 07		151,149 87	1,148 81	1,702 26	2,953,715 01
Bangor Railway & Electric Company.....	3,751,730 55	2,775,644 00	377,908 13	46,475 00	4,045 04	6,955,802 72
Benton & Fairfield Railway Company.....	54,732 70		2,404 70	117 90		57,255 30
Biddeford & Saco Railroad Company.....	294,155 94	32,376 00	686 54			327,218 48
Calais Street Railway.....	200,546 04		4,436 00			204,982 04
Fairfield & Shawmut Railway.....	63,740 16		1,024 81			64,764 97
Knox County Electric Company.....	1,392,709 63	8,336 00	84,436 45	886 64	15,183 10	1,501,551 82
Lewiston, Augusta & Waterville Street Railway.....	7,321,833 51	700 00	113,317 65		125,771 30	7,561,622 46
† Portland Railroad Company, Lessor.....	5,551,363 63	1,000 00	109,138 16		125,135 00	5,786,636 79
Portsmouth, Dover & York Street Railway.....	38,231 23		16,233 48		1,218 33	55,683 04
Somerset Traction Company.....	170,876 55		1,477 47			172,354 02
Waterville, Fairfield & Oakland Railway.....	502,630 77		13,729 48		30,068 57	546,428 82
Totals.....	\$33,210,917 92	\$2,848,257 00	\$1,284,122 73	\$75,769 75	\$323,950 26	\$37,743,017 66

† The Cumberland County Power & Light Co., Lessee, has no property investment nor security issues covering the railroad property operated. The assets and liabilities of the Portland Railroad Company, Lessor, are used for this statement.

COMPARATIVE STATEMENT NO. 34.

Tabulation of Liabilities from Reports of Street Railways for year ended Dec. 31, 1919.

STREET RAILWAYS.	LIABILITIES DECEMBER 31, 1919.						
	Capital stock.	Long-term debt.	Current liabilities.	Deferred liabilities.	Unadjusted credits.	Profit and loss.	Total liabilities.
Androscoggin Electric Company	\$2,000,000 00	\$3,140,500 00	\$98,919 72		\$213,725 41	\$210,251 77	\$5,663,396 79
Androscoggin & Kennebec Railway Co., The	3,176,700 00	1,345,000 00	68,042 19	\$646 50	29,408 85	20,658 41	4,640,455 95
Aroostook Valley Railroad Company ..	256,400 00	887,432 00	169,709 88		275 97	*62,668 51	1,251,149 34
Atlantic Shore Railway Company	1,000,000 00	1,746,250 00	466,482 28		84,727 84	*343,745 11	2,953,715 01
Bangor Railway & Electric Company ..	3,499,936 00	2,890,041 00	170,485 10	10,751 93	303,469 46	81,119 23	6,955,802 72
Benton & Fairfield Railway Company ..	20,000 00	33,000 00	29,269 23			*25,013 93	57,255 30
Biddeford & Saco Railroad Company ..	100,000 00	150,000 00	17,000 00		20,359 62	39,858 86	327,218 48
Calais Street Railway	100,000 00	100,000 00				†4,982 04	204,982 04
Fairfield & Shawmut Railway	30,000 00	30,000 00	1,870 00			2,894 97	64,764 97
Knox County Electric Company	400,000 00	800,000 00	124,952 59		33,926 66	142,672 57	1,501,551 82
Lewiston, Augusta & Waterville St. Ry.	3,000,000 00	3,061,000 00	1,240,337 74	764 00	332,645 91	*73,125 19	7,561,622 46
†Portland Railroad Company, Lessor ..	1,999,000 00	3,650,364 59	51,016 24			*6,255 96	5,786,636 79
Portsmouth, Dover & York Street Ry.		25,000 00	29,950 03		6,398 63	*5,665 62	55,683 04
Somerset Traction Company	30,000 00	75,000 00	55,180 78			12,173 24	172,354 02
Waterville, Fairfield & Oakland Railway	500,000 00		41,180 56		5,248 26		546,428 82
Totals	\$16,112,036 00	\$17,933,587 59	\$2,564,396 34	\$12,162 43	\$1,030,186 61	\$90,648 69	\$37,743,017 66

* Debit balance.

† Total corporate surplus.

† See note.

COMPARATIVE STATEMENT No. 35.

Operating Revenues of Street Railway Companies for year ended Dec. 31, 1919.

STREET RAILWAYS.	RAILWAY OPERATING REVENUES FOR THE YEAR ENDING DECEMBER 31, 1919.					
	Passenger revenue.	Mail revenue.	Express and freight revenue.	Miscellaneous transportation revenue.	Revenue from other railway operations.	Total operating revenues.
Androscoggin Electric Company.....	\$203,844 86		\$21,706 80		\$1,706 54	\$227,258 20
Androscoggin & Kennebec Railway Company, The...	225,751 90	269 24	38,234 81		6,409 10	270,665 05
Aroostook Valley Railroad Company.....	37,382 66		83,393 46		2,079 39	122,855 51
Atlantic Shore Railway Company.....	145,712 85	1,902 12	26,746 96	\$2,154 78	5,166 93	181,683 64
Bangor Railway & Electric Company.....	432,683 74	1,760 53	50,884 28	847 35	4,999 05	491,174 95
Benton & Fairfield Railway Company.....	2,239 72		4,408 74			6,648 46
Biddeford & Saco Railroad Company.....	96,185 45		1,070 69		1,927 88	99,184 02
Calais Street Railway.....	44,427 73				6,454 62	50,882 35
Cumberland County Power & Light Company, Lessee.	1,434,205 96		42,588 86	3,666 58	33,039 00	1,513,500 40
Fairfield & Shawmut Railway.....	8,024 08				573 29	8,597 37
Knox County Electric Company.....	113,191 02	1,997 16	34,113 39		775 45	150,077 02
Lewiston, Augusta & Waterville Street Railway.....	672,943 02	1,221 72	113,560 57		19,805 30	807,530 61
Portsmouth, Dover & York Street Railway.....	190,249 99		1,223 02		1,399 92	192,872 93
Somerset Traction Company.....	28,670 69	268 49	2,344 42		195 96	31,479 56
Waterville, Fairfield & Oakland Railway.....	123,385 86				9,604 84	132,990 70
Totals.....	\$3,758,899 53	\$7,419 26	\$420,276 00	\$6,668 71	\$94,137 27	\$4,287,400 77

COMPARATIVE STATEMENT No. 36.

Operating Expenses of Street Railway Companies for year ended Dec. 31, 1919.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING DECEMBER 31, 1919.							
	Way and structures.	Equipment.	Power.	Conducting transportation.	Traffic.	General and miscellaneous.	Transportation for investment credit.	Total operating expenses.
Androscoggin Electric Co.....	\$30,201 26	\$22,016 31	\$11,528 91	\$50,456 19	\$1,137 03	\$33,218 72		\$148,558 42
Androscoggin & Kennebec Railway Co., The.....	51,152 87	29,380 29	33,608 55	84,659 11	1,250 78	25,779 08	48 45	225,782 23
Aroostook Valley Railroad Co.....	15,454 25	3,588 42	11,590 52	19,289 58		26,904 87		76,827 64
Atlantic Shore Railway Co.....	40,081 61	27,844 63	20,251 75	58,138 93	581 53	23,363 28		170,261 73
Bangor Railway & Electric Co.....	64,711 59	63,301 06	47,068 41	149,962 41	1,505 80	46,978 17		373,527 44
Benton & Fairfield Railway Co.....	3,556 89	1,346 77	982 32	5,075 34		1,594 01		12,555 33
Biddeford & Saco Railroad Co.....	10,663 04	16,362 81	12,313 49	28,398 53	131 00	10,248 62		78,117 49
Calais Street Railway.....	7,187 14	1,951 18	16,328 22	15,291 66		5,878 54		46,636 74
Cumberland Co. Power & Light Co., Lessee	199,603 78	185,036 41	138,791 97	536,059 03	4,014 97	180,704 27		1,244,210 43
Fairfield & Shawmut Railway.....	1,534 85	1,839 77	1,078 65	1,518 75		566 77		6,538 79
Knox County Electric Co.....	26,376 28	17,333 46	23,430 82	52,996 25	6,034 41	10,682 33		136,853 55
Lewiston, Augusta & Waterville St. Ry.	169,078 28	99,655 33	94,741 53	248,621 41	6,518 87	66,833 21	64 03	685,384 60
Portsmouth, Dover & York Street Ry.	36,480 10	32,788 29	36,593 82	63,123 15	1,071 60	16,020 69		186,077 65
Somerset Traction Co.....	6,384 62	4,595 45	3,310 02	7,893 90	36 25	4,896 45		27,116 69
Waterville, Fairfield & Oakland Ry....	14,855 43	24,795 42	19,102 02	37,606 48		18,036 27		114,395 62
Totals.....	\$677,321 99	\$531,835 60	\$470,721 00	\$1,359,090 72	\$22,282 24	\$471,705 28	\$112 48	\$3,532,844 35

COMPARATIVE STATEMENT No. 37.

Profit and Loss Account of Street Railways for year ended Dec. 31, 1919.

STREET RAILWAYS.	Surplus Dec. 31, 1918.	Surplus for the year.	Credits during year.	Dividend charges.	Other charges.	Surplus Dec. 31, 1919.
Androscoggin Electric Company.....	\$182,091 82	\$141,905 17	\$231 99	\$90,000 00	\$23,977 21	\$210,251 77
Androscoggin & Kennebec Railway Company, The.....		20,658 41				20,658 41
Aroostook Valley Railroad Company.....	*64,164 26	1,495 75				*62,668 51
Atlantic Shore Railway Company.....	*271,363 34	*72,381 77				*343,745 11
Bangor Railway & Electric Company.....	56,712 94	159,916 14	1,434 50	104,997 76	31,946 59	81,119 23
Benton & Fairfield Railway Company.....	*17,217 06	*7,796 87				*25,013 93
Biddeford & Saco Railroad Company.....	37,294 07	12,564 79		10,000 00		39,858 86
Calais Street Railway.....	1,654 10	*1,772 06				*117 96
Fairfield & Shawmut Railway.....	2,396 39	498 58				2,894 97
Knox County Electric Company.....	175,602 59	38,486 73		20,000 00	51,416 75	142,672 57
Lewiston, Augusta & Waterville Street Railway.....	*5,890 73	*65,442 92	16 59		1,808 13	*73,125 19
Portland Railroad Company, Lessor.....	86,190 96	100,015 00		99,950 00		86,255 96
Portsmouth, Dover & York Street Railway.....	*13,570 04	4,979 23	2,925 19			*5,665 62
Somerset Traction Company.....	10,412 67	1,760 57				12,173 24
Waterville, Fairfield & Oakland Railway.....		14,445 08		14,445 08		
Totals.....	\$180,150 11	\$349,331 83	\$4,608 27	\$339,392 84	\$109,148 68	\$85,548 69

* Debit balance.

COMPARATIVE STATEMENT No. 38.

Income Account of Street Railway Corporations in Maine for year ended Dec. 31, 1919.

PUBLIC UTILITIES COMMISSION REPORT.

STREET RAILWAYS.	Railway operating revenues.	Railway operating expenses.	Net revenue railway operations.	Net revenue auxiliary operations.	Net operating revenue.	Taxes deducted.	Operating income.	Non-operating income.	Gross income.	Deductions.	Income balance for year.
Androscoggin Electric Co.	\$227,258 20	\$148,558 42	\$78,699 78	\$229,023 07	\$307,722 85	\$11,218 90	\$296,503 95	\$4,877 80	\$301,381 75	\$159,476 58	\$141,905 17
Androscoggin & Kennebec Ry. Co., The	270,665 05	225,782 23	44,882 82	716 31	45,599 13	7,628 15	37,970 98	1,000 10	38,971 08	18,312 67	20,658 41
Aroostook Valley R. R. Co.	122,855 51	76,827 64	46,027 87	.....	46,027 87	.....	46,027 87	122 60	46,150 47	44,654 72	1,495 75
Atlantic Shore Railway Co.	181,683 64	170,261 73	11,421 91	.....	11,421 91	5,330 65	6,091 26	2,421 97	8,513 23	80,895 00	*72,381 77
Bangor Railway & Electric Co.	491,174 95	373,527 44	117,647 51	184,960 54	302,608 05	32,981 65	269,626 40	65,265 48	334,891 88	174,975 74	159,916 14
Benton & Fairfield Ry. Co.	6,648 46	12,555 33	15,906 87	.....	15,906 87	240 00	16,146 87	.....	16,146 87	1,650 00	*7,796 87
Biddeford & Saco R. R. Co.	99,184 02	78,117 49	21,066 53	.....	21,066 53	3,916 04	17,150 49	1,798 77	18,949 26	6,384 47	12,564 79
Calais Street Railway	50,882 35	46,636 74	4,245 61	.....	4,245 61	1,017 67	3,227 94	.....	3,227 94	5,000 00	*1,772 06
Cumberland Co. Power & Light Co., Lessee	1,513,500 40	1,244,210 43	269,289 97	.....	269,289 97	85,964 28	183,325 69	.....	183,325 69	349,634 79	*166,309 10
Fairfield & Shawmut Ry.	8,597 37	6,538 79	2,058 58	.....	2,058 58	.....	2,058 58	.....	2,058 58	1,560 00	498 58
Knox County Electric Co.	150,077 02	136,853 55	13,223 47	68,683 20	81,906 67	3,941 46	77,965 21	536 68	78,501 89	40,015 16	38,486 73
Lewiston, Augusta & Waterville Street Railway	807,530 61	685,384 60	122,146 01	1,367 70	123,513 71	14,611 00	108,902 71	5,814 36	114,717 07	180,159 99	165,442 92
Portsmouth, Dover & York St. Railway	192,872 93	186,077 65	6,795 28	2,458 57	9,253 85	3,816 37	5,437 48	300 00	5,737 48	758 25	4,979 23
Somerset Traction Co.	31,479 56	27,116 69	4,362 87	569 96	4,932 83	188 32	4,744 51	.....	4,744 51	2,983 94	1,760 57
Waterville, Fairfield & Oakland Railway	132,990 70	114,395 62	18,595 08	.....	18,595 08	4,150 00	14,445 08	.....	14,445 08	.....	14,445 08
Totals.....	\$4,287,400 77	\$3,532,844 35	\$754,556 42	\$487,779 35	\$1,242,335 77	\$175,004 49	\$1,067,331 28	\$82,137 76	\$1,149,469 04	\$1,066,461 31	\$83,007 73

* Debit balance.

† Loss.

COMPARATIVE STATEMENT No. 39.

This and the following table gives the Mileages, Hours, Passengers Carried, Fares, Earnings and Expenses Per Car Mile and Hour, on the Street Railways operated in Maine for the year ended Dec. 31, 1919.

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.	Revenue transfer passengers carried.	Total revenue passengers carried.
Androscoggin Electric Company	422,136	37,229	459,365	20,988	3,410	24,398	471,062	.....	471,062
Androscoggin & Kennebec Railway Co., The.	538,167	52,248	590,415	51,547	9,065	60,612	3,318,812	.....	3,318,812
Aroostook Valley Railroad Company	112,247	141,858	254,105	7,853	3,520	11,373	160,955	.....	160,955
Atlantic Shore Railway Company	521,871	46,548	568,419	46,488	12,096	58,584	1,158,145	.....	1,158,145
Bangor Railway & Electric Company	1,272,364	94,353	1,366,717	133,058	9,602	142,660	7,272,588	.....	7,272,588
Benton & Fairfield Railway Company	23,500	11,500	35,000	6,002	3,070	9,072	45,044	.....	45,044
Biddeford & Saco Railroad Company	336,339	.....	336,339	35,054	.....	35,054	1,476,253	12,130	1,488,383
Calais Street Railway	183,960	.....	183,960	19,200	.....	19,200	677,189	44,001	721,190
Cumberland Co. Power & Light Co., Lessee.	3,753,052	50,085	3,803,137	403,457	4,777	408,234	.....	.....	.....
Fairfield & Shawmut Railway	57,276	.....	57,276	4,615	.....	4,615	114,629	.....	114,629
Knox County Electric Company	447,888	40,578	488,466	46,923	9,656	56,579	1,774,055	.....	1,774,055
Lewiston, Augusta & Waterville St. Railway.	1,617,571	160,864	1,778,435	154,061	28,280	182,341	9,843,834	.....	9,843,834
Portsmouth, Dover & York Street Railway ..	513,701	.....	513,701	45,109	.....	45,109	3,249,657	.....	3,249,657
Somerset Traction Company	105,824	10,000	115,824	8,804	833	9,637	151,207	.....	151,207
Waterville, Fairfield & Oakland Railway	411,587	.....	411,587	39,912	.....	39,912	1,722,655	.....	1,722,655
Totals	10,317,483	645,263	10,962,746	1,023,071	84,309	1,107,380	31,436,085	56,131	31,492,216

COMPARATIVE STATEMENT No. 39.—CONCLUDED.

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.
Androscoggin Electric Company.....	\$0.42647	\$0.42647	\$0.49101	\$0.00371	\$0.49472	\$9.24468	\$0.06994	\$9.31462
Androscoggin & Kennebec Railroad Co., The.....	0.06801	0.06535	0.44758	0.01085	0.45843	4.359 9	0.10574	4.46553
Aroostook Valley Railroad Company.....	0.2322	.....	0.4753	0.00818	0.48348	10.61954	0.1628	10.80234
Atlantic Shore Railway Company.....	0.11383	0.10909	0.28416	0.00775	0.29191	2.75719	0.07525	2.83226
Bangor Railway & Electric Company.....	0.05931	0.05623	0.35572	0.00365	0.35938	3.40793	0.03504	3.44297
Benton & Fairfield Railway Company.....	0.04972	0.04972	0.18996	.....	0.18996	0.73286	.....	0.73286
Biddeford & Saco Railroad Company.....	0.06462	0.06067	0.28916	0.00573	0.29489	2.77447	0.05499	2.82946
Calais Street Railway.....	0.06160	0.0566	0.24150	0.03508	0.27659	2.3139	0.3361	2.6510
Cumberland Co. Power & Light Co., Lessee.....	.....	.....	0.38927	0.00869	0.39796	3.62650	0.08093	3.70743
Fairfield & Shawmut Railway.....	0.07	0.07	0.1409	0.01	0.1509	1.7386	0.1242	1.8629
Knox County Electric Company.....	0.06182	0.06172	0.30565	0.00158	0.30724	2.63881	0.01371	2.65252
Lewiston, Augusta & Waterville St. Ry.....	0.06835	0.06553	0.44293	0.01114	0.45407	4.32007	0.10862	4.42869
Portsmouth, Dover & York Street Ry.....	0.0583	0.04606	0.3728	0.0027	0.3754	4.244	0.031	4.275
Somerset Traction Company.....	0.18961	0.18961	0.27009	0.00169	0.27178	3.23571	0.02033	3.26553
Waterville, Fairfield & Oakland Railway.....	0.07	0.07	0.2977	0.0233	0.3231	3.0914	0.2406	3.332

COMPARATIVE STATEMENT No. 40.

The following table shows the Capitalization, Indebtedness, Gross Revenues less Operating Expenses (Gross Income) and Disposition of Gross Income of Street Railway Companies for year ended Dec. 31, 1919.

NAME OF COMPANY.	Capital stock.	Funded debt.	Other interest-bearing debt.	Gross income.	Interest deductions.	Other deductions prior to distribution to stockholders.	Net income.	Dividends declared.
Androscoggin Electric Company.....	\$2,000,000 00	\$3,140,500 00	\$25,000 00	\$301,381 75	\$157,025 04	\$2,451 54	\$141,905 11	\$90,000 00
Androscoggin & Kennebec Railway Co., The.....	3,176,700 00	1,345,000 00	3,000 00	38,971 08	17,978 79	333 88	20,658 41	.....
Aroostook Valley Railroad Company.....	256,400 00	887,432 00	.....	46,150 47	44,650 57	4 15	1,495 75	.....
Atlantic Shore Railway Company.....	1,000,000 00	1,746,250 00	.....	8,513 23	80,895 00	.....	*72,381 77	.....
Bangor Railway & Electric Company.....	3,499,936 00	2,890,041 00	50,000 00	334,891 88	142,462 84	32,512 90	159,916 14	104,997 76
Benton & Fairfield Railway Company.....	20,000 00	33,000 00	28,296 27	*6,146 87	1,650 00	.....	*7,796 87	.....
Biddeford & Saco Railroad Company.....	100,000 00	150,000 00	17,000 00	18,949 26	6,384 47	.....	12,564 79	10,000 00
Calais Street Railway.....	100,000 00	100,000 00	.....	3,227 94	5,000 00	.....	*1,772 06	.....
Fairfield & Shawmut Railway.....	30,000 00	30,000 00	1,000 00	2,058 58	1,560 00	.....	498 58	.....
Knox County Electric Company.....	400,000 00	800,000 00	92,179 63	78,501 89	36,704 78	3,310 38	38,486 73	20,000 00
Lewiston, Augusta & Waterville St. Ry.	3,000,000 00	3,061,000 00	344,500 00	114,717 07	167,972 68	12,187 31	*65,442 92	.....
† Portland Railroad Company, Lessor.....	1,999,000 00	3,650,364 59	.....	263,670 51	158,314 67	5,340 84	100,015 00	99,950 00
Portsmouth, Dover & York Street Ry. .....	.....	25,000 00	.....	5,737 48	758 25	.....	4,979 23	.....
Somerset Traction Company.....	30,000 00	75,000 00	52,150 00	4,744 51	2,983 94	.....	1,760 57	.....
Waterville, Fairfield & Oakland Ry..	500,000 00	.....	.....	14,445 08	.....	.....	14,445 08	14,445 08

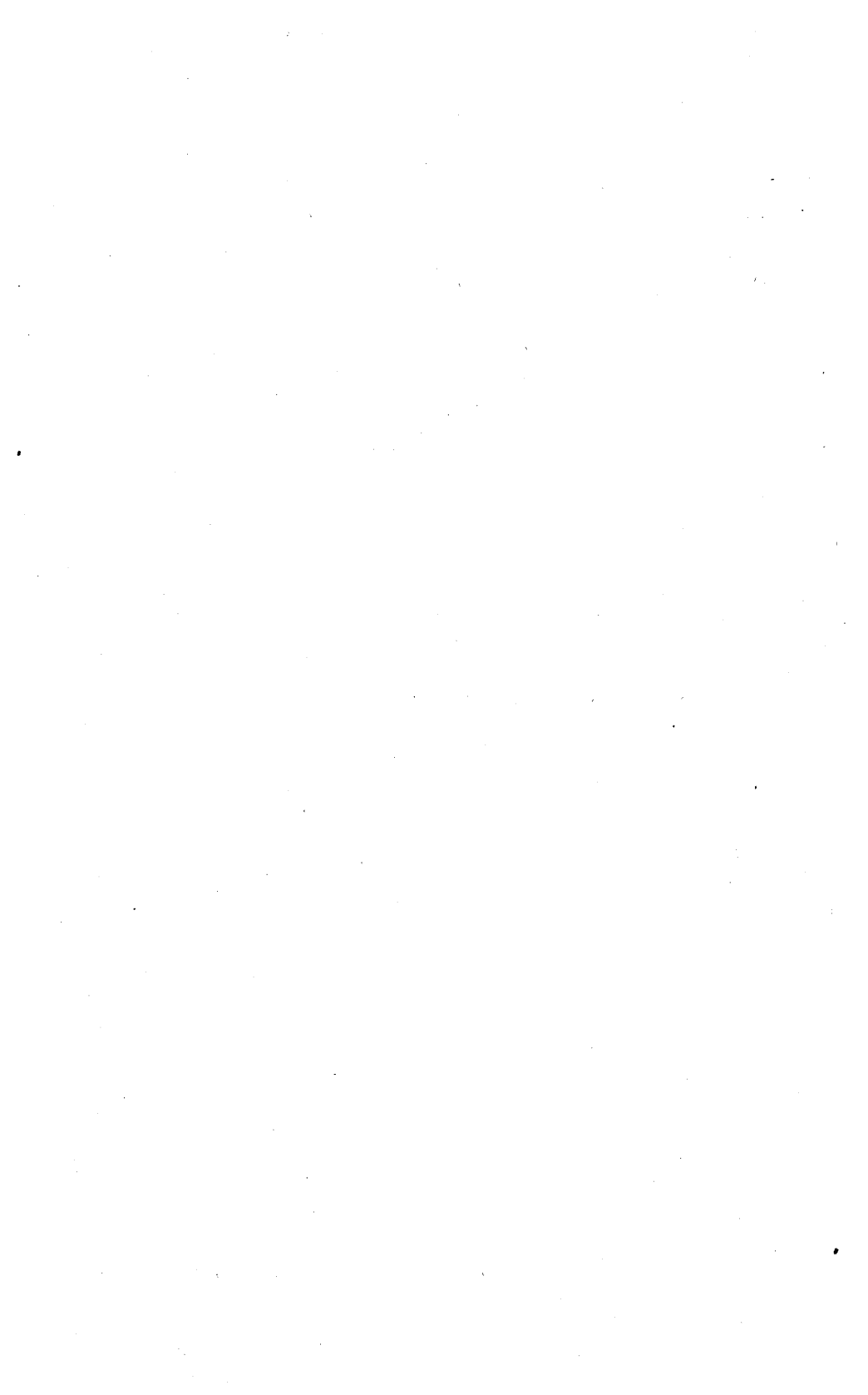
† Statistics used for this statement are taken from the records of the Portland Railroad Company, Lessor, all dividends and interest on its capital stock and funded debt being paid by the Lessor Company from income received from the Cumberland County Power & Light Company, Lessee.

* Loss.

COMPARATIVE STATEMENT NO. 41.

Employees and Wages, Street Railway Corporations.

STREET RAILWAYS.	Number of general officers.	Number of other employees.	Aggregate wages.
Androscoggin Electric Company.....	1	65	\$81,412 21
Androscoggin & Kennebec Railway Co.,The	4	403	130,914 45
Aroostook Valley Railroad Company.....	5	32	.....
Atlantic Shore Railway Company.....	3	74	108,650 10
Bangor Railway & Electric Company.....	10	265	327,450 43
Benton & Fairfield Railway Company.....	.....	8	8,779 04
Biddeford & Saco Railroad Company.....	3	31	44,104 57
Calais Street Railway.....	3	25	24,060 68
Fairfield & Shawmut Railway.....	.....	4	3,153 30
Knox County Electric Company.....	3	82	88,973 92
Lewiston, Augusta & Waterville St. Ry.	4	521	440,127 08
Portsmouth, Dover & York Street Ry....	2	80	100,620 70
Somerset Traction Company.....	1	12	14,531 96
Waterville, Fairfield & Oakland Railway	.....	52	56,154 45
Totals.....	39	1,654	\$1,437,932 89



TABULATED AND COMPARATIVE
STATEMENTS

COMPILED FROM THE

Reports of
Telegraph Companies

FOR THE

Year Ended December 31, 1919

COMPARATIVE STATEMENT NO. 42.

The following table gives a comparative statement of the Assets and Liabilities of Telegraph Companies reporting to the Commission for the year ended Dec. 31, 1919.

NAME OF COMPANY.	ASSETS.					
	Fixed capital investments.	Security and other investments.	Working assets and accrued income.	Deferred debit items.	Corporate deficit.	Total assets.
Great Northwestern Telegraph Company.	\$153,667 86	\$595,636 60	\$567,285 29	\$9,166 29	.....	\$1,325,756 04
Northern Telegraph Company.....	269,560 13	100 00	18,532 82	238 33	.....	288,431 28
Western Union Telegraph Company, The	162,774,994 28	20,847,637 85	45,018,663 59	1,340,155 74	.....	229,981,451 46
Totals.....	\$163,198,222 27	\$21,443,374 45	\$45,604,481 70	\$1,349,560 36	.....	\$231,595,638 78
NAME OF COMPANY.	LIABILITIES.					
	Capital stock.	Long term debt.	Working liabilities and accrued liabilities.	Deferred credit items.	Corporate surplus.	Total liabilities.
Great Northwestern Telegraph Company.	\$373,000 00	.....	\$258,166 36	\$126,694 76	\$567,894 92	\$1,325,756 04
Northern Telegraph Company.....	262,600 00	.....	6,902 16	10,657 71	8,271 41	288,431 28
Western Union Telegraph Company, The	101,568,601 66	31,994,000 00	28,041,264 10	34,583,626 47	33,793,959 23	229,981,451 46
Totals.....	\$102,204,201 66	\$31,994,000 00	\$28,306,332 62	\$34,720,978 94	\$34,370,125 56	\$231,595,638 78

COMPARATIVE STATEMENT No. 43.

The following table gives a comparative statement of the Income Account and Profit and Loss Account of Telegraph Companies reporting to the Commission for the year ended December 31, 1919.

NAME OF COMPANY.	INCOME ACCOUNT.								
	Telegraph and cable operating revenue.	Telegraph and cable operating expenses.	Net telegraph and cable operating revenues.	Uncollectible revenues and taxes deducted.	Operating income	Non-operating income.	Gross income.	Deductions from gross income.	Net income.
Great Northwestern Telegraph Co.	\$2,393,166 01	\$2,024,425 97	\$368,740 04	\$53,256 51	\$315,483 53	.....	\$315,483 53	313,499 92	\$1,983 61
Northern Telegraph Co.	53,447 36	33,603 82	19,843 54	2,579 70	17,263 84	\$407 35	17,671 19	169 72	17,501 47
Western Union Telegraph Co., The	102,577,813 08	79,392,426 18	23,185,387 50	5,414,485 00	17,770,902 50	1,504,333 63	19,275,236 13	5,505,121 97	13,770,114 16
Totals.....	\$105,024,427 05	\$81,450,455 97	\$23,573,971 08	\$5,470,321 21	\$18,103,649 87	\$1,504,740 98	\$19,608,390 85	\$5,818,791 61	\$13,789,599 24

NAME OF COMPANY.	PROFIT AND LOSS ACCOUNT.					
	Balance Dec. 31, 1918.	Income balance for year.	Other additions.	Dividend deductions.	Other deductions.	Balance Dec. 31, 1919.
Great Northwestern Telegraph Company.....	\$596,380 45	*\$28,485 53	.....	.....	.....	\$567,894 92
Northern Telegraph Company.....	7,228 08	6,245 84	\$15 57	\$4,500 37	717 71	8,271 41
Western Union Telegraph Company, The.....	30,947,549 02	11,285,321 04	779,791 18	6,982,472 00	2,236,230 01	33,793,959 23
Totals.....	\$31,551,157 55	\$11,263,081 35	\$779,806 75	\$6,986,972 37	\$2,236,947 72	\$34,370,125 56

* Debit balance.

COMPARATIVE STATEMENT No. 44.

The following table gives a comparative statement of the Operating Revenues and Operating Expenses of Telegraph Companies reporting to the Commission for the year ended December 31, 1919.

NAME OF COMPANY.	OPERATING REVENUES.				
	Revenue from transmission telegraph.	Revenue from transmission cable.	Revenue from operations other than transmission.	Contract payments to transportation companies—Dr.	Total operating revenues.
Great Northwestern Telegraph Company.....	\$2,273,665 15		\$123,885 17	\$4,384 31	\$2,393,166 01
Northern Telegraph Company.....	39,980 78		13,466 58		53,447 36
Western Union Telegraph Company, The.....	84,934,192 91	15,480,556 39	4,043,074 31	1,880,009 93	102,577,813 68
Totals.....	\$87,247,838 84	\$15,480,556 39	\$4,180,426 06	\$1,884,394 24	\$105,024,427 05

NAME OF COMPANY.	OPERATING EXPENSES.				
	Maintenance expenses.	Conducting operations expenses.	General and miscellaneous expenses.	Total operating expenses.	Ratio of operating revenues to operating expenses.
Great Northwestern Telegraph Company.....	\$279,113 62	\$1,625,936 50	\$119,375 85	\$2,024,425 97	84.59%
Northern Telegraph Company.....	3,816 92	20,706 90	4,080 00	33,603 82	62.87%
Western Union Telegraph Company, The.....	19,891,294 34	56,357,149 55	3,143,982 29	79,392,426 18	77.40%
Totals.....	\$20,179,224 88	\$58,003,792 95	\$3,267,438 14	\$81,450,455 97	.....

TABULATED AND COMPARATIVE
STATEMENTS

COMPILED FROM THE

Reports of
Telephone Companies
(Classes A, B and C)

FOR THE

Year Ended December 31, 1919

COMPARATIVE STATEMENT No. 45.

The following table gives a comparative statement of the Assets of Telephone Companies—Classes A, B and C—reporting to the Commission for the year ended December 31, 1919. Liabilities of corresponding companies are shown on following page.

Class	NAME OF COMPANY.	Fixed capital investment.	Security and other investments.	Working assets and accrued income.	Deferred debit items.	Total assets.
B	Aroostook Telephone & Telegraph Company.....	\$590,026 23		\$69,918 42	\$2,574 38	\$662,519 03
C	Katahdin Farmers Telephone Company.....	64,531 83	\$3,000 00	8,056 34		75,588 17
C	Lewiston, Greene & Monmouth Tel. Company.....	43,191 94	6,918 00	15,987 31	154 82	66,252 07
B	Maine Telephone & Telegraph Company.....	556,837 04		56,565 67	231 11	613,663 82
B	Moosehead Telephone & Telegraph Company.....	225,847 33		27,017 84	627 25	253,492 42
C	Nash Telephone Company.....	24,027 60	300 00	2,878 31	350 00	27,555 91
A	New England Telephone & Telegraph Company.....	\$3,113,321 70	11,001,579 34	6,833,121 37	586,585 65	111,534,608 06
C	Oxford County Telephone & Telegraph Company.....	29,289 49		2,938 29		32,227 78
C	Poland Telephone Company.....	17,454 14		9,317 33		26,771 47
C	Somerset Farmers Co-operative Tel. Company.....	17,599 58		5,796 22		23,395 80
	Totals.....	\$94,682,126 88	\$11,011,797 34	\$7,031,627 10	\$590,523 21	\$113,316,074 53

COMPARATIVE STATEMENT No. 45.

The following table gives a comparative statement of the Liabilities of Telephone Companies—Classes A, B and C—reporting to the Commission for the year ended December 31, 1919. Assets of corresponding companies are shown on preceding page.

Class	NAME OF COMPANY.	Capital stock.	Long-term debt.	Working liabilities and accrued liabilities.	Deferred credit items.	Corporate surplus.	Total liabilities.
B	Aroostook Telephone & Telegraph Company...	\$279,740 00	\$70,603 01	\$55,552 93	\$213,975 98	\$42,647 11	\$662,519 03
C	Katahdin Farmers Telephone Company.....	50,000 00		5,370 91	5,578 85	14,638 41	75,588 17
C	Lewiston, Greene & Monmouth Tel. Company	23,070 00		100 65	19,127 82	23,953 60	66,252 07
B	Maine Telephone & Telegraph Company.....	386,580 00	54,760 26	16,910 11	131,680 21	23,723 24	613,663 82
B	Moosehead Telephone & Telegraph Company..	181,725 00		4,646 27	45,054 03	22,067 12	253,492 42
C	Nash Telephone Company.....	20,000 00		2,500 00		5,055 91	27,555 91
A	New England Telephone & Telegraph Company	66,456,100 00	11,060,000 00	3,038,302 85	25,802,611 24	5,177,593 27	111,534,608 06
C	Oxford County Telephone & Telegraph Company	14,600 00		*156 65	8,521 48	9,262 95	32,227 78
C	Poland Telephone Company.....	15,000 00		1,159 29	2,595 99	8,016 19	26,771 47
C	Somerset Farmers Co-operative Tel. Company.	15,410 00			2,378 40	5,607 40	23,395 80
	Totals.....	\$67,442,235 00	\$11,185,363 27	\$3,124,386 36	\$26,231,524 70	\$5,332,565 20	\$113,316,074 53

* Debit balance.

COMPARATIVE STATEMENT NO. 46.

The following table gives a comparative statement of the Income Account of Telephone Companies—Classes A, B and C—reporting to the Commission for the year ended December 31, 1919.

Class	NAME OF COMPANY.	Operating revenues.	Operating expenses.	Net operating revenues.	Uncollectible bills and taxes deducted.	Operating income.	Net non-operating revenues.
B	Aroostook Telephone & Telegraph Company...	\$218,697 36	\$164,664 81	\$54,032 55	\$12,051 15	\$41,981 40	\$433 43
C	Katahdin Farmers Telephone Company.....	25,425 10	18,612 23	6,812 87	1,394 43	5,418 44	338 63
C	Lewiston, Greene & Monmouth Tel. Company	19,514 06	14,733 32	4,780 74	722 74	4,058 00	647 56
B	Maine Telephone & Telegraph Company.....	152,667 98	110,289 64	42,378 34	8,834 00	33,544 34	2,600 03
B	Mooshead Telephone & Telegraph Company..	63,220 31	46,626 67	16,593 64	3,284 81	13,308 83	1,580 52
C	Nash Telephone Company.....	10,016 17	10,439 23	*423 06	227 02	*650 08	.....
A	New England Telephone & Telegraph Company	28,367,077 33	21,181,585 51	7,185,491 82	2,004,412 24	5,181,079 58	726,768 21
C	Oxford County Telephone & Telegraph Company	11,813 89	8,751 51	3,062 38	109 78	2,952 60	10 43
C	Poland Telephone Company.....	13,552 82	9,542 37	4,010 45	215 93	3,794 52	.....
C	Somerset Farmers Co-operative Tel. Company.	12,899 09	13,974 85	*1,075 76	.....	*1,075 76	.....
	Totals.....	\$28,894,884 11	\$21,579,220 14	\$7,315,663 97	\$2,031,252 10	\$5,284,411 87	\$732,378 81

* Loss.

COMPARATIVE STATEMENT No. 46.—CONCLUDED.

Class	NAME OF COMPANY.	Gross income.	Deductions from gross income.	Net income.	Dividend appropriations of income.	Income balance.
B	Aroostook Telephone & Telegraph Company.....	\$42,414 83	\$16,539 47	\$25,875 36	\$19,581 80	\$6,293 56
C	Katahdin Farmers Telephone Company.....	5,757 07	670 00	5,087 07	5,000 00	87 07
C	Lewiston, Greene & Monmouth Tel. Company.....	4,705 56	*26 88	4,732 44	2,698 40	2,034 04
B	Maine Telephone & Telegraph Company.....	36,144 37	11,576 67	24,567 70	21,712 80	2,854 90
B	Moosehead Telephone & Telegraph Company.....	14,889 35	4,383 58	10,505 77	8,631 93	1,873 84
C	Nash Telephone Company.....	*650 08	150 00	*800 08	.....	*800 08
A	New England Telephone & Telegraph Company.....	5,907,847 79	857,814 57	5,050,033 22	4,651,927 00	398,106 22
C	Oxford County Telephone & Telegraph Company.....	2,963 03	433 91	2,529 12	632 25	1,896 87
C	Poland Telephone Company.....	3,794 52	2,012 79	1,781 73	900 05	881 73
C	Somerset Farmers Co-Operative Tel. Company.....	*1,075 76	.....	*1,075 76	.....	*1,075 76
	Totals.....	\$6,016,790 68	\$893,554 11	\$5,123,236 57	\$4,711,084 18	\$412,152 39

* Credit.

COMPARATIVE STATEMENT NO. 47.

The following table gives a comparative statement of the Profit and Loss Account of Telephone Companies—Classes A, B and C—reporting to the Commission for the year ended December 31, 1919.

Class	NAME OF COMPANY.	Surplus balance Dec. 31, 1918.	Income balance for year.	Other additions to surplus.	Other appropriations of surplus.	Surplus balance Dec. 31, 1919.
B	Aroostook Telephone & Telegraph Company.....	\$34,261 52	\$6,293 56	\$2,092 03	.....	\$42,647 11
C	Katahdin Farmers Telephone Company.....	14,551 34	87 07	.....	.....	14,638 41
C	Lewiston, Greene & Monmouth Tel. Company.....	21,919 56	2,034 04	.....	.....	23,953 60
B	Maine Telephone & Telegraph Company.....	16,798 46	2,854 90	4,069 88	.....	23,723 24
B	Moosehead Telephone & Telegraph Company.....	17,181 70	1,873 84	3,011 58	.....	22,067 12
C	Nash Telephone Company.....	5,855 99	*806 08	.....	.....	5,055 91
A	New England Telephone & Telegraph Company.....	4,356,653 23	398,106 22	450,350 35	27,516 53	5,177,593 27
C	Oxford County Telephone & Telegraph Company.....	7,366 08	1,896 87	.....	.....	9,262 95
C	Poland Telephone Company.....	7,134 46	881 73	.....	.....	8,016 19
C	Somerset Farmers Co-Operative Tel. Company.....	6,683 16	*1,075 76	.....	.....	5,607 40
	Totals.....	\$4,488,405 50	\$412,152 39	\$459,523 84	\$27,516 53	\$5,332,565 20

* Debit balance.

COMPARATIVE STATEMENT No. 48.

The following table gives a comparative statement of the Operating Revenues of Telephone Companies—
Classes A, B and C—reporting to the Commission for the year ended December 31, 1919.

Class	NAME OF COMPANY.	Exchange service revenue.	Toll service revenue.	Miscellaneous operating revenue.	Licensee revenue—Dr.	Licensee revenue—Cr.	Total operating revenue.
B	Aroostook Telephone & Telegraph Company...	\$148,429 97	\$71,239 28	\$1,166 85	\$2,138 74		\$218,697 36
C	Katahdin Farmers Telephone Company.....	15,851 11	9,202 89	371 10			25,425 10
C	Lewiston, Greene & Monmouth Tel. Company	12,570 58	6,347 06	596 42			19,514 06
B	Maine Telephone & Telegraph Company.....	106,860 80	45,898 37	1,383 26	1,474 45		152,667 98
B	Moosehead Telephone & Telegraph Company..	38,398 85	25,144 85	282 10	605 49		63,220 31
C	Nash Telephone Company.....	6,635 93	2,724 99	655 25			10,016 17
A	New England Telephone & Telegraph Company	21,581,730 87	7,722,721 02	332,003 65	1,276,321 76	\$6,943 55	28,367,077 33
C	Oxford County Telephone & Telegraph Company	9,254 65	2,585 15		25 91		11,813 89
C	Poland Telephone Company.....	6,648 90	6,724 42	179 50			13,552 82
C	Somerset Farmers Co-Operative Tel. Company	11,383 37	1,422 28	93 44			12,899 09
	Totals.....	\$21,937,765 03	\$7,894,010 31	\$336,731 57	\$1,280,566 35	\$6,943 55	\$28,894,884 11

COMPARATIVE STATEMENT NO. 49.

The following table gives a comparative statement of the Operating Expenses of Telephone Companies—
Classes A, B and C—reporting to the Commission for the year ended December 31, 1919.

Class	NAME OF COMPANY.	Maintenance expenses.	Traffic expenses.	Commercial expenses.	General and miscellaneous expenses.	Total operating expenses.
B	Aroostook Telephone & Telegraph Company.....	\$61,676 08	\$72,542 86	\$18,574 04	\$11,871 83	\$164,664 81
C	Katahdin Farmers Telephone Company.....	7,031 65	6,406 82		5,173 76	18,612 23
C	Lewiston, Greene & Monmouth Tel. Company.....	6,643 16	4,365 62		3,724 54	14,733 32
B	Maine Telephone & Telegraph Company.....	47,269 01	43,251 81	12,030 82	7,738 00	110,289 64
B	Moosehead Telephone & Telegraph Company.....	23,246 11	14,958 00	3,544 08	4,878 48	46,626 67
C	Nash Telephone Company.....	6,652 98	2,396 69		1,389 56	10,439 23
A	New England Telephone & Telegraph Company.....	8,788,218 32	8,922,510 84	2,574,484 02	896,372 33	21,181,585 51
C	Oxford County Telephone & Telegraph Company.....	3,950 03	2,844 31		1,957 17	8,751 51
C	Poland Telephone Company.....	3,568 25	4,611 04		1,363 08	9,542 37
C	Somerset Farmers Co-Operative Tel. Company.....	3,278 48	6,654 62		4,041 75	13,974 85
	Totals.....	\$8,951,534 07	\$9,080,542 61	\$2,608,632 96	\$938,510 50	\$21,579,220 14

COMPARATIVE STATEMENT NO. 50.

The following table shows the Capitalization, Indebtedness, Gross Revenues less Operating Expenses (Gross Income) and Disposition of Gross Income of Telephone Companies—Classes A, B and C—for year ended December 31, 1919.

NAME OF COMPANY.	Capital stock.	Funded debt.	Other interest-bearing debt.	Gross income.	Interest deductions.	Other deductions prior to distribution to stockholders.	Net income.	Dividends declared.
Aroostook Telephone & Telegraph Co.	279,740 00		\$70,603 01	\$42,414 83	\$7,118 54	\$9,420 93	\$25,875 36	\$19,581 80
Katahdin Farmers Telephone Co.	50,000 00		3,000 00	7,151 50	370 00	1,694 43	5,087 07	5,000 00
Lewiston, Greene & Monmouth Tel. Co.	23,070 00			5,428 30		695 86	4,732 44	2,698 40
Maine Telephone & Telegraph Co.	386,590 00		54,760 26	36,144 37	4,055 36	7,521 31	24,567 70	21,712 80
Moosehead Telephone & Telegraph Co.	181,725 00			14,889 35	363 60	4,019 98	10,505 77	8,631 93
Nash Telephone Company	20,000 00		2,500 00	*423 06	150 00	227 02	*800 08	
New England Telephone & Telegraph Company	66,456,100 00	\$11,060,000 00		6,232,004 49	563,077 65	129,326 49	5,539,600 35	4,651,927 00
Oxford Co. Telephone & Telegraph Co.	14,600 00			3,072 81		543 69	2,529 12	632 25
Poland Telephone Company	15,000 00			4,010 45		2,228 72	1,781 73	900 00
Somerset Farmers Co-Operative Tel. Co.	15,410 00			*1,075 76			*1,075 76	

* Loss.

TABULATED AND COMPARATIVE
STATEMENTS

COMPILED FROM THE

Reports of
Telephone Companies
(Class D)

FOR THE

Year Ended December 31,1919

COMPARATIVE STATEMENT NO. 51.

The following gives a comparative statement of the Liabilities of Telephone Companies—Class D—reporting to the Commission for the year ended Dec. 31, 1919. Assets of corresponding companies are shown on preceding page.

NAME OF COMPANY.	Capital stock.	Funded debt.	Notes payable.	Accounts payable.	Depreciation reserve.	Other liabilities.	Surplus.	Total liabilities.
Albany Telephone & Telegraph Company	\$3,000 00			\$11 06	\$367 93	\$ 65	\$122 67	\$3,502 31
Andover Telephone Company	*3,000 00						162 85	3,162 85
Androscoggin Lakes Tel. & Tel. Company	5,000 00			15 01	337 23	3 40	640 44	5,986 08
Argyle Telephone Company	1,100 00				40 00		112 48	1,252 48
Athens Telephone Company	5,500 00						257 21	5,757 21
Baldwin & Sebago Telephone Company	1,950 00			52 51			1,513 34	3,515 85
Bethel Local Telephone Company	5,000 00			558 29	51 99	80	129 95	5,741 03
Bethel & Newry Telephone Company	5,000 00			198 33	227 20	2 45	120 04	5,548 02
Brookton & Forest City Tel. Company	*750 00						2 50	752 50
Cardville Telephone Company	*600 00							600 00
Center Lincolnville Telephone Company	9,685 00				3,066 87		2,372 42	15,124 29
China Telephone Company	10,000 00			400 00			9,477 58	19,877 58
Citizens Telephone Company	1,805 00		\$190 00	274 25		515 00		2,784 25
Cobbosseecontee Telephone Company	1,280 00		300 00	141 12	203 80		962 06	2,886 98
Deblois & Beddington Telephone Company	700 00				306 18			1,006 18
Denmark Telephone Company	790 00						5,638 06	6,428 06
Dobsis Lake Telephone Lines	*2,500 00							2,500 00
Eastern Telephone & Telegraph Company	32,000 00		11,400 00	2,338 53	790 45	692 92	1,845 04	49,066 94
Eastbrook Telephone Company, Limited	1,560 00		400 00	50 43				2,010 43
Eastern Telephone Company	800 00		300 00		1,636 57	10,865 61	6,501 28	20,103 46
Equalized Telephone Association	4,200 00		1,584 45		1,056 00	62 31		6,902 76
Eustis Telephone Company	3,300 00		5,099 99	1,844 29	2,227 31			12,471 59
Fort Kent Telephone Company	4,320 00		5,408 96	555 21	2,048 08		10,554 59	22,886 84
Foxcroft & Sebec Telephone Company	2,220 00			13 17				2,233 17
Franklin Farmers Co-operative Tel. Co.	11,050 00			545 00			6,598 06	18,193 06
Grant, Chas. E.	*300 00							300 00

* Proprietor's account.

COMPARATIVE STATEMENT NO. 51.—ASSETS—CONTINUED.

NAME OF COMPANY.	Plant and equipment.	Material and supplies.	Notes receivable.	Accounts receivable.	Cash.	Other assets.	Deficit.	Total assets.
Half Moon Telephone Company	2,700 00			3 00	173 47	1,875 00	1,551 53	6,303 00
Hampden Telephone Company	8,560 83	190 35		814 39		260 42	175 21	10,001 20
Harmony & Wellington Telephone Co.	2,000 00				616 08			2,616 08
Hartland & St. Albans Telephone Co.	18,573 69	687 86	39 48	1,076 69	1,260 68	4,115 88		25,754 28
Hebron's Home Telephone Company	8,460 00	411 54		550 23	560 74			9,982 51
Highland Telephone Company	200 00				35 58			235 58
Hiram Telephone Company	143 25							143 25
Jonesboro Telephone Company	1,325 37	250 00		1,065 78	303 17			2,944 32
Kineo Telephone Company								
Kingman Telephone Company	544 94	16 12		97 12	77 12	25 00		760 30
Knox & Montville Telephone Company	5,300 00	55 00		226 11	125 56			5,706 67
LaGrange & Medford Telephone Company	8,128 29	110 00		38 65	342 94	392 32		9,012 20
Lee Telephone Company	3,000 00	515 48		536 50	200 60	875 19		5,127 77
Levant Telephone Company	5,300 00				222 35			5,522 35
Liberty & Belfast Tel. & Tel. Company	18,701 39	159 63		1,707 53	1,040 88			21,609 43
Lovell United Telephone Company	18,050 00	1,000 00		680 16	207 07			19,937 23
Mason & Grover Hill Telephone Company	283 80	4 20		76 98	248 49			613 47
Maxfield & Howland Telephone Company	552 81	2 94		14 00	38 40		396 44	1,004 59
Mere Point Telephone Company	400 00				37 04	100 00		537 04
Middle Intervale Telephone Company	370 00			61 78	200 80	630 00		1,262 58
Monroe & Brooks Telephone Company	14,369 00				629 39			14,998 39
Mt. Abram Telephone & Telegraph Co.	725 00			91 57	69 20	1,275 00	96 74	2,257 51
Mt. Vernon Telephone Company	8,600 00	100 00			398 83			9,098 83
Newfield Telephone Company	700 00				47 93	150 00		897 93
New Portland & Eustis Telephone Co.	5,593 98	208 75		1,536 78	130 80			7,470 31
New Portland & Farmington Telephone Co	1,500 00	106 15		694 42	204 44			2,505 01
New Portland & Kingfield Telephone Co.	1,072 98	19 62		209 73	137 07			1,439 40
New Sharon & Norridgewock Tel. Co.	10,119 07		110 76	1,751 28	165 62			12,146 73
No. Ellsworth Telephone Company	1,007 50	100 00		26 62	249 63			1,383 75
North Penobscot Telephone Company	4,500 00	470 71		583 50	68 43		1,312 00	6,934 64

COMPARATIVE STATEMENT No. 51.—LIABILITIES—CONTINUED.

NAME OF COMPANY.	Capital stock.	Funded debt.	Notes payable.	Accounts payable.	Depreciation reserve.	Other liabilities.	Surplus.	Total liabilities.
Half Moon Telephone Company.....	5,103 00				1,200 00			6,303 00
Hampden Telephone Company.....	3,650 00		4,500 00	551 18	920 02	380 00		10,001 20
Harmony & Wellington Telephone Co.	2,550 00						66 08	2,616 08
Hartland & St. Albans Telephone Company	16,760 00				4,115 88	421 00	4,457 40	25,754 28
Hebron's Home Telephone Company.....	3,740 00		400 00	215 41	200 00		5,427 10	9,982 51
Highland Telephone Company.....	*200 00						35 58	235 58
Hiram Telephone Company.....	*143 25							143 25
Jonesboro Telephone Company.....	*2,219 59			398 56			326 17	2,944 32
Kineo Telephone Company.....								
Kingman Telephone Company.....	500 00			82 80	75 00		102 50	760 30
Knox & Montville Telephone Company.	3,590 00		500 00		962 50		654 17	5,706 67
LaGrange & Medford Telephone Company	2,200 00		75 00		392 32		6,344 88	9,012 20
Lee Telephone Company.....	1,540 00			37 04	875 19		2,675 54	5,127 77
Levant Telephone Company.....	*5,300 00						222 35	5,522 35
Liberty & Belfast Tel. & Tel. Company	6,995 00				4,193 25		10,421 18	21,609 43
Lovell United Telephone Company.....	18,000 00			1,730 16			207 07	19,937 23
Mason & Grover Hill Telephone Company	360 00			7 85	98 12	20	147 30	613 47
Maxfield & Howland Telephone Company	*663 66				340 93			1,004 59
Mere Point Telephone Company.....	*500 00						37 04	537 04
Middle Intervale Telephone Company.....	1,000 00			16 20	125 13	1 50	119 75	1,262 58
Monroe & Brooks Telephone Company.	12,521 00				626 05		1,851 34	14,998 39
Mt. Abram Telephone & Telegraph Co.	2,000 00			7 54	249 82	15		2,257 51
Mt. Vernon Telephone Company.....	7,700 00		200 00				1,198 83	9,098 83
Newfield Telephone Company.....	700 00						197 83	897 83
New Portland & Eustis Telephone Co.	2,000 00			11 56	292 88	94 66	5,071 21	7,470 31
New Portland & Farmington Telephone Co	1,500 00		100 00	237 45	75 00		592 56	2,505 01
New Portland & Kingfield Telephone Co.	800 00				69 50	120 00	449 90	1,439 40
New Sharon & Norridgewock Tel. Co..	7,000 00		475 00	315 85	500 00		3,855 88	12,146 73
No. Ellsworth Telephone Company.....	871 00						512 75	1,383 75
North Penobscot Telephone Company..	2,385 00	900 00	1,231 89	2,417 75				6,934 64

* Proprietor's account.

COMPARATIVE STATEMENT NO. 51.—ASSETS—CONCLUDED.

NAME OF COMPANY.	Plant and equipment.	Material and supplies.	Notes receivable.	Accounts receivable.	Cash.	Other assets.	Deficit.	Total assets.
Northwest Bethel Telephone Company.	654 00			239 44	80 74			974 18
Norway Local Telephone Company.	639 34			59 76	48 85			871 00
Oxford Farmers Co-operative Tel. Co.	6,150 00	45 00		1,073 21	257 27		123 05	7,525 48
Palermo Telephone Company.	3,507 10	166 43		20 78	9 07			3,703 38
Pine Tree Telephone & Telegraph Co.	15,777 00	519 22		1,369 34	1,665 86	1,000 00		20,331 42
Plymouth Telephone Company, The.	7,150 00	325 00		1,214 07	1,495 72	3,051 80		13,266 59
Ripley Telephone Company.	647 40	17 61	20 10		27 96			713 07
Saco River Telephone & Telegraph Co.	17,578 82			1,608 18	1,267 24			20,454 24
Seboeis & Howland Telephone Line.	850 00			52 00	61 98		20 02	984 00
Sidney Telephone Company.	700 00	40 00		536 59			71 60	1,348 19
Standish Telephone Company.	16,517 17	541 16		1,665 96	562 58			19,286 87
Stockton Springs Telephone Company.	4,913 00	160 12		450 10	385 20	2,800 00		8,708 42
Swan Island Telephone & Telegraph Co.	6,025 00				356 02			6,381 02
Sweden Telephone Company.	2,535 62			21 75	36 09			2,593 46
Temple Farmers Telephone Company, The	1,010 00				7 40			1,017 40
Trans-Alpine Telephone Company.	280 83				8 60			289 43
Union River Telephone Company.	2,993 71			38 10	130 69		1,068 64	4,231 14
Union Telephone Company.	5,000 00	35 00		253 13	464 36	200 00		5,952 49
Unity Telephone Company.	25,693 47	300 00		321 86	2,411 55	4,620 66		33,347 54
Van Tel. & Tel. Company, The.	2,012 34	29 77		582 67	191 78			2,816 56
Waldo & Penobscot Telephone Company	11,437 50	284 35	308 53	2,541 78	1,144 57			15,716 73
Warren Telephone Company.	5,135 00	22 71		218 59	641 48	654 07		6,671 85
Washington Telephone Company.	1,000 00				153 82			1,153 82
Webber Pond Telephone Company.	910 00				112 77			1,022 77
Wellington Telephone Company.	1,573 20							1,573 20
West Appleton Telephone Company.	3,724 62				466 97			4,191 59
West Lovell Telephone Company.	1,099 00				127 94			1,226 94
West Penobscot Tel. & Tel. Company.	23,418 43	930 31		2,561 71	227 68	10,968 46		38,106 59
Winn Telephone Company.	4,240 00	100 00			227 68			4,340 00
Totals	\$501,924 64	\$17,915 97	\$523 87	\$35,009 58	\$23,397 05	\$51,626 14	\$7,212 39	\$637,609 64

COMPARATIVE STATEMENT NO. 51.—LIABILITIES—CONCLUDED.

NAME OF COMPANY.	Capital stock.	Funded debt.	Notes payable.	Accounts payable.	Depreciation reserve.	Other liabilities.	Surplus.	Total liabilities.
Northwest Bethel Telephone Company.	*650 00			239 08	13 27	45	71 38	974 18
Norway Local Telephone Company	871 00							871 00
Oxford Farmers Co-operative Tel. Co.	3,420 00			339 50			3,765 98	7,525 48
Palermo Telephone Company	1,330 00	1,500 00		271 71	140 28		461 39	3,703 38
Pine Tree Tel. & Tel. Company	8,570 00				1,104 39		10,657 03	20,331 42
Plymouth Telephone Co., The	10,000 00				231 80		3,034 79	13,266 59
Ripley Telephone Company	415 00						298 07	713 07
Saco River Tel. & Tel. Company	3,350 00			810 71	3,462 63		12,830 90	20,454 24
Seboeis & Howland Telephone Line	*984 00							984 00
Sidney Telephone Company	*700 00			490 69	157 50			1,348 19
Standish Telephone Company	10,000 00			319 90	2,941 11		6,025 86	19,286 87
Stockton Springs Telephone Company	5,000 00		1,000 00			2,518 84	189 58	8,768 42
Swan Island Tel. & Tel. Company	5,985 00						396 02	6,381 02
Sweden Telephone Company	975 00		710 18	84 70	195 05		628 53	2,593 46
Temple Farmers Telephone Company, The	1,010 00						7 40	1,017 40
Trans-Alpine Telephone Company	*236 16						53 27	289 43
Union River Telephone Company	3,400 00				831 14			4,231 14
Union Telephone Company	3,500 00						2,452 49	5,952 49
Unity Telephone Company	25,000 00			553 23	5,500 00		2,294 31	33,347 54
Van Tel. & Tel. Company, The	*1,620 89			393 30	725 93		76 44	2,816 56
Waldo & Penobscot Telephone Company	9,150 00				3,049 50	4 10	3,513 13	15,716 73
Warren Telephone Company	4,740 00				1,175 00		756 85	6,671 85
Washington Telephone Company	260 00				100 00		793 82	1,153 82
Webber Pond Telephone Company	910 00						112 77	1,022 77
Wellington Telephone Company	1,573 20							1,573 20
West Appleton Telephone Company	3,000 00						1,191 59	4,191 59
West Lovell Telephone Company	980 00						246 94	1,226 94
West Penobscot Tel. & Tel. Company	19,300 00			15 00	10,731 96		8,059 63	38,106 59
Winn Telephone Company	4,340 00							4,340 00
Totals	\$361,171 75	\$2,400 00	\$33,875 47	\$16,544 37	\$58,030 76	\$15,684 04	\$149,903 25	\$637,609 64

* Proprietor's account.

COMPARATIVE STATEMENT NO. 52.

The following tabulation gives a comparative statement of the Income Account of Telephone Companies—
Class D—reporting to the Commission for the year ended Dec. 31, 1919. See following page for balance
of accounts.

Line No.	NAME OF COMPANY.	OPERATING REVENUES.				OPERATING EXPENSES.			
		Exchange service revenues.	Toll service revenues.	Miscellaneous revenues.	Total revenues.	Repairs.	Other maintenance expenses.	General office salaries.	Operators' wages.
1	Albany Tel. & Tel. Company	\$147 26		\$7 50	\$154 76			\$44 25	
2	Andover Telephone Company	712 50	\$192 22	37 15	941 87		\$256 53		\$520 00
3	Androscegin Lakes Tel. & Tel. Co.	48 93		10 96	379 58	\$63 51		43 68	
4	Argyle Telephone Company	170 42	117 07		287 49	54 00	10 00		117 00
5	Athens Telephone Company	1,329 80	265 74		1,595 54	454 36	381 72		1,000 00
6	Baldwin & Sebago Tel. Company	1,848 60	916 12	44 50	2,809 22	1,043 93		55 00	477 00
7	Bethel Local Telephone Company	230 46	14 32	14 00	258 78	13 60		15 00	
8	Bethel & Newry Telephone Co.	167 28		28 00	195 28	29 05		32 20	
9	Brookton & Forest City Tel. Co.	117 58	47 80	23 00	88 38				
10	Cardville Telephone Company	421 11			421 11	295 00			
11	Center Lincolnville Tel. Company	2,207 86	738 37	283 93	3,230 16	1,070 50	385 66	72 00	693 00
12	China Telephone Company	4,529 08	1,250 00	7 16	5,786 24	2,083 25		600 00	1,200 00
13	Citizens Telephone Company	972 45	179 87		1,152 32	490 37	26 70	60 00	599 00
14	Cobboscoontee Tel. Company	982 37		6 40	988 77	246 41	97 64	103 25	216 00
15	Eastern Tel. & Tel. Company	4,782 59	3,145 16	87 53	8,015 28	305 29	56 42	449 78	1,611 88
16	Deblois & Beddington Tel. Company	221 50	187 05		408 55	224 51		52 00	
17	Denmark Tel. Company	1,536 83	505 28	7 00	2,049 11	545 70	449 22		547 50
18	Dobbs Lake Telephone Line	366 00	10 05		376 05	81 33	2 40	20 00	115 00
19	Eastbrook Tel. Company, Limited	238 90			238 90	659 87			
20	Eastern Telephone Company	2,652 65	3,212 81		5,865 46	1,627 80	378 95	1,014 00	1,040 52
21	Equalized Telephone Association	617 30	377 89	138 14	1,133 33	110 24	82 58		156 00
22	Eustis Telephone Company	2,860 15	1,153 61	194 65	4,208 41	14 40	2,013 91	287 44	1,432 14
23	Fort Kent Telephone Company	6,377 25	2,707 77		9,085 02	656 92	24 10	999 96	3,169 66
24	Foxcroft & Sebec Telephone Co.	74 00	101 40		175 40	195 26	12 50		

COMPARATIVE STATEMENT No. 52.—BALANCE OF ACCOUNTS.

LINE NO.	OPERATING EXPENSES.				Gross income.	DEDUCTIONS.				Net income.
	Other general expense.	Taxes.	Depreciation charges.	Total operating expenses.		Interest.	Miscellaneous charges.	Dividends paid.	Total deductions.	
1	\$19 04	\$6 00	\$90 72	\$160 01	*\$5 25				*\$5 25	
2	83 90	13 16		873 59	68 28				68 28	
3	65 58	5 00	28 68	206 45	173 13				36 58	
4	85 20	9 00		275 20	12 29		\$136 55	\$136 55	12 29	
5	92 01	16 88		1,944 97	*349 43				*349 43	
6	677 88	26 86		2,280 67	528 55				528 55	
7	19 23	10 00	22 44	80 27	178 51		18 20	18 20	160 31	
8	8 42	1 50	51 60	122 77	72 51		7 65	7 65	64 86	
9		2 46		2 46	85 92			85 92	85 92	
10				295 00	126 11			126 11	126 11	
11	246 27	70 41	200 00	2,737 84	492 32		26 20	581 10	607 30	
12		95 08	1,000 00	4,978 33	807 91			1,000 00	1,000 00	
13	48 96	14 14		1,239 17	*86 85	\$1 50			1 50	
14	111 36	35 09		809 75	179 02	15 00		128 00	143 00	
15	1,375 10	216 25	1,668 85	5,683 57	2,331 71	486 67			486 67	
16			132 04	408 55						
17	318 05	95 09		1,955 56	93 55				93 55	
18				218 73	157 32					
19		17 38		677 25	*438 35				12 08	
20	319 19	331 55	905 13	5,617 14	248 32	316 47			316 47	
21	63 38	62 25	192 00	666 45	466 88	140 55			140 55	
22	284 32	54 27	579 75	4,666 23	*457 82	123 92			123 92	
23	3,213 82		545 11	8,609 57	475 45	191 82			191 82	
24	2 50			210 26	*34 86				*34 86	

* Loss.

COMPARATIVE STATEMENT No. 52.—CONTINUED.

Line No.	NAME OF COMPANY.	OPERATING REVENUES.				OPERATING EXPENSES.			
		Exchange service revenues.	Toll service revenues.	Miscellaneous revenues.	Total revenues.	Repairs.	Other maintenance expenses.	General office salaries.	Operators' wages.
25	Franklin Farmers Co-operative Telephone Company.....	11,282 12	595 44	706 52	12,584 08	4,205 90	1,005 14	925 99	4,765 33
26	Grant, Chas. E.....		114 20		114 20	16 00	9 40		
27	Half Moon Telephone Company...	2,721 51	1,579 48	99 79	4,400 78	1,138 79	1,228 22	54 27	913 50
28	Hampden Telephone Company.....	1,876 80	693 79		2,570 59	539 91	415 81	215 00	687 00
29	Harmony & Wellington Tel. Co.....		1,017 91	1,954 03	2,971 94	442 35	413 56	20 00	365 85
30	Hartland & St. Albans Tel. Co....	5,183 59	1,544 53	334 68	7,062 80	1,906 41	368 39	725 96	1,537 74
31	Hebron's Home Telephone Co.....	2,109 12	1,198 59	663 81	3,971 52	663 51	1,504 44	180 00	648 10
32	Highland Telephone Company.....	114 83			114 83	110 08			
33	Hiram Telephone Company.....	40 83	43 56		84 39		30 83		
34	Jonesboro Telephone Company.....	342 00	189 49	18 87	550 36	68 50	28 04	60 00	52 00
35	Kineo Telephone Company.....	529 33			529 33	105 80			371 23
36	Kingman Telephone Company.....	125 05			125 05	31 00			
37	Knox & Montville Telephone Co....	1,738 24	259 44	19 00	2,016 68	177 37	305 01	475 80	517 22
38	LaGrange & Medford Tel. Company	2,774 98	476 83	151 59	3,403 40	906 21		469 67	773 34
39	Lee Telephone Company.....	587 19	601 12		1,188 31	240 34	149 56	25 00	165 00
40	Levant Telephone Company.....	2,001 74	821 93		2,823 67	1,760 33			420 00
41	Liberty & Belfast Tel. & Tel. Co.	4,969 66	1,744 10	179 31	6,893 07	3,419 04		335 29	1,036 31
42	Lovell United Telephone Company	2,979 10	665 18	214 80	3,859 08	1,728 09			1,281 07
43	Mason & Grover Hill Tel. Company	65 54		7 07	72 61			20 00	
44	Maxfield & Howland Telephone Co.	40 50			40 50	99 79			
45	Mere Point Telephone Company.....	185 95		81	186 76	64 32			33 63
46	Middle Intervale Telephone Co.....	75 80		5 86	81 66	19 60		33 00	
47	Monroe & Brooks Tel. Company.....		1,676 54	39 17	1,715 71	193 03	307 26	48 06	1,475 56
48	Mt. Abram Tel. & Tel. Company.....	121 14		12 50	133 64	51 00		23 00	
49	Mt. Vernon Telephone Company.....	241 50	338 50	2,903 31	3,483 31	1,446 33	112 88	50 00	1,060 00
50	Newfield Telephone Company.....	206 20	51 18	6 37	263 75	42 83	42 55	6 00	
51	New Portland & Eustis Tel. Co....	575 30	361 29	37 90	974 49	55 75		100 00	250 00
52	New Portland & Farmington Tel. Co.	788 47	122 01	89 71	1,000 19	498 27		100 00	365 00
53	New Portland & Kingfield Tel. Co.	144 00	10 30		154 30	35 65		15 00	15 00
54	New Sharon & Norridgewock Tel. Co.	4,722 12	2,073 05	166 45	6,961 62	1,300 70	1,609 59	1,216 62	1,371 99

COMPARATIVE STATEMENT NO. 52.—BALANCE OF ACCOUNTS.—CONTINUED.

LINE No.	OPERATING EXPENSES.				Gross income.	DEDUCTIONS.				Net income.
	Other general expense.	Taxes.	Depreciation charges.	Total operating expenses.		Interest.	Miscellaneous charges.	Dividends paid.	Total deductions.	
25	958 32	274 60		12,135 28	448 80				448 80	
26				25 40	88 80			88 80	88 80	
27	141 59	234 12	300 00	4,010 49	390 29				390 29	
28	143 47	74 96	171 22	2,247 37	323 22	310 80	52 09	214 00	*253 67	
29	714 98	133 36		2,090 10	881 84			375 00	506 84	
30	280 89	113 98	371 47	5,304 84	1,757 96		3 50	1,340 80	413 66	
31	225 86	127 98	200 00	3,549 92	421 60			149 25	272 35	
32				110 08	4 75				4 75	
33	43 56			84 39						
34		15 65		224 19	326 17				326 17	
35				477 03	52 30				52 30	
36	29 81		25 00	85 81	39 24				39 24	
37	176 32	33 25	225 00	1,909 97	106 71				106 71	
38	1,007 73	244 46	91 87	3,493 28	*89 88		75 00	75 00	*164 88	
39	152 38	16 95		749 23	439 08			148 00	291 08	
40	102 99			2,283 32	540 35			318 00	222 35	
41	28 91	198 39	948 50	5,966 44	926 63			553 85	372 78	
42	572 59	70 26		3,652 01	207 07				207 07	
43	8 22		22 68	50 90	21 71				21 71	
44			27 64	127 43	*86 93				*86 93	
45	55 98		153 93	98 74	32 83			15 76	17 07	
46	11 50	5 00	29 64	98 74	*17 08				*17 08	
47	71 77	57 30	626 05	2,779 03	*1,063 32			366 69	*1,430 01	
48	9 37	50	57 96	141 83	*8 19		3 00	3 00	*11 19	
49	616 24	41 05		3,326 50	156 81			462 00	*305 19	
50	48 10	5 00		144 48	119 27			27 00	92 27	
51	5 12	88 61	279 70	779 18	195 31			120 00	75 31	
52	27 95	37 10	75 00	1,103 32	*103 13				*103 13	
53	1 09	12 35	53 65	132 74	21 56			48 00	*26 44	
54	728 21	366 14		6,593 25	368 37	8 25		280 00	80 12	

* Loss.

COMPARATIVE STATEMENT No. 52.—CONCLUDED.

Line No.	NAME OF COMPANY.	OPERATING REVENUES.				OPERATING EXPENSES.			
		Exchange service revenues.	Toll service revenues.	Miscellaneous revenues.	Total revenues.	Repairs.	Other maintenance expenses.	General office salaries.	Operators' wages.
55	No. Ellsworth Telephone Company	160 16	51 23		211 39	137 49			
56	North Penobscot Telephone Co...	1,281 60	1,920 52	278 99	3,481 11	832 89	326 86		892 76
57	Northwest Bethel Tel. Company...	151 99		9 00	160 99	21 98		39 00	
58	Norway Local Telephone Company	396 33	48 36	6 00	450 69	84 78	64 95	50 00	244 04
59	Oxford Farmers Co-operative Telephone Company	1,553 85	19 00		1,572 85	278 53	63 55	100 00	755 00
60	Palermo Telephone Company	844 30	78 86	24 50	947 66	393 05	24 00	59 40	312 00
61	Pine Tree Tel. & Tel. Company.	6,122 56	1,564 93		7,687 49	1,583 04	1,092 00	554 00	1,780 11
62	Plymouth Telephone Co., The	1,601 25	741 87	56 26	2,399 38	602 51	498 62	55 00	759 50
63	Ripley Telephone Company	222 00	182 90	25 70	430 60	11 38	10 75	31 00	365 00
64	Saco River Tel. & Tel. Company	4,950 22	3,045 50	10 25	8,005 97	1,540 21	1,059 84		1,542 46
65	Seboeis & Howland Tel. Line.	92 00			92 00	70 91			
66	Sidney Telephone Company	1,097 91	519 60		1,617 51	335 50		85 00	456 25
67	Standish Telephone Company	5,906 32	1,320 95		7,227 27	1,753 22	65 65	2,860 00	1,279 20
68	Stockton Springs Telephone Co...	2,441 00	352 96		2,793 96	381 50	160 12	600 00	562 94
69	Swan's Island Tel. & Tel. Company	1,019 95	416 80	57 32	1,494 07	361 52	284 92	50 00	313 43
70	Sweden Telephone Company	660 84			660 84	340 48		13 00	
71	Temple Farmers Tel. Company, The	504 85	16 75		521 60	107 64			393 00
72	Trans-Alpine Telephone Company.			35 00	25 00	2 00			
73	Union River Telephone Company.	837 47	702 70	39 97	1,580 14	337 67	258 77	70 00	720 00
74	Union Telephone Company	2,116 30			2,116 30	221 50	104 86		620 00
75	Unity Telephone Company	7,656 86	1,546 93	984 67	10,188 46	2,678 40	158 38	664 00	1,695 00
76	Van Tel. & Tel. Company, The	3,188 39	1,484 19	126 87	4,799 45	203 02		1,800 00	1,344 00
77	Waldo & Penobscot Tel. Company	2,262 34	462 13		2,724 47	692 84		150 00	740 90
78	Warren Telephone Company	2,429 97	706 29	59 13	3,195 39	688 40	255 60	269 50	1,219 86
79	Washington Telephone Company	1,131 61			1,131 61	151 58	697 22	149 90	156 00
80	Webber Pond Telephone Company	301 50			301 50	50 90			154 72
81	Wellington Telephone Company	680 90			680 90		124 79		365 00
82	West Appleton Tel. Company	1,333 00	245 13		1,578 13	261 49	240 84	60 00	730 00
83	West Lovell Telephone Company	532 30			532 30				
84	West Penobscot Tel. & Tel. Co...	6,510 93	1,978 07	194 42	8,683 42	2,053 05	176 30	203 00	1,723 36
85	Winn Telephone Company	1,302 71	581 08	55 60	1,939 39	322 48	87 52		1,014 00
Totals		\$139,346 89	\$49,607 43	\$10,465 15	\$199,419 47	\$48,042 16	\$17,464 55	\$16,810 02	\$51,138 13

COMPARATIVE STATEMENT NO. 52.—BALANCE OF ACCOUNTS.—CONTINUED.

LINE No.	OPERATING EXPENSES.				Gross income.	DEDUCTIONS.				Net income.
	Other general expense.	Taxes.	Depreciation charges.	Total operating expenses.		Interest.	Miscellaneous charges.	Dividends paid.	Total deductions.	
55	130 00	5 00		272 49	*61 10					*61 10
56		27 09		2,079 60	1,401 51	136 90	1,279 87		1,416 77	*15 26
57	8 56		39 00	108 54	52 45		29 70		29 70	22 75
58	9 53	19 85		473 15	*22 46					*22 46
59	95 96	18 83		1,311 87	260 98	14 18			14 18	246 80
60	53 60	19 62	32 87	894 54	53 12	102 00			102 00	*48 88
61	1,292 99	145 49	315 54	6,763 17	924 32			514 20	514 20	410 12
62	274 81	96 59		2,287 03	112 35		52 94	574 40	627 34	*514 99
63	11 15	13 60		442 88	*12 28					*12 28
64	2,088 57	9 34	1,017 14	7,257 56	748 41					748 41
65				70 91	21 09			48 00	48 00	*26 91
66	614 33	55 98	35 00	1,582 06	35 45					35 45
67	1,374 58	122 21		7,454 86	*22 59		4 00	300 00	304 00	*531 59
68	363 22	276 40	200 00	2,544 18	249 78	60 20			60 20	189 58
69	364 90			1,404 77	89 30					89 30
70	381 46	9 50	74 14	818 58	*157 74	36 45			36 45	*194 19
71	24 80	6 45		531 89	*10 29					*10 29
72				2 00	33 00			40 00	40 00	*7 00
73	46 69	16 32	149 68	1,599 13	818 99		65 22		65 22	*84 21
74	272 42	92 41		1,311 19	805 11			350 00	350 00	455 11
75	330 86	645 56	1,000 00	7,172 20	3,016 26	45 00	57 40	1,854 40	1,956 80	1,059 46
76	517 78	85 00	152 52	4,102 32	697 13	9 00	611 69		620 69	76 44
77	37 88	140 56	571 87	2,334 05	390 42			915 00	915 00	*524 58
78	73 94	34 42	250 00	2,791 72	403 67			238 31	238 31	165 36
79		22 35	250 00	1,177 05	*45 44					*45 44
80	12 00	5 00		222 62	78 78			54 60	54 60	24 28
81	109 70			599 49	81 41			81 41	81 41	
82	244 18	18 79		1,555 30	22 83					22 83
83	427 05	5 00		432 05	100 25					100 25
84	968 24	138 89	1,200 00	6,462 84	2,220 58		295 06	965 00	1,260 06	960 52
85	165 50	23 27		1,642 77	296 62			296 62	296 62	
Totals	\$23,551 86	\$5,286 90	\$13,959 46	\$176,253 08	\$23,166 39	\$2,034 79	\$2,718 07	\$12,793 54	\$17,546 40	\$5,619 99

PUBLIC UTILITIES COMMISSION REPORT.

COMPARATIVE STATEMENT NO. 53.

The following tabulation gives a comparative statement of the Corporate Surplus Account of Telephone Companies—Class D—reporting to the Commission for the year ended December 31, 1919.

NAME OF COMPANY.	Balance at beginning of year.	Net income for year.	Other additions.	Dividends declared.	Other deductions.	Balance at close of year.
Albany Tel. & Tel. Company	\$127 92	*\$5 25				\$122 67
Andover Telephone Company	94 57	68 28				162 85
Androscoggin Lakes Tel. & Tel. Company	603 86	36 58				640 44
Argyle Telephone Company	100 19	12 29				112 48
Athens Telephone Company	606 64	*349 43				257 21
Baldwin & Sebago Telephone Company	1,160 31	528 55			\$175 52	1,513 34
Bethel Local Telephone Company	*30 36	160 31				129 95
Bethel & Newry Telephone Company	55 18	64 86				120 04
Brookton & Forest City Tel. Company	2 50					2 50
Cardville Telephone Company						
Center Lincolnville Telephone Company	2,487 40	*114 98				2,372 42
Grant, Chas. E.						
China Telephone Company	9,669 67	*192 09				9,477 58
Citizens Telephone Company	20 51	*88 35				*67 84
Cobboscontee Telephone Company	461 68	36 02	\$464 36			962 06
Deblois & Beddington Telephone Company						
Denmark Telephone Company	5,544 51	93 55				5,638 06
Dobbs Lake Telephone Lines	213 35				213 35	
Eastbrook Telephone Company, Limited		*450 43				*450 43
Eastern Telephone Company	6,569 43	*68 15				6,501 28
Eastern Telephone & Telegraph Company		1,845 04				1,845 04
Equalized Telephone Association	*1,385 18	326 33			750 00	*1,808 85
Eustis Telephone Company	132 92	*581 74	400 00		8 05	*56 87
Fort Kent Telephone Company	10,270 96	283 63				10,554 59

* Debit balance.

COMPARATIVE STATEMENT No. 53.—CORPORATE SURPLUS ACCOUNT—CONTINUED.

NAME OF COMPANY.	Balance at beginning of year.	Net income for year.	Other additions.	Dividends declared.	Other deductions.	Balance at close of year.
Foxcroft & Sebec Telephone Company.....	* 21 69	*34 86				*13 17
Franklin Farmers Co-operative Telephone Company.....	6,149 26	448 80				6,598 06
Half Moon Telephone Company.....	404 56	390 29	2,400 00	2,346 38	2,400 00	*1,551 53
Hampden Telephone Company.....	78 46	*253 67				*175 21
Harmony & Wellington Telephone Company.....	*440 76	506 84				66 08
Hartland & St. Albans Telephone Company.....	4,043 74	413 66				4,457 40
Hebron's Home Telephone Company.....	5,154 75	272 35				5,427 10
Highland Telephone Company.....	30 83	4 75				35 58
Hiram Telephone Company.....						
Jonesboro Telephone Company.....	297 24	326 17			297 24	326 17
Kineo Telephone Company.....						
Kingman Telephone Company.....	63 26	39 24				102 50
Knox & Montville Telephone Company.....	547 46	106 71				654 17
LaGrange & Medford Telephone Company.....	6,509 76	*164 88				6,344 88
Lee Telephone Company.....	2,384 46	291 08				2,675 54
Levant Telephone Company.....		222 35				222 35
Liberty & Belfast Telephone & Telegraph Company.....	10,048 40	372 78				10,421 18
Lovell United Telephone Company.....		207 07				207 07
Mason & Grover Hill Telephone Company.....	125 59	21 71				147 30
Maxfield & Howland Telephone Company.....	*301 51	*86 93			8 00	*396 44
Mere Point Telephone Company.....	20 59	17 07			62	37 04
Middle Intervale Telephone Company.....	136 83	*17 08				119 75
Monroe & Brooks Telephone Company.....	3,281 35	*1,430 01				1,851 34
Mt. Abram Telephone & Telegraph Company.....	*85 55	*11 19				*96 74
Mt. Vernon Telephone Company.....	1,504 02	*305 19				1,198 83
Newfield Telephone Company.....	105 66	92 27				197 93
New Portland & Eustis Telephone Company.....	5,127 07	75 31			131 17	5,071 21
New Portland & Farmington Telephone Company.....	695 69	*103 13				592 56
New Portland & Kingfield Telephone Company.....	476 34	*26 44				449 90
New Sharon & Norridgewock Telephone Company.....	3,775 76	80 12				3,855 88
No. Ellsworth Telephone Company.....	573 85	*61 10				512 75

* Debit balance.

COMPARATIVE STATEMENT No. 53.—CORPORATE SURPLUS ACCOUNT—CONCLUDED.

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PUBLIC UTILITIES COMMISSION REPORT.

NAME OF COMPANY.	Balance at beginning of year.	Net income for year.	Other additions.	Dividends declared.	Other deductions.	Balance at close of year.
North Penobscot Telephone Company	*1,296 74	*15 26				*1,312 00
Northwest Bethel Telephone Company	48 63	22 75				71 38
Norway Local Telephone Company	*100 59	*22 46				*123 05
Oxford Farmers Co-operative Telephone Company	3,519 18	246 80				3,765 98
Palermo Telephone Company	510 27	*48 88				461 39
Pine Tree Telephone & Telegraph Company	10,246 91	410 12				10,657 03
Plymouth Telephone Company, The	3,549 78	*514 99				3,034 79
Ripley Telephone Company	310 35	*12 28				298 07
Saco River Telephone & Telegraph Company	12,082 49	748 41				12,830 90
Seboeis & Howland Telephone Line	6 89	*26 91	2 00		2 00	*20 02
Sidney Telephone Company	*107 05	35 45				*71 60
Standish Telephone Company	6,557 45	*531 59				6,025 86
Stockton Springs Telephone Company	2,518 84	189 58				2,708 42
Swans Island Telephone & Telegraph Company	306 72	89 30				396 02
Sweden Telephone Company	822 72	*194 19				628 53
Temple Farmers Telephone Company, The	17 69	*10 29				7 40
Trans-Alpine Telephone Company	60 27	*7 00				53 27
Union River Telephone Company	*984 43	*84 21				*1,068 64
Union Telephone Company	1,997 38	455 11				2,452 49
Unity Telephone Company	1,234 85	1,059 46				2,294 31
Van Telephone & Telegraph Company, The		76 44				76 44
Waldo & Penobscot Telephone Company	4,037 71	*524 58				3,513 13
Warren Telephone Company	591 49	165 36				756 85
Washington Telephone Company	839 26	*45 44				793 82
Webber Pond Telephone Company	88 49	24 28				112 77
Wellington Telephone Company						
West Appleton Telephone Company	1,168 76	22 83				1,191 59
West Lovell Telephone Company	146 69	100 25				246 94
West Penobscot Telephone & Telegraph Company	7,099 11	960 52				8,059 63
Winn Telephone Company						
Totals	\$142,707 98	\$5,567 69	\$3,266 36	\$2,346 38	\$3,985 95	\$145,209 70

* Debit balance.

COMPARATIVE STATEMENT No. 54.

The following table shows the Capitalization, Indebtedness, Gross Revenues less Operating Expenses, (Gross Income) and Disposition of Gross Income of Telephone Companies for the year ended Dec. 31, 1919.

NAME OF COMPANY.	Capital stock.	Funded debt.	Other interest-bearing debt.	Gross income.	Interest deductions.	Other deductions prior to distribution to stockholders.	Net income.	Dividends declared.
Albany Telephone & Telegraph Company	\$3,000 00			*\$5 25			*\$5 25	
Andover Telephone Company	†3,000 00			68 28			68 28	
Androscoggin Lakes Tel. & Tel. Company	5,000 00			173 13		\$136 55	36 58	
Argyle Telephone Company	1,100 00			12 29			12 29	
Athens Telephone Company	5,500 00			*349 43			*349 43	
Baldwin & Sebago Telephone Company	1,950 00			528 55			528 55	
Bethel Local Telephone Company	5,000 00			178 51		18 20	160 31	
Bethel & Newry Telephone Company	5,000 00			72 51		7 65	64 86	
Brookton & Forest City Tel. Company	†750 00			85 92			85 92	85 92
Cardville Telephone Company	†600 00			126 11			126 11	126 11
Center Lincolnville Telephone Company	9,685 00			492 32		26 20	466 12	581 10
China Telephone Company	10,000 00			807 91			807 91	1,000 00
Citizens Telephone Company	1,805 00		\$190 00	*86 85	\$1 50		*88 35	
Cobbosseecontee Telephone Company	1,280 00		300 00	179 02	15 00		164 02	128 00
Deblois & Beddington Telephone Company	700 00							
Denmark Telephone Company	790 00			93 55			93 55	
Dobbsis Lake Telephone Line	†2,500 00			157 32	24 00		133 32	133 32
Eastbrook Telephone Company, Limited	1,560 00		400 00	*438 35	12 08		*450 43	
Eastern Telephone Company	800 00		300 00	*68 15			*68 15	
Eastern Telephone & Telegraph Company	32,000 00		11,400 00	2,331 71	486 67		1,845 04	
Equalized Telephone Association	4,200 00			466 88			326 33	
Eustis Telephone Company	3,300 00		5,099 99	*457 82	123 92		*581 74	
Fort Kent Telephone Company	4,320 00		5,408 96	475 45	191 82		283 63	
Foxcroft & Sebce Telephone Company	2,220 00			*34 86			*34 86	
Franklin Farmers Co-operative Tel. Co.	11,050 00			448 80			448 80	

* Loss.

† Proprietor's account.

COMPARATIVE STATEMENT NO. 54.—CONTINUED.

NAME OF COMPANY.	Capital stock.	Funded debt.	Other interest-bearing debt.	Gross income.	Interest deductions.	Other deductions prior to distribution to stockholders.	Net income.	Dividends declared.
Grant, Chas. E.	†300 00			88 80			88 80	88 80
Half Moon Telephone Company	5,103 00			390 29			390 29	
Hampden Telephone Company	3,650 00		4,500 00	323 33	310 80	52 09	*39 67	214 00
Harmony & Wellington Telephone Co.	2,550 00			881 84			881 84	375 00
Hartland & St. Albans Telephone Co.	16,760 00			1,757 96		3 50	1,754 46	1,340 80
Hebron's Home Telephone Company	3,740 00		400 00	421 60			421 60	149 25
Highland Telephone Company	200 00			4 75			4 75	
Hiram Telephone Company	†143 25							
Jonesboro Telephone Company	†2,219 59			326 17			326 17	
Kineo Telephone Company				52 30			52 30	
Kingman Telephone Company	500 00			39 24			39 24	
Knox & Montville Telephone Company	3,590 00		500 00	106 71			106 71	
LaGrange & Medford Telephone Company	2,200 00		75 00	*89 88		75 00	*164 88	
Lee Telephone Company	1,540 00			439 08			439 08	148 00
Levant Telephone Company	†5,300 00			540 35			540 35	318 00
Liberty & Belfast Tel. & Tel. Company	6,995 00			926 63			926 63	553 85
Lovell United Telephone Company	18,000 00			207 07			207 07	
Mason & Grover Hill Telephone Company	360 00			21 71			21 71	
Maxfield & Howland Telephone Company	†663 66			*86 93			*86 93	
Mere Point Telephone Company	†500 00			32 83			32 83	15 76
Middle Intervale Telephone Company	1,000 00			*17 08			*17 08	
Monroe & Brooks Telephone Company	12,521 00			*1,063 32			*1,063 32	366 69
Mt. Abram Telephone & Telegraph Co.	2,000 00			*8 19		3 00	*11 19	
Mt. Vernon Telephone Company	7,700 00		200 00	156 81			156 81	462 00
Newfield Telephone Company	700 00			119 27			119 27	27 00
New Portland & Eustis Telephone Co.	2,000 00			195 31			195 31	120 00
New Portland & Farmington Tel. Co.	1,500 00		100 00	*103 13			*103 13	
New Portland & Kingfield Tel. Company	800 00			21 56			21 56	48 00
New Sharon & Norridgewock Tel. Co.	7,000 00		475 00	368 37	8 25		360 12	280 00
No. Ellsworth Telephone Company	871 00			*61 10			*61 10	

COMPARATIVE STATEMENT NO. 54.—CONCLUDED.

NAME OF COMPANY.	Capital stock.	Funded debt.	Other interest-bearing debt.	Gross income.	Interest deductions.	Other deductions prior to distribution to stockholders.	Net income.	Dividends declared.
North Penobscot Telephone Company.	2,385 00	900 00	1,231 89	1,401 51	136 90	1,279 87	*15 26	
Northwest Bethel Telephone Company.	†650 00			52 45		29 70	22 75	
Norway Local Telephone Company.	871 00			*22 46			*22 46	
Oxford Farmers Co-operative Tel. Co.	3,420 00			260 98	14 18		246 80	
Palermo Telephone Company.	1,350 00	1,500 00		53 12	102 00		48 88	
Pine Tree Telephone & Telegraph Co.	8,570 00			924 32			924 32	514 20
Plymouth Telephone Company, The.	10,000 00			112 35		52 94	59 41	574 40
Ripley Telephone Company.	415 00			*12 28			*12 28	
Saco River Telephone & Telegraph Co.	3,350 00			748 41			748 41	
Seboeis & Howland Telephone Line.	984 00			*21 09			*21 09	48 00
Sidney Telephone Company.	†700 00			35 45			35 45	
Standish Telephone Company.	10,000 00			*227 59		4 00	*231 59	300 00
Stockton Springs Telephone Company.	5,000 00		1,000 00	249 78	60 20		189 58	
Swans Island Telephone & Telegraph Co.	5,985 00			89 30			89 30	
Sweden Telephone Company.	975 00		710 18	*157 74	36 45		*194 19	
Temple Farmers Telephone Co., The.	1,010 00			*10 29			*10 29	
Trans-Alpine Telephone Company.	†236 16			33 00			33 00	40 00
Union River Telephone Company.	3,400 00			*18 99		65 22	*84 21	
Union Telephone Company.	3,500 00			805 11			805 11	350 00
Unity Telephone Company.	25,000 00			3,016 26	45 00	57 40	2,913 86	1,854 40
Van Telephone & Telegraph Co., The.	†1,620 89			697 13	9 00	611 69	76 44	
Waldo & Penobscot Telephone Company.	9,150 00			390 42			390 42	915 00
Warren Telephone Company.	4,740 00			403 67			403 67	238 31
Washington Telephone Company.	260 00			*45 44			*45 44	
Webber Pond Telephone Company.	910 00			78 88			78 88	54 60
Wellington Telephone Company.	†1,573 20			81 41			81 41	81 41
West Appleton Telephone Company.	3,000 00			22 83			22 83	
West Lovell Telephone Company.	980 00			100 25			100 25	
West Penobscot Telephone & Telegraph Co.	19,300 00			2,220 58		295 06	1,925 52	965 00
Winn Telephone Company.	4,340 00			296 62			296 62	296 62

* Loss.

† Proprietor's account.

TABULATED AND COMPARATIVE
STATEMENTS

COMPILED FROM THE

Reports of Water Companies

FOR THE

Year Ended December 31, 1919

COMPARATIVE STATEMENT NO. 55.

The following gives a comparative statement of the Assets of Water Utilities reporting to the Commission for the year ended Dec. 31, 1919. Liabilities of corresponding companies are shown on following page.

NAME OF COMPANY.	Fixed capital.	Current assets.	Prepayments.	Other assets.	Suspense.	Deficit.	Total assets.
Abbot, E. A. Water Company.....	\$8,961 97						\$8,961 97
Acadia Aqueduct Company.....	1,000 00						1,000 00
Alfred Water Company.....	34,000 00	\$980 95					34,980 95
Allen, Mrs. M. A.....	1,694 54						1,694 54
Andover Water Company.....	26,889 75	1,064 89					29,658 08
Anson Water District.....	92,733 16	413 58	1,703 44				93,146 74
Auburn Water Commissioners.....	486,873 46	23,092 97	168 43	41,295 51			551,430 37
Augusta Water District.....	870,361 82	34,163 57		170,731 85	110 46		1,075,367 70
Bangor, City of, Water Department.....	1,523,013 57	22,583 89		151,872 54			1,697,470 00
Bangor Railway & Electric Company.....	3,751,730 55	324,883 13	3,512 46	2,875,208 00	532 58		6,955,866 72
Bar Harbor & Union River Power Co.....	2,400,599 57	26,997 36	265 32	1,838 75	1,557 14		2,431,258 14
Bar Harbor Water Company.....	404,239 65	9,501 78		4,000 00			417,741 43
Bath Water District.....	619,314 13	13,105 23	993 87	29,426 76			662,839 99
Belfast Water Company.....	247,045 39				937 50		247,982 89
Belfast Water District.....	200,000 00	3,534 55			1,612 50		205,147 05
Belgrade Power Company.....	15,290 23	3,472 35					18,762 58
Berwick Water Company.....	45,000 00	1,256 43					46,256 43
Bethel Water Company.....	66,851 71	2,474 97				\$9,750 08	79,076 76
Biddeford & Saco Water Company.....	1,139,771 90	15,380 80	363 75	22,725 00	632 73		1,178,874 18
Bingham Water District.....	54,228 06	551 30			1,173 00		55,952 36
Blanchard, O.....	3,500 00						3,500 00
Blethen House Spring Water Works.....	8,000 00						8,000 00
Boothbay Harbor Water System.....	160,187 92	1,928 11	212 79				162,328 82
Bridgton Water & Electric Company.....	167,340 42	14,026 06	411 93	27,600 00	16,857 93		226,236 34
Brownville Maine Water Company. The.....	6,050 92	396 66					6,447 58
Brownville & Williamsburg Water Co.....	28,389 48	1,130 03				4,869 97	34,389 48
Brunswick & Topsham Water Dist.....	407,266 64	12,576 38		78,495 81			498,338 83
Buckfield Water Power & Elec. Lt. Co.....	48,576 34	2,926 51					51,602 85
Bucksport Water Company.....	20,000 00	1,339 64		2,000 00			23,339 64
Calais Water & Power Company.....	244,803 78	4,353 71		4,365 60	2,000 00		255,523 09
Camden & Rockland Water Company.....	1,092,038 53	16,587 16	1,590 32	202,405 53	24,193 99		1,336,815 53

COMPARATIVE STATEMENT No. 55.

The following gives a comparative statement of the Liabilities of Water Utilities reporting to the Commission for the year ended Dec. 31, 1919. Assets of corresponding companies are shown on preceding page.

NAME OF COMPANY.	Capital stock.	Funded debt.	Current liabilities.	Accrued liabilities.	Reserves.	Surplus.	Total liabilities.
Abbot, E. A. Water Company.....	*\$8,961 97						\$8,961 97
Acadia Aqueduct Company.....	*1,000 00						1,000 00
Alfred Water Company.....	9,200 00	\$25,000 00	\$679 86			\$101 09	34,980 95
Allen, Mrs. M. A.....	1,694 54						1,694 54
Andover Water Company.....	11,850 00	15,000 00		\$310 42	\$200 00	2,297 66	29,658 08
Anson Water District.....		75,000 00	14,000 00	1,485 50	2,596 30	64 94	93,146 74
Auburn Water Commissioners.....		142,700 00	17,330 58	356 43	85,772 96	305,270 40	551,430 37
Augusta Water District.....		700,000 00		11,666 66	30,221 85	333,479 19	1,075,367 70
Bangor, City of, Water Department.....		500,000 00	10,162 50		232,201 16	955,106 34	1,697,470 00
Bangor Railway & Electric Company.....	3,500,000 00	2,890,041 00	174,490 06	12,053 56	298,162 87	81,119 23	6,955,866 72
Bar Harbor & Union River Power Co.....	1,000,000 00	1,138,800 00	155,912 51	12,598 21	87,787 66	36,959 76	2,431,258 14
Bar Harbor Water Company.....	139,050 00	125,000 00			44,613 11	109,078 32	417,741 43
Bath Water District.....		560,000 00	12,175 40		64,398 53	26,266 06	662,839 99
Belfast Water Company.....	100,000 00	75,000 00	6,500 00	937 50	28,120 39	37,425 00	247,982 89
Belfast Water District.....		165,000 00		1,612 50	37,000 00	1,534 55	205,147 05
Belgrade Power Company.....			*9,023 34		3,000 00	6,739 24	18,762 58
Berwick Water Company.....	4,350 00	28,000 00	5,100 00			8,806 43	46,256 43
Bethel Water Company.....	42,000 00	35,000 00			2,676 76		79,076 76
Biddeford & Saco Water Company.....	450,000 00	600,000 00	27,246 58	7,394 88	87,906 92	6,235 80	1,178,874 18
Bingham Water District.....		51,000 00	1,000 00	547 29	1,750 00	1,655 07	55,952 36
Blanchard, O.....	*2,000 00		1,500 00				3,500 00
Blethen House Spring Water Works.....	*8,000 00						8,000 00
Boothbay Harbor Water System.....		51,460 00	23,826 25	375 12	5,351 88	81,315 57	162,328 82
Bridgton Water & Electric Company.....	90,000 00	90,000 00	22,643 84	1,350 00	1,519 84	20,722 66	226,236 34
Brownville Maine Water Company, The.....	3,150 00		12 50	52 04		3,233 04	6,447 58
Brownville & Williamsburg Water Co.....	13,650 00		6,000 00		14,739 48		34,389 48
Brunswick & Topsham Water District.....		380,000 00	2,000 00	7,600 00	65,234 37	43,504 46	498,338 83
Buckfield Water Power & Elec. Lt. Co.....	25,000 00	25,000 00		540 83	900 00	62 02	51,502 85
Bucksport Water Company.....	20,000 00					3,339 64	23,339 64
Calais Water & Power Company.....	200,000 00	50,000 00		625 00	4,365 60	532 49	255,523 09
Camden & Rockland Water Company.....	498,400 00	750,000 00	28,846 74	9,657 95	58 48	49,852 36	1,336,815 53

* Proprietor's account.

COMPARATIVE STATEMENT No. 55.—CONTINUED.

NAME OF COMPANY.	Fixed capital.	Current assets.	Prepay-ments.	Other assets.	Suspense.	Deficit.	Total assets.
Caribou Water, Light & Power Company	221,032 20	17,577 51	123 15	59,473 70			298,206 56
Castine Water Company	104,393 90	64 50				7,720 64	112,179 04
Central Aqueduct Company	1,650 00	809 24					2,459 24
Clement, J. E.	3,165 00	113 10					3,278 10
Coburn Aqueduct Company	4,000 00	197 39		1,044 99			5,242 38
Cold Spring Water Company	1,950 00	8 36		204 12			2,172 48
Consolidated Water Company, The	10,000 00						10,000 00
Cornish Water Company	29,614 67	426 25		700 00			30,740 92
Crystal Fountain Aqueduct Association	400 00						400 00
Dexter Water Works	75,970 78	6,705 05					82,675 83
Dixfield Light & Water Company	48,761 18	2,541 24		600 00			51,902 42
Dover & Foxcroft Water District	187,072 86	2,105 20	147 12	18,148 97			207,474 15
Eastport Water Company	240,428 12	8,209 86			3,000 00	95,273 71	346,911 69
East Vassalboro Water System	3,000 00	62 75					3,062 75
Eustis Water Company	2,000 00						2,000 00
Farmington Falls Water Company	4,050 00	101 79		322 20			4,473 99
Farmington Village Corporation	150,157 07	26,581 11					176,738 18
Fort Kent Water Company	70,705 92	207 86				5,432 46	76,346 27
Freeport Water Company	61,153 46	1,352 35	63 94		252 44		62,822 19
Frontier Water Company	80,960 67	884 28					81,844 95
Fryeburg Water Company	43,399 76	1,697 40		2,393 30			47,490 46
Gardiner Water District	341,733 85	11,354 65		79,419 06			432,507 56
Goodwin, Burton W.	2,500 00						2,500 00
Goodwin Bros., Water Company	1,500 00						1,500 00
Greenville Water Company	105,627 46	5,016 57					110,644 03
Grindstone Neck Water Company, The	40,711 98	4,558 26					45,270 24
Guilford Water Company	130,520 83	2,756 83			9 55		133,287 21
Hallowell Water Works	74,142 86	6,664 65		500 00			81,307 51
Hancock Water, Light & Power Co.	2,400 00			20,425 00		2,393 00	25,218 00
Hartland Water Company	125,578 80	1,271 64		1,255 00	107 25		128,212 69
Hebron Water Company, The	25,227 93			5,323 98			30,551 91
Hills Beach Water Company	2,000 00						2,000 00
Hillside Water Company (So. Paris)	2,500 00	21 44					2,521 44
Hillside Water Company, (Winthrop)	2,000 00						2,000 00
Houghton, H. M. & F. G.	2,000 00						2,000 00

COMPARATIVE STATEMENT NO. 55.—LIABILITIES—CONTINUED.

NAME OF COMPANY.	Capital stock.	Funded debt.	Current liabilities.	Accrued liabilities.	Reserves.	Surplus.	Total liabilities.
Caribou Water, Light & Power Company	100,000 00	99,000 00	10,650 99	825 00	49,174 99	38,555 58	298,206 56
Castine Water Company	50,000 00	50,000 00	12,179 04				112,179 04
Central Aqueduct Company	1,300 00					1,150 24	2,459 24
Clement, J. E.	*3,165 00				60 00	53 10	3,278 10
Coburn Aqueduct Company	4,000 00					1,242 38	5,242 38
Cold Spring Water Company	*1,950 00					222 48	2,172 48
Consolidated Water Company, The	5,000 00	5,000 00					10,000 00
Cornish Water Company	13,475 00		16,313 00		700 00	252 92	30,740 92
Crystal Fountain Aqueduct Association	*400 00						400 00
Dexter Water Works		48,000 00				34,675 83	82,675 83
Dixfield Light & Water Company	46,000 00				800 00	5,102 42	51,902 42
Dover & Foxcroft Water District		120,000 00	3,828 62	1,050 00	23,288 39	59,307 14	207,474 15
Eastport Water Company	100,000 00	180,000 00	63,584 22	1,250 00	2,077 47		346,911 69
East Vassalboro Water System	*2,300 00					762 75	3,062 75
Eustis Water Company	*2,000 00						2,000 00
Farmington Falls Water Company	4,050 00				322 20	101 79	4,473 99
Farmington Village Corporation		105,000 00	3,983 00	566 67		67,188 51	176,738 18
Fort Kent Water Company	25,000 00	50,000 00	96 27	1,250 00			76,346 27
Freeport Water Company	21,800 00	31,000 00	3,075 75	645 83	402 15	5,898 46	62,822 19
Frontier Water Company	30,000 00	30,000 00	200 00	375 00		21,269 95	81,844 95
Fryeburg Water Company	16,000 00		425 61		15,003 25	16,061 60	47,900 46
Gardiner Water District		350,000 00			11,227 50	71,280 06	432,507 56
Goodwin, Burton W.	*1,000 00		1,500 00				2,500 00
Goodwin Bros., Water Company	*1,500 00						1,500 00
Greenville Water Company	102,500 00		457 72		7,022 32	663 99	110,644 03
Grindstone Neck Water Company, The	25,000 00	12,000 00	831 63		900 00	6,538 61	45,270 24
Guilford Water Company	79,950 00	40,000 00	8,800 00	853 33	2,122 55	1,561 33	133,287 21
Hallowell Water Works		15,500 00	4,727 53		500 00	60,579 98	81,307 51
Hancock Water, Light & Power Co.	25,000 00		218 00				25,218 00
Hartland Water Company	61,600 00	50,000 00	13,607 92	1,300 00	1,350 00	354 77	128,212 69
Hebron Water Company, The		13,000 00				17,551 91	30,551 91
Hills Beach Water Company	*2,000 00						2,000 00
Hillside Water Company (So. Paris)	1,600 00		300 00			621 44	2,521 44
Hillside Water Company (Winthrop)	2,000 00						2,000 00
Houghton, H. M. & F. G.	*2,000 00						2,000 00

* Proprietor's account.

COMPARATIVE STATEMENT No. 55.—ASSETS—CONTINUED.

NAME OF COMPANY.	Fixed capital.	Current assets.	Prepay-ments.	Other assets.	Suspense.	Deficit.	Total assets.
Houlton Water Company	203,286 83	4,994 79	109 01	18,019 80			226,410 43
Hunt, Mrs. Mabel S.	1,000 00						1,000 00
Island Falls Water Company	75,274 94	343 85		9,000 00		9,796 47	94,415 26
Jackman Water, Light & Power Co.	30,727 55	445 28					31,172 83
Kennebec Water District	1,115,055 54	17,389 42	250 87	84,604 17	4,926 42		1,222,226 42
Kezar Falls Water Company	30,129 68	4,290 68					34,420 36
Kingfield Water Company	60,000 00	405 80				10,394 20	70,800 00
Kittery Water District	590,154 96	34,135 81		9,500 00			633,790 77
Lamoine Beach Water Company	2,000 00	503 62				2,496 38	5,000 00
Landers, J. J.	7,000 00						7,000 00
Lewiston Water Commrs., City of	998,237 57	41,529 50		3,452 62			1,043,219 69
Limestone Water & Sewer Company	46,287 86	1,237 94			2,018 10	1,163 12	50,707 02
Lincoln County Power Company	526,774 52	20,286 28	2,264 66		50,560 98		599,886 44
Lincoln Water Company	126,238 25	6 49		18,000 00		14,767 26	159,012 00
Lisbon Water Works	94,251 64	4,714 46	7 34	18,517 46			117,490 90
Livermore Falls Water District	165,567 20	3,217 47		6,600 33			175,385 00
Long Pond Water Company	20,365 00	1,008 12					100,000 00
Madachias Water Company	100,000 00	1,829 03				1,321 24	103,150 27
Madison Water District	202,119 94	747 94	31 24		10,000 00		212,899 12
Mars Hill & Blaine Water Company	100,000 00	3,957 00					103,957 00
Mechanic Falls Water Company	79,139 03	1,555 57		13,554 71			94,249 31
Meserve, Jas. Y.	1,000 00	104 02					1,104 02
Mexico Water Company	53,828 79	2,195 60			51,950 00		107,574 39
Milbridge Water Company	13,098 64	1,630 38					14,729 02
Millinocket Water Company	133,398 05	9,274 90					142,672 95
Milo Water Company	152,778 96	974 85				599 32	154,353 13
Monhegan Water Company	2,000 00	982 92					2,982 92
Monson Spring Water Company	6,000 00						6,000 00
Morrill Water Company	2,250 00	253 55					2,503 55
Newport Water Company	112,000 00	1,642 11					113,642 11
No. Berwick Water Company	40,547 74	1,775 13		13,317 90	10,000 00	56,178 00	121,818 77
No. Bridgton Water Company	2,936 04	84 17		20 06			3,227 27
Northeast Harbor Water Company	50,162 10	15,581 56		7,740 33			73,483 99
Northern Water Company	95,326 26	2,854 08				8,227 16	106,407 50
Northport Mountain Spring Company	8,000 00	561 63					8,561 63
North Village Water Company	6,158 72	615 28					6,774 00

COMPARATIVE STATEMENT No. 55.—LIABILITIES—CONTINUED.

NAME OF COMPANY.	Capital stock.	Funded debt.	Current liabilities.	Accrued liabilities.	Reserves.	Surplus.	Total liabilities.
Houlton Water Company.....	50,000 00	139,500 00	1,265 09	1,350 83	9,252 05	25,042 46	226,416 43
Hunt, Mrs. Mabel S.....	*1,000 00						1,000 00
Island Falls Water Company.....	40,000 00	30,000 00	23,790 26	625 00			94,415 26
Jackman Water, Light & Power Co.....	30,000 00				600 00	572 83	31,172 83
Kennebec Water District.....		950,000 00	27,053 40	6,333 67	224,780 30	14,059 05	1,222,226 42
Kezar Falls Water Company.....	25,000 00		1,243 26		8,177 10		34,420 36
Kingfield Water Company.....	46,000 00	14,000 00			10,800 00		70,800 00
Kittery Water District.....		354,030 23		312 50	25,000 00	254,448 04	633,790 77
Lamoine Beach Water Company.....	5,000 00						5,000 00
Landers, J. J.....	*7,000 00						7,000 00
Lewiston Water Comms., City of.....		490,000 00	13,621 51	4,690 00	3,452 62	531,455 56	1,043,219 69
Limestone Water & Sewer Company.....	18,000 00	25,000 00	5,800 00	725 00	1,182 02		50,707 02
Lincoln County Power Company.....	200,000 00	310,000 00	72,397 86	7,246 12		10,242 46	599,886 44
Lincoln Water Company.....	50,000 00	75,000 00	33,387 00	625 00			159,012 00
Lisbon Water Works.....		74,000 00		735 96	36,646 79	6,108 15	117,490 90
Livermore Falls Water District.....		136,500 00				38,885 00	175,385 00
Long Pond Water Company.....	100,000 00						100,000 00
Machias Water Company.....	50,000 00	47,824 65	4,908 95	416 67			103,150 27
Madison Water District.....		200,000 00	1,750 00	2,716 73	200 00	8,232 39	212,899 12
Mars Hill & Blaine Water Company.....	56,000 00	43,000 00		895 84	1,000 00	3,061 16	103,957 00
Mechanic Falls Water Company.....	28,000 00	50,000 00	600 00		12,300 08	3,349 23	94,249 31
Meserve, Jas. Y.....	*699 00				405 02		1,104 02
Mexico Water Company.....	50,000 00	50,000 00		1,145 83	1,857 44	4,071 12	107,974 39
Milbridge Water Company.....	11,500 00		1,429 35		1,598 64	201 03	14,729 02
Millinocket Water Company.....	60,000 00	46,000 00	20,650 00	774 94		15,248 01	142,672 95
Milo Water Company.....	96,800 00	50,000 00	6,511 46	1,041 67			154,353 13
Monhegan Water Company.....	2,610 00				50 00	322 92	2,982 92
Monson Spring Water Company.....	*6,000 00						6,000 00
Morrill Water Company.....	2,250 00					253 55	2,503 55
Newport Water Company.....	20,000 00	65,000 00	1,000 00	833 33		26,808 78	113,642 11
No. Berwick Water Company.....	50,000 00	35,000 00	5,500 00	24,690 00	6,628 77		121,818 77
No. Bridgton Water Company.....	2,700 00			56 19		471 88	3,227 27
Northeast Harbor Water Company.....	23,000 00	18,000 00	952 78	375 00	12,767 95	18,388 26	73,483 99
Northern Water Company.....	45,000 00	30,000 00	31,157 50	250 00			106,407 50
Northport Mountain Spring Company.....	8,000 00					561 63	8,561 63
North Village Water Company.....	3,000 00		450 58		406 46	2,916 96	6,774 00

COMPARATIVE STATEMENT No. 55.—ASSETS—CONTINUED.

NAME OF COMPANY.	Fixed capital.	Current assets.	Prepayments.	Other assets.	Suspense.	Deficit.	Total assets.
Norway Water Company.....	90,447 15	4,323 18					94,770 33
Oakland Water Company.....	150,000 00	1,161 19		2,000 00			153,161 19
Orono Water Company.....	181,414 56	2,930 55		1,350 00			185,695 11
Paris Hill Water Company.....	9,325 00	538 82		1,000 00			10,863 82
Patten Water Company.....	4,200 00	2,716 06		200 00			7,116 06
Peaks Island Corporation, The.....	336,479 72	1,735 68		37,050 00	2,315 88	5,664 92	383,246 20
Peoples Water Company.....	3,200 00	61 38					3,261 38
Phillips Water Company.....	63,032 31	96 17					63,128 48
Pine Tree Aqueduct Company.....	2,214 93	1,371 39		110 75			3,697 07
Pittsfield Water Works.....	89,314 19	4,658 20					93,972 39
Portland Water District.....	5,845,099 45	101,197 93		1,003,271 78			6,949,569 16
Presque Isle Water Company.....	196,364 01	927 75	86 00	2,250 00			199,627 76
Prouts Neck Water Company.....	16,586 59	5,307 46					21,894 05
Quantabcook Water Company.....	18,500 00	1,286 89					19,786 89
Rangeley Water Company.....	73,416 63	1,674 89		550 00			75,641 52
Richmond Water Works.....	43,399 24	8,718 36					52,117 60
Roberge, Joseph.....	8,597 84						8,597 84
Rumford & Mexico Water District.....	366,760 12	4,005 24		21,001 63			391,766 99
Sanford Water Company.....	187,681 90	2,936 30		1,229 44			191,847 64
Sangerville Water Supply Company.....	31,571 62	1,968 12			126 24		33,665 98
Scarboro Water Company.....	5,905 00	1,998 40					7,903 40
Seal Harbor Water Supply Co., The.....	53,036 06	2,132 45		500 00			55,668 51
Searsport Water Company.....	160,616 59	1,969 02		15,000 00		4,908 35	182,493 96
Shaw Ridlon Land Company.....	33,811 44	304 07				5,927 49	40,043 00
Skowhegan Aqueduct Company.....	1,600 00	70 06					1,670 06
Skowhegan Water Company.....	127,471 71	20,191 97				23,741 04	171,404 72
Small Point Water Company.....	5,914 31	192 27				3,606 52	9,713 10
Smith & Green Water Company.....	2,218 17						2,218 17
So. Berwick Water Company.....	50,320 79	6,437 70	50 31				56,808 80
So. Paris Village Corp. Water Works.....	78,737 27	3,294 03					82,031 30
South West Harbor Water Company.....	71,871 49	26 43			5,016 00		76,913 92
Springvale Aqueduct Company.....	84,608 35	3,416 22		1,621 81			89,646 38
Stockton Springs Water Company.....	134,705 36	2,839 64	900 00				138,445 00
Stonington Water Company.....	45,266 97	1,228 60			40,081 13	5,210 21	91,786 91
Strong Water District.....	31,388 69	2,410 63					33,799 32
Sullivan Harbor Water Company.....	9,636 00	976 44					10,612 44

COMPARATIVE STATEMENT NO. 55.—LIABILITIES—CONTINUED.

NAME OF COMPANY.	Capital stock.	Funded debt.	Current liabilities.	Accrued liabilities.	Reserves.	Surplus.	Total liabilities.
Norway Water Company.....	59,900 00	29,000 00			1,250 00	4,620 33	94,770 33
Oakland Water Company.....	50,000 00	40,000 00		800 00	1,000 00	61,361 19	153,161 19
Orono Water Company.....	100,000 00	60,000 00	2,197 98	193 25	5,069 11	18,234 77	185,695 11
Paris Hill Water Company.....	9,325 00					1,538 82	10,863 82
Patten Water Company.....	4,200 00		435 00		200 00	2,281 06	7,116 06
Peaks Island Corporation, The.....	225,000 00	100,000 00	47,496 20	3,750 00	7,000 00		383,246 20
Peoples Water Company.....	3,200 00					61 38	3,261 38
Phillips Water Company.....	30,000 00	30,000 00	90 00	250 00		2,788 48	63,128 48
Pine Tree Aqueduct Company.....	780 00				110 75	2,806 32	3,697 07
Pittsfield Water Works.....		30,000 00	5,500 00	1,749 40	7,256 07	49,466 92	93,972 39
Portland Water District.....		5,425,000 00	180,144 25	46,600 04	1,229,749 25	68,075 62	6,949,569 16
Presque Isle Water Company.....	94,650 00	90,000 00	3,398 73	2,275 50	4,500 00	4,803 53	199,627 76
Prouts Neck Water Company.....	16,000 00		266 25		2,129 36	3,498 44	21,894 05
Quantabacook Water Company.....	11,250 00	7,000 00		104 86	450 00	982 03	19,786 89
Rangleey Water Company.....	38,000 00	35,000 00			550 00	2,091 52	75,641 52
Richmond Water Works.....	42,000 00					10,117 60	52,117 60
Roberge, Joseph.....	*6,637 84					1,960 00	8,597 84
Rumford & Mexico Water District.....		350,000 00	2,000 00	2,351 66	865 04	36,550 29	391,766 99
Sanford Water Company.....	100,000 00		8,000 00	968 51	12,744 35	70,134 78	191,847 64
Sangerville Water Supply Company.....	16,300 00	15,000 00		386 00	755 43	1,224 55	33,665 98
Scarboro Water Company.....	5,000 00				100 00	2,803 40	7,903 40
Seal Harbor Water Supply Co., The.....	40,000 00		991 08		1,800 00	12,877 43	55,668 51
Searsport Water Company.....	100,000 00	75,000 00	6,556 46	937 50			182,493 96
Shaw Ridlon Land Company.....	40,000 00		43 00				40,043 00
Skowhegan Aqueduct Company.....	1,600 00					70 06	1,670 06
Skowhegan Water Company.....	91,200 00	71,000 00	3 70	1,775 00	7,426 02		171,404 72
Small Point Water Company.....	2,000 00		3,420 00		4,293 10		9,713 10
Smith & Green Water Company.....	*2,218 17						2,218 17
So. Berwick Water Company.....	46,000 00		250 76		2,229 61	8,328 43	56,808 80
So. Paris Village Corp. Water Works.....		64,000 00		640 00	2,729 54	14,661 76	82,031 30
South West Harbor Water Company.....	40,000 00	31,000 00	3,950 00			1,963 92	76,913 92
Springvale Aqueduct Company.....	40,000 00	35,000 00	300 00	875 00	1,543 65	11,927 73	89,646 38
Stockton Springs Water Company.....	92,000 00	40,000 00	1,270 15	35 00	1,050 00	4,089 85	138,445 00
Stonington Water Company.....	50,000 00	30,000 00			11,786 91		91,786 91
Strong Water District.....		29,100 00		291 00		4,408 32	33,799 32
Sullivan Harbor Water Company.....	6,100 00	1,800 00			720 00	1,992 44	10,612 44

COMPARATIVE STATEMENT NO. 55.—ASSETS—CONCLUDED.

NAME OF COMPANY.	Fixed capital.	Current assets.	Prepayments.	Other assets.	Suspense.	Deficit.	Total assets.
Summit Spring Water Company.....	6,887 43	16 49					6,903 92
Twin Village Water Company.....	44,590 00	1,864 86			51,410 00		97,864 86
Union Water Company.....	6,906 00	451 71				9,642 29	17,000 00
Van Buren Water District.....	111,188 73	5,428 87		100 00			116,717 60
Vinal Haven Water Company.....	96,310 73	2,326 13	51 33	2,625 00	268 96		101,582 15
Waldoboro Water Company.....	24,360 00	1,949 51		480 00			26,789 51
Warren Water Supply Company.....	20,832 26	2,002 28	90 00				22,924 54
Washburn Water Company.....	60,000 00	141 55				4,006 85	64,148 40
Weeks Mills Water Company.....	2,416 84	13 00					2,429 84
West Falmouth Water Company.....	2,000 00						2,000 00
Western Maine Power Company.....	311,104 21	45,766 06	3,399 38	411,173 88	13,369 02		784,812 55
Westfield Electric Company.....	10,788 40	4,066 45					14,854 85
West Skowhegan Aqueduct Company.....	12,000 00	1,568 16		1,127 19			14,695 35
Wills Water Works, M. W.....	4,499 02	60 55					4,559 57
Wilton Water Company.....	86,948 11	1,439 92	7,337 25				95,725 28
Winterport Water Company.....	48,336 59	1,372 28					49,708 87
Winthrop Water Company.....	8,241 71	995 82					9,237 53
Wiscasset Water Company.....	69,546 54	2,054 56					71,601 10
Woodland Light & Water Company.....	26,396 72						26,396 72
Yarmouth Water Company.....	76,812 13	4,573 71		6,953 40			88,339 24
York County Water Company.....	838,190 62	14,136 96	185 54	523 75	26,333 32	15,206 96	894,577 15
York Shore Water Company.....	254,174 62	7,102 62		32,343 41			293,620 65
Totals.....	\$32,368,402 72	\$1,113,575 50	\$24,319 45	\$5,546,762 09	\$321,353 12	\$386,924 55	\$39,761,337 43

COMPARATIVE STATEMENT NO. 55.—LIABILITIES—CONCLUDED.

NAME OF COMPANY.	Capital stock.	Funded debt.	Current liabilities.	Accrued liabilities.	Reserves.	Surplus.	Total liabilities.
Summit Spring Water Company.....	*6,887 43					16 49	6,903 92
Twin Village Water Company.....	50,000 00	47,000 00		705 00		159 86	97,864 86
Union Water Company.....	10,000 00	7,000 00					17,000 00
Van Buren Water District.....		102,500 00	3,143 19	355 16	3,300 00	7,419 25	116,717 60
Vinal Haven Water Company.....	39,600 00	45,000 00	12,677 46	1,171 00	1,748 65	1,385 04	101,582 15
Waldoboro Water Company.....	24,360 00				480 00	1,949 51	26,789 51
Warren Water Supply Company.....	20,000 00				1,200 00	1,724 54	22,924 54
Washburn Water Company.....	27,200 00	35,000 00	1,948 40				64,148 40
Weeks Mills Water Company.....	*2,216 84					213 00	2,429 84
West Falmouth Water Company.....	*2,000 00						2,000 00
Western Maine Power Company.....	87,700 00	513,000 00	177,003 77	119 70	3,208 99	3,780 09	784,812 55
Westfield Electric Company.....	3,200 00		9,694 06		163 52	1,797 27	14,854 85
West Skowhegan Aqueduct Company.....	12,000 00				1,127 19	1,568 16	14,695 35
Wills Water Works M. W.....	*3,499 02	1,000 00		50 00		10 55	4,559 57
Wilton Water Company.....	40,000 00	30,500 00	227 27	125 00	19,798 81	5,074 20	95,725 28
Winterport Water Company.....	25,000 00	18,500 00	316 67		2,973 36	2,918 84	49,708 87
Winthrop Water Company.....	4,800 00				3,441 71	995 82	9,237 53
Wiscasset Water Company.....	28,925 00	40,000 00		1,000 00		1,676 10	71,601 10
Woodland Light & Water Company.....	5,000 00		20,474 62		922 10		26,396 72
Yarmouth Water Company.....		16,500 00			6,953 40	64,885 84	88,339 24
York County Water Company.....	483,500 00	367,500 00	28,526 22	4,226 95	10,823 98		894,577 15
York Shore Water Company.....	62,400 00	61,000 00	11,000 00	1,060 16	2,825 00	155,335 49	293,620 65
Totals.....	\$10,602,135 04	\$20,420,925 65	\$1,448,023 68	\$205,915 69	\$2,936,399 12	\$4,147,938 25	\$39,761,337 43

PUBLIC UTILITIES COMMISSION REPORT.

COMPARATIVE STATEMENT No. 56.

The following tabulation gives a comparative statement of the Income Account of the Water Utilities for the year ended December 31, 1919.

NAME OF COMPANY.	Water operating revenues.	Water operating expenses.	Net revenues from water operations.	Net revenues from other operations.	Non-operating revenues.	Gross income.	Deductions from gross income.	Net income.
Abbot, E. A. Water Company	\$526 68	\$196 90	\$329 78		\$10 00	\$339 78	\$358 48	*\$18 70
Acadia Aqueduct Company	230 93	38 13	192 80			192 80		192 80
Alfred Water Company	2,993 13	1,826 18	1,166 95		132 63	1,299 58	1,271 25	28 33
Allen, Mrs. M. A.	152 00	26 96	125 04			125 04	23 37	101 67
Andover Water Company	1,699 24	154 67	1,544 57		58 30	1,602 87	750 00	852 87
Anson Water District	6,284 70	1,879 38	4,405 32			4,405 32	4,126 90	278 42
Auburn Water Commrs.	40,683 30	33,712 24	6,971 06		312 44	7,283 50	12,137 60	*4,854 10
Augusta Water District	61,560 67	25,467 25	36,093 42		6,685 63	42,779 05	30,925 55	11,849 50
Bangor, City of, Water Dept.	100,730 18	75,506 42	25,223 76		257 54	25,481 30	20,000 00	5,481 30
Bangor Railway & Elec. Co.	46,034 45	38,266 64	7,767 81	\$260,314 28	65,933 54	334,015 63	174,099 49	159,916 14
Bar Harbor & Union River Power Company	10,811 51	14,204 27	*3,392 76	69,269 94	12,594 88	78,472 06	59,477 36	18,994 70
Bar Harbor Water Company	31,054 68	14,943 08	16,111 60		321 71	16,433 31	6,250 00	10,183 31
Bath Water District	89,852 04	59,175 23	30,676 81		1,043 91	31,720 72	22,273 82	9,446 90
† Belfast Water Company	19,932 60	11,020 84	8,911 76		509 92	9,421 68	4,635 78	4,785 90
† Belfast Water District	6,165 25	2,957 53	3,207 72		462 00	3,669 72	2,135 17	1,534 55
Belgrade Power Company	676 00	166 66	509 34	*1,025 91		*516 57	345 86	*862 43
Berwick Water Company	4,537 37	1,878 34	2,659 03			2,659 03	1,686 00	973 03
Bethel Water Company	5,421 06	2,179 10	3,241 96		33 24	3,275 20	1,575 00	1,700 20
Biddeford & Saco Water Co.	104,050 85	52,622 99	51,427 86		1,967 66	53,395 52	26,240 99	27,154 53
Bingham Water District	4,228 43	1,417 61	2,810 82			2,810 82	2,203 65	607 17
Blanchard, O.	1,132 25	592 93	539 32			539 32		539 32
Blethen House Sp. Wtr. Works	725 50		725 50			725 50		725 50
Boothbay Harbor Water S't'm	13,334 15	14,480 76	*1,146 61		215 30	*931 31	3,272 32	*4,203 63
Bridgton Water & Elec. Co.	5,401 63	4,071 09	1,330 54	5,892 68	83 97	7,307 19	4,997 92	2,309 27
Brownville, Maine Water Co., The	441 43	133 89	307 54			307 54		307 54
Brownville & Williamsburg Water Company	3,855 97	1,075 86	2,780 11		32 52	2,812 63	150 00	2,662 63
Brunswick & Topsham Water District	30,862 67	11,502 35	19,360 32		1,956 78	21,317 10	19,183 10	2,134 00

Buckfield Water Power & Elec. Light Company	2,855 08	751 34	2,103 74	80 44	2,184 18	1,250 00	934 18
Bucksport Water Company	2,706 77	470 40	2,236 37	83 82	2,320 19		2,320 19
Calais Water & Power Co.	38,071 29	32,932 56	5,138 73	833 54	5,972 27	5,479 88	492 39
Camden & Rockland Water Co.	73,725 16	29,511 05	44,214 11	1,388 14	45,602 25	37,569 73	8,032 52
Caribou Water, Lt. & Pow. Co.	15,191 44	16,536 78	*1,345 34	5,120 28	3,004 57	6,779 51	5,000 00
Casine Water Company	5,973 84	3,748 07	2,225 77			2,225 77	2,747 18
Central Aqueduct Company	294 00	60 60	233 40			233 40	233 40
Clement, J. E.	313 72	227 25	86 47			86 47	86 47
Coburn Aqueduct Company	887 97	214 92	673 05	40 56		713 61	713 61
Cold Spring Water Company	111 00	77 72	33 28	18 12		51 40	51 40
Consolidated Water Co., The	750 00	335 08	414 92			414 92	300 00
Cornish Water Company	2,295 58	721 75	1,573 83			1,573 83	908 17
Crystal Fountain Aqueduct As-	30 00	12 00	18 00			18 00	18 00
Dexter Water Works	8,178 85	5,385 03	2,793 82	340 25		3,134 07	1,680 00
Dixfield Light & Water Co.	3,555 50	667 19	2,888 31			2,888 31	2,888 31
Dover & Foxcroft Water Dist.	12,754 82	8,057 84	4,696 98	5,416 60		10,113 58	9,507 98
Eastport Water Company	24,099 21	9,247 63	14,851 58	156 53		15,008 11	10,318 14
East Vassalboro Water System	355 65	87 00	268 65			268 65	268 65
Eustis Water Company	136 00	59 08	76 92			76 92	76 92
Farlington Falls Water Co.	449 07	185 67	263 40	16 12		279 52	52 00
Farlington Village Corp.	14,728 77	1,533 02	13,195 75	110 05		13,305 80	5,176 67
Fort Kent Water Company	5,804 70	3,432 79	2,371 91	175 23		2,547 14	2,563 75
Freeport Water Company	5,738 72	4,466 27	1,272 45	33 22		1,305 67	1,662 26
Frontier Water Company	6,642 14	6,170 85	471 29			471 29	1,500 00
Fryeburg Water Company	3,412 14	1,846 91	1,565 23	299 69		1,864 92	1,864 92
Gardiner Water District	30,505 86	13,244 03	17,261 83	771 52		18,033 35	11,105 22
Goodwin, Burton W.	202 00	31 00	171 00			171 00	90 00
Goodwin Bros. Water Co.	131 00	48 00	83 00			83 00	83 00
Greenville Water Company	5,202 67	5,369 22	*166 55	327 18		160 63	160 63
Grindstone Neck Wat. Co., The	3,981 00	2,577 65	1,403 35	44 20		1,447 55	600 00
Guilford Water Company	5,997 39	2,665 47	3,331 92	98 38		3,430 30	2,517 89
Hallowell Water Works	9,696 45	5,181 69	4,514 76	20 00		4,534 76	2,176 50
Hancock Wat., Lt. & Pow. Co.	765 50	483 71	281 79			281 79	281 79
Hartland Water Company	4,255 03	1,727 47	2,527 56	100 30		2,627 86	2,875 03
Hebron Water Co., The	970 00	96 25	873 75			873 75	520 00
Hills Beach Water Company	192 00	257 50	*65 50			*65 50	
Hillside Water Co. (So. Paris)	134 97	58 14	76 83			76 83	26 75
Hillside Water Co. (Winthrop)	204 50	75 00	129 50			129 50	
Houghton, H. M. & F. G.	74 00	73 80	20 00			20 00	
Houlton Water Company	22,165 05	15,502 27	6,662 78	1,632 91		8,295 69	5,760 00
Hunt Mrs. Mabel S.	60 00	60 00	60 00			60 00	60 00

‡ Operated 9 months.

* Loss.

† Operated 3 months.

COMPARATIVE STATEMENT No. 56.—INCOME ACCOUNT—CONTINUED.

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PUBLIC UTILITIES COMMISSION REPORT.

NAME OF COMPANY.	Water operating revenues.	Water operating expenses.	Net revenues from water operations.	Net revenues from other operations.	Non-operating revenues.	Gross income.	Deductions from gross income.	Net income.
Island Falls Water Company	4,244 30	6,293 39	*2,049 09		68 96	*1,980 13	2,079 63	*4,059 76
Jackman Wat., Lt. & Pow. Co.	3,309 40	3,908 81	*599 41			*599 41		*599 41
Kennebec Water District	84,826 26	38,285 31	46,540 95		246 80	46,787 75	46,997 12	*209 37
Kezar Falls Water Company	2,358 76	2,419 05	*60 29		60 29			
Kingfield Water Company	4,129 13	3,020 01	1,108 22		7 85	1,116 07	840 00	276 07
Kittery Water District	52,174 13	7,100 00	45,074 13			45,074 13	7,650 00	37,424 13
Lamoine Beach Water Co.	417 96	74 72	343 24			343 24		343 24
Landers, J. J.	314 50	385 00	*70 50			*70 50		*70 50
Lewiston Wat. Com., City of	68,033 60	30,277 42	37,756 18		295 53	38,051 71	23,000 00	15,051 71
Limestone Water & Sewer Co.	3,859 01	2,581 56	1,277 45			1,277 45	1,637 35	*359 50
Lincoln County Power Co.	5,567 18	4,572 13	995 05	15,207 49	2,364 79	18,567 33	24,922 97	*6,355 64
Lincoln Water Company	5,553 63	2,324 04	3,229 59		12 05	3,241 64	4,720 06	*1,478 42
Lisbon Water Works	8,244 07	4,561 42	3,682 65		2,854 07	6,536 72	5,695 10	841 62
Livermore Falls Water Dist.	14,061 00	3,921 04	10,139 96		990 41	11,130 37	6,310 00	4,820 37
Long Pond Water Company	1,065 89	1,089 61	*23 72			*23 72		*23 72
Machias Water Company	11,002 06	7,483 22	3,518 84			3,518 84	3,087 70	431 14
Madison Water District	13,618 54	1,801 78	11,816 76	375 00	26 06	12,217 82	8,213 47	4,004 35
Mars Hill & Blaine Water Co.	4,764 07	835 15	3,928 92			3,928 92	2,150 00	1,778 92
Mechanic Falls Water Co.	6,639 15	5,669 89	969 26		505 49	1,474 75	2,510 00	*1,035 25
Meserve, Jas. Y.	95 25		95 25			95 25		95 25
Mexico Water Company	5,511 54	3,136 38	2,375 16	152 47		2,527 63	2,500 00	27 63
Millbridge Water Company	1,671 80	738 57	933 23			933 23	75 00	858 23
Millinocket Water Company	12,419 84	5,365 12	7,054 72		7 98	7,062 70	3,346 95	3,715 75
Milo Water Company	6,554 33	3,908 87	2,645 46	528 86		3,174 32	2,556 25	618 07
Monhegan Water Company	547 75	293 22	254 53			254 53		254 53
Monson Spring Water Co.	522 20	188 80	333 40			333 40		333 40
Morrill Water Company	184 32	33 92	150 40			150 40		150 40
Newport Water Company	6,377 72	1,597 91	4,779 81			4,779 81	2,582 63	2,197 18
No. Berwick Water Company	8,981 56	6,579 34	2,402 22		275 08	2,677 30	2,052 50	624 80
No. Bridgton Water Company	274 84	205 34	69 50		8 20	77 70		77 70
Northeast Harbor Water Co.	8,359 94	4,925 71	3,434 23		663 77	4,098 00	900 00	3,198 00
Northern Water Company	6,588 90	2,937 26	3,651 64		10 52	3,662 16	2,375 00	1,287 16
Northport Mt. Spring Co.	1,351 00	1,033 88	317 12		1 58	318 70	35 00	283 70
North Village Water Co.	545 14	209 86	335 28			335 28	18 00	317 28
Norway Water Company	12,651 49	5,846 89	6,804 50			6,804 50	1,169 90	5,634 60
Oakland Water Company	9,359 97	4,466 91	4,893 06			4,893 06	2,456 53	2,436 53

Orono Water Company.....	12,954 78	7,100 56	5,854 22	52 30	5,906 52	2,700 00	3,206 52
Paris Hill Water Company..	755 51	470 21	285 30	50 47	355 77		355 77
Patten Water Company.....	978 00	1,337 79	*359 79	115 30	*244 49		*244 49
Peaks Island Corp., The....	13,868 47	15,132 30	*1,263 83	585 14	*2,488 35	5,445 79	*7,934 14
Peoples Water Company.....	200 33	185 09	15 24		15 24		15 24
Phillips Water Company.....	3,454 56	625 81	2,828 75		2,828 75	1,500 00	1,328 75
Pine Tree Aqueduct Co.....	405 25	194 34	210 91		32 47		243 38
Pittsfield Water Works.....	8,771 05	6,726 69	2,044 36		189 15	2,233 51	1,749 40
Portland Water District....	439,969 04	156,412 90	283,556 14	6,037 43	289,593 57	276,288 66	13,304 91
Presque Isle Water Company	14,113 56	5,621 66	8,491 90	261 24	8,753 14	5,227 27	3,525 87
Prouts Neck Water Company	4,990 95	3,278 57	1,712 38	57 37	1,769 75		1,769 75
Quantabcook Water Co.....	1,946 34	594 69	1,351 65	9 50	1,361 15	379 52	981 63
Rangeley Water Company....	5,413 41	630 09	4,783 32		4,783 32	2,000 00	2,783 32
Richmond Water Works.....	6,672 30	3,617 43	3,054 87	102 24	3,157 11		3,157 11
Roberge, Joseph.....	1,032 78	1,099 87	*67 09		*67 09		*67 09
Rumford & Mexico Water Dist.	30,013 88	€ 173 23	20,840 65	1,131 60	21,972 25	14,163 39	7,808 86
Sanford Water Company.....	24,219 58	13,806 82	10,412 76	320 82	10,733 58	1,269 01	9,464 57
Sangerville Water Supply Co.	2,795 33	1,127 60	1,667 73	73 74	1,741 47	750 00	991 47
Scarboro Water Company.....	956 50	611 60	344 90	7 89	352 79		352 79
Seal Harbor Water Supply Co.	5,188 63	1,981 58	3,207 05	22 94	3,229 99		3,229 99
Searsport Water Company....	7,307 18	2,401 17	4,906 01	375 00	5,281 01	4,054 37	1,226 64
Shaw Ridlon Land Company	356 00	507 65	*151 65	128 51	*23 14		*23 14
Skowhegan Aqueduct Co....	327 25	105 91	221 34	3 66	225 00		225 00
Skowhegan Water Company..	18,427 86	5,939 70	12,488 16	86 04	12,574 20	4,446 74	8,127 46
Small Point Water Company	1,153 00	983 69	169 31		169 31	203 91	*34 60
Smith & Green Water Co....	312 00	75 26	236 74		236 74		236 74
So. Berwick Water Company	4,415 42	3,162 48	1,252 94		1,252 94	30 55	1,222 39
So. Paris Village Corp. Water Works	6,010 66	2,052 05	3,958 61		3,958 61	2,582 78	1,375 83
South West Harbor Water Co.	3,148 18	1,390 47	1,757 71		1,757 71	1,345 51	412 20
Springvale Aqueduct Company	9,562 38	5,735 08	3,827 30		3,827 30	1,784 50	2,042 80
Stockton Springs Water Co..	4,254 45	790 11	3,464 34		3,464 34	1,800 00	1,664 34
Stonington Water Company..	2,907 92	3,436 64	*528 72		*528 72	1,710 42	*2,239 14
Strong Water District.....	2,553 66	184 17	2,369 49		2,369 49	1,114 00	1,255 49
Sullivan Harbor Water Co..	457 25	314 30	142 95		142 95	108 00	34 95
Summit Spring Water Co....	993 65	616 22	377 43		377 43		377 43

* Loss.

COMPARATIVE STATEMENT No. 56.—INCOME ACCOUNT—CONCLUDED.

NAME OF COMPANY.	Water operating revenues.	Water operating expenses.	Net revenues from water operations.	Net revenues from other operations.	Non-operating revenues.	Gross income.	Deductions from gross income.	Net income.
Twin Village Water Company	1,634 05	769 19	864 86			864 86	705 00	159 86
Union Water Company	692 66	324 90	367 76			367 76	280 00	87 76
Van Buren Water District	9,910 22	4,613 04	5,297 18			5,297 18	4,553 82	743 36
Vinal Haven Water Company	7,227 58	3,120 68	4,106 90		87 73	4,194 63	2,968 83	1,225 80
Waldoboro Water Company	2,002 29	599 43	1,402 86		39 71	1,442 57		1,442 57
Warren Water Supply Co.	2,437 30	1,426 57	1,010 73		41 52	1,052 25		1,052 25
Washburn Water Company	2,512 33	1,329 05	1,183 28			1,183 28	1,500 00	*316 72
Weeks Mills Water Company	316 50	128 75	187 75			187 75		187 75
West Falmouth Water Co.	247 63	383 74	*136 11			*136 11		*136 11
Western Maine Power Co.	857 77	154 07	733 70	13,435 18	1,317 04	15,485 92	14,728 44	757 48
Westfield Electric Company	551 80		551 80	171 42	*746 56	*93 34	679 19	*702 53
West Skowhegan Aqueduct Co.	1,847 25	391 00	1,456 25		41 22	1,497 47		1,497 47
Wills Water Works, M. W.	547 84	131 08	416 76			416 76	60 00	356 76
Wilton Water Company	6,894 45	2,944 40	3,950 05		301 25	4,251 30	1,220 00	3,031 30
Winterport Water Company	2,926 03	2,038 42	887 61		83 28	970 89	720 00	250 89
Winthrop Water Company	1,352 00	797 66	554 34			554 34		554 34
Wisasset Water Company	4,437 33	1,790 95	2,646 38			2,646 38	2,000 00	646 38
Woodland Light & Water Co.	1,344 86	1,344 86						
Yarmouth Water Company	9,529 44	4,614 14	4,915 30		369 94	5,285 24	3,966 13	1,319 11
York County Water Company	57,671 37	26,420 76	31,250 61		1,135 77	32,386 38	19,101 66	13,284 72
York Shore Water Company	28,014 07	11,956 95	16,057 12		202 78	16,259 90	4,558 77	11,701 13
Totals	\$2,067,029 62	\$1,034,403 20	\$1,032,626 42	\$367,632 03	\$128,519 26	\$1,528,777 71	\$1,057,147 58	\$471,630 13

* Loss.

COMPARATIVE STATEMENT No. 57.

The following tabulation gives a comparative statement of the Corporate Surplus Account of Water Utilities for the year ended December 31, 1919.

PUBLIC UTILITIES COMMISSION REPORT.

NAME OF COMPANY.	Balance at beginning of year.	Net income for year.	Other additions.	Dividends declared.	Other deductions.	Balance at close of year.
Abbot, E. A. Water Company.....	\$17 09	*\$18 70	\$1 61			
Acadia Aqueduct Company.....		192 80		\$192 80		
Alfred Water Company.....	72 76	28 33				\$101 09
Allen, Mrs. M. A.....		101 67		101 67		
Andover Water Company.....	2,237 59	852 57		592 50	\$200 00	2,297 66
Anson Water District.....	*213 48	278 42				64 94
Auburn Water Commissioners.....	260,124 50	*4,854 10	50,000 00			305,270 40
Augusta Water District.....	321,629 69	11,849 50				333,479 19
Bangor, City of, Water Department.....	949,625 04	5,481 30				955,106 34
Bangor Railway & Electric Company.....	56,712 84	159,916 14	1,434 50	104,997 76	31,946 59	81,119 23
Bar Harbor & Union River Power Company.....	42,553 66	18,994 70	4,446 13	9,000 00	20,034 73	36,959 76
Bar Harbor Water Company.....	107,238 01	10,183 31		8,343 00		109,078 32
Bath Water District.....	21,568 20	9,446 90			24,384 84	26,266 06
Belfast Water Company.....	23,760 77	4,785 90	10,454 08	1,000 00		37,425 00
Belfast Water District.....	37,000 00	1,534 55			575 75	38,534 55
Belgrade Power Company.....	7,413 67	*882 43	188 00			8,759 24
Berwick Water Company.....	7,833 40	613 03				8,806 43
Bethel Water Company.....	*11,350 32	1,700 20	1,160 04	1,260 00		*9,750 06
Biddeford & Saco Water Company.....	6,081 27	27,154 53		27,000 00		6,235 80
Bingham Water District.....	1,047 69	607 17	25 21		25 00	1,655 07
Blanchard, O.....		530 32		539 32		
Blathen House Spring Water Works.....		725 50		725 50		
Boothbay Harbor Water System.....	81,810 17	*4,203 63	3,709 03			81,315 57
Bridgton Water & Electric Company.....	18,330 88	2,309 27	82 51			20,722 66
Brownville Maine Water Company, The.....	3,234 46	307 54	6 04	315 00		3,233 04
Brownville & Williamsburg Water Company.....	*2,944 89	2,662 63			4,587 71	*4,869 97
Brunswick & Topsham Water District.....	42,821 99	2,134 00	24 99		1,476 52	43,504 46

COMPARATIVE STATEMENT NO. 57.—CORPORATE SURPLUS—CONTINUED.

NAME OF COMPANY.	Balance at beginning of year.	Net income for year.	Other additions.	Dividends declared.	Other deductions.	Balance at close of year.
Bucfield Water Power & Electric Light Company...	*372 16	934 18		500 00		62 02
Bucksport Water Company.....	2,219 45	2,320 19		1,200 00		3,339 64
Calais Water & Power Company.....	40 10	492 39				532 49
Camden & Rockland Water Company.....	51,787 84	8,032 52		5,968 00		49,852 36
Caribou Water, Light & Power Company.....	36,776 07	1,779 51				38,555 58
Castine Water Company.....	*7,199 23	*521 41				*7,720 64
Central Aqueduct Company.....	925 84	233 40				1,159 24
Clement, J. E.....	30 25	86 47		63 62		53 10
Coburn Aqueduct Company.....	1,128 77	713 61		600 00		1,242 38
Cold Spring Water Company.....	211 08	51 40		40 00		222 48
Consolidated Water Company, The.....		114 92		114 92		
Cornish Water Company.....	126 26	665 66		539 00		252 92
Crystal Fountain Aqueduct Association.....		18 00		18 00		
Dexter Water Works.....	32,341 01	1,454 07	1,286 30		405 55	34,675 83
Dixfield Light & Water Company.....	4,974 11	2,888 31		2,760 00		5,102 42
Dover & Foxcroft Water District.....	46,235 21	605 60	12,466 33			59,307 14
Eastport Water Company.....	*99,963 68	4,689 97				*95,273 .1
East Vassalboro Water System.....	.46 75	268 65		252 65		762 75
Eustis Water Company.....	88 60	76 92		165 52		
Farmington Falls Water Company.....	133 39	227 52		243 00	16 12	101 79
Farmington Village Corporation.....	51,059 05	8,129 13	33			67,188 51
Fort Kent Water Company.....	5,415 88	*16 61				*5,432 49
Freeport Water Company.....	6,255 05	*356 59				5,898 46
Frontier Water Company.....	22,298 66	*1,028 71				21,269 55
Fryeburg Water Company.....	16,082 91	1,864 92		1,440 00	446 23	16,061 60
Gardiner Water District.....	64,361 93	6,928 13			10 00	71,280 06
Goodwin, Burton W.....		81 00		81 00		
Goodwin Bros. Water Company.....		83 00				
Greenville Water Company.....	5,631 36	160 63		5,125 00	3 00	663 99
Grindstone Neck Water Company, The.....	6,691 06	847 55		1,000 00		6,538 61
Gullford Water Company.....	643 92	912 41				1,561 33
Hallowell Water Works.....	58,221 72	2,358 26				60,579 98
Hancock Water, Light & Power Company.....	*2,575 00	281 79	182 00	281 79		*2,393 00
Hartland Water Company.....	601 94	*247 17				354 77
Hebron Water Company, The.....	1,822 03	353 75			623 87	17,551 91

Hills Beach Water Company		*65 50	65 50		
Hillside Water Company (So. Paris)	571 36	50 08			621 44
Hillside Water Company (Winthrop)		129 50		129 50	
Houghton, H. M. & F. G.		20		20	
Houlton Water Company	24,631 77	2,535 69		2,125 00	25,042 46
Hunt, Mrs. Mabel S.					
Island Falls Water Company	*5,536 71	*4,059 76		200 00	*9,796 47
Jackman Water, Light & Power Company	1,172 24	*599 41			572 83
Kennebec Water District	15,251 42	*209 37	94 58		14,056 05
Kezar Falls Water Company				1,077 58	
Kingfield Water Company	*8,090 27	276 01		2,580 00	*10,394 20
Kittery Water District	217,023 91	37,424 13			254,448 04
Lamoine Beach Water Company	*2,439 62	343 24		400 00	-2,486 38
Landers, J. J.	15 00	*70 50			*55 50
Lewiston Water Commissioners, City of	516,403 85	15,051 71			531,455 56
Limestone Water & Sewer Company	*503 22	*359 00		300 00	*1,163 12
Lincoln County Power Company	19,955 86	*6,355 64	1,628 35	4,984 71	10,242 46
Lincoln Water Company	*13,288 84	*1,478 42		1 40	*14,767 26
Lisbon Water Works	5,266 53	841 62			6,108 15
Livermore Falls Water District	34,064 63	4,820 37			38,885 00
Long Pond Water Company	*78,603 16	*23 72			*78,626 88
Machias Water Company	*1,752 38	431 14			*1,321 24
Madison Water District	4,228 04	4,004 35			8,232 39
Mars Hill & Blaine Water Company	2,542 24	1,778 92		1,260 00	3,061 16
Mechanic Falls Water Company	4,384 48	*1,035 25			3,349 23
Meserve, Jas. Y.		95 25		95 25	
Mexico Water Company	6,443 49	27 63		1,500 00	4,971 12
Milbridge Water Company	*204 20	858 23	237 00	690 00	4,201 03
Millinocket Water Company	13,357 26	3,115 75		1,800 00	15,248 01
Milo Water Company	90 01	618 07		1,308 00	539 32
Monhegan Water Company	459 89	254 53		391 50	322 92
Monson Spring Water Company		333 40		333 40	
Morrill Water Company	238 15	150 40		135 00	253 55
Newport Water Company	25,211 00	2,191 18		600 00	26,808 78
No. Berwick Water Company	*56,002 80	624 80			56,118 00
No. Bridgton Water Company	501 38	77 70		108 00	471 08
Northeast Harbor Water Company	17,030 26	3,198 00		1,840 00	18,388 26
Northern Water Company	*9,514 32	1,287 16			*8,227 16
Northport Mountain Spring Company	637 93	283 70		360 00	561 63
North Village Water Company	2,779 68	317 28		180 00	2,916 96
Norway Water Company	*1,020 89	5,634 60	6 62		4,620 33
Oakland Water Company	61,924 66	2,436 53		3,000 00	61,361 19
Orono Water Company	19,828 25	3,206 52		4,800 00	18,234 77
Paris Hill Water Company	1,203 05	335 77			1,538 82

* Debit balance.

COMPARATIVE STATEMENT NO. 57.—CORPORATE SURPLUS—CONCLUDED.

NAME OF COMPANY.	Balance at beginning of year.	Net income for year.	Other additions.	Dividends declared.	Other deductions.	Balance at close of year.
Patten Water Company	2,525 55	*244 49				2,281 06
Peaks Island Corporation, The	4,295 05	*7,934 14	2,978 36		5,004 19	*5,664 92
Peoples Water Company	46 14	15 24				61 38
Phillips Water Company	2,959 73	1,328 75		1,500 00		2,758 48
Pine Tree Aqueduct Company	2,770 94	243 38		208 00		2,806 32
Pittsfield Water Works	48,982 81	484 11				49,466 92
Portland Water District	57,733 18	13,304 91	1 00		2,963 47	68,075 62
Presque Isle Water Company	6,889 76	3,525 87		2,836 50	2,775 60	4,803 53
Prouts Neck Water Company	2,368 69	1,769 75		640 00		3,498 44
Quantabacook Water Company		981 63				982 03
Rangeley Water Company	1,588 20	2,783 32		2,280 00		2,091 52
Richmond Water Works	9,060 49	3,157 11		2,100 00		10,117 60
Roberge, Joseph	1,960 00	*67 09	67 09			1,960 00
Rumford & Mexico Water District	28,741 43	7,808 86				36,550 29
Sanford Water Company	67,541 46	9,464 57	128 75	7,000 00		70,134 78
Saugerville Water Supply Company	966 58	991 47		733 50		1,224 55
Scarboro Water Company	2,450 61	352 79				2,803 40
Seal Harbor Water Supply Company, The	11,247 44	3,229 99		1,600 00		12,877 43
Searsport Water Company	*6,134 99	1,226 64				*4,908 35
Shaw Ridlon Land Company	*5,904 35	*93 14				*5,927 49
Skowhegan Aqueduct Company	85 06	225 00		240 00		70 06
Skowhegan Water Company	*30,588 72	8,127 46			1,279 78	*23,741 04
Small Point Water Company	*3,571 92	*34 60				*3,606 52
Smith & Green Water Company		236 74		236 74		
So. Berwick Water Company	8,386 04	1,222 39		1,280 00		8,328 43
So. Paris Village Corporation Water Works	13,285 93	1,375 83				14,661 76
South West Harbor Water Company	1,551 72	412 20				1,963 92
Springvale Aqueduct Company	12,284 93	2,042 80		2,400 00		11,927 73
Stockton Springs Water Company	3,625 51	1,664 34		1,500 00		4,089 85
Stonington Water Company	*6,471 07	*2,239 14	3,500 00			*5,210 21
Strong Water District	3,152 83	1,255 49				4,408 32
Sullivan Harbor Water Company	1,957 49	34 95				1,992 44
Summit Spring Water Company	39 06	377 43		400 00		16 49
Twin Village Water Company		159 86				159 86

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Union Water Company.....	*9,730 05	87 76				*9,642 29
Van Buren Water District.....	6,675 89	743 36				7,419 25
Vinal Haven Water Company.....	159 24	1,225 80				1,385 04
Waldoboro Water Company.....	1,785 84	1,442 57		1,278 90		1,949 51
Warren Water Supply Company.....	1,172 29	1,052 25		500 00		1,724 54
Washburn Water Company.....	*3,690 13	*316 72				*4,006 85
Weeks Mills Water Company.....	202 75	187 75		177 50		213 00
West Falmouth Water Company.....		*136 11	136 11			
Western Maine Power Company.....	10,459 40	757 48	121 43	3,150 00	4,408 22	3,780 09
Westfield Electric Company.....	2,499 80	*702 53				1,797 27
West Skowhegan Aqueduct Company.....	1,630 69	1,497 47		1,560 00		1,568 16
Wills Water Works, M. W.....	10 55	356 76		356 76		10 55
Wilton Water Company.....	4,562 90	3,031 30		2,520 00		5,074 20
Winterport Water Company.....	2,667 95	250 89				2,918 84
Winthrop Water Company.....	441 48	554 34				995 82
Wiscasset Water Company.....	1,029 72	646 38				1,676 10
Woodland Light & Water Company.....						
Yarmouth Water Company.....	48,770 47	1,319 11	14,796 26			64,885 84
York County Water Company.....	*15,481 68	13,284 72		13,010 00		*15,206 96
York Shore Water Company.....	142,713 36	11,701 13	5,500 00	3,744 00	835 00	155,335 49
Totals.....	\$3,553,986 08	\$471,629 83	\$134,363 95	\$258,415 51	\$103,606 15	\$3,797,958 20

* Debit balance.

COMPARATIVE STATEMENT No. 58.

The following gives a comparative statement of the operating revenues of water utilities reporting to the Commission for the year ended December 31, 1919.

NAME OF COMPANY.	Commercial sales.	Industrial sales.	Street sprinkling sales.	Earnings from hydrant rentals.	Miscellaneous revenues.	Total operating revenues.
Abbot, E. A. Water Company.....	\$526 68					\$526 68
Acadia Aqueduct Company.....	230 93					230 93
Alfred Water Company.....	1,993 13			\$1,000 00		2,993 13
Allen, Mrs. M. A.....	152 00					152 00
Andover Water Company.....	1,099 24			600 00		1,699 24
Anson Water District.....	3,923 07			2,350 00	\$11 63	6,284 70
Auburn Water Commissioners.....	36,592 94	\$4,090 36				40,683 30
Augusta Water District.....	61,560 67					61,560 67
Bangor, City of, Water Department.....	90,330 37	10,399 81				100,730 18
Bangor Railway & Electric Company.....	35,047 13	3,267 89	\$506 09	7,213 34		46,034 45
Bar Harbor & Union River Power Company.....	8,679 65	101 86		2,030 00		10,811 51
Bar Harbor Water Company.....	27,110 29	369 39	875 00	2,700 00		31,054 68
Bath Water District.....	61,247 51	19,757 24		8,535 22	312 07	89,852 04
*Belfast Water Company.....	17,941 28	781 04	316 20	422 80	471 18	19,832 60
†Belfast Water District.....	5,217 21	758 04		130 00		6,165 25
Belgrade Power Company.....	3,537 37			1,000 00		4,537 37
Berwick Water Company.....	3,494 53	957 23		930 00	39 30	5,421 06
Bethel Water Company.....	85,110 36	11,547 78	125 00	7,222 50	45 21	104,050 85
Biddeford & Saco Water Company.....	2,974 74			1,200 00	53 69	4,228 43
Bingham Water District.....	1,132 25					1,132 25
Blanchard, O.....	1,255 50					1,255 50
Blethen House Springs Water Works.....	12,776 32	557 83				13,334 15
Boothbay Harbor Water System.....	3,767 91	283 72		1,350 00		5,401 63
Bridgton Water & Electric Company.....	3,441 43					3,441 43
Brownville Maine Water Company, The.....	3,855 97					3,855 97
Brownville & Williamsburg Water Company.....	26,631 42		300 00	3,906 25	25 00	30,862 67
Brunswick & Topsham Water District.....	1,289 58	795 50		770 00		2,855 08
Buckfield Water Power & Electric Light Company.....	2,142 61	489 16	75 00			2,706 77
Bucksport Water Company.....	27,352 9			10,718 32		38,071 29
Calais Water & Power Company.....	55,506 63	10,853 53	790 00	6,575 00		73,725 16
Camden & Rockland Water Company.....	12,510 69	224 40		1,650 00	806 35	15,191 44
Caribou Water, Light & Power Company.....						

Castine Water Company.....	4,973 84			900 00	100 00	5,973 84
Central Aqueduct Company.....	294 00					294 00
Clement, J. E.....	313 72					313 72
Coburn Aqueduct Company.....	887 97					887 97
Cold Spring Water Company.....	111 00					111 00
Consolidated Water Company, The.....	750 00					750 00
Cornish Water Company.....	1,595 58			700 00		2,295 58
Crystal Fountain Aqueduct Association.....	30 00					30 00
Dexter Water Works.....	8,178 85					8,178 85
Dixfield Light & Water Company.....	2,480 50	\$475 00		600 00		3,555 50
Dover & Foxcroft Water District.....	10,838 45	1,363 88		520 00	32 49	12,754 82
Eastport Water Company.....	14,730 31	5,102 24		4,266 66		24,099 21
East Vassalboro Water System.....	230 65			125 00		355 65
Eustis Water Company.....	136 00					136 00
Farmington Falls Water Company.....	449 07					449 07
Farmington Village Corporation.....	10,658 46	1,510 31		2,560 00		14,728 77
Fort Kent Water Company.....	2,483 41	145 81	75 48	3,100 00		5,804 70
Freeport Water Company.....	3,705 96	832 76		1,200 00		5,738 72
Frontier Water Company.....	5,492 14			1,150 00		6,642 14
Fryeburg Water Company.....	2,839 39	447 75		125 00		3,412 14
Gardiner Water District.....	23,618 03	2,662 83	125 00	4,100 00		30,505 86
Goodwin, Burton W.....	202 00					202 00
Goodwin Brothers Water Company.....	131 00					131 00
Greenville Water Company.....	3,630 06	54 96		1,515 65	2 00	5,202 67
Grindstone Neck Water Company, The.....	3,231 00		150 00	600 00		3,581 00
Guilford Water Company.....	4,326 04	351 75		1,000 00	319 60	5,997 39
Hallowell Water Works.....	9,196 45			500 00		9,696 45
Hancock Water, Light & Power Company.....	765 50					765 50
Hartland Water Company.....	2,837 03	418 00		1,000 00		4,255 03
Hebron Water Company, The.....	970 00					970 00
Hills Beach Water Company.....	192 00					192 00
Hillside Water Company (So. Paris).....	134 97					134 97
Hillside Water Company (Winthrop).....	204 50					204 50
Houghton, H. M. & F. G.....	74 00					74 00
Houlton Water Company.....	18,215 05			3,950 00		22,165 05
Hunt, Mrs. Mabel S.....	60 00					60 00
Island Falls Water Company.....	2,469 30			1,775 00		4,244 30
Jackman Water, Light & Power Company.....	2,909 40			400 00		3,309 40
Kennebec Water District.....	67,074 50	9,005 76	216 00	8,530 00		84,826 26
Kezar Falls Water Company.....	1,446 26			912 50		2,358 76
Kingfield Water Company.....	2,544 43	784 70		800 00		4,129 13
Kittery Water District.....	8,030 41	42,103 72		1,600 00	440 00	52,174 13
Lamoine Beach Water Company.....	417 96					417 96
Landers, J. J.....	314 50					314 50
Lewiston, Water Commissioners, City of.....	58,393 60	9,640 00				68,033 60

* Operated 9 months.

† Operated 3 months.

COMPARATIVE STATEMENT No. 58—Concluded.

NAME OF COMPANY.	Commercial sales.	Industrial sales.	Street sprinkling sales.	Earnings from hydrant rentals.	Miscellaneous revenues.	Total operating revenues.
Limestone Water & Sewer Company.....	2,141 40			1,200 00	517 61	3,859 01
Lincoln County Power Company.....	3,840 07	836 50		890 61		5,567 18
Lincoln Water Company.....	3,933 37	120 26		1,500 00		5,553 63
Lisbon Water Works.....	4,987 26	296 81		2,960 00		8,244 07
Livermore Falls Water District.....	12,781 00			1,280 00		14,061 00
Long Pond Water Company.....	1,065 89					1,065 89
Machias Water Company.....	6,350 50	749 54		1,635 00	2,267 02	11,002 06
Madison Water District.....	9,443 80	534 74		3,640 00		13,618 54
Mars Hill & Blaine Water Company.....	3,764 07			1,000 00		4,764 07
Mechanic Falls Water Company.....	3,408 59	1,484 56	26 00	1,720 00		6,639 15
Meserve, Jas. Y.....	55 25					95 25
Mexico Water Company.....	4,311 54			1,200 00		5,511 54
Milbridge Water Company.....	1,671 80					1,671 80
Millinocket Water Company.....	9,964 46	655 46		1,799 92		12,419 84
Milo Water Company.....	4,979 33			1,575 00		6,554 33
Monhegan Water Company.....	546 00				1 75	547 75
Monson Spring Water Company.....	522 20					522 20
Morrill Water Company.....	184 32					184 32
Newport Water Company.....	4,210 20	1,357 52		810 00		6,377 72
No. Berwick Water Company.....	5,901 59	1,849 97		1,230 00		8,981 56
No. Bridgton Water Company.....	274 84					274 84
Northeast Harbor Water Company.....	8,359 94					8,359 94
Northern Water Company.....	3,300 82	121 42		3,166 66		6,588 90
Northport Mountain Spring Company.....	1,341 00				10 00	1,351 00
North Village Water Company.....	545 14					545 14
Norway Water Company.....	10,681 99	32 00		1,937 50		12,651 49
Oakland Water Company.....	6,705 97	945 92		1,665 00	43 08	9,359 97
Orono Water Company.....	8,972 98	236 80		3,745 00		12,954 78
Paris Hill Water Company.....	755 51					755 51
Patten Water Company.....	978 00					978 00
Peaks Island Corporation, The.....	11,094 33			2,774 14		13,868 47
Peoples Water Company.....	200 33					200 33
Phillips Water Company.....	2,204 56	350 00		900 00		3,454 56
Pine Tree Aqueduct Company.....	405 25					405 25
Pittsfield Water Works.....	7,080 05	191 00		1,500 00		8,771 05
Portland Water District.....	341,642 74	75,974 45	2,200 20	19,851 65		439,969 04
Presque Isle Water Company.....	10,398 36	616 88		3,098 32		14,113 56
Prouts Neck Water Company.....	4,990 95					4,990 95

Quantabacook Water Company.....	1,946 34					1,946 34
Rangleey Water Company.....	4,188 41				1,225 00	5,413 41
Richmond Water Works.....	4,622 30				2,050 00	6,672 30
Roberge, Joseph.....	1,032 78					1,032 78
Rumford & Mexico Water District.....	26,227 74				3,540 00	246 14
Sanford Water Company.....	21,852 92				2,366 66	30,013 88
Sangerville Water Supply Company.....	1,795 33	300 00			700 00	24,219 58
Scarboro Water Company.....	956 50					2,765 33
Seal Harbor Water Supply Company, The.....	4,872 43					956 50
Searsport Water Company.....	4,934 89	379 74			1,992 55	316 20
Shaw Ridlon Land Company.....	356 00					5,188 63
Skowhegan Aqueduct Company.....	327 25					7,307 18
Skowhegan Water Company.....	14,673 01	508 99	350 00		2,895 86	356 00
Small Point Water Company.....	1,153 00					327 25
Smith & Green Water Company.....	312 00					18,427 86
So. Berwick Water Company.....	3,135 42				1,280 00	1,153 00
So. Paris Village Corporation Water Works.....	3,092 13	1,618 53			1,300 00	312 00
South West Harbor Water Company.....	3,048 18				100 00	4,415 42
Springvale Aqueduct Company.....	6,943 15	1,185 93			1,433 30	6,010 66
Stockton Springs Water Company.....	2,442 97	648 98			1,162 50	3,148 18
Stonington Water Company.....	1,140 79	267 13			1,500 00	9,562 38
Strong Water District.....	1,326 66	597 00			630 00	4,254 45
Sullivan Harbor Water Company.....	457 25					2,907 92
Summit Spring Water Company.....	993 65					2,553 66
Twin Village Water Company.....	1,634 05					457 25
Union Water Company.....	692 66					993 65
Van Buren Water District.....	8,183 56				1,726 66	1,634 05
Vinal Haven Water Company.....	4,262 56	1,765 02			1,200 00	692 66
Waldoboro Water Company.....	1,374 79				500 00	9,910 22
Warren Water Supply Company.....	1,887 30				550 00	7,227 58
Washburn Water Company.....	1,012 33				1,560 00	2,002 29
Weeks Mills Water Company.....	316 50					2,437 30
West Falmouth Water Company.....	247 63					2,512 33
Western Maine Power Company.....	687 77	200 00				316 50
Westfield Electric Company.....	386 80				165 00	247 63
West Skowhegan Aqueduct Company.....	1,847 25					887 77
Wills Water Works, M. W.....	547 84					551 80
Wilton Water Company.....	5,336 50	537 95			1,020 00	1,847 25
Winterport Water Company.....	1,850 93				1,075 10	547 84
Winthrop Water Company.....	1,352 00					6,894 45
Wiscasset Water Company.....	1,822 98	885 14			1,640 00	2,926 03
Woodland Light & Water Company.....	1,344 86					1,252 00
Yarmouth Water Company.....	7,023 90	145 54				4,437 33
York County Water Company.....	45,780 42	4,655 14			2,360 00	1,344 86
York Shore Water Company.....	26,092 07				7,235 81	9,529 44
					1,922 00	57,613 31
Totals.....	\$1,608,056 87	\$240,183 17	\$6,129 97	\$206,382 58	\$6,277 03	\$2,067,029 62

COMPARATIVE STATEMENT No. 59.

The following tabulation gives a comparative statement of the operating expenses of water utilities reporting to the Commission for the year ended December 31, 1919. See following page for balance of operating accounts.

Line No.	NAME OF COMPANY.	Pumping expense operation.	Water purchased.	Pumping expense maintenance.
1	Abbot, E. A. Water Company	\$68 34		
2	Acadia Aqueduct Company			
3	Alfred Water Company	962 91		\$175 96
4	Allen, Mrs. M. A.			
5	Andover Water Company			
6	Anson Water District			
7	Auburn Water Commissioners	6,286 90		822 81
8	Augusta Water District	1,384 97		
9	Bangor, City of, Water Department	11,120 73		6,088 42
10	Bangor Railway & Electric Company	11,139 57		445 43
11	Bar Harbor & Union River Power Co.	1,903 16		1,233 35
12	Bar Harbor Water Company			
13	Bath Water District	15,887 95		963 15
14	Belfast Water Company	2,618 15		446 91
15	Belfast Water District	968 40		127 60
16	Belgrade Power Company	166 66		
17	Berwick Water Company	1,192 72		
18	Bethel Water Company			
19	Biddeford & Saco Water Company	17,525 91	\$225 00	1,737 81
20	Bingham Water District			
21	Blanchard, O.	36 30	20 00	
22	Blethen House Spring Water Works			
23	Boothbay Harbor Water System	7,208 88		341 78
24	Bridgton Water & Electric Company	1,700 19		78 56
25	Brownville Maine Water Company, The			
26	Brownville & Williamsburg Water Co.	17 66		
27	Brunswick & Topsham Water District	4,593 42		287 20
28	Buckfield Water Power & Elec. Light Co.			1 45
29	Bucksport Water Company			
30	Calais Water & Power Company	358 55	11,259 88	371 68
31	Camden & Rockland Water Company	256 66		779 72
32	Caribou Water, Light & Power Company	2,845 76		4,559 30
33	Castine Water Company	207 28		90 53
34	Central Aqueduct Company			
35	Clement, J. E.	227 25		
36	Coburn Aqueduct Company			
37	Cold Spring Water Company	77 72		
38	Consolidated Water Company, The			
39	Cornish Water Company	489 09		91 94
40	Crystal Fountain Aqueduct Association			
41	Dexter Water Works	2,601 72		53 30
42	Dixfield Light & Water Company			
43	Dover & Foxcroft Water District	1,095 53		212 70
44	Eastport Water Company	4,214 43		438 25
45	East Vassalboro Water System	72 00		4 00
46	Eustis Water Company			
47	Farmington Falls Water Company			
48	Farmington Village Corporation			
49	Fort Kent Water Company			
50	Freeport Water Company	2,472 43		159 22
51	Frontier Water Company	329 39		
52	Fryeburg Water Company			
53	Gardiner Water District	1,644 20		1,549 66
54	Goodwin, Burton W.			
55	Goodwin Bros., Water Company			
56	Greenville Water Company			
57	Grindstone Neck Water Company, The	1,461 92		215 96
58	Guilford Water Company			35 56
59	Hallowell Water Works		2,200 62	479 18
60	Hancock Water, Light & Power Company	295 93		27 29

COMPARATIVE STATEMENT No. 59.

(Balance of Operating Accounts)

Line No.	Purification expense operation.	Purification expense maintenance.	Distribution operation.	Distribution maintenance.	Commercial expense.	General and miscellaneous expense.	Total operating expenses.
1				\$14 00		\$84 56	\$196 90
2				26 13		12 00	38 13
3			\$100 00	63 23	\$253 30	270 78	1,826 18
4						26 96	26 96
5				73 59		81 08	154 67
6				10 58		1,868 80	1,879 38
7				5,213 82	2,054 33	19,334 38	33,712 24
8			1,803 31	8,184 59	1,456 38	12,638 00	25,467 25
9	\$16,698 10	\$3,779 64	6,082 02	8,041 99	5,059 70	18,635 82	75,506 42
10	2,940 00	1,277 75	1,314 40	3,232 88	3,443 89	14,472 72	38,266 64
11	64 02		580 08	1,280 84	119 24	9,023 58	14,204 27
12	3 20			2,897 96	2,812 83	9,229 09	14,943 08
13			112 12	12,362 35	4,772 90	25,076 76	59,175 23
14	1,230 03	77 91	231 35	879 14	799 41	4,737 94	11,020 84
15	559 71	47 28	157 83	223 48	527 33	345 90	2,957 53
16							166 66
17				607 31		78 31	1,878 34
18			4 76	178 46		1,995 88	2,179 10
19	5,394 26	224 36	2,493 72	3,681 58	6,417 98	14,922 37	52,622 99
20				81 76		1,335 85	1,417 61
21				5 00		531 63	562 93
22							
23				2,463 53	184 05	4,282 52	14,480 76
24			18 19	80 54	27 08	2,166 53	4,071 09
25				8 50		125 39	133 89
26	72 22	97	35 88	50 84	270 24	628 05	1,075 86
27			709 60	1,463 48	1,164 36	3,284 29	11,502 35
28					210 39	539 50	751 34
29				256 40		214 00	470 40
30			1,119 84	1,001 21	3,305 46	15,515 94	32,932 56
31			570 93	11,319 14	2,141 42	14,443 18	29,511 05
32	325 81		382 75	615 82	561 49	7,245 85	16,536 78
33	2 26		9 00	267 88		3,171 12	3,748 07
34				28 20		32 40	60 60
35							227 25
36				35 42		179 50	214 92
37							77 72
38					125 00	210 08	335 08
39			28 89	23 58		88 25	721 75
40						12 00	12 00
41	3 59		41 71	1,002 87	1,674 68	7 16	5,385 03
42				129 33		537 86	667 19
43	121 68	7 73	681 37	2,200 28	1,568 87	2,169 68	8,057 84
44			10 18	315 72	509 31	3,759 74	9,247 63
45	1 00					10 00	87 00
46				42 21		16 87	59 08
47	3 59					182 08	185 67
48				803 87	479 15	250 00	1,533 02
49				342 97	1,008 06	2,081 76	3,432 79
50	6 07	185 52		345 14	28 28	1,269 61	4,466 27
51				202 10	1,996 62	3,642 74	6,170 85
52				193 72		1,653 19	1,846 91
53	1,319 48	129 98	768 75	1,261 73		6,570 23	13,244 03
54				15 00		16 00	31 00
55				32 00		16 00	48 00
56			1,411 51	1,633 82	7 32	2,316 57	5,369 22
57				75 49		824 28	2,577 65
58			4 00	457 25	468 18	1,700 48	2,665 47
59				1,381 27		1,120 62	5,181 69
60						160 49	483 71

COMPARATIVE STATEMENT No. 59.—CONTINUED.

Line No.	NAME OF COMPANY.	Pumping expense operation.	Water purchased.	Pumping expense maintenance.
61	Hartland Water Company			7 00
62	Hebron Water Company, The			
63	Hills Beach Water Company	237 00		20 50
64	Hillside Water Company (So. Paris)		7 00	
65	Hillside Water Company (Winthrop)			
66	Houghton, H. M. & F. G.			
67	Houlton Water Company	6,397 37		285 38
68	Hunt, Mrs. Mabel S.			
69	Island Falls Water Company	4,528 87		
70	Jackman Water, Light & Power Company	2,198 44		104 06
71	Kennebec Water District	9,699 25		647 07
72	Kezar Falls Water Company	350 00		191 84
73	Kingfield Water Company			
74	Kittery Water District			
75	Lamoine Beach Water Company			
76	Landers, J. J.			
77	Lewiston Water Commissioners, City of	6,487 22		2,582 93
78	Limestone Water & Sewer Company	1,169 56		297 84
79	Lincoln County Power Company	2,038 86		133 68
80	Lincoln Water Company	202 87		
81	Lisbon Water Works	1,643 95		58 36
82	Livermore Falls Water District	1,496 36		147 84
83	Long Pond Water Company			
84	Machias Water Company	2,636 43		1,279 82
85	Madison Water District			
86	Mars Hill & Blaine Water Company			
87	Mechanic Falls Water Company	2,607 48		3 50
88	Meserve, Jas. Y.			
89	Mexico Water Company	964 98		
90	Milbridge Water Company	285 91		110 75
91	Millinocket Water Company			
92	Milo Water Company	1,734 70		483 41
93	Monhegan Water Company	232 74		17 48
94	Monson Spring Water Company	122 30		31 50
95	Morrill Water Company	23 02		2 00
96	Newport Water Company	31 05		37 85
97	No. Berwick Water Company	4,602 18		
98	No. Bridgton Water Company		137 42	
99	Northeast Harbor Water Company	466 07		19 38
100	Northern Water Company	659 77		
101	Northport Mountain Spring Company	345 52		226 91
102	North Village Water Company	20 50		4 85
103	Norway Water Company	3,057 43		186 18
104	Oakland Water Company	658 51		236 51
105	Orono Water Company	4,470 16		73 63
106	Paris Hill Water Company			
107	Patten Water Company	651 48		31 00
108	Peaks Island Corporation, The	5,614 60		5,139 78
109	Peoples Water Company	54 39		
110	Phillips Water Company			
111	Pine Tree Aqueduct Company			
112	Pittsfield Water Works	2,613 76		376 59
113	Portland Water District	1,544 16		182 50
114	Presque Isle Water Company	1,298 15		73 17
115	Prouts Neck Water Company	1,287 98		43 44
116	Quantabcock Water Company			
117	Rangeley Water Company			
118	Richmond Water Works	1,284 76		76 24
119	Roberge, Joseph	808 47		148 75
120	Rumford & Mexico Water District			
121	Sanford Water Company	3,776 75		456 14
122	Sangerville Water Supply Company		300 00	
123	Scarboro Water Company		300 00	
124	Seal Harbor Water Supply Company, The			33 25
125	Searsport Water Company		800 00	
126	Shaw Ridlon Land Company			
127	Skowhegan Aqueduct Company			

COMPARATIVE STATEMENT No. 59.—CONCLUDED.

Line No.	Purification expense operation.	Purification expense maintenance.	Distribution operation.	Distribution maintenance.	Commercial expense.	General and miscellaneous expense.	Total operating expenses.
61				\$404 28	\$407 19	\$609 00	\$1,727 47
62						96 25	96 25
63						41 14	257 50
64			\$10 00				58 14
65				75 00			75 00
66				51 10	5 70	17 00	73 80
67	\$124 85		171 59	1,061 02	1,514 40	5,947 62	15,502 27
68							
69				401 37	1,153 85	209 30	6,293 39
70				222 21		1,384 10	3,908 81
71			216 73	3,048 88	96 00	24,577 38	38,285 31
72	1 44			49 71	6 24	1,819 82	2,419 05
73			85 00	4 50		2,931 41	3,020 91
74						7,100 00	7,100 00
75						74 72	74 72
76						385 00	385 00
77			10,099 89	4,480 25	3,438 39	3,188 74	30,277 42
78			146 50	69 88	232 72	665 06	2,581 56
79				545 81	120 22	1,733 56	4,572 13
80				1,174 72	667 75	278 70	2,324 04
81			13 31	22 55	871 92	1,951 33	4,561 42
82			2 65	425 38	495 90	1,352 91	3,921 04
83				571 41		518 20	1,089 61
84	8 38		160 62	478 98	1,514 89	1,404 10	7,483 22
85			34 90	62 64		1,704 24	1,801 78
86				85 11		750 04	835 15
87	115 62		7 26	625 69	11 20	2,299 14	5,669 89
88							
89				842 18		1,329 22	3,136 38
90				84 35	150 00	107 56	738 57
91	345 91			1,635 56	2,439 05	944 60	5,365 12
92			710 95	258 07	668 74	53 00	3,908 87
93						43 00	293 22
94					3 00	32 00	188 80
95					8 00		33 02
96	2 77		53 33	100 94	346 39	1,025 58	1,597 91
97	40 68		4 40	499 73		1,432 35	6,579 34
98				15 25		52 67	205 34
99	29 06			172 62	31 18	4,207 40	4,925 71
100				184 35	2,026 20	66 94	2,937 26
101				35 50		425 95	1,033 88
102				6 50	52 61	122 40	209 86
103	2 46		271 73	279 70		2,049 49	5,846 99
104	1 35			327 31	560 90	2,682 33	4,466 91
105	1 88		73 57	143 11		2,338 31	7,100 56
106				311 60	47 06	111 55	470 21
107	2 86			323 77	231 00	97 68	1,337 79
108	15		198 40	818 46	16 45	3,344 46	15,132 30
109			60 00	7 49	3 75	59 46	185 09
110				20 81	600 00	5 00	625 81
111			101 20			93 14	194 34
112			41 00	800 78		2,894 56	6,726 69
113	6,659 61	\$167 52	7,723 78	37,012 05	23,066 25	80,057 03	156,412 90
114	47 21	62 28	41 98	532 58	953 04	2,613 25	5,621 66
115			100 00	216 67		1,630 48	3,278 57
116				351 89		242 80	594 69
117				49 24		580 85	630 09
118	127 39		251 42	734 05		1,143 57	3,617 43
119			32 00		12 50	98 15	1,099 87
120				3,219 08		5,954 15	9,173 23
121			362 15	760 88	1,531 90	6,919 00	13,806 82
122				138 30	288 30	391 00	1,127 60
123				149 00		162 60	611 60
124				321 62	130 33	1,496 38	1,981 58
125				419 37	840 44	341 36	2,401 17
126				137 32		370 33	507 65
127					4 61	101 30	105 91

COMPARATIVE STATEMENT No. 59.—CONTINUED.

Line No.	NAME OF COMPANY.	Pumping expense operation.	Water purchased.	Pumping expense maintenance.
128	Skowhegan Water Company.....	\$2,481 82		\$455 90
129	Small Point Water Company.....	171 87		463 70
130	Smith & Green Water Company.....			
131	So. Berwick Water Company.....	811 09		228 14
132	So. Paris Village Corporation Water Works.....			
133	Southwest Harbor Water Company.....	956 07		108 46
134	Springvale Aqueduct Company.....	15 50		189 39
135	Stockton Springs Water Company.....			
136	Stonington Water Company.....	1,660 19		155 96
137	Strong Water District.....			
138	Sullivan Harbor Water Company.....			
139	Summit Spring Water Company.....	127 85	10 00	81 55
140	Twin Village Water Company.....	454 99		63 30
141	Union Water Company.....	95 90		5 50
142	Van Buren Water District.....	287 05		
143	Vinal Haven Water Company.....	1,371 79		226 36
144	Waldoboro Water Company.....			101 67
145	Warren Water Supply Company.....	549 20		40 70
146	Washburn Water Company.....	1,009 67		
147	Weeks Mills Water Company.....	41 30	25 00	4 00
148	West Falmouth Water Company.....	372 74	11 00	
149	Western Maine Power Company.....			64 29
150	Westfield Electric Company.....			
151	West Skowhegan Aqueduct Company.....			
152	Wills Water Works, M. W.....	107 08		
153	Wilton Water Company.....			
154	Winterport Water Company.....	725 13		20 63
155	Winthrop Water Company.....	312 40		85 14
156	Wiscasset Water Company.....	1,123 80		92 55
157	Woodland Light & Water Company.....	735 95		
158	Yarmouth Water Company.....	1,550 00		
159	York County Water Company.....	9,101 03		467 27
160	York Shore Water Company.....			
	Totals.....	\$205,829 00	\$15,295 92	\$38,424 36

COMPARATIVE STATEMENT No. 59.—CONCLUDED.

Line No.	Purification expense operation.	Purification expense maintenance.	Distribution operation.	Distribution maintenance.	Commercial expense.	General and miscellaneous expense.	Total operating expenses.
128	\$108 47	\$96 75	\$107 53	\$424 30		\$2,264 93	\$5,939 70
129						348 12	983 69
130						75 26	75 26
131	6 99	1 00	10 79	181 41		1,923 06	3,162 48
132				749 40		1,302 65	2,052 05
133				196 78		129 16	1,390 47
134	38 00	31 20		582 93	\$431 86	4,446 20	5,735 08
135				114 29	90 82	555 00	790 11
136			6 89	362 61	4 52	1,246 47	3,436 64
137				30 70		153 47	184 17
138			58 50			255 80	314 30
139				121 17		275 65	616 22
140				14 45		236 45	769 19
141				98 75		124 75	324 90
142			209 13	240 64		3,876 22	4,613 04
143	8 30			208 19	428 40	877 64	3,120 68
144				25 50	48 16	424 10	599 43
145				30 07	199 75	606 85	1,426 57
146				223 98	43 60	51 80	1,329 05
147	17 00					41 45	128 75
148							383 74
149				89 78			154 07
150				20 00		371 00	391 00
151						24 00	131 08
152				277 54		2,666 86	2,944 40
153				81 99		865 68	2,038 42
154	3 55			10 50	341 14	389 62	797 66
155				123 41		125 45	1,790 95
156				325 74		159 38	1,344 86
157				409 53		1,211 84	4,614 14
158			133 45	1,518 91	199 94	6,808 84	26,420 76
159	1,208 25	140 21	861 00	3,958 81	3,874 35	11,114 71	11,956 95
160		52 99	763 46	25 79			
	\$37,647 24	\$6,283 09	\$41,920 71	\$150,206 38	\$93,667 86	\$445,128 64	\$1,034,403 20

COMPARATIVE STATEMENT No. 60.

The following table shows the Capitalization, Indebtedness, Gross Revenues less Operating Expense, (Gross Income) and Disposition of Gross Income of Water Companies for year ended December 31, 1919.

NAME OF COMPANY.	Capital stock.	Funded debt.	Other interest-bearing debt.	Gross income.	Interest deductions.	Other deductions prior to distribution to stockholders.	Net income.	Dividends declared.
Abbot, E. A. Water Company.....	*\$8,961 97			\$339 78	\$358 48		†\$18 70	
Acadia Aqueduct Company.....	*1,000 00			192 80			192 80	192 80
Alfred Water Company.....	9,200 00	\$25,000 00	\$150 00	1,299 58	1,271 25		28 33	
Allen, Mrs. M. A.....	*1,694 54			125 04		\$23 37	101 67	101 67
Anover Water Company.....	11,850 00	15,000 00		1,602 87	750 00		852 57	592 50
Anson Water District.....		75,000 00	14,000 00	4,405 32	4,175 50	48 00	278 42	
Auburn Water Commissioners.....		142,700 00	15,000 00	7,283 50	6,637 60	5,500 00	†4,854 10	
Augusta Water District.....		700,000 00		42,779 05	30,929 55		11,849 50	
Bangor, City of, Water Department.....		500,000 00		25,481 30	20,000 00		5,481 30	
Bangor Railway & Electric Company.....	3,500,000 00	2,890,041 00	50,000 00	334,015 63	142,462 84	31,636 65	159,916 14	104,997 76
Bar Harbor & Union River Power Co.	1,000,000 00	1,138,000 00		78,472 06	58,198 52	1,278 84	18,994 70	9,000 00
Bar Harbor Water Company.....	139,050 00	125,000 00		16,433 31	6,250 00		10,183 31	8,343 00
Bath Water District.....		560,000 00	11,500 00	31,720 72	22,417 58	†143 76	9,446 90	
Belfast Water Company.....	100,000 00	75,000 00	5,000 00	9,421 68	4,635 78		4,785 90	1,000 00
Belfast Water District.....		165,000 00		3,669 72	839 17	1,296 00	1,534 55	
Belgrade Power Company.....			*7,319 42	†516 57	345 86		862 43	
Berwick Water Company.....	4,350 00	28,000 00	5,100 00	2,659 03	1,686 00		973 03	
Bethel Water Company.....	42,000 00	35,000 00		3,275 20	1,575 00		1,700 20	1,260 00
Biddeford & Saco Water Company.....	450,000 00	600,000 00	26,450 00	53,395 52	26,240 99		27,154 53	27,000 00
Bingham Water District.....		51,000 00	1,000 00	2,810 82	2,101 65	102 00	607 17	
Blanchard, O.....	*2,000 00		1,500 00	539 32			539 32	539 32
Blethen House Spring Water Works.....	*8,000 00			725 50			725 50	725 50
Boothbay Harbor Water System.....		51,460 00	22,500 00	†931 31	3,235 16	37 16	†4,203 63	
Bridgton Water & Electric Company.....	90,000 00	90,000 00	17,700 00	7,307 19	4,902 00	95 92	2,309 27	
Brownville Maine Water Company, The.....	3,150 00			307 54			307 54	315 00
Brownville & Williamsburg Water Co.....	13,650 00		6,000 00	2,812 63	150 00		2,662 63	
Brunswick & Topsham Water District.....		380,000 00	2,000 00	21,317 10	15,211 80	3,971 30	2,134 00	
Buckfield Water Power & Elec. Light Co.....	25,000 00	25,000 00		2,184 18	1,250 00		934 18	500 00
Bucksport Water Company.....	20,000 00			2,320 19			2,320 19	

Calais Water & Power Company	200,000 06	50,000 00		5,972 27	2,948 35	2,531 58	492 39	
Camden & Rockland Water Company	498,400 00	750,000 00	26,000 00	45,602 25	36,000 00	1,569 73	8,032 52	9,968 00
Caribou Water, Light & Power Company	100,000 00	99,000 00		6,779 51	5,000 00		1,779 51	
Castine Water Company	50,000 00	50,000 00	3,500 00	2,225 77	2,747 18		†521 41	
Central Aqueduct Company	1,300 00			233 40			233 40	
Clement, J. E.	*3,165 00			86 47			86 47	63 62
Coburn Aqueduct Company	4,000 00			713 61			713 61	600 00
Cold Spring Water Company	*1,950 00			51 40			51 40	40 00
Consolidated Water Company, The	5,000 00	5,000 00		414 92	300 00		114 92	114 92
Cornish Water Company	13,475 00		16,000 00	1,573 83	908 17		665 66	539 00
Crystal Fountain Aqueduct Association	*400 00			18 00			18 00	18 00
Dexter Water Works		48,000 00		3,134 07	1,680 00		1,454 07	
Dixfield Light & Water Company	46,000 00			2,888 31			2,888 31	2,760 00
Dover & Foxcroft Water District		120,000 00	3,000 00	10,113 53	4,208 93	5,299 05	605 60	
Eastport Water Company	100,000 00	180,000 00		15,008 11	9,800 00	518 14	4,689 97	
East Vassalboro Water System	*2,300 00			268 65			268 65	252 65
Eustis Water Company	*2,000 00			76 92			76 92	165 52
Farmington Falls Water Company	4,050 00			279 52		52 00	227 52	243 00
Farmington Village Corporation		105,000 00		13,305 80	5,176 67		8,129 13	
Fort Kent Water Company	25,000 00	50,600 00		2,547 14	2,563 75		†16 61	
Freeport Water Company	21,800 00	31,000 00	2,451 27	1,305 67	1,662 26		†356 59	
Frontier Water Company	30,000 00	30,000 00	200 00	471 29	1,500 00		†1,028 71	
Fryeburg Water Company	16,000 00			1,864 92			1,864 92	1,440 00
Gardiner Water District		350,000 00		18,033 35	11,105 22		6,928 13	
Goodwin, Burton W.	*1,000 00		1,500 00	171 00	90 00		81 00	81 00
Goodwin Bros. Water Company	*1,500 00			83 00			83 00	83 00
Greenville Water Company	162,500 00			160 63			160 63	5,125 00
Grindstone Neck Water Company, The	25,000 00	12,000 00		1,447 55	600 00		847 55	1,000 00
Guilford Water Company	79,950 00	40,000 00	8,800 00	3,430 30	2,517 89		912 41	
Hallowell Water Works		15,500 00		4,534 76	1,666 25	510 25	2,358 26	
Hancock Water, Light & Power Company	25,000 00		218 00	281 79			281 79	281 79
Hartland Water Company	61,600 00	50,000 00	13,562 92	2,627 86	2,780 47	94 56	†247 17	
Hebron Water Company, The		13,000 00		873 75	520 00		353 75	
Hills Beach Water Company	*2,000 00			†65 50			†65 50	
Hillside Water Company (So. Paris)	1,600 00		300 00	76 83	26 75		50 08	
Hillside Water Company (Winthrop)	*2,000 00			129 50			129 50	129 50
Houghton, H. M. & F. G.	*2,000 00			20			20	20
Houlton Water Company	50,000 00	139,500 00		8,295 69	5,760 00		2,535 69	2,125 00
Hunt, Mrs. Mabel S.	*1,000 00			60 00	60 00			
Island Falls Water Company	40,000 00	30,000 00	23,790 26	†1,980 13	2,079 63		†4,059 76	
Jackman Water, Light & Power Co.	30,000 00			†599 41			†599 41	
Kennebec Water District		950,000 00	25,000 00	46,787 75	35,525 00	11,472 12	†209 37	
Kezar Falls Water Company	25,000 00							

* Proprietors account.

† Deficit.

‡ Credit

COMPARATIVE STATEMENT No. 60.—CONTINUED.

NAME OF COMPANY.	Capital stock.	Funded debt.	Other interest-bearing debt.	Gross income.	Interest deductions.	Other deductions prior to distribution to stockholders.	Net income.	Dividends declared.
Kingfield Water Company	46,000 00	14,000 00		1,116 07	840 00		276 07	2,580 00
Kittery Water District		354,030 23		45,074 13	7,650 00		37,424 13	
Lamoine Beach Water Company	5,000 00			343 24			343 24	400 00
Landers, J. J.	*7,000 00			+70 50			+70 50	
Lewiston Water Commrs., City of		490,000 00		38,051 71	23,000 00		15,051 71	
Limestone Water & Sewer Company	18,000 00	25,000 00	5,800 00	1,277 45	1,483 10	154 25	+359 90	
Lincoln County Power Company	200,000 00	310,000 00	64,000 00	18,567 33	24,922 97		+6,355 64	4,984 71
Lincoln Water Company	50,000 00	75,000 00	31,220 00	3,241 64	4,720 06		+1,478 42	
Lisbon Water Works		74,000 00		6,536 72	2,960 00	2,735 10	841 62	
Livermore Falls Water District		136,500 00		11,130 37	6,310 00		4,820 37	
Long Pond Water Company	100,000 00			+23 72			+23 72	
Machias Water Company	50,000 00	47,824 65	4,844 00	3,518 84	3,087 70		431 14	
Madison Water District		200,000 00	1,750 00	12,217 82	8,213 47		4,004 35	
Mars Hill & Blaine Water Company	56,000 00	43,000 00		3,928 92	2,150 00		1,778 92	1,260 00
Mechanic Falls Water Company	28,000 00	50,000 00	600 00	1,474 75	2,500 00	10 00	+1,035 25	
Meserve, Jas. Y.	*699 00			95 25			95 25	
Mexico Water Company	50,000 00	50,000 00		2,527 63	2,500 00		27 63	1,500 00
Milbridge Water Company	11,500 00		1,000 00	933 23	75 00		858 23	690 00
Millinocket Water Company	60,000 00	46,000 00	20,200 00	7,062 70	3,346 95		3,715 75	1,800 00
Milo Water Company	96,800 00	50,000 00	5,300 00	3,174 32	2,556 25		618 07	1,308 00
Monhegan Water Company	2,610 00			254 53			254 53	361 50
Monson Spring Water Company	*6,000 00			333 40			333 40	333 40
Morrill Water Company	2,250 00			150 40			150 40	135 00
Newport Water Company	20,000 00	65,000 00	1,000 00	4,779 81	2,582 63		2,197 18	600 00
No. Berwick Water Company	50,000 00	35,000 00	5,500 00	2,677 30	2,052 50		624 80	
No. Bridgton Water Company	2,700 00			77 70			77 70	108 00
Northeast Harbor Water Company	23,000 00	18,000 00		4,098 00	900 00		3,198 00	1,840 00
Northern Water Company	45,000 00	30,000 00	23,775 00	3,662 16	2,375 00		1,287 16	
Northport Mountain Spring Company	8,000 00			318 70		35 00	283 70	360 00
North Village Water Company	3,000 00		200 00	335 28	18 00		317 28	180 00
Norway Water Company	59,900 00	29,000 00		6,804 50	1,169 90		5,634 60	
Oakland Water Company	50,000 00	40,000 00		4,293 06	2,456 53		2,436 53	3,000 00
Orono Water Company	100,000 00	60,000 00		5,906 52	2,700 00		3,206 52	4,800 00

Paris Hill Water Company	9,325 00			335 77			335 77
Patten Water Company	4,200 00			†244 49			†244 49
Peaks Island Corporation, The	225,000 00	100,000 00	38,500 00	†2,488 35	5,445 79		†7,934 14
Peoples Water Company	3,200 00			15 24			15 24
Phillips Water Company	30,000 00	30,000 00	80 00	2,828 75	1,500 00		1,328 75 1,500 00
Pine Tree Aqueduct Company	780 00			243 38			243 38 208 00
Pittsfield Water Works		30,000 00		2,253 51	1,749 40		484 11
Portland Water District		5,425,000 00	90,000 00	289,593 57	220,988 66	55,300 00	13,304 91
Presque Isle Water Company	94,650 00	90,000 00	3,000 00	8,753 14	4,761 86	465 41	3,525 87 2,836 50
Prouts Neck Water Company	16,000 00			1,769 75			1,769 75 640 00
Quantabcook Water Company	11,250 00	7,000 00		1,361 15	378 52		981 63
Rangley Water Company	38,000 00	35,000 00		4,783 32	1,450 00	550 00	2,783 32 2,280 00
Richmond Water Works	42,000 00			3,157 11			3,157 11 2,100 00
Roberge, Joseph	*6,637 84			†67 09			†67 09
Rumford & Mexico Water District		350,000 00	2,000 00	21,972 25	14,123 14	40 25	7,808 86
Sanford Water Company	100,000 00		8,000 00	10,733 58	228 00	1,041 C1	9,464 57 7,000 00
Saugerville Water Supply Company	16,300 00	15,000 00		1,741 47	750 00		981 47 733 50
Scarboro Water Company	5,000 00			352 79			352 79
Seal Harbor Water Supply Company, The	40,000 00			3,229 99			3,229 99 1,600 00
Searsport Water Company	100,000 00	75,000 00	6,500 00	5,281 01	4,054 37		1,226 64
Shaw Ridlon Land Company	40,000 00			†23 14			†23 14
Skowhegan Aqueduct Company	1,600 00			225 00			225 00 240 00
Skowhegan Water Company	91,200 00	71,000 00		12,574 20	4,260 00	186 74	8,127 46
Small Point Water Company	2,000 00		3,420 00	169 31	203 91		†34 60
Smith & Green Water Company	*2,218 17			236 74			236 74 236 74
So. Berwick Water Company	46,000 00			1,252 94		30 55	1,222 39 1,280 00
So. Paris Village Corporation Water Works		64,000 00		3,958 61	2,582 78		1,375 83
South West Harbor Water Company	40,000 00	31,000 00	2,450 00	1,757 71	1,345 51		412 20
Springvale Aqueduct Company	40,000 00	35,000 00		3,827 30	1,784 50		2,042 80 2,400 00
Stockton Springs Water Company	92,000 00	40,000 00		3,464 34	1,800 00		1,664 34 1,500 00
Stonington Water Company	50,000 00	30,000 00		†528 72	1,710 42		†2,239 14
Strong Water District		29,100 00		2,369 49	1,114 00		1,255 46
Sullivan Harbor Water Company	6,100 00	1,800 00		142 95	108 00		34 95
Summit Spring Water Company	*6,887 43			377 43			377 43 400 00
Twin Village Water Company	50,000 00	47,000 00		864 86	705 00		159 86
Union Water Company	10,000 00	7,000 00		367 76	280 00		87 76
Van Buren Water District		102,500 00	2,200 00	5,297 18	4,553 82		743 36
Vinal Haven Water Company	39,600 00	45,000 00	12,400 00	4,194 63	2,968 83		1,225 80
Waldoboro Water Company	24,360 00			1,442 57			1,442 57 1,278 90
Warren Water Supply Company	20,000 00			1,052 25			1,052 25 500 00
Washburn Water Company	27,200 00	35,000 00	1,910 00	1,183 28	1,500 00		†316 72
Weeks Mills Water Company	*2,216 84			187 75			187 75 177 50

* Proprietor's account.

† Deficit.

‡ Credit.

COMPARATIVE STATEMENT No. 60.—CONCLUDED.

NAME OF COMPANY.	Capital stock.	Funded debt.	Other interest-bearing debt.	Gross income.	Interest deductions.	Other deductions prior to distribution to stockholders.	Net income.	Dividends declared.
West Falmouth Water Company.....	*2,000 00			†136 11			†136 11	
Western Maine Power Company.....	87,700 00	513,000 00	103,496 78	15,485 92	10,571 10	4,157 34	757 48	3,150 00
Westfield Electric Company.....	3,200 00		9,175 00	123 34	679 19		†702 53	
West Skowhegan Aqueduct Company.....	12,000 00			1,497 47			1,497 47	1,560 00
Wills Water Works, M. W.....	*3,499 02	1,000 00		416 76	60 00		356 76	356 76
Wilton Water Company.....	40,000 00	30,500 00		4,251 30	1,220 00		3,031 30	2,520 00
Winterport Water Company.....	25,000 00	18,500 00		970 89	720 00		250 89	
Winthrop Water Company.....	4,800 00			554 34			554 34	
Wiscasset Water Company.....	28,925 00	40,000 00		2,646 38	2,000 00		646 38	
Woodland Light & Water Company.....	5,000 00							
Yarmouth Water Company.....		16,500 00		5,285 24	1,372 33	2,593 80	1,319 11	
York County Water Company.....	483,500 00	367,500 00	26,500 00	32,386 38	19,101 66		13,284 72	13,010 00
York Shore Water Company.....	62,400 00	61,000 00	11,000 00	16,259 90	4,073 52	485 25	11,701 13	3,744 00

* Proprietor's account.

† Debit.

TABULATED AND COMPARATIVE
STATEMENTS

COMPILED FROM THE

Reports of
Large Vessel Owners

FOR THE

Year Ended December 31, 1919

COMPARATIVE STATEMENT No. 61.

The following table gives a comparative statement of the Assets and Liabilities of Large Vessel Owners reporting to the Commission for the year ended December 31, 1919.

NAME OF COMPANY.	ASSETS.				
	Fixed Capital investment.	Security and other investments.	Working assets and accrued income.	Deferred debit items.	Total assets.
Casco Bay and Harpswell Lines.....	\$256,952 79	\$138,658 98	\$12,303 28	\$3,745 00	\$411,660 05
Coburn Steamboat Company.....	88,401 51		14,471 20		102,872 71
Eastern Steamship Lines, Inc.....	5,958,705 38	335,001 00	2,058,881 80	112,164 38	8,464,752 56
Maine Coast Company.....	73,591 94		6,420 26		80,012 20
Totals.....	\$6,377,651 62	\$473,659 98	\$2,092,076 54	\$115,909 38	\$9,059,297 52

NAME OF COMPANY.	LIABILITIES.					
	Capital stock.	Long-term debt.	Working and accrued liabilities.	Deferred credit items.	Corporate surplus.	Total liabilities.
Casco Bay and Harpswell Lines.....	\$164,500 00	\$164,000 00	\$237,921 48		*\$154,761 43	\$411,660 05
Coburn Steamboat Company.....	86,772 00		60 25	\$8,626 88	7,413 58	102,872 71
Eastern Steamship Lines, Incorporated.....	3,562,725 00	1,473,000 00	383,231 00	532,334 66	2,513,461 90	8,464,752 56
Maine Coast Company.....	55,800 00		86,625 02		*62,412 82	80,012 20
Totals.....	\$3,869,797 00	\$1,637,000 00	\$707,837 75	\$540,961 54	\$2,303,701 23	\$9,059,297 52

* Debit balance.

COMPARATIVE STATEMENT No. 62.

The following table gives a comparative statement of the Income Account and the Profit and Loss Account of Large Vessel Owners reporting to the Commission for the year ended December 31, 1919.

PUBLIC UTILITIES COMMISSION REPORT. 163

NAME OF COMPANY.	INCOME ACCOUNT.									
	Water line operating revenues.	Water line operating expenses.	Net revenue water line.	Net revenue auxiliary operations.	Water line tax accruals.	Water line operating income.	Other income.	Gross income.	Deductions from gross income.	Net income.
Casco Bay and Harpswell Lines.....	\$66,077 05	\$64,485 92	\$1,591 13	\$4,903 84	\$1,714 84	\$4,780 13	.....	\$4,780 13	\$7,694 42	†\$2,914 29
Coburn Steamboat Co.	102,184 81	83,455 89	18,728 92	.....	44 78	18,684 14	\$103 24	18,787 38	1,305 51	17,481 87
Eastern Steamship Lines Incorporated.....	4,475,153 36	3,926,225 98	548,927 38	.....	93,642 06	455,285 32	64,839 46	520,124 78	282,579 75	237,545 03
Maine Coast Company	117,282 18	125,902 19	†12,620 01	.....	82 66	†12,702 67	.....	†12,702 67	4,928 80	†17,631 47
Totals.....	\$4,760,697 40	\$4,204,069 98	\$556,627 42	\$4,903 84	\$95,484 34	\$466,046 92	\$64,942 70	\$530,989 62	\$296,508 48	\$234,481 14

NAME OF COMPANY.	PROFIT AND LOSS ACCOUNT.				
	Balance Dec. 31, 1918.	Income balance for year.	Other additions.	Other deductions.	Balance Dec. 31, 1919.
Casco Bay and Harpswell Lines.....	*\$151,847 14	†\$2,914 29	.....	.....	*\$154,761 43
Coburn Steamboat Company.....	*10,068 29	17,481 87	.....	.....	7,413 58
Eastern Steamship Lines, Incorporated.....	1,237,630 58	223,240 82	1,054,056 03	\$64,423 41	2,450,504 02
Maine Coast Company.....	*44,781 35	†17,631 47	.....	.....	*62,412 82
Totals.....	\$1,030,933 80	\$220,176 93	\$1,054,056 03	\$64,423 41	\$2,240,743 35

* Debit balance.

† Deficit.

COMPARATIVE STATEMENT No. 63.

The following table gives a comparative statement of the Operating Revenues and Operating Expenses of large vessel owners reporting to the Commission for the year ended December 31, 1919.

NAME OF COMPANY.	OPERATING REVENUES.					
	Transportation freight revenue.	Transportation passenger revenue.	Other transportation revenue.	Revenues from other than transportation.	Charter revenue.	Total operating revenues.
Casco Bay and Harpswell Lines.....	\$11,896 70	\$46,953 22	\$4,593 45	\$2,233 68		\$66,077 05
Coburn Steamboat Company.....	25,652 80	27,632 20	48,899 81			102,184 81
Eastern Steamship Lines, Incorporated.....	2,456,525 98	1,547,832 96	2,351 16	144,258 26	324,184 97	4,475,163 36
Maine Coast Company.....	117,282 18					117,282 18
Totals.....	\$2,611,357 66	\$1,622,418 38	\$56,244 42	\$146,491 97	\$324,184 97	\$4,760,697 40

NAME OF COMPANY.	OPERATING EXPENSES.				
	Maintenance expenses.	Traffic expenses.	Transportation expenses.	General expenses.	Total operating expenses.
Casco Bay and Harpswell Lines.....	\$8,966 02	\$1,866 91	\$45,856 60	\$7,796 39	\$64,485 92
Coburn Steamboat Company.....	30,262 43	90 50	48,197 76	4,905 20	83,455 89
Eastern Steamship Lines, Incorporated.....	898,378 27	50,606 45	2,494,213 06	483,028 20	3,926,225 98
Maine Coast Company.....	40,245 35	1,531 20	87,927 09	198 55	129,902 19
Totals.....	\$977,852 07	\$54,095 06	\$2,676,194 51	\$495,928 34	\$4,204,069 98

TABULATED AND COMPARATIVE
STATEMENTS

COMPILED FROM THE

Reports of
Small Vessel Owners

FOR THE

Year Ended December 31, 1919

COMPARATIVE STATEMENT No. 64.

The following table gives a comparative statement of the Assets of Small Vessel Owners reporting to the Commission for the year ended December 31, 1919.

Liabilities of corresponding companies are shown on following page.

NAME OF COMPANY.	Real property and equipment.	Cash.	Accounts receivable.	Material and supplies.	Unadjusted debits.	Other assets.	Profit and loss-debit.	Total assets.
Augusta, Gardiner & Boothbay Steamboat Company	\$20,700 00	\$8,047 57			\$66 30			\$28,813 87
Bangor & Brewer Steam Ferry Company	3,500 00							3,500 00
Belfast & Bass Harbor Steamboat Company	6,000 00	500 00	\$50 00				\$349 73	6,899 73
Clarke, Wm. R.	350 00							350 00
Coburn, E. F.	2,000 00							2,000 00
Coy, C. H.	700 00			\$150 00	20 00			870 00
Eastern Bay Steamboat Company	30,247 25							30,247 25
Eaton, C. F., Agent	3,850 00						1,607 98	5,457 98
Grant, Chas. E.	850 00							850 00
Norcross Transportation Company	37,484 43	94 10	1,462 29	127 11				39,167 93
Passamaquoddy Ferry & Navigation Company	21,000 00	151 23	530 30	1,632 55			2,727 55	26,041 63
People's Ferry Company—Bath	15,251 20	1,072 12				\$1,000 00	2,128 34	19,451 66
Popham Beach Steamboat Company	14,600 00	513 09						15,113 09
Rangeley Lakes Steamboat Company	35,025 49	2,628 54	20 33	274 63		14,000 00	2,184 23	54,133 22
Songo River Line, Incorporated	65,900 00	354 94	1,922 53			12,000 00		80,217 47
Vinal Haven & Rockland Steamboat Company	36,500 00	3,165 48	5,054 88	69 69		300 00		45,120 05
Williams & Holbrook	825 00							825 00
Winter Harbor Transportation Company	24,011 09	23 04				4,000 00	31,357 70	59,391 83
Totals	\$318,794 46	\$16,620 11	\$9,040 33	\$2,253 98	\$86 30	\$31,300 00	\$40,355 53	\$418,450 71

COMPARATIVE STATEMENT No. 64.

The following table gives a comparative statement of the Liabilities of Small Vessel Owners reporting to the Commission for the year ended December 31, 1919.

Assets of corresponding companies are shown on preceding page.

NAME OF COMPANY.	Capital stock.	Funded debt.	Notes payable.	Accounts payable.	Depreciation reserve.	Other liabilities.	Profit and loss-credit.	Total liabilities.
Augusta, Gardiner and Boothbay Steamboat Company	\$21,600 00				\$3,500 00		\$3,713 87	\$28,813 87
Bangor & Brewer Steam Ferry Company	*3,500 00							3,500 00
Belfast & Bass Harbor Steamboat Company			\$6,500 00	\$399 73				6,899 73
Clarke, Wm. R.	*350 00							350 00
Coburn, E. F.	*2,000 00							2,000 00
Coy, C. H.	*700 00				170 00			870 00
Eastern Bay Steamboat Company	*30,247 25							30,247 25
Eaton, C. F., Agent	*4,582 98				875 00			5,457 98
Grant, Chas. E.	*350 00							850 00
Norcross Transportation Company	8,000 00		5,150 00	3,251 41			22,766 52	39,167 93
Passamaquoddy Ferry & Navigation Company	5,000 00		16,000 00	5,041 63				26,041 63
People's Ferry Company—Bath	*15,251 20			3,254 46	946 00			19,451 66
Ropham Beach Steamboat Company	10,400 00	\$3,500 00					1,213 09	15,113 09
Rangeley Lakes Steamboat Company	20,060 00	14,000 00	14,000 00	1,114 47	5,018 75			54,133 22
Songo River Line, Incorporated	7,870 00	30,000 00	2,165 00	1,200 00		\$6,000 00	32,982 47	80,217 47
Vinal Haven & Rockland Steamboat Company	30,000 00			562 95	6,075 00		8,482 10	45,120 05
Williams & Holbrook	*825 00							825 00
Winter Harbor Transportation Company	25,000 00	18,000 00	11,053 59	5,338 24				59,391 83
Totals	\$186,176 43	\$65,500 00	\$54,868 59	\$20,162 89	\$16,584 75	\$6,000 00	\$69,158 05	\$418,450 71

* Proprietor's account.

COMPARATIVE STATEMENT No. 65.

The following tabulation gives a comparative statement of the Income Account of Small Vessel Owners reporting to the Commission for the year ended December 31, 1919.

Line No.	NAME OF COMPANY.	OPERATING REVENUES.					OPERATING EXPENSES.			
		Passenger revenue.	Freight revenue.	Mail revenue.	Other revenue.	Total revenues.	Repairs of property.	Salaries and wages.	Fuel.	Food supplies.
1	Augusta, Gardiner & Boothbay Steamboat Company	\$18,055 21	\$4,172 68		\$380 62	\$22,608 51	\$1,611 56	\$6,668 88	\$3,733 82	
2	Bangor & Brewer Steam Ferry Co.	5,731 68				5,731 68	139 35	3,436 50	942 58	
3	Belfast & Bass Harbor Steamboat Co.	142 50	1,570 72			1,713 22		860 75	923 16	\$180 81
4	Clarke, Wm. R.	418 40	121 07	\$135 00		674 47	36 50	425 00	72 00	
5	Coburn, E. F.	650 50	449 60	250 00		1,350 10	25 00	400 00	225 00	
6	Coy, C. H.	750 00	250 00			1,000 00		673 00	155 00	
7	Eastern Bay Steamboat Company	8,009 61	9,672 66	348 60	320 00	18,350 87	552 00	10,060 00	4,172 50	1,542 88
8	Eaton, C. F., Agent	174 00	50 65		250 00	474 65	50 00	356 00	150 00	
9	Grant, Chas. E.	1,341 92	321 17	200 00		1,863 09	98 62	1,144 00	365 00	
10	Norcross Transportation Company	2,726 97	2,121 39		2,795 62	7,643 98	258 48	2,872 00	1,096 98	
11	Passamaquoddy Ferry & Navigation Company	10,890 75	3,207 84		111 10	14,209 69	6,512 09	4,617 59	2,553 63	
12	People's Ferry Company—Bath	31,309 27			97 23	31,406 50	4,290 82	10,572 75	10,973 86	
13	Popham Beach Steamboat Company	6,935 82	3,227 03	1,348 43	112 50	11,623 78	1,730 20	5,272 48	2,504 03	
14	Rangley Lakes Steamboat Company	2,890 94	662 92	1,063 58		4,617 44	253 82	2,942 00	447 29	
15	Songo River Line, Incorporated	11,757 55		548 87	396 07	12,702 49	281 45	3,228 70	2,585 88	
16	Vinal Haven & Rockland Steamboat Co	26,814 00	34,300 60	6,132 92		67,247 52	10,755 17	29,119 51	14,428 85	
17	Williams & Holbrook	1,610 28	32 60			1,642 88	169 15	866 80	447 98	
18	Winter Harbor Transportation Co.	2,429 96	1,487 30	1,326 00		5,243 26	5,978 27	3,158 45	1,915 88	
	Totals	\$132,639 36	\$61,648 23	\$11,353 40	\$4,463 14	\$210,104 13	\$32,742 48	\$86,674 41	\$47,723 44	\$1,723 69

COMPARATIVE STATEMENT No. 65.—BALANCE OF ACCOUNTS.

Line No.	OPERATING EXPENSES—CONTINUED.						Gross income.	DEDUCTIONS.			Net income.
	Miscellaneous supplies and expenses.	Taxes and rentals.	Injuries and damages.	Depreciation and contingencies.	Other general expense.	Total operating expense.		Interest deductions.	Other deductions.	Total deductions.	
1	\$1,086 93	\$932 84	\$48 83	\$1,000 00	\$436 02	\$15,518 88	\$7,089 63				\$7,089 63
2	204 80	128 00				4,851 23	880 45				880 45
3						1,981 28	†268 06	\$65 00	\$16 67	\$81 67	†349 73
4		6 50				540 00	134 47				134 47
5						850 00	700 10				700 10
6	100 00	7 00				1,000 00					
7	1,127 20	834 61			35 00	18,289 19	61 68				61 68
8	75 00	60 00			225 00	916 00	†441 35				†441 35
9		3 68				1,611 30	251 79				251 79
10		91 85			1,972 35	6,291 66	1,352 32	362 05		362 05	990 27
11	29 25	706 88			1,410 30	15,829 74	†1,620 05	960 00		960 00	†2,580 05
12	3,386 76					29,224 19	2,182 31				2,182 31
13	228 10	632 27			581 86	10,948 94	674 84	210 70		210 70	464 14
14	466 66	103 95		1,256 25		5,409 97	†792 53	700 00		700 00	†1,492 53
15	669 91	1,214 88	18 49		1,687 13	9,686 44	3,016 05	1,800 00	500 00	2,300 00	716 05
16	2,973 79	1,293 01		3,650 00	1,912 59	64,132 92	3,114 60				3,114 60
17	82 65	76 30				1,642 88					
18	1,179 38	445 65			9 96	12,687 59	†7,444 33				†7,444 33
Totals	\$11,550 43	\$6,537 42	\$67 32	\$6,166 25	\$8,026 77	\$201,212 21	\$8,891 92	\$4,097 75	\$516 67	\$4,614 42	\$4,277 50

† Loss.

COMPARATIVE STATEMENT No. 66.

The following tabulation gives a comparative statement of the Corporate Surplus Account of Small Vessel Owners reporting to the Commission for the year ended December 31, 1919.

NAME OF COMPANY.	Balance Dec. 31, 1917.	Net income for year.	Other additions.	Dividends declared.	Other deductions.	Balance Dec. 31, 1918.
Augusta, Gardiner & Boothbay Steamboat Company.....	*\$135 76	\$7,089 63		\$3,240 00		[\$3,713 87
Bangor & Brewer Steam Ferry Company.....		880 45		880 45		
Belfast & Bass Harbor Steamboat Company.....		†349 73				*349 73
Clarke, Wm. R.....		134 47		134 47		
Coburn, E. F.....		700 10		700 10		
Coy, C. H.....						
Eastern Bay Steamboat Company.....		61 68		€1 68		
Eaton, C. F., Agent.....	*1,166 63	†441 35				*1,607 98
Grant, Chas. E.....		251 79		251 79		
Norcross Transportation Company.....	23,351 58	990 27			1,575 33	22,766 52
Passamaquoddy Ferry & Navigation Company.....	*147 50	†2,580 05				*2,727 55
People's Ferry Company—Bath.....	*4,073 10	2,182 31			237 55	*2,128 34
Popham Beach Steamboat Company.....		664 44	84 51			1,213 09
Rangeley Lakes Steamboat Company.....	*691 70	†1,492 53				*2,184 23
Songo River Line, Incorporated.....	32,266 42	716 05				32,982 47
Vinal Haven & Rockland Steamboat Company.....	8,367 50	3,114 60		3,000 00		8,482 10
Williams & Holbrook.....						
Winter Harbor Transportation Company.....	*23,913 37	†7,444 33				*31,357 70
Totals.....	\$34,521 88	\$4,277 50	\$84 51	\$8,268 49	\$1,812 88	\$28,802 52

* Debit balance.

† Deficit.

TABULATED AND COMPARATIVE
STATEMENTS

COMPILED FROM THE

Reports of Warehousemen

FOR THE

Year Ended December 31, 1919

COMPARATIVE STATEMENT No. 67.

The following tabulation gives a comparative statement of the Assets and Liabilities of Warehousemen reporting to the Commission for the year ended December 31, 1919.

NAME OF COMPANY.	ASSETS.							
	Real property and equipment.	Cash.	Notes receivable.	Accounts receivable.	Materials and supplies.	Other assets.	Profit and loss—debit.	Total assets.
Galt Block Warehouse Company.....	\$5,185 18	\$992 46	\$262 35	\$17,768 70	\$571 71	\$13,835 88	\$298 69	\$38,914 97
Knyvetta Dock & Warehouse Company	61,909 40	70 26	.....	20,035 47	.....	39,056 32	6,539 60	127,611 05
McLaughlin Warehouse Company.....	6,238 53	976 23	.....	2,612 70	.....	.....	.....	9,827 46
New England Cold Storage Company...	563,282 98	2,416 27	2,936 46	17,062 65	2,704 25	332 271 94	.....	920,674 55
Portland Warehouse & Transfer Company	10,250 00	603 27	.....	.....	.....	.....	346 73	11,200 00
David Stott Flour Mills, Incorporated..	20,000 00	60 00	.....	.....	.....	.....	.....	20,060 00
Totals.....	\$666,866 09	\$5,118 49	\$3,198 81	\$57,479 52	\$3,275 96	\$385,164 14	\$7,185 02	\$1,128,288 03

NAME OF COMPANY.	LIABILITIES.							
	Capital stock.	Funded debt.	Notes payable.	Accounts payable.	Accrued liabilities.	Reserve for depreciation.	Profit and loss—Credit.	Total liabilities.
Galt Block Warehouse Company.....	\$30,000 00	.....	\$3,700 00	\$2,941 61	.....	\$2,273 36	.....	\$38,914 97
Knyvetta Dock & Warehouse Company	100,000 00	.....	.....	14,466 22	\$2 00	13,142 83	.....	127,611 05
McLaughlin Warehouse Company.....	3,300 00	.....	.....	1,570 76	.....	.....	4,956 70	9,827 46
New England Cold Storage Company...	647,360 00	\$75,000 00	72,104 50	5,521 82	52,631 78	52,942 09	15,114 36	920,674 55
Portland Warehouse & Transfer Company	9,200 00	2,000 00	.....	.....	.....	.....	.....	11,200 00
David Stott Flour Mills, Incorporated..	20,000 00	.....	.....	.....	.....	.....	60 00	20,060 00
Totals.....	\$809,860 00	\$77,000 00	\$75,804 50	\$24,500 41	\$52,633 78	\$68,358 28	\$20,131 06	\$1,128,288 03

COMPARATIVE STATEMENT NO. 68.

The following tabulation gives a comparative statement of the Income Account of Warehousemen reporting to the Commission for the year ended December 31, 1919.

PUBLIC UTILITIES COMMISSION REPORT. 173

NAME OF COMPANY.	OPERATING REVENUES.				OPERATING EXPENSES.			
	Storage revenue.	Transfer revenue.	Miscellaneous revenue.	Total revenue.	Repairs of property.	Salaries and wages.	Miscellaneous supplies and expenses.	Taxes and rentals.
Galt Block Warehouse Company.....	\$46,962 96	\$2,011 58	\$2,029 31	\$51,003 85	\$516 94	\$18,459 46	\$647 84	\$15,988 03
Knyvetta Dock & Warehouse Company.....			1 15	1 15		720 00	1,730 06	1,150 00
McLaughlin Warehouse Company.....	10,983 68	328 38	432 49	11,744 55		5,752 87		1,217 74
New England Cold Storage Company.....	98,778 52	355 36	35,893 57	135,027 45	7,176 91	36,087 81	44,954 17	7,025 92
Portland Warehouse & Transfer Company.....	6,348 38	1,375 98	1,669 24	9,393 60	302 86	5,085 56	889 22	518 35
David Stott Flour Mills, Incorporated.....	60 00			60 00				
Totals.....	\$163,133 54	\$4,071 30	\$40,025 76	\$207,230 60	\$7,996 71	\$66,105 70	\$48,221 29	\$25,900 07

NAME OF COMPANY.	OPERATING EXPENSES CONTINUED.			Gross income.	DEDUCTIONS.		Net income.
	Depreciation and contingencies.	Other general expense.	Total operating expense.		Interest deductions.	Total deductions.	
Galt Block Warehouse Company.....	\$286 68	\$3,428 82	\$39,327 80	\$11,676 05		\$206 21	\$11,469 84
Knyvetta Dock & Warehouse Company.....	2,940 69		6,540 75	*6,539 60			*6,539 60
McLaughlin Warehouse Company.....		1,595 20	8,565 81	3,178 74			3,178 74
New England Cold Storage Company.....	29,054 67		124,299 48	10,727 97	7,608 57	7,608 57	3,119 40
Portland Warehouse & Transfer Company.....		1,000 37	7,796 36	1,597 24	140 00	140 00	1,457 24
David Stott Flour Mills, Incorporated.....				60 00			60 00
Totals.....	\$32,282 04	\$6,024 39	\$186,530 20	\$20,700 40	\$7,748 57	\$7,954 78	\$12,745 62

* Loss.

COMPARATIVE STATEMENT No. 69.

The following tabulation gives a comparative statement of the Corporate Surplus Account of Warehousemen reporting to the Commission for the year ended December 31, 1919.

NAME OF COMPANY.	Balance Dec. 31, 1918.	Net income for year.	Other additions.	Dividends declared.	Balance Dec. 31, 1919.
Galt Block Warehouse Company.....	*\$8,168 53	\$11,469 84	.....	\$3,600 00	*\$298 69
Knyvetta Dock & Warehouse Company.....	*5,545 41	†6,539 60	\$5,545 41	.....	*6,539 60
McLaughlin Warehouse Company.....	1,777 96	3,178 74	.....	.....	4,956 70
New England Cold Storage Company.....	11,994 96	3,119 46	.....	.....	15,114 36
Portland Warehouse & Transfer Company.....	156 03	1,457 24	.....	1,960 00	*346 73
David Stott Flour Mills, Incorporated.....	.....	60 00	.....	.....	60 00
Totals.....	\$215 01	\$12,745 62	\$5,545 41	\$5,560 00	\$12,946 04

* Debit balance.

† Loss.

TABULATED AND COMPARATIVE
STATEMENTS

COMPILED FROM THE

Reports of Wharfingers

FOR THE

Year Ended December 31, 1919

COMPARATIVE STATEMENT NO. 70.

The following tabulation gives a comparative statement of the Assets and Liabilities of Wharfingers reporting to the Commission for the year ended December 31, 1919.

NAME OF COMPANY.	ASSETS.							Total assets.
	Real property and equipment.	Cash.	Notes receivable.	Accounts receivable.	Material and supplies.	Other assets.	Profit and loss—Debit.	
Capen, Estate of, H. E.	\$800 00							\$800 00
Central Wharf, Proprietors of	127,883 86	661 18						128,545 04
Colbath, Estate of, Martin	10,000 00							10,000 00
Hooper, W. H.	7,000 00							7,000 00
Islesford Wharf Company	3,115 67	14 79					243 20	3,373 66
Penobscot Coal & Wharf Company	188,714 12	5,993 44	\$22,000 00	55,257 47	25,126 50	24,036 02		321,127 55
Union Wharf	403,682 56	1,284 41		1,325 85		51 90		406,344 72
Totals	\$741,196 21	\$7,953 82	\$22,000 00	\$56,583 32	\$25,126 50	\$24,087 92	\$243 20	\$877,190 97

NAME OF COMPANY.	LIABILITIES.							Total liabilities.
	Capital stock.	Funded debt.	Notes payable.	Accounts payable.	Depreciation reserve.	Other liabilities.	Profit and loss—Credit.	
Capen, Estate of, H. E.	*\$800 00							\$800 00
Central Wharf, Proprietors of	44,000 00		\$11,000 00		\$25,000 00		48,545 04	128,545 04
Colbath, Estate of, Martin	*10,000 00							10,000 00
Hooper, W. H.	*7,000 00							7,000 00
Islesford Wharf Company	1,000 00	\$750 00			200 00	1,423 66		3,373 66
Penobscot Coal & Wharf Company	150,560 00			74,788 27	60,000 00		35,839 28	321,127 55
Union Wharf	56,000 00		37,100 00	4,885 21	12,909 02		295,450 49	406,344 72
Totals	\$269,300 00	\$750 00	\$48,100 00	\$79,673 48	\$98,109 02	\$1,423 66	\$376,834 81	\$877,190 97

* Proprieor's account.

COMPARATIVE STATEMENT NO. 71.

The following tabulation gives a comparative statement of the Corporate Surplus Account of Wharfingers reporting to the Commission for the year ended December 31, 1919.

PUBLIC UTILITIES COMMISSION REPORT.

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NAME OF COMPANY.	Balance Dec. 31, 1918.	Net income for year.	Other additions.	Dividends declared.	Other deductions.	Balance Dec. 31, 1919.
Capen, Estate of, H. E.		\$50 00		\$50 00		
Central Wharf, Proprietors of	\$48,993 31	3,951 73		4,400 00		\$48,545 04
Colbath, Estate of, Martin		375 00		375 00		
Hooper, W. H.		185 64	\$85 64			
Islesford Wharf Company	*156 64	186 56				*243 20
Penobscot Coal & Wharf Company	37,447 79	†1,461 56			\$146 65	35,839 28
Union Wharf	293,611 15	6,039 34		4,200 00		295,450 49
Totals	\$379,895 61	\$8,782 31	\$85 64	\$9,025 00	\$146 95	\$379,591 61

* Debit balance.

† Loss.

COMPARATIVE STATEMENT No. 72.

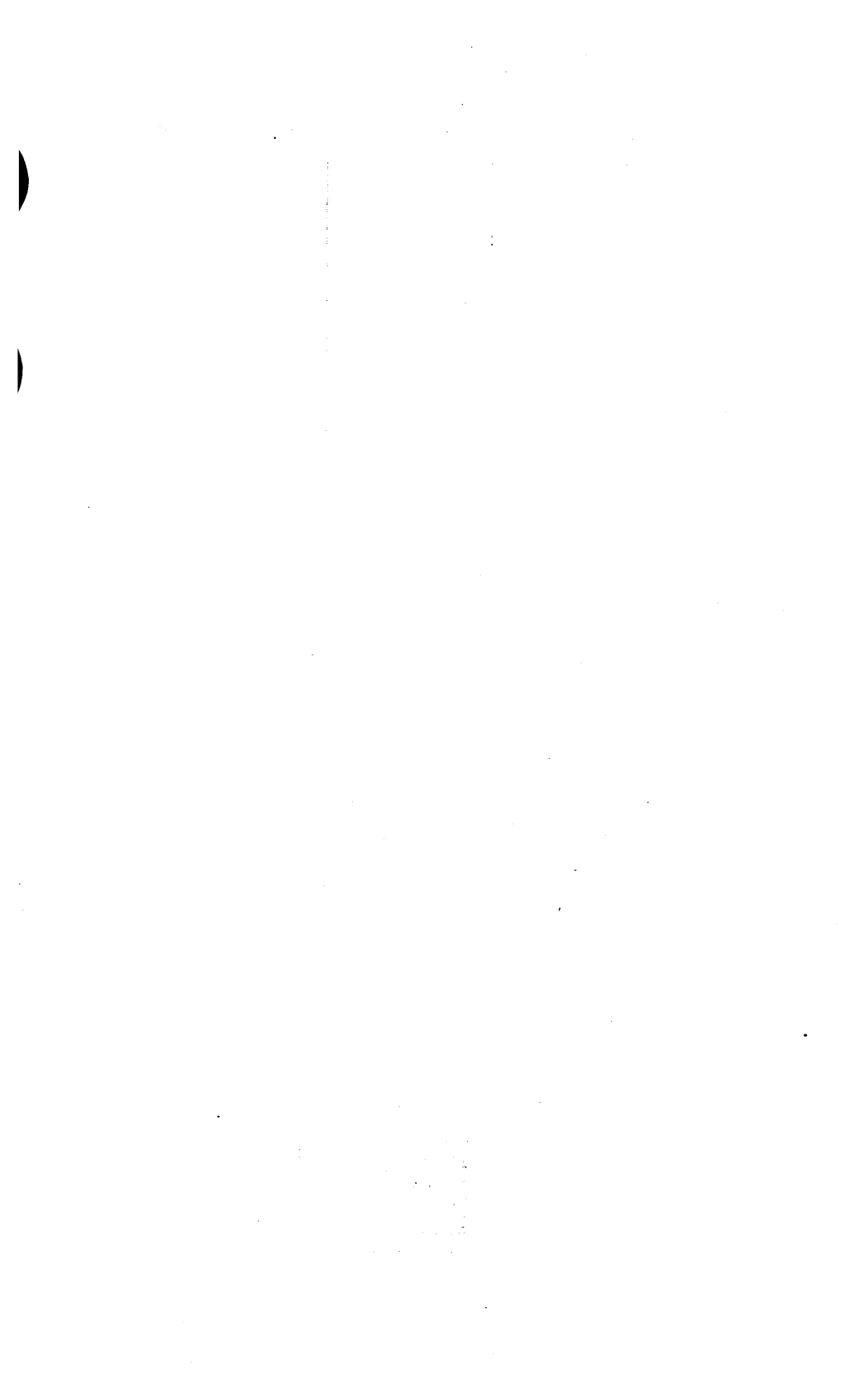
The following tabulation gives a comparative statement of the Income Account of Wharfingers reporting to the Commission for the year ended December 31, 1919.

NAME OF COMPANY.	OPERATING REVENUES.				OPERATING EXPENSES.			
	Wharfage revenue.	Dockage revenue.	Miscellaneous revenue.	Total revenue.	Repairs of property.	Salaries and wages.	Miscellaneous supplies and expenses.	Taxes and rentals.
Capen, Estate of, H. E.		\$50 00		\$50 00				
Central Wharf, Proprietors of	\$297 00	471 50	\$16,044 84	\$16,813 34	\$1,729 93	\$1,620 00	\$494 36	\$3,066 07
Colbath, Estate of, Martin		75 00	300 00	375 00				
Hooper, W. H.	676 00			676 00	700 00			61 64
Islesford Wharf Company	104 94			104 94				8 00
Penobscot Coal & Wharf Company			84,937 34	84,937 34		43,865 62	24,981 30	1,386 00
Union Wharf	4,865 18	2,785 00	17,906 41	25,556 59	6,418 70	3,569 20		2,351 98
Totals	\$5,943 12	\$3,381 50	\$119,188 59	\$128,513 21	\$8,848 63	\$49,054 82	\$25,475 66	\$6,873 69

COMPARATIVE STATEMENT No. 72.—CONCLUDED.

NAME OF COMPANY.	OPERATING EXPENSES CONTINUED.				Gross income.	DEDUCTIONS.		Net income.
	Injuries and damages.	Depreciation and contingencies.	Other general expense.	Total operating expenses.		Interest deductions.	Total deductions.	
Capen, Estate of, H. E.					\$50 00			\$50 00
Central Wharf, Proprietors of		\$3,750 00	\$1,563 79	\$12,224 15	4,589 19	\$637 46	\$637 46	3,951 73
Colbath, Estate of, Martin.....					375 00			375 00
Hooper, W. H.				761 64	†85 64			†85 64
Islesford Wharf Company.....		100 00	38 50	146 50	†41 56	45 00	45 00	†86 56
Penobscot Coal & Wharf Company....	\$7,828 43	7,500 00	837 55	86,398 90	†1,461 56			†1,461 56
Penobscot Hotel & Trading Company..								
Union Wharf.....		3,245 16	1,684 63	17,269 67	8,286 92	2,247 58	2,247 58	6,039 34
Totals	\$7,828 43	\$14,595 16	\$4,124 47	\$116,800 86	\$11,712 35	\$2,930 04	\$2,930 04	\$8,782 31

† Loss.



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