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# ANNUAL REPORT

OF THE

## DIRECTORS

OF THE

# MAINE CENTRAL RAILROAD COMPANY,

TO THE STOCKHOLDERS,

FOR THE YEAR ENDING SEPT. 30, 1886.

Presented at the Annual Meeting in Portland, December 15, 1886.

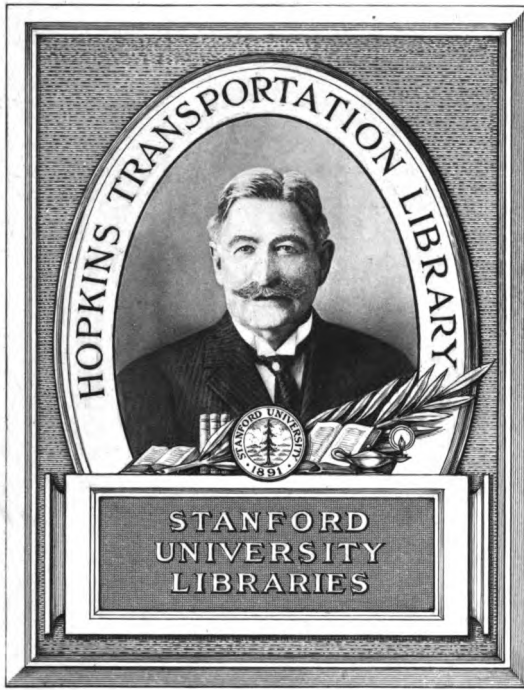
*Annual Report...*

Maine Central Railroad Company

PRINTED AT THE TUCKER PRINTING HOUSE,

1886.

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TWENTY-FIFTH  
ANNUAL REPORT  
OF THE  
MAINE CENTRAL  
RAILROAD COMPANY.



Presented at the Annual Meeting,

DECEMBER 15, 1886.



91

ANNUAL REPORT

OF THE

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TO THE STOCKHOLDERS,

FOR THE YEAR ENDING SEPT. 30, 1886.

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W. A. TUCKER

PORTLAND, ME. :

PRINTED AT THE TUCKER PRINTING HOUSE,

1886.

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DESCRIPTION OF ROAD.

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Portland to Vanceboro, via Augusta,	<b>250.7</b>
Cumberland to Skowhegan,	<b>90.7</b>
Bath to Lewiston and Farmington,	<b>75.9</b>
Belfast Branch,	<b>33.1</b>
Dexter Branch,	<b>14.0</b>
Bucksport Branch,	<b>18.1</b>
Stillwater Branch,	<b>3.0</b>
Mt. Desert Branch, (including Steam Ferry,)	<b>49.5</b>
Total Mileage,	<b>535.00</b>

VIA RAIL ROUTE

## BOARD OF DIRECTORS.



ARTHUR SEWALL, *President.*

GEORGE C. LORD,

H. N. JOSE,

AMOS PAUL,

NATHANIEL J. BRADLEE,

WM. G. DAVIS,

DARIUS ALDEN,

FRANK JONES,

J. S. RICKER,

SAMUEL C. LAWRENCE, THOMAS W. HYDE,

JOHN WARE,

FRANCIS W. HILL,

JOSIAH H. DRUMMOND, *Clerk.*

—† MAINE CENTRAL RAILROAD CO. †—



ANNUAL MEETING.



Notice is hereby given that the Annual Meeting of the Stockholders of the Maine Central Railroad Company will be held at the DIRECTORS' OFFICE, in PORTLAND, on *Wednesday, the Fifteenth day of December, A. D. 1886*, at one o'clock in the afternoon, to act upon the following articles, viz :

1. To hear the Reports of the Directors and Treasurer and act thereon.
2. To fix the number of, and elect the Directors for the ensuing year.
3. To act upon any other business that may come before the meeting.

By order of the Directors,

JOSIAH H. DRUMMOND, *Clerk.*

PORTLAND, NOV. 20, 1886.

## Directors' Report.

The Directors respectfully present to the Stockholders their report of the Maine Central Railroad Company, for the year ending September 30th, 1886.

The Gross Receipts for twelve months were		\$3,001,076 09
Expenses for twelve months,	\$1,762,811 67	
Town, City and State Taxes,	57,928 44	
	1,820,740 13	
Net Earnings from business,		\$1,180,335 96
Interest Accrued during year,	\$707,129 66	
Less Rents received,	7,400 41	
	\$699,729 25	
Rentals paid European & North American Railway,	\$125,500 00	
"    "    Belfast & Moosehead Lake R. R. Co.,	36,000 00	
"    "    Dexter & Newport R. R. Co.,	18,000 00	
"    "    Eastern Maine Railway,	9,500 00	
	888,729 25	
Earnings after deducting Interest and Rentals,		\$291,606 71
Dividend paid February 15th, 3 per cent.,	\$107,796 00	
"    "    August 15th, 3 per cent.,	107,802 00	
	215,598 00	
Surplus for the year,		\$76,008 71
Gross Earnings for the year ending Sept. 30th, 1885,	\$2,339,779 39	
Gross Earnings for the year ending Sept. 30th, 1886,	3,001,076 09	
Increase in Gross Earnings,		\$661,296 70
Expense for the year ending Sept. 30th, 1885,	\$1,730,902 29	
Expense for the year ending Sept. 30th, 1886,	1,820,740 13	
Increase in Expenses,		\$89,837 84
Rental for year ending Sept. 30th, 1885,	\$189,000 00	
Rental for year ending Sept. 30th, 1886,	189,000 00	
	378,000 00	
Interest for year ending Sept. 30th, 1885,	\$701,766 65	
Interest for year ending Sept. 30th, 1886,	707,129 66	
Increase in Interest,		\$5,363 01

Net Income for year ending Sept. 30th, 1885,	\$1,116,705 30
Net Income for year ending Sept. 30th, 1886,	<u>1,187,736 37</u>
Increase in Net Income,	\$71,031 07
Number of Miles Operated year ending Sept. 30th, 1885,	535
Number of Miles Operated year ending Sept. 30th, 1886,	535
Receipts for Freight year ending Sept. 30th, 1885,	\$1,502,458 25
Receipts for Freight year ending Sept. 30th, 1886,	<u>1,585,464 12</u>
Increase,	\$82,705 87
Receipts from Passengers year ending Sept. 30th, 1885,	\$1,190,073 78
Receipts from Passengers year ending Sept. 30th, 1886,	<u>1,264,852 24</u>
Increase,	\$74,778 46

By the foregoing statement as compared with the previous year, it will be seen that the Gross Earnings have increased \$161,296.70.

The past year has been one of prosperity, resulting in an increase of net earnings over last year of \$71,031.07.

Your property has not only been well maintained in every respect, but greatly improved, and all expense except the purchase of Real Estate, has been charged to operating expenses.

The loss by freshet of the Augusta Bridge, in January, and the unprecedented snow storm, late in the winter, materially increased the operating expenses for the year.

Our travel, particularly to and from Bar Harbor, shows a large increase over previous years, and to properly care for this travel a Limited Express Train should be put on another season, running between Boston and Bar Harbor.

The increased traffic has tasked our motive power and rolling stock to the utmost, and we shall be obliged to make large additions to it the coming year. With increased rolling stock, the necessity of new repair shops has been made more apparent. Large and commodious shops are now being erected at Waterville, to be equipped with the most modern and improved tools and machinery. The capacity of the new shops will enable the Company, hereafter, to make its own repairs to rolling stock, and if desired, to build its own cars and locomotives. The cost of the shops will approximate, two hundred thousand dollars—which the Company has provided for, by an issue of debenture bonds, bearing 4 1-2 per cent. interest, maturing in 1916.

The Sebasticook & Moosehead Lake Railroad Company has built its road from Pittsfield to Hartland, and it is proposed to extend it to Harmony another year. This will be a new and valuable feeder to the Maine Central.

The large increase of through travel has brought the subject of building a Union Station at Portland to the consideration of your Directors; while definite action has not been taken, it is hoped that ere long a Union Station will be erected, which will make an important saving of time to all through travel by avoiding running trains in and out of Commercial Street Station. The decided favor which the Congress Street Station, established two years ago, has met with from the travelling public, seems to demonstrate that this is the right location for a Union Passenger Station.

We have built the Steamer "Sappho" this year, for the ferry service at Mt. Desert. She has proved very satisfactory to our patrons, and is regarded as one of the best steamers of her class on the Atlantic Coast.



Our relations with connecting roads are of the most friendly character, and all conditions seem to be favorable to a continued growth of prosperity.

You are respectfully referred to the reports of the General Manager and Treasurer, with tables annexed, for further detailed information as to the condition of your property.

BY ORDER OF THE BOARD.

ARTHUR SEWALL,

President.



# Treasurer's Report.

To the Stockholders of the Maine Central Railroad Co.

GENTLEMEN :

I submit herewith the Annual Report from this department, of the Receipts and Expenditures of the Company for the year ending September 30th, 1886. The annexed Tables, Nos. 1, 2, 3, 4 and 5, exhibit in detail the Receipts and Disbursements for the year and the standing of the Company at its close, to which you are respectfully referred.

J. A. LINS COTT, *Treasurer.*

PORTLAND, Nov. 28th, 1886.

## TABLE No. 1.

1885.	Result of Business for Year.	1886.
\$1,190,073 78	Earnings from Passengers,	\$1,264,852 24
1,502,458 25	" " Freight,	1,585,464 12
45,000 00	" " Express,	45,000 00
99,607 90	" " Mails,	101,764 02
2,639 46	Car Mileage and Extra Baggage,	3,995 71
<hr/>		<hr/>
\$2,839,779 39	Total Transportation Earnings,	\$3,001,076 09
7,828 20	Earnings from Rents, Wharfage and Miscellaneous,	7,400 41
<hr/>		<hr/>
\$2,847,607 59	Total Gross Earnings,	\$3,008,476 50
1,730,902 29	Less Operating Expenses,	1,820,740 13
<hr/>		<hr/>
\$1,116,705 30	Net Earnings,	\$1,187,736 37
701,766 65	Less Interest,	707,129 66
125,500 00	Less Rent European & North American Railway,	125,500 00
36,000 00	" " Belfast & Moosehead Lake Railway,	36,000 00
18,000 00	" " Dexter & Newport Railroad,	18,000 00
9,500 00	" " Eastern Maine Railway,	9,500 00
<hr/>		<hr/>
\$890,766 65	Total Interest and Rents,	\$896,129 66
<hr/>		<hr/>
\$225,938 65	Surplus,	\$291,606 71

## TABLE No. 2.

Transportation Earnings, Year Ending September 30th, 1886.

1885.	PASSENGERS.		FREIGHT.		FROM OTHER SOURCES.				TOTAL EARNINGS.
	NUMBER.	EARNINGS.	TONS.	EARNINGS.	MAILS.	EXPRESS.	EXTRA BAGGAGE.		
October,	101,298	\$103,343 86	85,261	\$155,788 16	\$8,791 00	\$3,750 00	\$338 84		\$272,011 86
November,	81,934	84,935 35	67,987	132,454 53	8,791 00	3,750 00	282 53		230,213 41
December,	79,303	78,724 90	65,120	126,559 95	8,540 48	3,750 00	154 55		217,729 88
1886.									
January,	70,681	68,552 73	56,365	106,075 89	8,540 48	3,750 00	207 40		187,126 50
February,	66,915	66,013 34	56,517	108,495 95	8,540 48	3,750 00	248 93		187,048 70
March,	84,498	84,676 12	78,439	145,164 63	8,540 48	3,750 00	418 84		242,550 07
April,	106,506	101,635 03	65,684	129,028 16	8,540 48	3,750 00	330 00		243,284 55
May,	96,090	90,409 12	77,399	135,177 56	8,540 48	3,750 00	268 98		238,146 14
June,	105,687	111,132 86	78,564	141,451 24	8,540 48	3,750 00	226 74		265,101 32
July,	148,814	143,766 79	67,802	120,051 99	7,317 72	3,750 00	335 70		275,222 20
August,	156,754	163,480 59	76,704	131,104 58	8,540 48	3,750 00	476 76		307,352 41
September,	170,409	168,181 55	87,869	154,111 48	8,540 48	3,750 00	705 54		335,289 05
	1,268,409	\$1,264,852 24	863,711	\$1,585,464 12	\$101,764 02	\$45,000 00	\$3,995 71		\$3,001,076 09

GEO. W. YORK, Auditor.

AUDITOR'S OFFICE, Oct. 30th, 1886.

## TABLE No. 3.

Statement of Operating Expenses for Year Ending  
Sept. 30th, 1886.

## GENERAL EXPENSES OF OFFICE, PROPERTY AND TRANSPORTATION.

Salaries of General Officers and Clerks,	\$25,843 51
Stationery and Printing for Offices,	3,911 94
General Office Expenses,	10,127 01
Legal Expenses,	7,360 04
Insurance Premiums,	5,026 30
Protection Against Fire.	157 81
Losses by Fire,	1,166 13
Taxes,	57,928 44
Tenement Expenses,	523 53
Injuries and Damages.	12,141 49
Telegraph Expenses, Salaries and Wages,	20,395 23
"    "    Stationery and Printing,	204 92
"    "    Supplies and Miscellaneous Expenses,	1,608 28
Wages of Crossing Tenders,	8,905 00
Fuel and Supplies for Crossings,	264 60
Wages of Signal Men,	1,570 06
Fuel and Supplies for Signal Men,	873 14
Wages of Switchmen,	21,883 59
Fuel and Supplies for Switchmen,	1,772 21
Wages of Watchmen,	4,749 75
Removing Ice and Snow,	15,099 10
Expenses of Ferry at Bar Harbor,	12,533 89
	<hr/>
	\$217,345 97

## PASSENGER TRANSPORTATION EXPENSES.

General Superintendence and Clerks,	\$ 4,755 00
Stationery and Printing,	1,045 00
Tickets and Baggage Checks,	2,620 46
General Office Expenses,	837 82
Loss and Damage to Baggage,	449 14
Advertising,	9,684 79
Outside Agencies,	2,025 60
Making Up and General Expenses of Passenger Trains,	6,910 70
Wages of Conductors and Trainmen,	51,731 21
Lubricating Oil, Waste and Tallow,	2,141 06
Stationery and Printing for Passenger Trains,	1,018 94
Supplies for Passenger Trains,	5,970 47
Agents and Station Labor,	46,493 64
Stationery and Printing for Passenger Stations,	1,046 99
Supplies and Miscellaneous Expenses, Passenger Stations,	20,494 79
Mail Expense,	5,337 70
Hire of Passenger Cars,	8,935 88
Wrecking Expenses of Passenger Trains,	2,245 16
	<hr/>
	\$173,744 35

## FREIGHT TRANSPORTATION EXPENSES.

General Superintendence and Clerks,	\$10,080 56
Stationery and Printing,	609 58
General Office Expenses,	1,587 57
Advertising and Soliciting Freight,	2 00
Loss and Damage of Freight,	1,695 46
Making Up and General Expenses of Freight Trains,	12,716 84
Wages of Conductors and Trainmen,	52,597 21
Lubricating Oil, Waste and Tallow,	2,805 66
Stationery and Printing for Freight Trains,	868 71
Supplies Freight Trains,	7,351 08
Wrecking Expenses,	1,170 23
Agents and Station Labor,	81,075 92
Stationery and Printing for Freight Stations,	4,721 84
Supplies and Miscellaneous Expenses, Freight Stations,	13,583 41
Hire of Freight Cars,	43,651 73
	<hr/>
	\$234,517 80

## MOTIVE POWER EXPENSES.

Superintendence and Clerks,	\$8,133 85
Stationery and Printing,	253 35
Office and Miscellaneous Expenses,	153 20
Engine House and Watching Expenses,	14,639 04
Repairs of Tools and Machinery,	2,771 94
Repairs of Locomotives,	88,372 20
New Locomotives,	26,000 00
Water Supply,	8,577 21
Wages of Engineers and Firemen, Passenger,	48,124 14
Wages of Engineers and Firemen, Passenger Switching,	2,987 87
Wages of Engineers and Firemen, Freight,	38,920 01
Wages of Engineers and Firemen, Freight Switching,	25,278 37
Wiping Engines, Passenger,	8,600 46
Wiping Engines, Freight,	7,045 83
Head Light and Illuminating Oil,	1,202 19
Lubricating Oil, Waste and Tallow,	10,132 62
Lanterns, Tools and Small Stores,	1,025 89
Fuel for Passenger Locomotives,	85,539 93
Fuel for Passenger Switching Locomotives,	3,827 01
Fuel for Freight Locomotives,	88,043 78
Fuel for Freight Switching Locomotives,	27,814 49
	<hr/>
	\$497,443 38

## MAINTENANCE OF CARS.

Superintendence and Clerks,	\$3,588 00
Stationery and Printing,	102 57
Office and Miscellaneous Expenses,	835 93
Repairs of Tools and Machinery,	1,242 78
Repairs of Passenger, Baggage, Mail and Express Cars,	50,898 02
New Passenger Cars,	29,820 87
Repairs of Pullman Cars,	2,189 39
Repairs of Freight and Saloon Cars,	41,997 14
New Freight and Saloon Cars,	14,890 02
Repairs of Construction and Tool Cars,	2,596 86
Repairs of Snow Plows and Scrapers,	2,824 49
Oiling, Cleaning and Inspecting Passenger Cars,	10,549 29
Oiling, Cleaning and Inspecting Freight Cars,	3,508 83
	<hr/>
	\$165,044 19

## MAINTENANCE OF WAY AND BUILDINGS.

General Expenses,	\$ 6,004 88
General Repairs of Track, { Labor,	148,245 59
{ Material,	4,807 65
Working Trains and Extra Crews,	57,770 65
Joint Fastenings,	5,204 30
Frogs and Switches,	8,445 55
Spikes,	4,131 69
Hand Cars and Tools,	6,874 71
Road Crossings,	4,842 86
Signs and Mile Posts,	2,510 22
Fencing,	12,048 85
Real Estate,	1,332 00
Steel Rails, No. of Tons, 1,046, $\frac{292}{806}$	18,133 66
Iron Rails, No. of Tons, 494, $\frac{806}{806}$	9,887 14
Cross Ties, No. of Ties, 183,269,	38,542 06
Switch Ties,	5,489 93
Repairs of Bridges and Culverts,	20,797 93
New Bridges,	65,641 48
Shops and Storehouses,	3,473 54
Tools and Machinery,	13,219 03
Car Houses,	15 35
Engine Houses and Turn Tables,	26,186 13
Water Tanks and Pumping Machinery,	6,517 14
Coal and Wood Sheds and Fixtures,	13,897 69
Station Buildings and Grounds,	43,262 35
Mast Signals, Signal and Section Houses,	1,740 59
Docks and Wharves,	3,155 36
Construction Cars,	106 11
	<hr/>
	\$5,32 644 44
Total,	\$1,820,740 13

GEO. W. YORK, Auditor.

AUDITOR'S OFFICE, Oct. 30th, 1886.



**TABLE No. 5.**

**DETAILED STATEMENT OF BONDED DEBT.**

Androscoggin & Kennebec Railroad Loan,	\$1,100,000 00	
Maine Central Extension Loan,	496,500 00	
Maine Central 7 per cent. \$1,100,000 00 Loan,	756,800 00	
		\$2,353,300 00
Portland & Kennebec Consolidated Loan,		1,166,700 00
Androscoggin Railroad City of Bath Loan,		425,000 00
Leeds and Farmington Railroad Loan.		633,000 00
Maine Central Railroad Consolidated Loan, Class A,	\$ 975,000 00	
“ “ “ “ “ “ B,	1 524,000 00	
“ “ “ “ “ “ C,	1,567,400 00	
“ “ “ “ “ “ D,	110,000 00	
		\$4,176,400 00
City of Bangor Loan.		1,000,000 00
Maine Central Collateral Trust 5 per cent. Bonds,		694 000 00
Maine Central Debenture Bonds, 5 per cent ,		58,000 00
Maine Central Sinking Fund Bonds,		599,000 00
Maine Shore Line R. R. First Mortgage Bonds,		20,000 00
		\$11,125,400 00

Total Bonded Debt,

\$11,125,400 00

The Principal and Interest of the several Bonded Loans, fall due at the dates mentioned in the following Table :

LOANS.	Amount.	When Due.	Interest Payable.
And. & Ken. R. R. Loans,	\$1,100,000	August 1, 1890	1st of each Month.
And. R. R. Bath Loan,	425,000	to Sept. 1, 1891 July 1, 1891	6s 6s
City of Bangor Loan,	1,000,000	January 1, 1894	6s
Maine Central Debentures,	58,000	Feb. 1, 1894	5s
Portland & Kennebec Consols,	1,166,700	April 1, 1895	6s
Leeds & Farmington,	633,000	July 1, 1896	6s
Maine Central \$1,100,000 Loan,	756,800	July 1, 1898	7s
Maine Central Extension, Gold,	496,500	October 1, 1900	6s
M. C. Sinking Fund Bonds,	599,000	Feb. 1, 1905	6s
Maine Central Consols,	3,906,900	April 1, 1912	7s
Maine Central Consols,	269,500	April 1, 1912	5s
M. C. Collateral Trust Bonds,	694,000	June 1, 1923	5s
Maine Shore Line 1st Mort Bonds	20,000	June 1, 1923	6s

Coupons of the above Bonds will be paid at the Second National Bank of Boston, the First National Bank of Portland, and at the Office of the Treasurer, Portland, except those of the City of Bangor, which are payable at Merchants National Bank, Boston.



## Auditor's Report.

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AUDITOR'S OFFICE,  
PORTLAND, ME., Nov. 26th, 1886. }

*To the President and Directors of the Maine Central  
Railroad Company.*

GENTLEMEN:

I have examined the Books, Accounts and Vouchers of your Treasurer, showing the Receipts and Expenditures of the Company for the fiscal year ending September 30th, 1886, and find the same correctly cast and properly vouched for.

GEO. W. YORK, *Auditor.*

# ANNUAL REPORT

—OF THE—

## GENERAL MANAGER

—OF THE—

### Maine Central Railroad Company,

FOR THE FISCAL YEAR ENDING SEPT. 30, 1886.

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ARTHUR SEWALL, President:

DEAR SIR:—The following Report of the operations of the Maine Central Railroad Company for the fiscal year ending September 30th, 1886, is respectfully submitted:

The total number of passengers transported for the year was 1,268,409; an increase over the previous year of 70,159, or 5.86 per centum.

The total amount of Freight transported over the main line and branches for the year was 863,711 tons; an increase over the previous year of 74,861 tons, or 9.49 per centum.

The earnings for Passengers were \$1,264,852.24. The earnings for the transportation of Freight were \$1,585,464.12. The earnings for transportation of Mails, Baggage, Express, &c., were \$150,759.73. The total gross transportation earnings for the twelve months were \$3,001,076.09.

The number of miles run by Passenger Trains was 980,017, and by Freight Trains 789,144, and by Working Trains, Switching, &c., 723,175, making the total number of miles run 2,492,336.

## BRIDGES.

The following bridges have been built during the year:

At Augusta the four remaining spans of the old iron bridge have been taken down and replaced by four new spans, each one hundred and seventy-two feet and one inch in length; the entire distance covered by these spans, from centre to centre of extreme end pins, being six hundred and ninety-eight feet. The columns on the tops of the piers used as supports for the former iron spans, have been done away with, and the piers built up with solid masonry to receive the new structure.

The Water Street span of the same bridge was also taken down and replaced by an iron plate-girder through bridge.

An iron plate-girder deck bridge, eighty feet long over all, has been erected at Olamon.

At Royal's River, near Yarmouth Junction, new abutments have been constructed, and a new iron pin-connected-deck bridge, eighty feet long over all, has been substituted for the old wooden structure. The new abutments have been carried up and additional filling made, thus removing the considerable depression in the track, and affording an uniform grade.

New abutments have been built at Felt Brook and Holden Brook, and wooden bridges, each thirty-five feet long, placed thereon.

The highway bridge over the track at Humphrey's Crossing, has been rebuilt, and Federal Street, Deep Cut, High Street, Winthrop and Orr's over-head bridges have been replanked.

The trestle at Bleachery Bridge has been rebuilt, and extensive repairs have been made at Little Androscoggin, Kennebec, Topsham, Brewer, Farmington and many other bridges.

### BETTERMENTS.

At Vassalboro the track and station facilities have been very materially improved by reducing the sharpness of the curve on the main line from four degrees to two degrees, and by locating all the station buildings on the outside of the curve, on the side of the track nearer the village, which obviates the necessity of passengers crossing the tracks to reach the station, removing a source of considerable danger and affording an easier riding track.

At Bangor, near the Penobscot Switch in Exchange Street Yard, a substantial retaining-wall some five hundred feet long has been constructed. The Mt. Desert Branch track has been disconnected from the main line track and extended farther east, thus allowing trains from the Mt. Desert and Bucksport Branches to work independent of the main line, so far down as the over-head bridge; these trains having formerly been obliged to enter the main line upon a sharp curve some twelve hundred feet farther east.

Between Westbrook Junction and Cumberland Junction nearly all the culverts and cattle-passes have been lengthened out preparatory for the extension of the double track to Cumberland Junction, and a large portion of the ledge near Westbrook Junction has been removed with the same purpose in view.

Many culverts and cattle-passes at different points on the line have been rebuilt, and a large amount of stone-work laid for foundations, retaining-walls, etc.

For these various purposes twenty-nine hundred and forty-five cubic yards of granite have been used from the Company's ledge at North Jay.

There have been laid 1,046<sup>292</sup>/<sub>2240</sub> Tons Steel Rails and 494<sup>805</sup>/<sub>2240</sub> Tons Iron Rails.

The following materials were used for repair and construction :

Steel Rails,	-	Tons,	-	-	-	1,046 <sup>292</sup> / <sub>2240</sub>
Iron Rails,	-	"	-	-	-	494 <sup>805</sup> / <sub>2240</sub>
Cross Ties,	-	-	-	-	-	183,269
Joint Plates,	-	-	Pounds,	-	-	135,760
Track Spikes,	-	"	-	-	-	148,510
Track Bolts and Nuts,	-	"	-	-	-	55,249

### EQUIPMENT.

Our Locomotive equipment has been increased during the year by four engines, built by the Portland Company.

We have increased our stock of cars, as follows:

Passenger Cars:—From the Wason Manufacturing Company,	-	-	-	-	-	-	8
Combination Car,	-	-	-	-	-	-	1
Conductor's Saloon and Passenger Cars for freight train service,	-	-	-	-	-	-	2
Snow Plow,	-	-	-	-	-	-	1

The four last mentioned were built at our own shops.

Our equipment is now as follows:

Locomotives, (fifty of which are equipped with train brakes),	87
Passenger Cars, - - - - -	90
Baggage, Mail and Express Cars, - - - - -	45
8 Wheeled Box, Hay and Cattle Cars, - - - - -	714
8 " Platform Cars, - - - - -	905
Tool Cars and Workmen Cars, 8 wheeled, - - - - -	45
8 Wheeled Flange Scraper Cars, - - - - -	14
4 " Platform Cars, - - - - -	42
4 " Dump Cars, - - - - -	50
8 " Platform Cars—leased, - - - - -	49
8 " Box Cars—leased, - - - - -	51
Wooden Snow Plows, - - - - -	19



The amount of coal and wood used is shown below:

Bituminous Coal 58,721<sup>71</sup>/<sub>240</sub> tons. Of this amount 56,913<sup>913</sup>/<sub>240</sub> tons were used for locomotives and the remainder for engines in shops and water tanks.

Anthracite Coal 4,603<sup>1110</sup>/<sub>240</sub> tons; 2,764<sup>820</sup>/<sub>240</sub> tons of this coal were used in heating passenger and freight stations; 1,010<sup>1900</sup>/<sub>240</sub> tons for steam ferry between Mt. Desert Ferry and Bar Harbor; 332<sup>580</sup>/<sub>240</sub> tons for warming passenger cars; the rest for engine houses.

Wood 1,942 cords, distributed as follows: to locomotives 284 cords; to shops 54 cords; to passenger cars 170 cords, and the remainder to engine houses, water tanks and freight trains.

## INCREASE OF SIDE-TRACKS.

Improved facilities for doing business at various stations have been secured by constructing new sidings as follows:

Portland,	600 feet.	Grant's,	555 feet.
Woodford's,	159 "	Meadow Brook,	1,338 "
Westbrook,	200 "	Wytovitlock,	200 "
West Falmouth,	480 "	Hot Brook,	350 "
Freeport,	690 "	Danforth,	1,400 "
Brunswick,	454 "	Tomah,	1,505 "
Bowdoinham,	446 "	Gray,	360 "
Richmond,	300 "	New Gloucester,	600 "
South Gardiner,	591 "	Auburn,	385 "
Gardiner,	1,770 "	Monmouth,	1,280 "
Vassalboro,	200 "	Winthrop,	1,120 "
Waterville,	8,587 "	Fairfield,	658 "
Pittsfield.	384 "	Lisbon Falls,	968 "
Bangor,	150 "	Crowley's,	679 "
Webster,	325 "	Egery's Mill.	300 "
Oldtown,	1,560 "	Ellsworth,	800 "
Passadumkeag,	414 "	Hall's Lumber,	288 "

Thirty-seven and three-fourths miles of track have been ballasted this year, using forty-eight thousand cubic yards of gravel.

## FENCE.

There have been built during this year twelve thousand and thirty rods of Fence. Of this amount nine thousand five hundred and thirty four rods were Barbed Wire, one thousand one hundred and nineteen rods were Board, and one thousand three hundred and seventy-seven rods Cedar Rail. One thousand six hundred and thirty four rods of Old Fence have been repaired.

### BUILDINGS.

At Portland a new wooden engine house, containing eleven stalls, has been erected; the old engine house and the old Portland and Kennebec passenger station have been removed, and new offices and oil rooms for foreman of locomotive shop and for foreman of car repair shop, have been built.

The new station at Congress Street has been enlarged, new awnings built, the approach has been paved and the platforms have been extended.

At Gardiner the passenger station has been moved back from the track and put upon stone foundation, and new awnings and platforms built.

At Corinna a new passenger station has been constructed and the old station rebuilt into a freight house.

A new freight house, seventeen by thirty-eight feet, has been built at Vassalboro and the old station building entirely reconstructed.

At Oldtown the old passenger station has been lengthened and rebuilt, and is now substantially as good as a new building.

The brick engine house at Waterville has had an addition made to it of eight stalls, thus increasing its capacity two-thirds.

New passenger stations have been built at Danville Junction, seventeen by forty-five feet, and at Annabessacook, seventeen by twenty-eight feet.

At Ellsworth Falls a new freight house has been built twenty by sixty feet, and at Lake House a small station room and platform have been built.



A new tank house has been built at Etna, and the tank house at South Lincoln has been rebuilt.

At Waterville a coal shed has been built six hundred feet long and thirty-one and one-half feet wide with a capacity of about seven thousand tons, and at Vanceboro a coal shed two hundred feet long.

The wharf at Bangor has received extensive repairs, and three new coal stages have been built.

At Mt. Desert Ferry the awning has been lengthened eighty feet, the agent's office has been moved, and the ice house has been enlarged.

A new wooden turn-table has been built at Gardiner, and new crossing gates have been placed at Congress Street, at Bangor, at Augusta and at Hallowell, amounting in all to fourteen.



NEW BRIDGES BUILT 1870 TO 1886, Inclusive.

1870.	Augusta, Iron.	1873.	Royal River, Lawrence Boom, Rolling Dam, Gardiner, Trestle, Cobosseecontee, Sabattus Stream, Martin Stream, Belgrade. Dead River,	Yarmouth. Gardiner. " " " Lisbon Fairfield. Leeds.
1871.	Portland Y, Newport, Hermon Pond, Hampden Road, Greeley Road, Perley's, Iron, Poole's, Iron, Danville, Iron.			
1872.	New Meadows, Bowdoinham, No. 1. " No. 2. Freeman's Creek, Hallowell Street, Benton Street, Damascus, Topsham, Iron.	Portland. Hermon. Bangor. North Yarmouth. Gray. " Auburn.		
		1874.	Seven Mile Brook, Sewall's Creek, Gardiner Sluice, Pittsfield. Ticonic, Iron, Kennebec, Iron,	Vassalboro. Bath. Gardiner. Waterville. "

*New Bridges (Continued.)*

1875.	Lewiston, Iron, (2 spans,) Vaughn's Brook, Little River, Moody Brook, Turner Street, Oxford Street, Etna Bog.	Hallowell. Lisbon. " " Auburn. Lewiston.	1878.	Sabbattus, Clinton, Temple Stream, Cathance, Iron, Little Androscoggin, Iron, Webster. West Farmington. Topsham. Auburn.
1876.	Sowadabscook, Nason Stream, Bleachery,	Carmel. Newport. Lewiston.	1879.	Richmond Road, Unity, Brooks. City Point.
1877.	Yarmouth Road, Abagadassett, Two Mile Brook, Corinna. Libby's Mill, Presumpscot, Iron, Rice Stream, Iron, Crowley's.	Yarmouth. Bowdoinham. Augusta. Corinna. Falmouth. Oakland. Lewiston.		Richmond. Belfast. East Livermore. Lewiston L. S.



*New Bridges (Continued.)*

1885.	1886.
Sebasticook, Iron,	Augusta, Iron, (4 spans.)
Freeman's Creek, Iron,	Water Street, Iron,
Lawrence Boom, Iron,	Augusta.
Rolling Dam, Iron,	Greenbush.
Richmond Road, Iron,	Yarmouth.
Yarmouth Road,	Lisbon.
Egery Mill Stream, Iron,	Brewer.
Reed's Pond,	Holden.
Boggy Brook, No. 1,	
" " No. 2,	
Union River, Iron, (2 spans,)	
Kilkenny, Iron,	
Carrying Place, Iron,	
Farmington Y.	
Winslow.	
Richmond.	
Gardiner.	
"	
Richmond.	
Yarmouth.	
Dedham.	
Dedham.	
Ellsworth.	
"	
"	
Hancock.	
"	
"	

STATEMENT OF THE  
 Number of Passengers From Each Station,  
 OCT. 1st, 1885, TO SEPT. 30th, 1886, INCLUSIVE,  
 —AND—  
 REVENUE DERIVED THEREFROM.

FROM.	NO. OF PASSENGERS.	EARNINGS.
Portland,	63,721	\$76,529.90
B. & M. Transfer,	5,202	6,520.43
Congress Street,	9,314	11,934.02
Woodford's,	7,933	6 081.52
Westbrook Junction,	6,562	6,316.70
West Falmouth,	2,684	770.89
Cumberland Junction,	4,961	1,903.92
Yarmouth Junction,	5,740	4,334 90
Freeport,	8,615	5,424.34
Brunswick,	44,599	30,497.14
Hardings,	2,455	765.77
Bath,	38,724	31,295.47
Topsham,	655	376.62
Bowdoinham,	8,105	5,149.01
Harward's Road,	3,095	1,424.66
Richmond,	14,917	10,538.33
Iceboro,	1,007	421.25
Dresden,	121	66.40
South Gardiner,	7,721	3,195.97
Gardiner,	61,474	29,327.02
Hallowell,	40,541	12,006.09
Augusta,	72,708	40,730.38
Riverside,	1,800	914.49
Vassalboro,	5,011	3,941.72

*Statement of Passengers Carried, &c., (Continued.)*

FROM.	NO. OF PASSENGERS.	EARNINGS.
Winslow,	1,099	\$ 908.24
Waterville,	37,928	34,280.19
Benton,	6,193	4,195.19
Clinton,	4,122	3,304.47
Burnham,	3,179	2,827.08
Unity,	2,108	2,346.64
Thorndike,	1,540	1,879.97
Knox,	286	272.09
Brooks,	2,353	2,213.50
Waldo,	390	516.70
City Point,	749	554.76
Belfast,	9,118	14,863.09
Pittsfield.	8,626	10,680.14
Detroit,	1,090	925.54
Newport,	6,701	5,812.55
Corinna,	2,938	3,314.65
Dexter,	9,307	14,822.30
East Newport,	2,374	2,015.26
Etna,	2,549	2,212.50
Carmel,	2,575	2,013.87
Hermon Pond,	1,030	977.20
Hermon Centre,	655	572.30
Bangor,	51,867	90,444.66
Bangor, Exchange Street,	49,861	30,069.69
Veazie,	8,064	1,558.01
Basin Mills,	4,017	702.78
Orono,	20,951	7,140.18
Webster,	4,072	1,152.36
Great Works,	20,066	3,625.36
Oldtown,	30,780	15,012.72
Milford,	2,151	1,208.40
Costigan,	3,539	1,194.07
Greenbush,	1,972	934.61
Olamon.	2,233	1,541.35
Passadumkeag,	2,220	1,468.02

*Statement of Passengers Carried, &c., (Continued.)*

FROM.	NO. OF PASSENGERS.	EARNINGS.
Enfield,	858	\$ 760.06
Lincoln,	4,492	5,261.59
Lincoln Centre,	1,464	1,367.38
Winn,	4,261	4,430.58
Mattawamkeag,	4,741	6,513.64
Kingman,	3,215	3,779.19
Wytopitlock,	1,663	1,253.61
Danforth,	3,375	4,317.66
Eaton,	456	238.03
Forest,	1,438	1,580.40
Lambert Lake,	1,649	652.40
Vanceboro,	4,577	8,197.93
Walnut Hill,	1,975	904.81
Gray,	3,780	2,086.12
New Gloucester,	5,126	2,349.64
Danville Junction,	5,141	5,614.11
Auburn,	22,768	16,655.30
Lewiston, Upper,	37,383	35,516.92
Greene,	1,414	667 00
Leeds Junction,	1,659	1,327.42
Monmouth,	4,072	2,967.32
Annabessacook,	614	336.65
Winthrop,	7,686	7,204 95
Maranacook,	248	129.80
Readfield,	4,541	4,862 48
Belgrade,	2,049	1,807.47
North Belgrade,	597	453.89
Oakland,	8,356	6,335.23
Fairfield,	11,058	5,323.25
Somerset Mills,	2,317	720.88
Pishon's Ferry,	1,406	962.25
Skowhegan,	17,410	23,099.91
Lisbon Falls,	15,798	6,835.64
Lisbon,	12,633	4,388.40
Crowley's,	1,287	454.66



*Statement of Passengers Carried, &c., (Continued.)*

FROM.	NO. OF PASSENGERS.	EARNINGS.
Lewiston, Lower,	34,180	\$28,121.03
Sabattus,	4,343	1,813.04
Curtis' Corner,	645	391.89
Leeds Centre,	1,090	902.30
North Leeds,	1,243	1,150.24
Strickland's Ferry,	1,122	1,152.33
East Livermore,	1,013	1,084.48
Livermore Falls,	5,275	5,105.96
Jay Bridge,	964	818.43
North Jay,	2,412	2,785.93
Wilton,	2,938	3,366.17
East Wilton,	2,434	1,308.47
West Farmington,	1,411	1,634.46
Farmington,	8,331	13,063.93
Brewer Junction,	3,130	2,009.63
Holden,	1,245	777.90
Reed's Pond,	186	127.50
Ellsworth Falls,	4,557	1,880.58
Ellsworth,	15,817	17,463.65
Franklin Road,	2,674	3,012.85
Hancock,	2,456	2,175.68
Mt. Desert Ferry,	3,330	3,390.76
Bar Harbor,	14,110	28,358.66
Brewer Village,	3,719	432.75
Orrington,	1,082	323.39
South Orrington,	2,373	651.90
Bucksport Centre.	2,054	1,107.50
Bucksport,	11,207	7,698.29
Conductor's Collections and Frenchman's Bay Steamers, Foreign Companies and Agencies,	36,053	16,981.28
	169,140	388,377.31
Total,	1,268,409	\$1,264,852.24

# Statement of Freight Business

At each Station, with M. C. proportion of Earnings on same for year ending Sept. 30th, 1886.

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
49,144	\$99,812	82 Portland,	118,988	\$243,047
416	1,358	27 Woodford's,	154	319
14,137	16,265	93 Westbrook Jct.,	6,175	11,157
630	650	75 West Falmouth,	112	266
938	689	54 Cumberland Jct.,	323	328
10,837	9,667	32 Yarmouth Jct.,	39,577	50,964
3,682	4,404	21 Freeport,	1,947	2,328
20,240	28,421	20 Brunswick,	7,870	10,855
10,833	19,759	95 Bath,	22,833	26,222
1,486	1,381	04 Topsham,	71	123
3,201	4,372	78 Bowdoinham,	5,194	5,824
813	1,048	78 Harward's,	29	103
3,988	6,608	07 Richmond,	1,462	3,111
75	168	86 Iceboro',	8	22
730	1,321	20 South Gardiner,	3,336	6,396
17,168	29,900	07 Gardiner,	27,649	42,503
4,556	8,947	86 Hallowell,	10,073	14,610
17,883	30,674	34 Augusta,	6,373	13,426
276	590	72 Riverside,	545	1,600
1,382	3,545	31 Vassalboro,	1,620	4,846
1,958	4,106	98 Winslow,	1,110	1,554
30,025	44,895	79 Waterville,	5,011	10,502
1,205	1,339	82 Benton,	2,524	4,889
1,602	4,509	31 Clinton,	3,894	11,040
547	1,531	43 Burnham,	2,698	4,696
885	2,592	95 Unity,	1,242	3,415
963	2,656	24 Thorndike,	1,383	4,154
76	218	95 Knox,	122	351
1,269	2,633	60 Brooks,	1,824	4,093

*Freight and Tonnage (Continued.)*

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
31	\$ 100 08	Waldo,	41	\$ 170 78
92	140 00	City Point,	276	492 90
7,823	13,611 63	Belfast,	7,720	13,142 26
6,560	17,378 98	Pittsfield,	3,711	11,223 38
345	900 53	Detroit,	506	1,650 44
1,250	3,530 18	Newport,	1,537	4,116 12
1,474	4,289 73	Corinna,	2,198	7,904 01
7,402	21,921 01	Dexter,	4,843	15,936 90
609	1,583 08	East Newport,	1,114	3,337 49
457	1,125 20	Etna,	709	2,566 08
171	403 51	Carmel,	534	1,722 53
25	82 60	Hermon Pond,	198	492 09
105,246	133,438 57	Bangor,	69,303	124,998 88
1,627	1,076 71	Brewer Jct.,	2,524	2,492 45
481	170 02	Brewer Village,	403	326 75
142	129 61	Orrington,	49	150 81
176	186 48	South Orrington,	34	69 92
173	196 03	Bucksport Centre,	103	259 59
3,339	4,495 81	Bucksport,	3,787	3,473 38
285	440 70	Holden,	4,050	2,938 35
24	48 61	Reed's Pond,	21	18 06
380	1,007 04	Ellsworth Falls,	385	1,099 14
2,771	7,723 17	Ellsworth,	1,392	3,719 72
1,370	1,360 57	Franklin Road,	563	682 93
454	1,261 63	Hancock,	1,096	592 56
491	1,925 58	Mt. Desert Ferry,	101	367 64
1,709	4,289 63	Bar Harbor,	97	449 88
		Frenchman's Bay St		919 83
825	1,002 74	Veazie,	277	664 91
591	588 95	Basin Mills,	3,569	2,563 46
587	1,118 13	Orono,	2,666	1,698 04
1,533	381 28	Stillwater,	10,132	20,154 34
278	265 88	Webster,	4,900	3,396 65
14,920	14,265 19	Great Works,	4,566	8,074 46
5,454	6,410 33	Oldtown,	7,426	14,085 21

*Freight and Tonnage (Continued.)*

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
		Milford Mill,	8,159	\$ 973 65
8,182	\$ 1,541 20	Milford,	3,753	8,888 38
393	812 31	Costigan,	2,512	1,991 64
121	285 24	Greenbush,	695	1,227 01
751	1,850 33	Olamon,	3,053	4,767 74
498	1,330 85	Passadumkeag,	4,018	6,691 25
715	2,608 27	Enfield,	3,293	4,341 28
6,577	11,786 97	Lincoln,	2,677	6,095 96
528	1,397 00	Lincoln Centre,	1,059	1,779 72
7,806	13,647 19	Winn,	1,726	6,573 45
2,512	9,276 04	Mattawamkeag,	1,968	6,656 76
4,194	10,774 86	Kingman,	3,848	10,777 47
460	1,439 33	Wytovitlock,	10,948	12,210 00
3,312	7,168 12	Danforth,	4,588	12,112 41
4 <sup>8</sup>	106 89	Eaton,	62	104 22
496	1,421 69	Forest,	5,345	4,945 22
3,631	1,531 26	Lambert Lake,	2,377	3,917 27
1,472	4,238 09	Vanceboro,	4,804	8,874 91
977	894 59	Walnut Hill,	382	505 95
1,774	1,575 92	Gray,	3,024	3,094 15
831	1,052 03	New Gloucester,	901	1,346 79
17,247	19,756 24	Danville Jct.,	23,095	38,976 63
11,990	19,287 67	Auburn,	14,374	28,311 22
21,375	31,681 88	Lewiston, U. S.,	13,628	23,455 29
464	772 79	Greene,	425	747 43
218	403 84	Leeds Junction,	945	1,010 64
2,216	4,187 05	Monmouth,	1,007	2,618 47
668	1,138 67	Annabessacook,	292	688 76
10,409	18,641 71	Winthrop,	5,820	10,954 11
3,270	6,320 23	Readfield,	1,432	3,586 21
1,319	2,580 65	Belgrade,	739	2,145 50
194	587 04	North Belgrade,	416	1,084 28
9,607	17,021 21	Oakland,	6,160	8,759 04
9,742	20,189 71	Fairfield,	14,344	31,954 95
169	470 74	Somerset Mills,	4,212	7,208 59

*Freight and Tonnage (Continued.)*

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
546	\$ 1,512 04	Pishon's Ferry,	1,050	\$ 3,286 94
15,322	39,636 01	Skowhegan,	8,180	23,231 81
6,097	8,869 98	Lisbon Falls,	5,912	5,763 32
2,097	3,177 66	Lisbon,	857	1,110 16
28	77 42	Crowley's,	7	22 73
33,542	40,098 69	Lewiston, L. S.,	18,969	26,468 84
2,842	4,101 54	Sabattisville,	388	836 38
52	120 59	Curtis' Corner,	312	378 74
689	1,367 39	Leeds Centre,	562	974 90
595	1,390 76	North Leeds,	887	1,278 67
594	1,169 17	Strickland's Ferry,	729	1,327 69
324	796 66	East Livermore,	249	493 58
4,922	8,243 23	Livermore Falls,	4,113	9,516 16
268	749 48	Jay Bridge,	455	1,120 25
882	2,452 28	North Jay,	16,845	13,604 68
1,556	4,543 15	Wilton,	1,634	3,911 92
922	1,673 44	East Wilton,	454	1,404 18
2,414	5,799 23	West Farmington,	1,903	5,486 20
8,389	24,098 05	Farmington,	3,446	10,095 36
277,424	626,886 46	Foreign Companies,	225,700	467,064 54
863,711	\$1,585,464 12	Total,	863,711	\$1,585,464 12

The road has been operated during the year with a reasonable degree of success, towards which result the interest and faithfulness of our employes have largely contributed, and for this the thanks of the Company are due them.

Respectfully submitted,

PAYSON TUCKER,

*General Manager.*

PORTLAND, Nov. 30th, 1886.

## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

The Railroad Commissioners have made careful Examinations during the year 1886, of the Track, Bridges, Viaducts, Culverts and Rolling Stock and other equipment of the Maine Central Railroad, and have found the Bridges, Viaducts, Culverts and Track of said Railroad in an excellent condition for passage of trains, and the Rolling Stock and other equipment of said Railroad is in good order.

A. W. WILDES,  
JOHN F. ANDERSON, } *Railroad*  
D. N. MORTLAND. } *Commissioners.*

AUGUSTA, Nov. 10, 1886.









TWENTY-SIXTH

ANNUAL REPORT

OF THE

MAINE CENTRAL

RAILROAD COMPANY.



PRESENTED AT THE ANNUAL MEETING

DECEMBER 21, 1887.

TWENTY-SIXTH

ANNUAL REPORT

MAINE CENTRAL

HILL ROAD COMPANY

REPORT ON THE ANNUAL STATE OF THE

AND THE YEAR 1900

ANNUAL REPORT  
OF THE  
DIRECTORS  
OF THE  
MAINE CENTRAL RAILROAD COMPANY,  
TO THE STOCKHOLDERS,  
FOR THE YEAR ENDING SEPT. 30, 1887.

Presented at the Annual Meeting in Portland, December 21, 1887.

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PORTLAND, ME. :  
PRINTED AT THE TUCKER PRINTING HOUSE,  
1887.

## DESCRIPTION OF ROAD.

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Portland to Vanceboro, via Augusta,	<b>250.7</b>
Cumberland to Skowhegan,	<b>90.7</b>
Bath to Lewiston and Farmington,	<b>75.9</b>
Belfast Branch,	<b>33.1</b>
Dexter Branch,	<b>14.0</b>
Bucksport Branch,	<b>18.1</b>
Stillwater Branch,	<b>3.0</b>
Mt. Desert Branch, (including Steam Ferry,)	<b>49.5</b>
Total Mileage,	<b>535.00</b>

BOARD OF DIRECTORS.

---

ARTHUR SEWALL, *President.*

GEORGE C. LORD,

H. N. JOSE,

AMOS PAUL,

NATHANIEL J. BRADLEE,

WM. G. DAVIS,

DARIUS ALDEN,

FRANK JONES,

J. S. RICKER,

SAMUEL C. LAWRENCE, THOMAS W. HYDE,

JOHN WARE,

FRANCIS W. HILL,

JOSIAH H. DRUMMOND, *Clerk.*



# MAINE CENTRAL RAILROAD CO.

## ANNUAL MEETING.

Notice is hereby given that the Annual Meeting of the Maine Central Railroad Company will be held at the DIRECTOR'S OFFICE, in PORTLAND, on *Wednesday, the Twenty-First day of December, A. D., 1887*, at one o'clock in the afternoon, to act upon the following articles, to wit:

1. To hear the reports of the Directors and Treasurer and act thereon.
2. To fix the number of, and elect the Directors for the ensuing year.
3. To see if the Stockholders will ratify and confirm the conveyance of real estate by the Company to the Portland Union Railway Station Company, in accordance with the votes of the Directors at meetings held on the twenty-fourth day of March, A. D., 1887, and the twenty-eighth day of April, A. D. 1887, by deed dated said twenty-eighth day of April, and recorded in Cumberland Registry of Deeds, book 536, page 134.
4. To act upon any other business that may come before the meeting.

By order of the Directors,

JOSIAH H. DRUMMOND, *Clerk.*

PORTLAND, Oct. 27, 1887.

## Director's Report.

The Directors respectfully present to the Stockholders their report of the Maine Central Railroad Company, for the year ending September 30th, 1887.

The Gross Receipts for twelve months were	\$3,142,407 03
Expenses for twelve months,	\$1,887,344 18
Town, City and State Taxes,	61,135 46
	1,948,479 64
Net Earnings from business,	\$1,193,927 39
Interest Accrued during year,	\$717,068 09
Less Rents received,	8,869 98
	\$708,198 11
Rentals paid European & North American Railway,	\$125,500 00
"    "    Belfast & Moosehead Lake R. R. Co.,	36,000 00
"    "    Dexter & Newport R. R. Co.,	18,000 00
"    "    Eastern Maine Railway,	9,500 00
	\$897,198 11
Earnings after deducting Interest and Rentals,	\$296,729 28
Dividend paid February 15th, 3 per cent.,	\$107,799 00
"    "    August 15th, 3 per cent.,	107,799 00
	\$215,598 00
Surplus for the year,	\$81,131 28
Gross Earnings for the year ending Sept. 30th, 1886,	\$3,001,076 09
Gross Earnings for the year ending Sept. 30th, 1887,	3,142,407 03
Increase in Gross Earnings,	\$141,330 94
Expense for the year ending Sept. 30th, 1886,	\$1,820,740 13
Expense for the year ending Sept. 30th, 1887,	1,948,479 64
Increase in Expense,	\$127,739 51
Rental for year ending Sept. 30th, 1886,	\$189,000 00
Rental for year ending Sept. 30th, 1887,	189,000 00
Interest for year ending Sept. 30th, 1886,	707,129 66
Interest for year ending Sept. 30th, 1887,	717,068 09
Increase in Interest,	\$9,938 43



Net Income for year ending Sept. 30th, 1886,	\$1,187,736 37	
Net Income for year ending Sept. 30th, 1887,	<u>1,202,797 37</u>	
Increase in Net Income,		\$15,061 00
Number of Miles Operated year ending Sept. 30th, 1886,		535
Number of Miles Operated year ending Sept. 30th, 1887,		535
Receipts for Freight year ending Sept. 30th, 1886,	\$1,585,464 12	
Receipts for Freight year ending Sept. 30th, 1887,	<u>1,599,687 47</u>	
Increase,		\$14,223 35
Receipts from Passengers year ending Sept. 30th, 1886,	\$1,264,852 24	
Receipts from Passengers year ending Sept. 30th, 1887,	<u>1,384,226 41</u>	
Increase,		\$119,374 17

Another fairly prosperous fiscal year has closed, showing, as per statement above, an increase in our business of approximately one hundred and forty-two thousand dollars in gross earnings.

It will be noted that about eighty-four per centum of this increase is in our passenger traffic, our freight traffic having suffered severely from the effects of the Inter-State Commerce Law, which went into operation April 5th, 1887.

For several months we did not feel justified under this law in attempting to compete with rates by water, and this continued until by the ruling of the Commissioners, rail lines were permitted to make rates reasonably competitive with those named by water.

During this time a large amount of freight was diverted to water routes, much of which has since resumed its former channel, and is now shipped by rail.

By reason of the above, and in consequence of the great freshet, which for two weeks in May compelled a complete suspension of all traffic on the eastern portion of our line, our freight receipts were largely reduced.

Without these drawbacks the year's operations would have shown nearly as large an increase in freight as in passenger traffic. The result, however, is not discouraging, but indicates a steady growth of business along our line, which increase we may reasonably expect to continue in the future.

The net results are about the same as last year, showing a surplus of eighty-one thousand dollars after payment of all fixed charges, operating expenses, and two semi-annual dividends of three per centum each.

It will be noticed that the expenditures for permanent improvements this year are about one hundred thousand dollars in excess of similar disbursements last year.

All expenditures for this year have been charged to operating expenses, except cost of land purchased, new shops, and double track from Westbrook Junction to Cumberland Junction.

The new union station near Congress Street, Portland, to which reference was made in our last annual report, is now in process of erection by the Portland Union Railway Station Company.

The entire capital stock of this Station Company, is owned equally by the Maine Central and Boston & Maine Railroads. This station when completed will compare favorably in its appointments with any in New England, and will add much to the comfort and convenience of our patrons.

The new locomotive and car shops at Waterville have been completed, and are proving a great benefit to the company. These shops are well arranged and fully equipped with the most modern tools and machinery, and are capable of doing our work with dispatch and economy; their capacity is sufficient to meet the needs of this company for many years to come.

While our mileage has not been increased during the year, we have not lost sight of the importance of extensions from Hancock eastward along the coast, and from other points on our line to localities in the interior of the state. The natural resources of these localities already afford much business, and a rapid development and large increase would at once result from a connection with our railroad system.

Our relations with all connecting roads continue amicable.

The report of the General Manager and of the Treasurer submitted herewith with tables annexed will give you full information in regard to the physical and financial condition of your property.

By order of the Board.

ARTHUR SEWALL,

President.

# Treasurer's Report.

To the Stockholders of the Maine Central Railroad Co.

GENTLEMEN:

I submit herewith the Annual Report from this department, of the Receipts and Expenditures of the Company for the year ending September 30th, 1887. The annexed Tables, Nos. 1, 2, 3, 4 and 5, exhibit in detail the Receipts and Disbursements for the year and the standing of the Company at its close, to which you are respectfully referred.

J. A. LINSOTT, *Treasurer.*

PORTLAND, Nov. 20th, 1887.

TABLE No. 1.

1886.	Result of Business for Year.	1887.
\$1,264,852 24	Earnings from Passengers,	\$1,384,226 41
1,585,464 12	"    "    Freight,	1,599,687 47
45,000 00	"    "    Express,	45,000 00
101,764 02	"    "    Mails,	103,817 48
3,995 71	"    "    Extra Baggage,	9,675 67
<hr/>		<hr/>
\$3,001,076 09	Total Transportation Earnings,	\$3,142,407 03
7,400 41	Earnings from Rents, Wharfage and Miscellaneous,	8,869 98
<hr/>		<hr/>
\$3,008,476 50	Total Gross Earnings,	\$3,151,277 01
1,820,740 13	Less Operating Expenses,	1,948,479 64
<hr/>		<hr/>
\$1,187,736 37	Net Earnings,	\$1,202,797 37
707,129 66	Less Interest,	717,068 09
125,500 00	Less Rent European & North American Railway,	125,500 00
36,000 00	"    "    Belfast & Moosehead Lake Railway,	36,000 00
18,000 00	"    "    Dexter & Newport Railroad,	18,000 00
9,500 00	"    "    Eastern Maine Railway,	9,500 00
<hr/>		<hr/>
\$896,129 66	Total Interest and Rents,	\$906,068 09
<hr/>		<hr/>
\$291,606 71	Surplus.	\$296,729 28

GEO. W. YORK, Auditor.

AUDITOR'S OFFICE, Oct. 31st, 1887.

TABLE No. 2.  
Transportation Earnings, Year Ending September 30th, 1887.

1886.	PASSENGERS.		FREIGHT.		FROM OTHER SOURCES.				
	NUMBER.	EARNINGS.	TONS.	EARNINGS.	MAILS.	EXPRESS.	EXTRA BAGGAGE.	TOTAL EARNINGS.	
October, - - - - -	110,529	\$114,803 54	100,597	\$175,177 15	\$8,540 47	\$3,750 00	\$585 61	\$302,856 77	
November, - - - - -	93,433	99,551 89	75,460	140,473 72	8,540 48	3,750 00	368 19	252,684 28	
December, - - - - -	84,259	85,451 29	62,326	122,423 94	8,540 48	3,750 00	242 48	220,408 19	
1887.									
January, - - - - -	78,992	78,965 01	56,359	105,219 82	8,540 47	3,750 00	278 55	196,753 85	
February, - - - - -	77,067	76,030 79	61,225	113,778 23	8,540 48	3,750 00	413 70	202,513 20	
March, - - - - -	92,747	94,495 87	70,504	137,569 51	8,540 48	3,750 00	521 63	244,877 49	
April, - - - - -	105,641	104,926 57	63,581	130,419 27	8,540 47	3,750 00	1,319 19	248,955 50	
May, - - - - -	99,780	95,790 56	58,233	110,016 07	9,872 24	3,750 00	1,273 64	220,702 51	
June, - - - - -	109,008	117,083 63	79,695	136,097 93	8,540 48	3,750 00	1,103 66	266,575 70	
July, - - - - -	141,477	145,086 09	70,927	116,512 58	8,540 47	3,750 00	789 73	274,678 87	
August, - - - - -	176,838	190,523 76	86,745	143,622 85	8,540 48	3,750 00	1,167 10	347,604 19	
September, - - - - -	183,206	181,517 41	97,671	168,376 40	8,540 48	3,750 00	1,612 19	363,796 48	
	1,354,977	\$1,384,226 41	883,323	\$1,599,687 47	\$103,817 48	\$45,000 00	\$9,675 67	\$3,142,467 03	

GEO. W. YORK, Auditor.

AUDITOR'S OFFICE, Oct. 31st, 1887.

## TABLE No. 3.

Statement of Operating Expenses for Year Ending  
Sept. 30th, 1887.**GENERAL EXPENSES OF OFFICE, PROPERTY AND TRANSPORTATION.**

Salaries of General Officers and Clerks,	\$26,035 18
Stationery and Printing for Offices,	3,127 31
General Office Expenses,	10,513 70
Legal Expenses,	9,707 49
Insurance Premiums,	6,386 50
Protection Against Fire,	157 00
Losses by Fire,	1,137 00
Taxes,	61,135 46
Tenement Expenses,	566 71
Injuries and Damages,	17,300 96
Telegraph Expenses, Salaries and Wages,	22,091 41
"    "    Stationery and Printing,	297 71
"    "    Supplies and Miscellaneous Expenses,	1,539 73
Wages of Crossing Tenders,	10,393 44
Fuel and Supplies for Crossings,	306 02
Wages of Signal Men,	1,987 86
Fuel and Supplies for Signal Men,	372 74
Wages of Switchmen,	24,560 37
Fuel and Supplies for Switchmen,	2,192 77
Wages of Watchmen,	4,192 95
Removing Ice and Snow,	19,731 51
Expenses of Ferry at Bar Harbor,	17,695 97
	<hr/>
	\$241,429 79

**PASSENGER TRANSPORTATION EXPENSES.**

General Superintendence and Clerks,	\$ 5,249 83
Stationery and Printing,	1,275 86
Tickets and Baggage Checks,	2,525 14
General Office Expenses,	490 84
Loss and Damage to Baggage,	403 00
Advertising,	7,748 78
Outside Agencies,	2,227 61
Making Up and General Expenses of Passenger Trains,	7,457 86
Wages of Conductors and Trainmen,	57,143 20
Lubricating Oil, Waste and Tallow,	2,783 35
Stationery and Printing for Passenger Trains,	586 44
Supplies for Passenger Trains,	5,072 31
Agents and Station Labor,	47,729 16
Stationery and Printing for Passenger Stations,	1,521 04
Supplies and Miscellaneous Expenses, Passenger Stations,	20,156 85
Mail Expense,	5,644 33
Hire of Passenger Cars,	11,365 83
Wrecking Expenses of Passenger Trains,	1,191 50
	<hr/>
	\$180,572 93

**FREIGHT TRANSPORTATION EXPENSES.**

General Superintendence and Clerks,	\$9,525 54
Stationery and Printing,	742 92
General Office Expenses,	1,677 45
Advertising and Soliciting Freight,	107 02
Loss and Damage of Freight,	1,771 89
Making Up and General Expenses of Freight Trains,	13,536 58
Wages of Conductors and Trainmen,	54,524 11
Lubricating Oil, Waste and Tallow,	2,904 95
Stationery and Printing for Freight Trains,	393 75
Supplies Freight Trains,	9,200 68
Wrecking Expenses,	444 69
Agents and Station Labor,	\$7,714 87
Stationery and Printing for Freight Stations,	4 414 84
Supplies and Miscellaneous Expenses, Freight Stations,	12,004 45
Hire of Freight Cars,	42,462 85
	<hr/> \$241,426 62

**MOTIVE POWER EXPENSES.**

Superintendence and Clerks,	\$ 8,094 85
Stationery and Printing,	384 74
Office and Miscellaneous Expenses,	74 14
Engine House and Watching Expenses,	15,844 17
Repairs of Tools and Machinery,	5,137 56
Repairs of Locomotives,	85,853 17
New Locomotives,	52,014 76
Water Supply,	7,982 96
Wages of Engineers and Firemen, Passenger,	52,105 80
Wages of Engineers and Firemen, Passenger Switching,	3,156 62
Wages of Engineers and Firemen, Freight,	38,222 59
Wages of Engineers and Firemen, Freight Switching,	27,671 96
Wiping Engines, Passenger,	8,691 36
Wiping Engines, Freight,	7,816 13
Head Light and Illuminating Oil,	2,796 48
Lubricating Oil, Waste and Tallow,	9,419 63
Lanterns, Tools and Small Stores,	1,046 43
Fuel for Passenger Locomotives,	85,852 29
Fuel for Passenger Switching Locomotives,	3,993 32
Fuel for Freight Locomotives,	83,138 72
Fuel for Freight Switching Locomotives,	29,308 34
	<hr/> \$528,606 02

**MAINTENANCE OF CARS.**

Superintendence and Clerks,	\$ 6,374 00
Stationery and Printing,	157 05
Office and Miscellaneous Expenses,	949 55
Repairs of Tools and Machinery,	1,874 85
Repairs of Passenger, Baggage, Mail and Express Cars,	55,637 99
New Passenger Cars,	34,875 87
Repairs of Pullman Cars,	3,279 80
Repairs of Freight and Saloon Cars,	44,719 23
New Freight and Saloon Cars,	32,000 00
Repairs of Construction and Tool Cars,	2,420 99
Repairs of Snow Plows and Scrapers,	3,149 43
Oiling, Cleaning and Inspecting Passenger Cars,	10,790 18
Oiling, Cleaning and Inspecting Freight Cars,	4,150 41
	<hr/> \$200,379 35

**MAINTENANCE OF WAY AND BUILDINGS.**

General Expenses,		\$ 5,996 58
General Repairs of Track, { Labor,	157,012 91	
{ Material,	6,157 94	
Working Trains and Extra Crews,	54,583 66	
Joint Fastenings,	14,281 10	
Frogs and Switches,	11,372 94	
Spikes,	3,977 69	
Hand Cars and Tools,	6,680 77	
Road Crossings,	3,128 22	
Signs and Mile Posts,	373 09	
Fencing,	12,369 57	
Real Estate,	593 75	
Steel Rails, No. of Tons, 3,885,	60,304 48	
Iron Rails, No. of Tons, 313 <sup>2127</sup> <u>2240</u>	6,278 99	
Cross Ties, No. of Ties, 169,723,	33,709 74	
Switch Ties,	3,737 61	
Repairs of Bridges and Culverts,	19,694 86	
New Bridges,	48,436 18	
Shops and Storehouses,	889 50	
Tools and Machinery,	5,151 00	
Car Houses,		
Engine Houses and Turn Tables,	11,465 11	
Water Tanks and Pumping Machinery,	19,393 95	
Coal and Wood Sheds and Fixtures,	5,506 61	
Station Buildings and Grounds,	61,944 68	
Mast Signals, Signal and Section Houses,	1,872 91	
Docks and Wharves,	1,108 83	
Construction Cars,	132 26	
		<u>\$556,064 93</u>
Total,		\$1,948,479 64

GEO. W. YORK, Auditor.

AUDITOR'S OFFICE, Oct. 31st, 1887.



**FREIGHT TRANSPORTATION EXPENSES.**

General Superintendence and Clerks,	\$9,525 54
Stationery and Printing,	742 92
Office and Miscellaneous Expenses,	1,677 45
Repairs of Tools and Machinery,	107 02
Loss and Damage to Freight,	1,771 89
Wages of Engineers and Firemen, Passenger,	13,536 58
Wages of Engineers and Firemen, Freight,	54,524 11
Wages of Engineers and Firemen, Freight Switching,	2,904 95
Stationery and Printing for Freight Trains,	393 75
Supplies for Freight Trains,	9,200 68
Working Expenses,	444 69
Agents and Station Labor,	87,714 87
Stationery and Printing for Freight Stations,	4,414 84
Supplies and Miscellaneous Expenses, Freight Stations,	12,004 48
Hire of Freight Cars,	42,462 85
	<hr/>
	\$241,426 62

**MOTIVE POWER EXPENSES.**

Superintendence and Clerks,	\$ 8,094 85
Stationery and Printing,	384 74
Office and Miscellaneous Expenses,	74 14
Engine House and Watching Expenses,	15,844 17
Repairs of Tools and Machinery,	5,137 56
Repairs of Locomotives,	85,853 17
New Locomotives,	52,014 76
Water Supply,	7,982 96
Wages of Engineers and Firemen, Passenger,	52,105 80
Wages of Engineers and Firemen, Passenger Switching,	3,156 62
Wages of Engineers and Firemen, Freight,	38,222 59
Wages of Engineers and Firemen, Freight Switching,	27,671 96
Wiping Engines, Passenger,	8,691 36
Wiping Engines, Freight,	7,816 13
Head Light and Illuminating Oil,	2,796 48
Lubricating Oil, Waste and Tallow,	9,419 63
Lanterns, Tools and Small Stores,	1,046 43
Fuel for Passenger Locomotives,	85,852 29
Fuel for Passenger Switching Locomotives,	3,993 32
Fuel for Freight Locomotives,	83,138 72
Fuel for Freight Switching Locomotives,	29,308 34
	<hr/>
	\$528,606 02

**MAINTENANCE OF CARS.**

Superintendence and Clerks,	\$ 6,374 00
Stationery and Printing,	157 00
Office and Miscellaneous Expenses,	
Repairs of Tools and Machinery,	
Repairs of Passenger, Baggage, Mail and Express Cars	
New Passenger Cars,	
Repairs of Pullman Cars,	
Repairs of Freight and Saloon Cars,	
New Freight and Saloon Cars,	
Repairs of Construction and Tools,	
Repairs of Snow Plows and	
Oiling, Cleaning and Insulating	
Oiling, Cleaning and Insulating	

**MAINTENANCE OF WAY AND BUILDINGS.**

General Expenses,	\$ 5,996 58
General Repairs of Track, { Labor,	157,012 91
{ Material,	6,157 94
Working Trains and Extra Crews,	54,583 66
Joint Fastenings,	14,281 10
Frogs and Switches,	11,372 94
Spikes,	3,977 69
Hand Cars and Tools,	6,680 77
Road Crossings,	3,128 22
Signs and Mile Posts,	373 09
Fencing,	12,369 57
Real Estate,	503 75
Steel Rails, No. of Tons, 3,885,	60,304 48
Iron Rails, No. of Tons, 313 $\frac{2127}{2240}$	6,278 99
Cross Ties, No. of Ties, 169,723,	33,709 74
Switch Ties,	3,737 61
Repairs of Bridges and Culverts,	19,694 86
New Bridges,	48,436 18
Shops and Storehouses,	889 50
Tools and Machinery,	5,151 00
Car Houses,	
Engine Houses and Turn Tables,	11,465 11
Water Tanks and Pumping Machinery,	19,393 95
Coal and Wood Sheds and Fixtures,	5,506 61
Station Buildings and Grounds,	61,944 68
Mast Signals, Signal and Section Houses,	1,872 91
Docks and Wharves,	1,108 83
Construction Cars,	132 26
	<hr/>
	\$556,064 93
Total,	\$1,948,479 64

GEO. W. YORK, Auditor.

AUDITOR'S OFFICE, Oct. 31st, 1887.

TABLE NO. 4.

BALANCE SHEET, SEPTEMBER 30th, 1887.

CR.

DR.	Construction, Androscoggin Railroad Lease, European & North American Railway Lease, Maine Shore Line Railroad, Equipment, Portland, Mt. Desert & Machias Steamboat Company Stock, Portland Union Railway Station Company Stock, Sebastiaook & Moosehead Railroad Stock, Dexter & Newport Railroad Stock, Portland & Rockissee Railroad Stock, Amount in Sinking Funds, Accounts Receivable, Due from Agents, Materials and Supplies on hand, Cash on hand,	\$10,566,614 96 768,333 33 1,000,000 00 885,177 35 1,926,557 36 120,780 00 25,000 00 5,000 00 5,000 00 4,700 00 58,001 59 199,001 90 55,897 84 466,969 01 292,347 86	Capital Stock, Stock Bonds, Portland & Kennebec Railroad Stock, Maine Central Interest Stock, Bonded Debt, Coupons and Dividends not called for, Interest and Rents Accrued, Notes Payable, Bills Audited, Accounts Payable, Profit and Loss,	\$3,663,300 00 16,800 00 100 00 8,992 00 11,598,600 00 30,662 54 375,747 04 53,035 00 243,353 55 69,056 11 294,273 98
			\$16,322,921 20	

PROFIT AND LOSS ACCOUNT.

CR.

DR.	Operating Expenses, Interest, Rent of Leased Lines, Dividend No 10, February 15th, 1887, Dividend No 11, August 15th, 1887, Worthless Accounts charged off, Balance,	\$1,948,479 64 717,068 09 189,000 00 107,799 00 107,799 00 2,783 10 294,273 98	Balance of Account Sept. 30th, 1886, Gross Transportation Earnings, Rents, Wharfage and Miscellaneous, Premiums on Bonds Sold and Exchanged, Interest on Sinking Funds,	\$ 198,845 21 3,142,407 03 8,869 98 14,844 00 2,236 59
			\$3,367,202 81	

GEO. W. YORK, Auditor.

AUDITOR'S OFFICE, Oct. 31st, 1887.

TABLE No. 5.

DETAILED STATEMENT OF BONDED DEBT.

Androscoggin & Kennebec Railroad Loan,	\$1,100,000 00
Maine Central Extension Loan,	496,500 00
Maine Central 7 per cent. \$1,100,000 00 Loan,	756,800 00
	\$2,353,300 00
Portland & Kennebec Consolidated Loan,	1,166,700 00
Androscoggin Railroad City of Bath Loan,	425,000 00
Leeds and Farmington Railroad Loan,	633,000 00
Maine Central Railroad Consolidated Loan, Class A,	\$ 975,000 00
" " " " " " B,	1,524,000 00
" " " " " " C,	1,567,600 00
" " " " " " D,	110 000 00
	\$4,176,600 00
City of Bangor Loan,	1,000,000 00
Maine Central Collateral Trust 5 per cent. Bonds,	694,000 00
Maine Central Debenture Bonds, 5 per cent.,	58,000 00
Maine Central Sinking Fund Bonds,	600,000 00
Maine Shore Line R. R. First Mortgage Bonds,	42,000 00
Maine Central Railroad Improvement Bonds, Class A,	\$200,000 00
" " " " " " B,	250,000 00
	\$450,000 00
Total Bonded Debt,	\$11,598,600 00

*The Principal and Interest of the several Bonded Loans, fall due at the dates mentioned in the following Table :*

LOANS.	Amount.	When Due.	Interest Payable.
And. & Ken. R. R. Loans,	\$1,100,000	August 1, 1890 to Sept 1, 1891	6s 6s
And. R. R., Bath Loan,	425,000	July 1, 1891	6s
City of Bangor Loan.	1,000,000	January 1, 1894	6s
Maine Central Debentures,	58,000	Feb. 1, 1894	5s
Portland & Kennebec Consols,	1,166,700	April 1, 1895	6s
Leeds & Farmington,	633,000	July 1, 1896	6s
Maine Central \$1,100,000 Loan.	756,800	July 1, 1898	7s
Maine Central Extension, Gold,	496,500	October 1, 1900	6s
M. C. Sinking Fund Bonds,	600,000	Feb 1, 1905	6s
M. C. Improvement Bonds, A,	3,907,100	April 1, 1912	7s
Maine Central Consols,	269,500	April 1, 1912	5s
M. C. Improvement Bonds, B,	200,000	July 1, 1916	4½s
M. C. Improvement Bonds, B,	250,000	July 1, 1917	4½s
M. C. Collateral Trust Bonds,	694,000	June 1, 1923	5s
Maine Shore Line 1st Mort. Bonds	42,000	June 1, 1923	6s

Coupons of the above Bonds will be paid at the Second National Bank of Boston, the First National Bank of Portland, and at the Office of the Treasurer, Portland, except those of the City of Bangor, which are payable at Merchants National Bank, Boston.

## Auditor's Report.

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AUDITOR'S OFFICE,  
PORTLAND, ME., Nov. 7th, 1887. }

*To the President and Directors of the Maine Central  
Railroad Company.*

GENTLEMEN :

I have examined the Books, Accounts and Vouchers of your Treasurer, showing the Receipts and Expenditures of the Company for the fiscal year ending September 30th, 1887, and find the same correctly cast and properly vouched for.

GEO. W. YORK, *Auditor.*

ANNUAL REPORT  
—OF THE—  
GENERAL MANAGER

—OF THE—  
*MAINE CENTRAL RAILROAD COMPANY,*  
FOR THE FISCAL YEAR ENDING SEPTEMBER 30th, 1887.



ARTHUR SEWALL, President;

DEAR SIR:—The following Report of the operations of the Maine Central Railroad Company for the fiscal year ending September 30th, 1887, is respectfully submitted:

The total number of Passengers transported for the year was 1,354,977; an increase over the previous year of 86,568, or 6.83 per centum.

The total amount of Freight transported over the main line and branches for the year was 883,323 tons; an increase over the previous year of 19,612 tons, or 2.27 per centum.

The earnings for Passengers were \$1,384,226.41. The earnings for the transportation of Freight were \$1,599,687.47. The earnings for transportation of Mails, Baggage, Express, &c., were \$158,493.15. The total gross transportation earnings for the twelve months were \$3,142,407.03.

The number of miles run by Passenger Trains was 1,022,163, and by Freight Trains 749,431, and by Working Trains, Switching, &c., 784,510, making the total number of miles run 2,556,104.

### BRIDGES.

The following bridges have been built during the year:

At Belgrade Stream, Benton Street, Pittsfield, Newport, Damascus, Sowadabscook, Hermon Pond and Hampden Road, new iron plate girders have been erected, making eleven spans in all.

At Crummetts, near Waterville, a new iron span has been erected ninety-four feet three and one-fourth inches in length.

At Maranacook a new iron span one hundred eight feet four and one half inches over all has been erected to replace the easterly span of the old wooden lattice girder bridge which has been in service since the railroad was originally constructed. The remaining five spans are to be filled and this work is now being carried on and will be completed early in the coming year. When finished there will be at this place five hundred feet of solid earth embankment and a little more than one hundred feet of substantial iron bridge, in the place of six hundred feet of wooden bridge.

At Piscataqua River, near Falmouth Station, an old arch has been removed and substantial stone abutments have been erected for reception of an iron girder bridge to accommodate two tracks.

The abutments at Cumberland Junction have been rebuilt and lengthened, and iron girders procured so as to provide for four tracks.

To accommodate the second main line track a new iron, lattice girder, deck span having a total length of one hundred and thirty-six and one half feet, has been erected at the crossing of Presumpscot River in the town of Falmouth.

East of Gardiner passenger station, the Railroad crosses the Cobossecontee stream, and at this place iron deck, plate girders have been substituted for the wooden Howe truss which formerly carried the trains. By using a deck bridge instead of a through bridge, as formerly, we have been enabled to extend the passenger platform farther east, which extension has proved of great convenience.

The St. Croix River at Vanceboro forms the eastern boundary of the State and the centre of its channel is the extreme eastern limit of our line. The bridge at this place is maintained at joint expense of this Company and the New Brunswick Railway Company, and a new iron, through span has replaced the wooden Howe truss, which was old and too light for the heavy traffic at that point.

By the erection of the new bridge, at Augusta four spans of iron bridge were released. These spans having been materially shortened and arranged so as to give a square floor system, and thus made first-class structures, have been re-erected, three of them at Orono and one at Oldtown replacing old wooden spans. At both Orono and Oldtown, the piers and abutments were rebuilt to receive these reconstructed spans, and we now have bridges at these points which are first-class in every respect.

Four overhead bridges have been rebuilt, and extensive repairs have been made on many other of our bridges.



## BETTERMENTS.

Early in the year preparations were commenced for extending the double track from Westbrook Junction so far east as Cumberland Junction. For this purpose the Falmouth station was moved some thousand feet towards the west, such culverts and cattle passes as had not already been extended were lengthened and the necessary excavations and embankments were made. June 26th our trains commenced running under the summer arrangement and the use of the double track was begun at the same time.

At Augusta the old car and paint shops whose use has been discontinued have been removed, thus making more room for tracks at this point and giving much better facilities for handling the business of the road.

A new station has been built at Riverside on the east side of the track and the old buildings have been removed; this change opens up the curve at that place and obviates the necessity of crossing the tracks to reach the station.

At Waterville the extensive locomotive and car shops whose erection was commenced last year have been completed, and since July have been in successful operation. The main buildings so erected are as follows: a machine shop one hundred feet wide and three hundred feet long; a car shop three hundred and eighty-five feet long and eighty feet wide, with projection in centre sixty by seventy feet; a paint shop two hundred and ninety feet long and eighty feet wide, and a blacksmith and boiler shop two hundred and seventy-five feet long and fifty-two feet wide. Connecting these various buildings is a transfer table which runs in a pit seven hundred and ninety-eight feet long. The old abandoned machine shops have been removed

and their former site largely graded, thus affording valuable room for station facilities. Extensive changes have been made in tracks to accommodate the new shops and much new track has been laid.

A new three-pit engine house, coal shed, tank house and iron turn table have been erected at Skowhegan on the south side of the river, and a new freight house on the north side. The old buildings have been removed, thus enabling the yard to be enlarged and remodeled.

The station buildings at Milford and Winn have been moved and repaired.

At Belfast the passenger station has been moved back and has received extensive repairs, a new awning has been built, the platforms have been renewed and we now have at that point very creditable station accommodations.

For many years the passenger business at Lewiston Lower Station has been suffering from want of adequate conveniences. The station building originally constructed too small and of poor design had become so ill-adapted for the purposes for which it was used that some immediate relief was necessary. To remedy these evils a portion of Jones' Block owned by the Company was finished off for waiting rooms, the main track was extended farther north, a new awning was built and the approach was graded and paved. By these improvements excellent facilities for handling the passenger business were secured and no farther outlay in that direction will be required for years at this point.

In order to supply water for the limited express trains three track tanks were fitted up, one at Dresden, one at Burnham

and one at Mine Meadow, between Lewiston and Greene, and this method of securing water was in successful operation while the limited trains were run.

On various portions of the line cattle passes and culverts have been built and considerable masonry has been laid for bridges, foundations, retaining walls, &c. The stone for these purposes has been furnished from the Company's Quarry at North Jay, and the total so supplied during the year has amounted to thirty-eight hundred and eighty-six cubic yards.

The following materials were used for repair and construction :

Steel Rails,	-	<i>Tons,</i>	-	-	5,185
Iron Rails,	-	"	-	-	313 <sup>2127</sup> <sub>2240</sub>
Cross Ties,	-	-	-	-	190,723
Joint Plates,	-	<i>Pounds,</i>	-	-	688,245
Track Spikes,	-	"	-	-	252,650
Track Bolts and Nuts,	-	"	-	-	92,768

### EQUIPMENT.

Our Locomotive equipment has been increased during the year by ten engines, built by the Portland Company.

We have increased our stock of cars as follows:

Passenger Cars:—From the Wason Manufacturing Company,	-	-	-	-	-	6
Baggage Cars:—From the Wason Manufacturing Company,	-	-	-	-	-	4
Combination Car,	-	-	-	-	-	1
Snow Plows,	-	-	-	-	-	2

The three last mentioned were built at our own shops.

Our equipment is now as follows:

Locomotives, (fifty-seven of which are equipped with train brakes),	-	-	-	-	-	93
Passenger Cars,	-	-	-	-	-	96
Baggage, Mail and Express Cars,	-	-	-	-	-	50
8 Wheeled Box, Hay and Cattle Cars,	-	-	-	-	-	669
8 " Platform Cars,	-	-	-	-	-	921
Tool Cars and Workmen Cars, 8 wheeled,	-	-	-	-	-	52
8 Wheeled Flange Scraper Cars,	-	-	-	-	-	15
4 " Platform Cars,	-	-	-	-	-	42
4 " Dump Cars,	-	-	-	-	-	50
8 " Platform Cars—leased,	-	-	-	-	-	49
8 " Box Cars—leased,	-	-	-	-	-	50
Wooden Snow Plows,	-	-	-	-	-	18
Saloon Cars for Freight Trains,	-	-	-	-	-	29

The amount of coal and wood used is shown below:

Bituminous Coal  $61,115^{\frac{1993}{2240}}$  tons. Of this amount  $59,164^{\frac{873}{2240}}$  tons were used for locomotives and the remainder for engines in shops and water stations.

Anthracite Coal  $3,855^{\frac{903}{2240}}$  tons;  $1,029^{\frac{920}{2240}}$  tons of this coal were used in heating passenger and freight stations;  $1,399^{\frac{903}{2240}}$  tons for steam ferry between Mt. Desert Ferry and Bar Harbor;  $370^{\frac{600}{2240}}$  tons for warming passenger cars; the rest for engine houses.

Wood 2,524.4 cords, distributed as follows: to locomotives 192.6 cords; to shops 127.7 cords; to passenger cars 71 cords, and the remainder to engine houses, water stations and freight trains.

### INCREASE OF SIDE TRACKS.

The following new side tracks have been constructed during the year:

Falmouth.	180 feet.	Leeds Junction,	1,030 feet.
Cumberland Junction,	498 "	North Belgrade,	1,110 "
Yarmouth Junction,	475 "	Waterville,	6,217 "
Bowdoinham,	660 "	Burnham,	1,743 "
Augusta,	658 "	Newport,	2,871 "
Granite Siding,	1,800 "	Orrington,	286 "
Skowhegan,	1,550 "	Lake House,	332 "
Jack's,	265 "	Farmington,	252 "
Lisbon Falls,	696 "	Parkhurst Pit,	850 "
Monmouth,	150 "	Stillwater Branch,	547 "
Annabessacook,	870 "	Bancroft,	425 "
Wood's Pit,	1,214 "	Waterville, (for new	
Winthrop,	2,050 "	shops,)	10,558 "

Thirty and one half miles of track have been ballasted this year, using fifty-five thousand cubic yards of gravel.

### FENCE.

There have been built during this year thirteen thousand five hundred and twenty-two rods of Fence. Of this amount ten thousand seven hundred and sixty-six rods were Barbed Wire, one thousand two hundred and forty-five rods were Board, and one thousand five hundred and eleven rods were Cedar Rail.

### BUILDINGS.

At Falmouth the passenger station and freight house have been moved and repaired and new platforms have been laid.

At Augusta a new awning has been built with baggage room in the east end, an addition of one hundred and twenty-five feet in length has been made to the freight house and a brick platform has been laid.

A new coal shed has been constructed at Waterville four hundred and twenty feet long and thirty-five feet wide with an over-head trestle track for unloading coal, and a new wood shed has been built twenty-four by two hundred feet.

New freight houses have been built at Bangor, twenty by two hundred feet; at Skowhegan, twenty-six by two hundred feet; at Freeport, twenty by sixty feet; at East Newport, twenty by forty feet, and at Kingman, twenty by eighty feet.

New pump houses were built at Dresden and Vassalboro and a new Water Station at Oldtown.

At Augusta and Etna new coal sheds have been built.

The old and dilapidated passenger station at Orono has been removed and on the other side of the track a new and convenient station has been erected and new platforms built.

At Newport Junction a new passenger station has been erected to replace the one destroyed by fire, and a new awning has been built. The tracks in the yard at this junction point have been so changed and extended that the Dexter Branch trains are now operated without coming on to the main line at all. This prevents blocking the main track, effects a saving in time of trains, both on main line and branch, and eliminates a source of considerable danger by removing branch trains altogether from main line.

## NEW BRIDGES BUILT 1870 TO 1887, Inclusive.

1870.	Augusta, Iron,	Augusta	1873.	Royal River,	Yarmouth
1871.	Portland Y, Newport, Hermon Pond, Hampden Road, Greeley Road, Perley's, Iron, Poole's, Iron, Danville, Iron,	Portland Newport Hermon Bangor North Yarmouth Gray " " Auburn		Lawrence Boom, Rolling Dam, Gardiner Trestle, Cobosseecontee, Sabattus Stream, Martin Stream, Belgrade Stream, Dead River,	Gardiner " " " " Lisbon Fairfield Belgrade Leeds
1872.	New Meadows, Bowdoinham, No. 1, " No. 2, Freeman's Creek, Hallowell Street, Benton Street, Damascus, Topsham, Iron,	Bath Bowdoinham " " Richmond Hallowell Benton Carmel	1874.	Seven Mile Brook, Sewall's Creek, Gardiner Sluice, Pittsfield, Ticonic, Iron, Kennebec, Iron,	Vassalboro Bath Gardiner Pittsfield Waterville " "

*New Bridges (Continued.)*

1875.	Lewiston, Iron, (2 spans, Vaughn's Brook, Little River, Moody Brook, Turner Street, Oxford Street, Etna Bog,	Lewiston Hallowell Lisbon " " Auburn Lewiston Etna	1878.	Sabattus. Clinton. Temple Stream, Cathance, Iron. Little Androscoggin, Iron,	Webster Clinton West Farmington Topsham Auburn
1876.	Sowadabscook, Nason Stream, Bleachery,	Carmel Newport Lewiston	1879.	Richmond Road, Unity. Brooks. City Point, Shuy, East Wilton. Lewiston, Iron, (3 spans.) Bates Canal, Iron,	Richmond Unity Brooks Belfast East Livermore East Wilton Lewiston Lewiston L. S.
1877.	Yarmouth Road, Abagadassett, Two Mile Brook, Corinna, Libby's Mill, Presumpscot, Iron, (1 span,) Rice Stream, Iron, Crowley's,	Yarmouth Bowdoinham Augusta Corinna " " Falmouth Oakland Lewiston			



*New Bridges (Continued.)*

1880.	Wescott Stream, No. 1, " " No. 2,	Waldo "	1882.	Pearl Street, Iron, Augusta, Iron, (5 spans.)	Brunswick Augusta
Lowell's, Farmington.	West Farmington Farmington		1883.	Dead River, Iron, Sabattus Stream, Costigan, Finn Brook, Wytotpitlock,	Leeds Lisbon Milford Reed Plantation "
Crowley's Y, Portland Street, Iron, Androscoggin, Iron, Skowhegan, Iron.	Lewiston Portland Brunswick Skowhegan		1884.	Lincoln. Brewer Village. Fitz Pond, Union River, Mt. Desert Ferry,	Lincoln Brewer Dedham Ellsworth Hancock
1881.	Bowdoinham, No. 1. " No. 2. Wilton. Topsham Street, Iron.	Bowdoinham " Wilton Topsham			



\* STATEMENT OF THE \*  
 NUMBER OF PASSENGERS FROM EACH STATION,

Oct 1st, 1886, to Sept. 30th, 1887, Inclusive,

—AND—

REVENUE DERIVED THEREFROM.

FROM.	NO. OF PASSENGERS.	EARNINGS.
Portland,	68,294	\$80,274 24
B. & M. Transfer,	5,029	6,224.38
Congress St.,	15,239	18,921.08
Woodfords',	7,808	6,055.73
Westbrook Junc.,	8,540	7,374 71
West Falmouth,	3,438	731.72
Cumberland Junc.,	6,111	2,106.62
Yarmouth Junc.,	6,091	4,093.15
Freeport,	11,076	6,677.61
Brunswick,	47,624	31,883.99
Hardings,	2,172	794.14
Bath,	44,830	33,221.55
Topsham,	464	254.00
Bowdoinham,	7,754	4,947.13
Harward's Road,	1,694	878.60
Richmond,	14,379	10,548.16
Iceboro,	1,262	602.55
Dresden,	114	57.25
South Gardiner,	6,527	3,139.09
Gardiner,	62,202	31,435.87
Hallowell,	37,053	11,418.97
Augusta,	76,784	46,646.76
Riverside,	1,508	804.11
Vassalboro,	5,001	4,170.52

*Statement of Passengers Carried, &c., (Continued.)*

FROM.	NO. OF PASSENGERS.	EARNINGS.
Winslow,	866	806.33
Waterville,	43,605	38,027.79
Benton,	6,784	4,533.78
Clinton,	4,390	3,347.85
Burnham,	3,341	2,799.48
Unity,	2,134	2,459.43
Thorndike,	1,629	2,035.89
Knox,	259	261.80
Brooks,	2,453	2,097.95
Waldo,	346	510.74
City Point,	915	607.84
Belfast,	9,584	16,663.93
Pittsfield,	10,159	11,566.85
Detroit,	2,062	1,076.88
Newport,	6,989	6,501.41
Corinna,	3,243	3,430.77
Dexter,	9,411	15,268.21
East Newport,	2,592	1,887.01
Etna,	2,951	2,361.57
Carmel,	2,424	1,810.01
Hermon Pond,	622	710 00
Hermon Centre,	729	504.75
Bangor,	56,607	98,598.36
Bangor, Exchange St.,	50,887	31,821.96
Veazie,	7,213	1,685.97
Basin Mills,	4,238	711.62
Orono,	21,488	7,223.87
Webster,	3,639	934.77
Great Works,	19,923	3,853.03
Oldtown,	32,259	16,784.86
Milford,	2,756	1,454.67
Costigan,	4,200	1,347.70
Greenbush,	2,893	1,154.50
Olamon,	2,555	1,806.85
Passadumkeag,	2,507	1,883.10

*Statement of Passengers Carried. &c., (Continued.)*

FROM.	NO. OF PASSENGERS.	EARNINGS.
Enfield,	1,313	1,197.06
Lincoln,	5,421	6,310.89
Lincoln Centre,	2,125	2,222.65
Winn,	5,531	5,410.78
Mattawamkeag,	5,535	8,009.22
Kingman,	3,484	4,175.90
Wytopotlock,	1,407	1,008.85
Danforth,	3,784	4,465.80
Eaton,	390	237.91
Forest,	1,725	1,991.51
Lambert Lake,	1,779	502.90
Vanceboro,	6,031	10,200.98
Walnut Hill,	2,000	926.70
Gray,	3,854	2,109.64
New Gloucester,	5,354	2,531.50
Danville Junc.,	5,981	5,800.93
Auburn,	22,792	16,836.18
Lewiston, Upper,	40,652	35,879.81
Greene,	1,400	631.73
Leeds Junc.,	1,871	1,330.57
Monmouth,	4,227	3,254.37
Annabessacook,	709	507.97
Winthrop,	9,045	8,170.15
Maranacook,	221	94.08
Readfield,	4,607	5,205.73
Belgrade,	2,416	2,000.19
North Belgrade,	671	595.76
Oakland,	9,404	7,063.42
Fairfield,	9,856	5,375.13
Somerset Mills,	2,684	912.43
Pishon's Ferry,	1,508	1,051.13
Skowhegan,	18,080	24,406.67
Lisbon Falls,	16,827	7,391.79
Lisbon,	14,838	5,095.13
Crowley's,	1,256	409.54

*Statement of Passengers Carried, &c., (Continued.)*

FROM.	NO. OF PASSENGERS.	EARNINGS.
Lewiston, Lower,	36,798	29,924.08
Sabattus,	3,911	1,714.99
Curtis Corner,	554	324.76
Leeds Centre,	1,213	924.59
North Leeds,	1,277	1,118.21
Strickland's Ferry,	1,280	1,272.64
East Livermore,	1,164	1,221.09
Livermore Falls,	5,631	5,332.13
Jay Bridge,	1,014	865.16
North Jay,	2,420	2,613.31
Wilton,	3,188	3,615.32
East Wilton,	1,397	1,215.36
West Farmington,	1,560	1,955.05
Farmington,	9,626	14,996.92
Brewer Junc.,	3,225	2,017.88
Holden,	1,468	1,085.72
Reed's Pond,	163	100.80
Ellsworth Falls,	4,747	1,942.80
Ellsworth,	18,303	19,086.96
Franklin Road,	3,041	3,163.79
Hancock,	3,902	3,017.05
Mt. Desert Ferry,	4,215	3,929.42
Bar Harbor,	20,657	40,460.02
Brewer Village,	3,202	409.35
Orrington,	1,048	306.66
South Orrington,	2,105	604.13
Bucksport Centre,	1,657	943.45
Bucksport,	11,835	8,249.71
Conductor's Collections and Frenchman's Bay Steamers, Foreign Companies and Agencies,	33,586	18,404.38
	182,365	428,302.22
<b>Total,</b>	<b>1,354,977</b>	<b>\$1,384,226.41</b>

## STATEMENT OF FREIGHT BUSINESS

At each Station, with M. C. Proportion of Earnings on same  
for year ending Sept. 30th, 1887.

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
57,124	\$107,672 33	Portland,	114,862	\$235,928 59
599	1,138 02	Woodford's,	102	295 71
15,666	26,805 76	Westbrook Jct.,	6,763	11,836 51
729	630 38	West Falmouth,	123	260 55
940	716 55	Cumberland Jct.,	452	429 46
10,135	8,665 89	Yarmouth Jct.,	52,785	73,188 09
5,361	6,112 01	Freeport,	5,499	3,997 63
23,943	29,459 55	Brunswick,	10,210	12,521 16
9,816	18,674 77	Bath,	29,808	32,219 45
1,344	1,272 97	Topsham,	108	227 37
2,325	3,750 19	Bowdoinham,	3,270	5,060 71
39	77 94	Harward's,	109	260 75
3,445	5,811 40	Richmond,	2,022	4,140 79
128	297 35	Iceboro',	5	15 58
434	908 92	South Gardiner,	5,015	9,475 50
21,137	35,077 83	Gardiner.	27,525	42,871 37
3,757	7,558 14	Hallowell,	7,530	12,353 41
19,322	30,969 64	Augusta,	5,890	13,221 55
237	520 37	Riverside,	797	1,965 01
1,833	3,689 89	Vassalboro,	1,686	4,459 92
2,436	4,391 36	Winslow,	982	1,401 78
22,896	41,568 38	Waterville,	4,994	11,119 27
699	1,314 13	Benton,	2,779	4,002 22
1,609	4,433 20	Clinton,	3,140	8,451 44
602	1,528 39	Burnham,	2,072	3,455 00
1,102	2,847 34	Unity,	956	2,558 23
1,018	2,736 37	Thorndike,	1,376	3,906 70
93	199 98	Knox,	163	438 63
1,279	2,454 59	Brooks,	1,826	4,126 42

*Freight and Tonnage (Continued.)*

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
24	67	20 Waldo,	235	475 99
72	117	42 City Point,	263	576 67
6,943	12,947	82 Belfast,	5,586	11,247 35
5,915	14,791	27 Pittsfield,	2,114	5,843 54
456	1,101	78 Detroit,	506	1,505 70
1,403	3,728	30 Newport,	1,347	3,777 25
1,415	4,171	92 Corinna,	1,694	6,251 49
8,658	24,167	31 Dexter,	4,709	14,783 35
595	1,517	34 East Newport,	968	2,576 23
433	1,021	06 Etna,	633	1,957 97
252	501	38 Carmel,	562	1,699 26
28	98	06 Hermon Pond,	159	544 12
100,340	123,605	83 Bangor,	81,965	136,429 64
2,642	1,674	97 Brewer Jct.,	2,763	3,328 60
468	290	49 Brewer Village,	272	245 18
85	79	61 Orrington,	29	73 61
156	147	59 South Orrington,	24	72 85
258	447	71 Bucksport Centre,	102	145 31
4,892	4,587	55 Bucksport,	4,118	4,009 45
255	435	92 Holden,	3,283	2,214 25
30	52	38 Reed's Pond,	39	56 33
1,002	1,924	33 Ellsworth Falls,	1,106	2,677 28
3,201	9,313	84 Ellsworth,	2,077	4,244 82
2,257	2,024	15 Franklin Road,	1,039	1,035 64
449	1,409	54 Hancock,	958	517 24
1,786	3,655	99 Mt. Desert Ferry,	1,060	849 41
2,729	6,998	79 Bar Harbor,	121	522 21
		Frenchman's Bay St		1,045 02
1,224	873	93 Veazie,	532	1,224 66
602	538	64 Basin Mills,	4,186	3,297 64
582	1,091	11 Orono,	2,198	2,875 63
661	81	01 Stillwater,	17,212	19,116 84
788	568	62 Webster,	1,689	1,931 21
13,259	13,161	51 Great Works,	5,172	9,167 11
7,002	8,390	75 Oldtown,	10,236	15,758 54



*Freight and Tonnage (Continued.)*

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
		Milford Mill,	12,718	1,463 55
12,596	2,047	12 Milford,	5,319	12,922 46
450	914	62 Costigan,	2,694	1,879 12
83	213	48 Greenbush,	1,158	1,251 03
536	1,271	92 Olamon,	3,509	4,298 72
776	1,974	73 Passadumkeag,	2,504	3,446 48
1,034	3,167	96 Enfield,	1,208	2,960 48
9,482	15,874	27 Lincoln,	3,664	7,395 31
1,099	2,862	28 Lincoln Centre,	564	1,213 93
3,802	10,445	61 Winn,	1,584	5,691 45
4,384	10,663	33 Mattawamkeag,	2,061	6,945 16
3,920	10,119	21 Kingman,	2,430	8,294 21
472	1,217	29 Wytopitlock,	4,495	7,046 06
1,222	5,868	40 Danforth,	4,943	12,770 72
48	77	31 Eaton,	2	8 69
722	2,667	42 Forest,	2,659	5,883 12
233	471	50 Lambert Lake,	1,815	2,605 23
1,806	4,514	87 Vanceboro,	3,953	8,535 13
695	628	75 Walnut Hill,	329	443 77
1,922	1,956	76 Gray,	3,018	3,053 55
676	1,040	93 New Gloucester,	1,649	1,955 88
6 133	8,977	06 Danville Jct.,	14,165	30,315 28
13,513	19,636	57 Auburn,	12,696	25,008 23
20,698	29,671	55 Lewiston, U. S.,	13,572	23,351 38
454	735	55 Greene,	660	1,200 76
228	526	25 Leeds Jct.,	1,295	1,570 39
1,902	3,592	13 Monmouth,	1,376	2,996 00
813	1,358	66 Annabessacook,	665	1,281 32
10,279	17,732	62 Winthrop,	5,969	11,522 10
2,976	5,832	57 Readfield,	1,458	3,519 70
1,092	2,160	18 Belgrade,	1,207	2,560 37
192	503	44 North Belgrade,	332	851 10
10,753	18,831	19 Oakland,	4,554	8,655 09
15,871	26,472	01 Fairfield,	14,227	29,753 52
124	418	06 Somerset Mills,	6,369	10,569 99

*Freight and Tonnage (Continued.)*

RECEIVED.		STATIONS.	FORWARDED.		
TONS.	EARNINGS.		TONS.	EARNINGS.	
526	1,426	79 Pishon's Ferry,	862	2,319	54
14,421	36,618	89 Skowhegan,	7,259	19,268	67
8,259	10,840	91 Lisbon Falls,	10,680	9,969	52
4,003	5,191	35 Lisbon,	958	1,361	14
24	43	08 Crowley's,	2	4	18
34,812	40,824	43 Lewiston, L. S.,	20,469	27,923	70
2,904	4,119	03 Sabattisville,	419	774	91
52	121	52 Curtis' Corner,	492	466	71
879	1,636	88 Leeds Centre,	1,022	1,316	16
548	1,244	32 North Leeds,	857	1,460	62
578	1,217	46 Strickland's Ferry,	916	1,626	09
528	1,272	46 East Livermore,	705	1,210	64
5,272	8,846	34 Livermore Falls,	7,536	12,550	40
325	855	69 Jay Bridge,	462	1,191	51
774	2,166	74 North Jay,	8,112	8,835	28
1,412	5,142	36 Wilton,	2,394	5,165	66
965	2,162	53 East Wilton,	564	1,682	11
2,527	5,965	79 West Farmington,	2,299	6,521	96
11,202	27,510	18 Farmington,	3,379	9,791	21
281,416	631,166	36 Foreign Companies,	221,309	466,761	99
883,323	\$1,599,687	47 Total,	883,323	\$1,599,687	47

The business of the year shows results which may be considered very satisfactory, and the thanks of the Company have been merited by our employes to whose faithful attention the results are largely due.

Respectfully submitted,

PAYSON TUCKER,

*General Manager.*

PORTLAND, Nov. 16th, 1887.







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TWENTY-SEVENTH

ANNUAL REPORT

OF THE

MAINE CENTRAL

RAILROAD COMPANY.



PRESENTED AT THE ANNUAL MEETING,

December 19th, 1888.





ANNUAL REPORT

OF THE

DIRECTORS

OF THE

MAINE CENTRAL RAILROAD COMPANY,

TO THE STOCKHOLDERS,

FOR THE YEAR ENDING SEPT. 30, 1888.

*Presented at the Annual Meeting, in Portland, Dec, 19, 1888.*

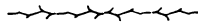
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PORTLAND, ME.:

PRINTED AT THE TUCKER PRINTING HOUSE,  
1888.



## DESCRIPTION OF ROAD.



Portland to Vanceboro, via Augusta,	<b>250.7</b>
Cumberland Junction to Skowhegan,	<b>90.7</b>
Bath to Lewiston and Farmington,	<b>75.9</b>
Belfast Branch,	<b>33.1</b>
Dexter Branch,	<b>14.0</b>
Bucksport Branch,	<b>18.1</b>
Stillwater Branch,	<b>3.0</b>
Mt. Desert Branch, (including Steam Ferry,)	<b>49.5</b>
Portland to Lunenburg,	<b>91.7</b>
Total Mileage,	<b>626.7</b>

246285

## Board of Directors.



ARTHUR SEWALL, *President.*

GEORGE C. LORD,

H. N. JOSE,

AMOS PAUL,

NATHANIEL J BRADLEE,

WM. G. DAVIS,

DARIUS ALDEN,

FRANK JONES,

J. S. RICKER,

SAMUEL C. LAWRENCE. THOMAS W. HYDE,

JOHN WARE,

FRANCIS W. HILL.

JOSIAH H. DRUMMOND, *Clerk.*

# MAINE CENTRAL RAILROAD CO.

## ANNUAL MEETING.

Notice is hereby given that the Annual Meeting of the Maine Central Railroad Company will be held at the PORTLAND UNION RAILWAY STATION, in PORTLAND, on *Wednesday, the nineteenth day of December, A. D., 1888*, at one o'clock in the afternoon, to act upon the following articles, to wit:

1. To hear the reports of the Directors and Treasurer and act thereon.
2. To fix the number of, and elect the Directors for the ensuing year.
3. To act upon any other business that may come before the meeting.

By order of the Directors,

JOSIAH H. DRUMMOND, *Clerk.*

PORTLAND, NOV. 20, 1888.

## Director's Report.

The Directors respectfully present to the Stockholders their report of the Maine Central Railroad Company, for the year ending September 30th, 1888.

The Gross Receipts for twelve months were	\$3,389,007 48
Expenses for twelve months were,	\$2,136,925 12
Town, City and State Taxes,	62,956 59
	2,199,881 71
Net Earnings from business,	\$1,189,125 77
Interest accrued during year,	\$734,030 90
Less Rents received,	9,919 57
	\$724,111 33
Rental paid European & North American Railway,	\$125,500 00
“ “ Belfast & Moosehead Lake R. R. Co.,	36,000 00
“ “ Dexter & Newport R. R. Co.,	18,000 00
“ “ Eastern Maine Railway,	9,500 00
“ “ Portland & Ogdensburg Railway,	3,572 58
	916,683 91
Earnings after deducting Interest and Rentals,	\$272,441 86
Dividend paid February 15th, 3 per cent.,	\$107,799 00
“ “ August 15th, 3 per cent.,	107,805 00
	215,604 00
Surplus for the year,	\$56,837 86
Gross Earnings for the year ending Sept. 30th, 1887,	\$3,142,407 03
Gross Earnings for the year ending Sept. 30th, 1888,	3,389,007 48
	\$246,600 45
Increase in Gross Earnings,	
Expense for the year ending Sept. 30th, 1887,	\$1,948,479 64
Expense for the year ending Sept. 30th, 1888,	2,199,881 71
	\$251,402 07
Increase in Expense,	
Rental for the year ending Sept. 30th, 1887,	\$189,000 00
Rental for the year ending Sept. 30th, 1888,	192,572 58
	\$3,572 58
Increase in Rental,	
Interest for the year ending Sept. 30th, 1887,	\$717,068 09
Interest for the year ending Sept. 30th, 1888,	734,030 90
	\$16,962 81
Increase in Interest,	
Net Income for the year ending Sept. 30th, 1887,	\$1,202,797 37
Net Income for the year ending Sept. 30th, 1888,	1,199,045 34
	\$3,752 03
Decrease in Net Income,	
Receipts for Freight year ending Sept. 30th, 1887,	\$1,599,687 47
Receipts for Freight year ending Sept. 30th, 1888,	1,743,520 51
	\$143,833 04
Increase,	

Receipts from Passengers year ending Sept. 30th, 1887,	\$1,384,226 41
Receipts from Passengers year ending Sept. 30th, 1888,	<u>1,484,875 91</u>
Increase,	\$100,649 50

The results of last year's operations indicate a steadily increasing business along our whole line.

This development of business during the last few years has certainly been quite satisfactory and present indications point to a still more marked extension in the future.

The manufacturing facilities of the State of Maine are fast being developed and the establishment of these new industries, taken in connection with the general business prosperity of the State, promises to contribute in a large degree to an increased revenue for your corporation.

The net results are nearly the same as last year, showing a surplus of nearly fifty-seven thousand dollars after payment of all fixed charges, operating expenses and two semi-annual dividends of three per centum each.

Large expenditures have been made for permanent improvements during the fiscal year just ended. The amounts so expended have increased the permanent value of your property and tend in a large degree to the safe and convenient operation of your road.

The Union Passenger Station, erected by the Portland Union Railway Station Company at Portland is completed and has been occupied by this Company, in connection with the Boston & Maine Railroad, since June 25th, 1888.

By vote of your Directors, this Company effected a lease of the Portland & Ogdensburg Railway, and has operated the same since August 31st, 1888.

A copy of this lease which was ratified by the stockholders at a meeting held at Portland, August 23d. 1888, is appended to this report.

The Dexter & Piscataquis Railroad Company has been established under the law of the State of Maine for the purpose of constructing a railroad from Dexter to a connection with the Bangor & Piscataquis Railroad in the town of Foxcroft, a distance of about eighteen miles.

This proposed line will form a continuation of the Dexter & Newport Railroad, now leased by this Company, and your Directors have entered into negotiations for the lease of the new line at a rental of \$12,500 per annum when it shall have been constructed in accordance with the specifications approved by your Directors and when the new road shall have been accepted by your Company.

The report of the General Manager and of the Treasurer submitted herewith with tables annexed will give you full information in regard to the physical and financial condition of your property

By order of the Board,

ARTHUR SEWALL,

President.



# Treasurer's Report.

To the Stockholders of the Maine Central Railroad Co.

GENTLEMEN :

I submit herewith the Annual Report from this department, of the Receipts and Expenditures of the Company for the year ending September 30th, 1888. The annexed Tables, Nos. 1, 2, 3, 4 and 5, exhibit in detail the Receipts and Disbursements for the year and the standing of the Company at its close, to which you are respectfully referred.

J. A. LINSOTT, *Treasurer.*

PORTLAND, Nov. 12th, 1888.

## TABLE NO. 1.

1887	Result of Business for Year.	1888.
<p>\$1,384,226 41 1,599,687 47 45,000 00 103,817 48 <hr/>9,675 67 \$3,142,407 03 8,869 98 <hr/>\$3,151,277 01 1,948,479 64 <hr/>\$1,202,797 37 125,500 00 36,000 00 18,000 00 9,500 00 <hr/>717,068 09 <hr/>\$906,668 09 <hr/>296,729 28</p>	<p>Earnings from Passengers, " " Freight, " " Express, " " Mails, " " Extra Baggage,  Total Transportation Earnings, Rents, Wharfage and Miscellaneous Earnings,  Total Gross Earnings, Less Operating Expenses,  Net Earnings, Less Rent European &amp; North American Railway, " " Belfast &amp; Moosehead Lake Railway, " " Dexter &amp; Newport Railroad, " " Eastern Maine Railway, " " Portland &amp; Ogdensburg Railway, Less Interest,  Total Interest and Rents,  Surplus,</p>	<p>\$1,484,875 91 1,741,520 51 45,602 84 103,223 11 11,785 11 <hr/>\$3,389,007 48 9,919 57 <hr/>\$3,398,927 05 2,199,881 71 <hr/>\$1,199,045 34 125,500 00 36,000 00 18,000 00 9,500 00 3,572 58 <hr/>734,030 90 <hr/>\$926,603 48 <hr/>\$272,441 86</p>

GEO. W. YORK, Auditor.

AUDITOR'S OFFICE, Nov. 12th, 1888.



TABLE NO. 2.

Transportation Earnings, Year Ending September 30th, 1888.

	PASSENGERS.		FREIGHT.		FROM OTHER SOURCES.				TOTAL EARNINGS.
	NUMBER.	EARNINGS.	TONS.	EARNINGS.	MAILS.	EXPRESS.	EXTRA BAGGAGE.		
1887.									
October,	124,995	\$129,010 16	98,019	\$172,468 96	\$8,540 47	\$3,750 00	\$1,544 09		\$315,253 68
November,	99,029	107,013 73	87,573	157,619 47	8,540 48	3,750 00	1,013 32		277,937 00
December,	97,641	95,129 39	69,866	126,173 86	8,540 48	3,750 00	551 64		234,145 37
1888.									
January,	79,870	78,646 60	57,543	103,715 37	8,540 47	3,750 00	465 64		195,118 08
February,	85,850	82,629 13	73,616	132,139 85	8,540 48	3,750 00	918 76		227,978 22
March,	99,972	98,449 40	81,432	155,303 76	8,540 48	3,750 00	1,059 60		267,103 24
April,	125,785	117,611 60	75,099	138,703 89	8,540 47	3,750 00	986 95		269,592 91
May,	116,433	108,635 75	77,749	138,611 46	8,540 48	3,750 00	909 04		260,446 73
June,	125,471	124,822 86	84,536	142,466 61	8,540 48	3,750 00	886 60		280,466 55
July,	157,326	148,858 25	89,847	144,454 95	8,540 47	3,750 00	636 28		306,239 95
August,	200,730	196,040 80	94,425	152,352 51	8,540 48	3,750 00	1,014 10		361,697 86
September,	208,749	195,028 22	121,229	179,569 82	9,277 87	4,352 84	1,799 09		393,027 86
	1,521,851	1,484,875 91	1,010,934	1,743,520 51	103,223 11	45,602 84	11,785 11		3,389,007 48

GEO. W. YORK, Auditor.

AUDITOR'S OFFICE, Nov. 12th, 1888.

## TABLE NO. 3.

Statement of Operating Expenses for Year Ending  
Sept. 30th, 1888.

**GENERAL EXPENSES OF OFFICE, PROPERTY AND TRANSPORTATION.**

Salaries of General Officers and Clerks,	\$25,841 55
Stationery and Printing for Offices,	3,230 31
General Office Expenses,	8,549 86
Legal Expenses,	6,669 58
Insurance Premiums,	6,900 00
Protection Against Fire.	482 49
Losses by Fire,	4,346 09
Taxes,	62,956 59
Tenement Expenses,	789 20
Injuries and Damages,	15,323 30
Telegraph Expenses, Salaries and Wages,	24,351 86
"    "    Stationery and Printing,	401 51
"    "    Supplies and Miscellaneous Expenses,	1,495 90
Wages of Crossing Tenders,	12,370 60
Fuel and Supplies for Crossings.	391 93
Wages of Signal Men,	2,881 10
Fuel and Supplies for Signal Men,	702 78
Wages of Switchmen,	27,159 45
Fuel and Supplies for Switchmen,	1,757 00
Wages of Watchmen,	3,935 81
Expenses of Ferry at Bar Harbor,	31,229 33
Removing Ice and Snow,	19,885 75
	<hr/> \$261,681 99

**PASSENGER TRANSPORTATION EXPENSES.**

General Superintendence and Clerks,	\$ 5,140 80
Stationery and Printing,	1,325 23
Tickets and Baggage Checks.	2,587 50
General Office Expenses,	1,139 30
Loss and Damage to Baggage,	250 38
Advertising,	8,761 97
Outside Agencies,	1,651 13
Making Up and General Expenses of Passenger Trains,	7,327 35
Wages of Conductors and Trainmen,	64,661 89
Lubricating Oil, Waste and Tallow,	3,409 66
Stationery and Printing for Passenger Trains,	1,088 77
Stationery and Printing for Passenger Stations,	1,270 69
Agents and Station Labor,	49,941 78
Supplies for Passenger Trains,	4,736 50
Supplies and Miscellaneous Expenses, Passenger Stations,	22,177 11
Mail Expense,	6,089 46
Hire of Passenger Cars,	18,749 47
Wrecking Expenses of Passenger Trains,	375 45
	<hr/> \$200,684 44

**FREIGHT TRANSPORTATION EXPENSES.**

General Superintendence and Clerks,	\$10,930 67
Stationery and Printing,	466 29
General Office Expenses,	1,876 37
Loss and Damage of Freight,	3,661 70
Making Up and General Expenses of Freight Trains,	16,082,83
Wages of Conductors and Trainmen,	59,683 25
Lubricating Oil, Waste and Tallow,	2,766 43
Stationery and Printing for Freight Trains,	438 34
Supplies Freight Trains,	7,119 60
Wrecking Expenses,	1,358 74
Agents and Station Labor,	92,203 22
Stationery and Printing for Freight Stations,	5,434 52
Supplies and Miscellaneous Expenses, Freight Stations,	11,863 56
Hire of Freight Cars,	48,150 92
	<hr/>
	\$262,036 44

**MOTIVE POWER EXPENSES.**

Superintendence and Clerks,	\$ 7,239 21
Stationery and Printing,	292 42
Office and Miscellaneous Expenses,	97 82
Engine House and Watching Expenses,	17,753 64
Repairs of Tools and Machinery,	7,259 70
Repairs of Locomotives,	84,277 69
New Locomotives,	81,029 17
Water Supply,	8,260 41
Wages of Engineers and Firemen, Passenger,	57,297 34
Wages of Engineers and Firemen, Passenger Switching,	3,966 70
Wages of Engineers and Firemen, Freight,	42,038 96
Wages of Engineers and Firemen, Freight Switching	30,089 88
Wiping Engines, Passenger,	9,821 82
Wiping Engines, Freight,	5,196 88
Head Light and Illuminating Oil,	3,194 12
Lubricating Oil, Waste and Tallow,	10,340 50
Lanterns, Tools and Small Stores,	1,449 79
Fuel for Passenger Locomotives,	94,793 42
Fuel for Passenger Switching Locomotives,	5,259 11
Fuel for Freight Locomotives,	86,832 91
Fuel for Freight Switching Locomotives,	38,259 71
	<hr/>
	\$597,751 20

**MAINTENANCE OF CARS.**

Superintendence and Clerks,	\$ 6,914 03
Stationery and Printing,	116 15
Office and Miscellaneous Expenses,	528 10
Repairs of Tools and Machinery,	2,263 75
Repairs of Passenger, Baggage, Mail and Express Cars,	59,386 05
New Passenger Cars,	6,499 12
Repairs of Pullman Cars,	8,748 88
Repairs of Freight and Saloon Cars,	54,125 63
New Freight and Saloon Cars,	34,081 52
Repairs of Construction and Tool Cars,	2,418 95
Repairs of Snow Plows and Scrapers,	3,408 58
Oiling, Cleaning and Inspecting Passenger Cars,	13,005 00
Oiling, Cleaning and Inspecting Freight Cars,	5,501 48
	<hr/>
	\$196,997 24

**MAINTENANCE OF WAY AND BUILDINGS.**

General Expenses,	\$ 5,986 36
General Repairs of Track, { Labor,	195,195 73
{ Material,	3,675 69
Working Trains and Extra Crews,	76,784 40
Joint Fastenings,	15,917 06
Frogs and Switches,	23,579 53
Spikes,	7,146 07
Hand Cars and Tools,	7,159 29
Road Crossings,	4,596 29
Signs and Mile Posts,	393 12
Fencing,	13,209 46
Real Estate,	1,503 05
Steel Rails, No. of Tons, 1,740 <sup>142</sup> —	22,400 63
Iron Rails, No. of Tons, 715 <sup>888</sup> —	14,307 93
Cross Ties, No. of Ties, 211,200,	38,000 00
Switch Ties,	8,927 90
Repairs of Bridges and Culverts,	23,400 28
New Bridges,	71,947 30
Shops and Storehouses.	2,287 31
Tools and Machinery,	7,989 09
Engine Houses and Turn Tables,	5,428 92
Water Tanks and Pumping Machinery,	13,347 15
Coal and Wood Sheds and Fixtures,	5,457 72
Station Buildings and Grounds,	99,923 42
Mast Signals, Signal and Section Houses,	6,755 73
Docks and Wharves,	5,953 43
Construction Cars,	357 54
	<u>\$680,730 40</u>
Total,	\$2,199,581 71

**GEO. W. YORK, Auditor.**

AUDITOR'S OFFICE, Nov. 12th, 1888.

## TABLE NO. 4.

DR. BALANCE SHEET, SEPTEMBER 30th, 1888.		CR.	
Construction,	\$10,635,853 23	Capital Stock,	\$3,603,500 00
Androscoggin Railroad Lease,	768,333 33	Stock Bonds,	16,600 00
European & North American Railway Lease,	1,000,000 00	Portland & Kennebec Railroad Stock,	100 00
Portland & Ogdensburg Railway Lease,	1,116,817 34	Maine Central Interest Scrip,	8,992 00
Maine Shore Line Railroad,	893,756 75	Bonded Debt, Dividends not called for,	12,391,600 00
Equipment,	1,946,557 30	Coupons and Rents Accrued,	34,403 54
Portland, Mt. Desert & Machias Steamboat Company Stock,	126,780 00	Notes Payable,	393,036 20
Portland Union Station Company Stock,	25,000 00	Bills Audited,	491,707 02
Sebasticonk & Moosehead Railroad Stock,	5,000 00	Accounts Payable,	344,091 05
Dexter & Newport Railroad Stock,	5,000 00	Profit and Loss,	63,164 37
Portland & Rochester Railroad Stock,	4,700 00		353,054 11
Amount in Sinking Funds,	83,225 11		
Accounts Receivable,	278,061 44		
Due from Agents,	59,302 03		
Materials and Supplies on hand,	427,473 74		
Cash on hand,	343,154 93		
	<u>\$17,696,048 29</u>		<u>\$17,696,048 29</u>
DR. PROFIT AND LOSS ACCOUNT.		CR.	
Operating Expenses,	\$2,199,581 71	Balance of Account, Sept. 30th, 1887,	\$ 204,273 98
Interest,	734,030 90	Gross Transportation Earnings,	3,386,007 48
Rent of Leased Lines,	192,579 58	Rents, Wharfage and Miscellaneous,	9,919 57
Dividend No. 12, Feb. 15th, 1888,	107,700 00	Interest on Sinking Funds,	1,942 27
Dividend No. 13, Aug. 15th, 1888,	107,805 00		
Balance,	353,054 11		
	<u>\$3,695,143 30</u>		<u>\$3,695,143 30</u>

GEORGE W. YORK, Auditor.

AUDITOR'S OFFICE, Nov. 12th, 1888.

TABLE NO. 5.

DETAILED STATEMENT OF BONDED DEBT.

Androscoggin & Kennebec Railroad Loan,	\$1,100,000 00	
Maine Central Extension Loan,	496,500 00	
Maine Central 7 per cent. \$1,100,000 00 Loan,	756,800 00	
		\$2,353,300 00
Portland & Kennebec Consolidated Loan,		1,166,700 00
Androscoggin Railroad City of Bath Loan,		425,000 00
Leeds and Farmington Railroad Loan,		633,000 00
Maine Central Railroad Consolidated Loan, Class A,	\$ 975,000 00	
“ “ “ “ “ “ B,	1,524,000 00	
“ “ “ “ “ “ C,	1,567,600 00	
“ “ “ “ “ “ D,	110,000 00	
		\$4,176,600 00
City of Bangor Loan,		1,000,000 00
Maine Central Collateral Trust 5 per cent. Bonds,		687,000 00
Maine Central Debenture Bonds, 5 per cent.,		58,000 00
Maine Central Sinking Fund Bonds,		600,000 00
Maine Shore Line R. R. First Mortgage Bonds,		42,000 00
Maine Central Railroad Improvement Bonds, Class A,	\$200,000 00	
“ “ “ “ “ “ B,	250,000 00	
		\$450,000 00
Portland & Ogdensburg R. R. First Mortgage Loan,		800,000 00
Total Bonded Debt,		\$12,391,000 00

The Principal and Interest of the several Bonded Loans, fall due at the dates mentioned in the following Table:

LOANS.	Amount.	When Due.	Interest Payable.
And. & Ken. R. R., Loans,	\$1,100,000	August 1, 1890 to Sept. 1, 1891	6s 6s
And. R. R., Bath Loan,	425,000	July 1, 1891	6s
City of Bangor Loan,	1,000,000	January 1, 1894	6s
Maine Central Debentures,	58,000	Feb. 1, 1894	5s
Portland & Kennebec Consols,	1,166,700	April 1, 1895	6s
Leeds & Farmington,	633,000	July 1, 1896	6s
Maine Central \$1,100,000 Loan,	756,800	July 1, 1898	7s
Maine Central Extension, Gold,	496,500	October 1, 1900	6s
M. C. Sinking Fund Bonds,	600,000	Feb. 1, 1905	6s
Maine Central Consols,	3,907,100	April 1, 1912	7s
Maine Central Consols,	269,500	April 1, 1912	5s
M. C. Improvement Bonds, A,	200,000	July 1, 1916	4½s
M. C. Improvement Bonds, B,	250,000	July 1, 1917	4½s
M. C. Collateral Trust Bonds,	687,000	June 1, 1923	5s
Maine Shore Line 1st Mort. Bonds	42,000	June 1, 1923	6s
Portland & Ogdensburg Loan,	800,000	Nov. 1, 1900	6s

Coupons of the above Bonds will be paid at the Second National Bank of Boston, the First National Bank of Portland, and at the Office of the Treasurer, Portland, except those of the City of Bangor, which are payable at Merchants National Bank, Boston.

## Auditor's Report.

AUDITOR'S OFFICE,  
PORTLAND, ME., Nov. 12th. 1888. }

*To the President and Directors of the Maine Central  
Railroad Company:*

GENTLEMEN :

I have examined the Books, Accounts and Vouchers of your Treasurer, showing the Receipts and Expenditures of the Company for the fiscal year ending September 30th, 1888, and find the same correctly cast and properly vouched for.

GEO. W. YORK, *Auditor.*

ANNUAL REPORT  
—OF THE—  
GENERAL MANAGER

—OF THE—  
Maine Central Railroad Company,

FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 1888.

The following report of the operations of the Maine Central Railroad Company for the fiscal year ending September 30th, 1888, is respectfully submitted:

Total number of Passengers transported for the year was 1,521,851; an increase over the previous year of 166,874 or 12.32 per centum.

The total amount of Freight transported over the main line and branches for the year was 1,010,934 tons; an increase over the previous year of 127,611 tons, or 14.44 per centum.

The earnings for passengers were \$1,484,875 91. The earnings for the transportation of Freight were \$1,743,520.51. The earnings for transportation of Mails, Baggage, Express etc., were \$160,611.06. The total gross transportation earnings for the twelve months were \$3,389,007.48.



The number of miles run by Passenger Trains was 1,115,867; and by Freight Trains, 809,231; and by Working Trains, Switching, etc., 830,313; making the total number of miles run, 2,755,411.

### BRIDGES.

The following bridges have been built during the year

At Portland street a new iron through span has been erected to accommodate four tracks.

The wooden span at Yarmouth Road has been replaced by an iron structure.

At the crossing of Abagadassett Stream, near Harward's Road Station, a heavy iron plate girder span has replaced the wooden bridge formerly in use at that place.

One of the short spans just east of Bowdoinham Station has received a new iron plate girder bridge.

At Seven Mile Brook, near Riverside Station, two new iron plate girder bridges have been erected, one spanning the highway and one the stream, and the remainder of the opening has been filled, thus replacing the old wooden trestle and Howe Truss bridge, about six hundred feet in length, with seventy-five feet of substantial iron bridges and five hundred feet of solid earth embankment.

In connection with this bridge work the track has been lowered some six feet between the bridge and the station, thus obviating a heavy and troublesome grade.

At Greely Road crossing, near Walnut Hill Station, new abutments have been built, and a new iron plate girder through span has replaced the old I beams resting on wooden trestles.

The short iron span near Danville Junction has been replaced by a heavy iron plate girder bridge.

At Turner street crossing, in the City of Auburn, the old wooden Howe Truss has been replaced with a new through riveted iron span, and the old abutments which were fast becoming unreliable have been replaced with first-class granite masonry.

In the City of Lewiston the old wooden Howe Truss Bridge across Oxford street has been replaced by a new iron plate girder span.

The short wooden deck span near Mt. Hope has been replaced by a new iron plate girder bridge.

At Passadumkeag a new through riveted iron span has been erected in place of the old wooden Howe Truss span.

The fourth and last span of the old wooden Howe Truss bridge at Orono has been replaced by an iron through pin connected span, and all four spans of this bridge are now iron.

In addition to these new spans of iron bridges extensive repairs have been made on Brewer, Crosssuntic, Meadow Brook, Ticonic, Kennebec and many other bridges.

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A considerable amount of new masonry has been built at various points along the line, and many old culverts, cattle passes, etc., have been rebuilt.

The Company's quarry has furnished for this work thirty-six hundred and thirty-nine cubic yards of stone.

The following materials were used for repair and construction :

Steel Rails,	-	Tons,	-	-	1,740 <sup>143</sup> <sub>2240</sub>
Iron Rails,	-	"	-	-	715 <sup>883</sup> <sub>2240</sub>
Cross Ties,	-	-	-	-	211,200
Joint Plates,	-	Pounds,	-	-	556,563
Track Spikes,	-	"	-	-	210,950
Track Bolts and Nuts,	-	"	-	-	116,906

### EQUIPMENT.

Our Locomotive equipment has been increased during the year by seven engines, four built by Portland Co., three at our shops.

There have been built at our shops:

Platform Freight Cars,	-	-	-	-	101
Snow Plows,	-	-	-	-	4
Combination Passenger Car,	-	-	-	-	1

The amount of coal and wood used is shown below :

Bituminous Coal, 68,253<sup>1578</sup><sub>2240</sub> tons. Of this amount 66,052<sup>138</sup><sub>2240</sub> tons were used for locomotives, and the remainder for engines in shops and water stations.

Anthracite Coal, 4,923<sup>2060</sup><sub>2240</sub> tons; 2,362<sup>2000</sup><sub>2240</sub> tons of this coal were used in heating passenger and freight stations; 1,396<sup>900</sup><sub>2240</sub> tons for steam ferry between Mt. Desert Ferry and Bar Harbor; 318<sup>390</sup><sub>2240</sub> tons for warming passenger cars; the rest for engine houses.

Wood, 1,618.4 cords, distributed as follows: To locomotives 219.3 cords; to shops 16.2 cords; to passenger cars 56.7 cords, and the remainder to engine houses, water stations and freight trains

### INCREASE OF SIDE TRACKS.

The following new side tracks have been laid during the year :

Westbrook,	1,380 feet.	Otis Falls,	1,677 feet
Iceboro,	1,920 "	North Jay,	350 "
Augusta,	1,422 "	Record's Track,	3,600 "
Lisbon Falls,	420 "	Brewer,	365 "
Marshall's,	9,250 "	Fisher's,	1,320 "
Lewiston, U. S.,	258 "	Bucksport,	870 "
Waterville,	2,130 "	Exchange St.,	870 "
Benton,	165 "	Veazie,	550 "
Pittsfield,	670 "	Webster,	2,200 "
Newport,	525 "	Milford,	1,525 "
Etna,	2,642 "	Enfield,	2,000 "
Bangor,	6,070 "	Piscataquis Falls,	18,472 "
Curtis Corner,	641 "	Pollard's,	1,500 "
Leeds Centre,	837 "	Summit,	1,010 "
Strickland's Ferry,	436 "	Chamberlain's,	2,200 "
Livermore Falls,	1,043 "	Hersey Pit,	700 "

Twenty-five and three-quarters miles of track have been ballasted, using fifty-two thousand cubic yards of gravel.

### FENCE.

Fourteen thousand five hundred and thirty-nine rods of fence have been built this year. Of this amount, eleven thousand and nineteen rods were barbed wire, three thousand rods were board, and five hundred and twenty rods were cedar rail.

### BUILDINGS.

At Portland an addition has been built to the freight house on West Commercial street, twenty feet wide and two hundred feet long.

An awning has been erected at Woodford's station and new platforms laid.

At Freeport a new baggage room has been built, and an awning has been erected one hundred and sixty feet long.

The passenger station at Waterville has been renovated, new platforms have been laid, and a new awning have been erected between the two main lines.

Just east of Benton station a signal tower and mast has been erected to govern the approach to that station.

The passenger station at Pittsfield has been rebuilt and eighteen feet in length added thereto. A new baggage and express room has been built, and a small freight house for interchange of freight between this company and the Sebasticook & Moosehead Railroad, an awning one hundred and eighty feet long has been erected and new platforms laid.

At Bangor a new freight house two hundred and fifteen feet long has been built and the freight business heretofore done in the other side of the passenger station has been transferred to the new building. The old building has been devoted entirely to the passenger service and has received extensive repairs and renewals. The platform has been widened and the tracks have been changed and so arranged that we now have three passenger tracks in the station. These extensive changes, absolutely demanded by the rapidly increasing business, have resulted in a commodious and convenient passenger station and one which will accommodate the business for some years without any further outlays of any extent.

A new freight house has been built at Orono.

At Lincoln the passenger station has been remodeled and twenty-three feet added. An awning has been erected and new platforms laid.

At Ellsworth an awning has been erected, new platforms have been built and the freight house has been moved.

An addition to the passenger station has been constructed at Danville Junction, and an awning erected.

The old passenger station at Leeds Junction has been entirely renovated and remodeled, two hundred feet of new awning have been built and the platforms have been relaid.

An addition of three pits has been made to the brick engine house at Lewiston Upper Station and the old part of the same house has been thoroughly repaired.

New awnings have been built at Livermore Falls, Winthrop and Oakland.

Crossing gates have been erected at Brighton road, near Portland, and at Pearl and Lincoln streets in the town of Deering.

## NEW BRIDGES BUILT 1878 TO 1888, Inclusive.

1878.		1880.	
Sabattus,	Webster	Wescott Stream, No. 1,	Waldo
Clinton,	Clinton	“ “ No. 2,	“
Temple Stream,	West Farmington	Lowell's,	West Farmington
Cathance, Iron,	Topsham	Farmington,	Farmington
Little Androscoggin, Iron,	Auburn	Crowley's Y,	Lewiston
		Portland Street, Iron,	Portland
		Androscoggin, Iron,	Brunswick
		Skowhegan, Iron,	Skowhegan
1879.		1881.	
Richmond Road,	Richmond	Bowdoinham, No. 1,	Bowdoinham
Unity,	Unity	“ No. 2,	“
Brooks,	Brooks	Wilton,	Wilton
City Point,	Belfast	Topsham Street, Iron,	Topsham
Shuy,	East Livermore		
East Wilton,	East Wilton		
Lewiston, Iron, (3 spans),	Lewiston		
Bates Canal, Iron,	Lewiston L. S.		

*New Bridges (Continued)*

1882.	Pearl Street, Iron, Augusta, Iron, (5 spans),	Brunswick Augusta	1885.	Sebasticook, Iron, Freeman's Creek, Iron, Lawrence Boom, Iron, Rolling Dam, Iron, Richmond Road, Iron, Yarmouth Road, Egery Mill Stream, Iron, Reed's Pond, Boggy Brook, No. 1, " " No. 2, Union River, Iron, (2 spans), Kilkenny, Iron, Carrying Place, Iron, Farmington Y,	Winslow Richmond Gardiner " " Richmond Yarmouth Dedham Dedham Ellsworth " " " " Hancock " " Farmington
1883.	Dead River, Iron, Sabattus Stream, Costigan, Finn Brook, Wytopotlock,	Leeds Lisbon Milford Reed Plantation " " " "	1886.	Augusta, Iron, (4 spans), Water Street, Iron, Olamon, Iron, Royal's River, Iron, Moody Brook, Felt Brook, Holden Brook,	Augusta " " Greenbush Yarmouth Lisbon Brewer Holden
1884.	Lincoln, Brewer Village, Fitz Pond, Union River, Mt. Desert Ferry,	Lincoln Brewer Dedham Ellsworth Hancock			



*New Bridges (Continued.)*

1887.	1888.
Presumpscot, Iron, (2 span),	Yarmouth Road, Iron,
Coboscontee, Iron,	Bowdoinham, No. 2, Iron,
Maranacook, Iron,	Abagadassett, Iron,
Belgrade Stream, Iron,	Seven Mile Brook, Iron,
Crummett's, Iron,	Greeley Road, Iron,
Benton Street, Iron,	Danville, Iron,
Pittsfield, Iron, (2 spans),	Turner Street, Iron,
Newport, Iron, (2 spans),	Mt. Hope, Iron,
Damascus, Iron,	Orono (1 span), Iron,
Sowadabscook, Iron,	Passadumkeag, Iron,
Hermon Pond, Iron,	
Hampden Road, Iron,	
Vanceboro, Iron,	
Orono, Iron. (3 spans),	
Oldtown, Iron, (1 span),	
Falmouth	Yarmouth
Gardiner	Bowdoinham
Readfield	Bowdoinham
Belgrade	Bowdoinham
Waterville	Vassalboro
Benton	North Yarmouth
Pittsfield	North Yarmouth
Newport	North Yarmouth
Carmel	Auburn
Carmel	Auburn
Hermon	Auburn
Bangor	Bangor
Vanceboro	Bangor
Orono	Orono
Oldtown	Orono

# STATEMENT OF THE Number of Passengers from Each Station

Oct. 1st, 1887, to Sept. 30th, 1888, Inclusive,

—AND—

## REVENUE DERIVED THEREFROM.

FROM.	NO. OF PASSENGERS.	EARNINGS.
Portland,	85,738	\$99,291.91
†B. & M. Transfer,	3,287	3,963.40
†Congress St.,	10,097	11,399.10
Woodford's,	7,758	5,807.27
Westbrook Junction,	7,968	7,362.32
West Falmouth,	4,235	814.15
Cumberland Junction,	5,662	1,987.17
Yarmouth Junction,	6,431	4,527.77
Freeport,	13,093	7,258.30
Brunswick,	52,801	33,017.68
Hardings,	1,920	674.26
Bath,	43,349	34,178.25
Topsham,	634	364.84
Bowdoinham,	8,422	5,179.70
Harward's Road,	1,528	860.23
Richmond,	15,016	10,516.81
Iceboro,	1,264	568.20
Dresden,	202	112.16
So. Gardiner,	8,207	3,428.62
Gardiner,	63,736	31,401.84
Hallowell,	44,367	12,743.27
Augusta,	82,404	46,514.03
Riverside,	1,793	873.54
Vassalboro,	5,662	3,992.15

*Statement of Passengers Carried, &c., (Continued.)*

FROM.	NO. OF PASSENGERS.	EARNINGS.
Winslow,	1,210	899.21
Waterville,	47,731	41,012.36
Benton,	5,806	4,667.68
Clinton,	5,387	3,970.22
Burnham,	3,698	3,032.59
Unity,	2,686	2,771.49
Thorndike,	1,555	1,774.23
Knox,	338	366.17
Brooks,	2,706	2,415.61
Waldo,	373	572.21
City Point,	861	544.55
Belfast,	9,474	15,883.33
Pittsfield,	11,743	12,341.13
Detroit,	2,045	1,162.06
Newport,	7,564	6,621.59
Corinna,	3,753	3,341.37
Dexter,	9,661	15,057.56
East Newport,	2,842	2,240.06
Etna,	2,834	2,821.61
Carmel,	3,257	2,190.80
Hermon Pond,	979	944.65
Hermon Centre,	692	617.43
Bangor,	67,521	109,409.06
Bangor, Exchange Street,	57,334	33,905.81
Veazie,	9,755	1,712.95
Basin Mills,	4,823	874.02
Orono,	23,525	8,120.00
Webster,	5,794	1,493.48
Great Works,	24,792	4,707.68
Oldtown,	39,923	20,675.05
Milford,	2,761	1,530.30
Costigan,	5,814	1,722.94
Greenbush,	3,796	1,319.35
Olamon,	2,712	1,967.85
Passadumkeag,	3,165	2,535.17

*Statement of Passengers Carried, &c., (Continued.)*

FROM.	NO. OF PASSENGERS.	EARNINGS.
Enfield,	2,052	2,025.58
Lincoln,	7,397	8,175.38
Lincoln Centre,	2,958	3,072.75
Winn,	6,100	5,810.18
Mattawamkeag,	6,346	8,781.70
Kingman,	3,383	4,055.17
Wytopitlock,	1,435	1,115.92
Danforth,	4,452	5,209.45
Eaton,	553	235.00
Forest,	2,076	2,577.58
Lambert Lake,	1,653	556.10
Vanceboro,	5,841	10,258.60
Walnut Hill,	2,026	911.31
Gray.	4,045	2,163.00
New Gloucester,	5,622	2,574.22
Danville Junc.,	6,079	6,675.13
Auburn,	30,641	19,881.00
Lewiston, Upper,	44,416	38,354.72
Greene,	1,342	628.21
Leeds Junc.,	2,222	1,575.18
Monmouth,	5,054	3,482.15
Annabessacook,	905	547.69
Winthrop,	9,219	7,766.53
Maranacook,	187	102.36
Readfield,	4,507	5,002.06
Belgrade,	2,066	1,846.32
North Belgrade,	769	598.44
Oakland,	13,742	8,408.38
Fairfield,	12,472	5,967.70
Somerset Mills,	3,781	962.62
Pishon's Ferry,	1,850	1,123.45
Skowhegan,	20,463	25,686.69
Lisbon Falls,	14,596	6,616.51
Lisbon,	15,065	5,027.58
Crowley's,	1,406	470.64

*Statement of Passengers Carried, &c., (Continued.)*

FROM.	NO. OF PASSENGERS.	EARNINGS.
Lewiston, Lower,	38,758	29,264.71
Sabattus,	3,780	1,611.05
Curtis' Corner,	584	342.78
Leeds Centre,	983	816.97
North Leeds,	1,322	1,234.87
Strickland's Ferry,	1,429	1,327.82
East Livermore,	1,303	1,266.53
Livermore Falls,	8,175	7,732.49
Jay Bridge,	1,226	1,013.85
North Jay,	2,882	2,943.73
Wilton,	3,691	3,729.95
East Wilton,	1,712	1,198.81
West Farmington,	1,380	1,645.89
Farmington,	9,669	15,274.11
Brewer Junc.,	3,671	2,235.34
Holden,	2,808	1,475.36
Reed's Pond,	475	303.58
Ellsworth Falls,	5,282	2,029.78
Ellsworth,	22,493	21,505.35
Franklin Road,	3,897	3,625.07
Hancock,	5,510	4,419.30
Mt. Desert Ferry,	5,105	4,603.97
Bar Harbor,	19,165	36,186.06
Brewer Village.	4,676	540.15
Orrington,	1,248	349.84
South Orrington,	3,096	870.95
Bucksport Centre,	1,359	658.27
Bucksport,	13,351	8,967.89
*Cumberland Mills,	2,274	899.30
South Windham,	486	254.00
White Rock,	136	88.15
Sebago Lake,	427	351.23
Steep Falls,	229	238.91
Baldwin,	609	666.39
West Baldwin,	132	135.45

*Statement of Passengers Carried, &c., (Continued.)*

FROM.	NO. OF PASSENGERS.	EARNINGS
Hiram,	276	256.85
Bridgton Junc.,	78	75.75
Brownfield,	385	386.80
Fryeburg,	578	693.81
Conway Centre,	159	176.97
North Conway,	1,109	1,274.65
Intervale,	762	822.59
Glen Station,	1,059	1,042.45
Bartlett,	458	420.45
Sawyer's River,	72	53.85
Crawford's,	931	944.01
Fabyan's,	953	1,689.93
Conductor's Collections and Frenchman's Bay Steamers,	39,362	19,461.68
Foreign Companies and Agencies,	201,132	457,464.38
Total,	1,521,851	\$1,484,875.91

† Stations discontinued Saturday, June 23d, 1888.

\* Stations Cumberland Mills to Fabyan's, month of September, 1888, only.

# Statement of Freight Business

AT EACH STATION,

*With M. C. proportion of earnings on same for year ending Sept. 30th, 1888.*

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
67,976	\$116,786	97 Portland,	127,379	\$254,678
646	985	35 Woodford's,	44	172
17,719	25,729	85 Westbrook Jct.,	6,249	10,937
503	487	60 West Falmouth,	179	350
700	656	30 Cumberland Jct.,	405	342
11,028	10,086	63 Yarmouth Jct.,	63,503	84,321
6,560	6,272	96 Freeport,	5,375	4,636
26,751	30,727	92 Brunswick,	9,642	12,081
12,564	22,431	69 Bath,	24,583	25,973
1,244	1,247	49 Topsham,	171	245
2,770	3,954	63 Bowdoinham,	4,308	7,190
112	165	43 Harward's,	126	248
3,750	6,454	65 Richmond,	3,333	6,498
103	224	94 Iceboro',	6	16
479	1,026	23 South Gardiner,	5,516	10,889
23,253	39,843	40 Gardiner,	32,048	44,737
3,759	7,652	89 Hallowell,	8,549	14,159
22,362	33,745	02 Augusta,	6,763	13,589
275	576	02 Riverside,	838	1,713
1,730	3,624	69 Vassalboro',	1,849	4,004
1,456	2,874	55 Winslow,	289	877
24,073	44,371	53 Waterville,	5,999	12,120
335	972	85 Benton,	2,904	4,248
1,827	4,965	63 Clinton,	3,991	9,749
619	1,448	50 Burnham,	1,615	3,165
1,250	3,039	71 Unity,	1,328	3,054
1,005	2,592	24 Thorndike,	829	2,232
96	184	00 Knox,	242	432
1,224	2,279	10 Brooks,	2,445	3,495

*Freight and Tonnage (Continued.)*

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
45	\$ 107 06	Waldo,	186	\$ 288 43
14	24 18	City Point,	654	1,096 02
9,253	14,763 70	Belfast,	6,061	11,700 91
6,710	15,666 46	Pittsfield,	2,322	6,597 81
453	1,098 62	Detroit,	615	1,599 62
1,313	3,622 23	Newport,	1,198	2,957 15
1,805	4,907 78	Corinna,	1,801	5,783 83
6,161	18,510 34	Dexter,	5,059	14,656 17
790	2,015 45	E. Newport,	992	2,635 53
879	1,926 52	Etna,	1,119	2,984 70
392	707 09	Carmel,	789	1,876 61
42	121 22	Hermon Pond,	806	1,016 49
105,450	130,564 17	Bangor,	101,564	152,828 30
2,682	1,469 53	Penobscot Junc.,	3,901	3,042 72
325	272 32	Brewer Village,	180	192 83
110	98 83	Orrington,	27	62 24
211	183 50	South Orrington,	75	67 22
272	430 37	Bucksport Centre,	219	493 71
3,803	4,606 56	Bucksport,	2,432	2,866 67
210	369 26	Holden,	1,949	1,395 77
31	68 73	Reed's Pond,	1,134	793 38
854	2,019 14	Ellsworth Falls,	956	2,651 14
3,346	8,866 97	Ellsworth,	1,551	3,826 71
472	1,362 60	Franklin Road,	1,397	1,218 94
681	1,885 05	Hancock,	44	185 10
2,455	4,740 80	Mt. Desert Ferry,	241	474 65
2,451	6,458 35	Bar Harbor,	91	366 96
		Frenchman's Bay St		1,162 25
1,032	647 69	Veazie,	301	664 75
174	210 51	Basin Mills,	4,524	4,253 34
1,730	2,178 23	Orono,	2,639	3,389 36
140	37 50	Stillwater,	14,728	16,113 13
590	525 46	Webster,	2,756	4,660 23
20,964	21,481 20	Great Works,	7,599	13,090 20
15,029	16,978 67	Oldtown,	11,595	17,966 40



*Freight and Tonnage (Continued.)*

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
		Milford Mill,	14,555	\$ 1,467 06
15,310	\$ 2,831 09	Milford,	5,832	13,902 30
693	1,339 13	Costigan,	3,136	2,762 71
175	342 46	Greenbush,	1,718	1,310 90
564	1,229 51	Olamon,	2,706	2,978 25
1,288	2,906 99	Passadumkeag,	2,291	2,839 95
2,690	5,619 18	Enfield,	2,463	3,748 88
3,142	6,963 56	Lincoln,	5,683	9,119 95
916	2,290 79	Lincoln Centre,	936	1,551 27
6,377	12,564 09	Winn,	1,209	4,164 60
8,177	15,445 94	Mattawamkeag,	3,343	7,195 33
2,706	9,269 93	Kingman,	3,359	7,542 04
540	1,332 34	Wytopitlock,	5,795	10,757 19
1,670	5,472 14	Danforth,	4,138	11,714 56
146	156 42	Eaton,	54	81 02
1,722	5,266 26	Forest,	2,589	7,224 15
223	401 12	Lambert Lake,	718	967 38
2,299	7,504 16	Vanceboro,	3,882	10,032 61
495	514 40	Walnut Hill,	518	428 60
1,256	1,606 52	Gray,	2,603	2,539 83
658	1,105 63	New Gloucester,	1,935	2,231 38
6,957	11,991 89	Danville Junction,	18,833	38,710 53
14,539	22,871 41	Auburn,	11,658	21,416 87
22,684	36,422 26	Lewiston, U. S.	9,754	17,913 55
650	905 06	Greene,	388	578 94
360	901 59	Leeds Junction,	1,709	1,681 66
2,352	4,249 07	Monmouth,	1,411	2,373 33
792	1,319 07	Annabessacook,	295	752 97
10,544	17,351 66	Winthrop,	5,493	9,689 51
3,162	5 955 25	Readfield,	1,323	3,001 07
1,289	2,558 02	Belgrade,	963	1,918 62
199	438 32	North Belgrade,	361	803 20
12,590	22,718 97	Oakland,	5,554	8,975 17
18,700	25,479 58	Fairfield,	16,931	33,922 20
499	821 64	Somerset Mills,	6,064	10,460 31

*Freight and Tonnage (Continued.)*

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
603	\$ 1,415 76	Pishon's Ferry.	1,745	\$ 3,232 05
15,160	37,942 53	Skowhegan,	9,199	21,988 88
5,483	7,194 33	Lisbon Falls,	12,684	11,267 58
3,997	5,099 91	Lisbon,	984	1,358 04
22	40 67	Crowley's,	2	3 23
34,200	40,867 36	Lewiston, L. S.	18,715	27,097 64
2,568	3,299 81	Sabattisville,	416	740 77
74	126 91	Curtis' Corner,	399	441 63
849	1,392 63	Leeds Centre,	1 169	1,434 74
599	1,263 02	North Leeds,	802	1,228 00
825	1,444 35	Strickland's Ferry,	709	1 362 34
600	1,361 37	East Livermore,	618	1,133 32
14,629	19,567 78	Livermore Falls,	8,581	12,131 52
1,344	2,269 58	Jay Bridge,	418	812 40
1,026	2,668 76	North Jay,	14,432	8,297 24
2,176	5,174 14	Wilton,	2,109	3,778 67
1,040	1,577 29	East Wilton,	481	1,288 87
2,636	5,924 70	W. Farmington,	1,763	4,081 90
8,957	24,137 49	Farmington,	4,569	11,135 67
13,330	8,399 60	*Portland,	7,524	6,367 29
5,187	2,073 64	*Cumberland Mills,	718	493 53
881	613 12	*South Windham,	214	193 61
65	78 67	*White Rock,	67	120 09
136	259 84	*Sebago Lake,	1,589	1,308 93
108	225 25	*Steep Falls,	371	415 38
229	493 03	*Baldwin,	165	332 21
51	104 77	*West Baldwin,	5	16 47
2	5 50	*Bridgton Junction,	50	52 17
46	102 25	*Hiram,	91	150 92
88	250 70	*Brownfield,	153	260 61
199	534 26	*Fryeburg,	234	368 06
29	85 49	*Centre Conway,	127	93 75
1,812	1,574 77	*North Conway,	1,176	791 59
122	289 41	*Glen Station,	314	197 13
195	309 67	*Bartlett,	802	877 64

*Freight and Tonnage (Continued.)*

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
33	\$ 130 77	*Sawyer's Riv.	847	\$ 715 82
16	62 87	*Crawford's,	2	4 77
1,649	1,529 69	*Fabyan's,	9,609	4,886 91
316,564	681,148 51	Foreign Roads,	254,868	535.268 58
1,010,934	\$1,743,520 51	Total,	1,010,934	\$1,743,520 51

\*Portland to Fabyan's, inclusive, September, 1888, only.

Respectfully submitted,

PAYSON TUCKER,

*General Manager.*

To ARTHUR SEWALL,

*President.*

## LEASE

OF THE

PORTLAND &amp; OGDENSBURG RAILWAY COMPANY

TO

Maine Central Railroad Company.

This Indenture made in duplicate this twentieth day of August, A. D. 1888, by and between the Portland and Ogdensburg Railway, a corporation existing under and by virtue of the laws of the States of Maine and New Hampshire, party of the first part and hereinafter styled the lessor, and the Maine Central Railroad Company, a corporation existing under and by virtue of the laws of the State of Maine, party of the second part and hereinafter styled the lessee,

*WITNESSETH:*

That, in consideration of the premises and of the rents hereinafter reserved to be paid by the lessee, and of the covenants and agreements hereinafter contained to be performed and fulfilled by the lessee, the said Portland & Ogdensburg Railway does hereby demise and lease to the said Maine Central Railroad Company all the railroad of said lessor located and constructed from the City of Portland, in the State of Maine, to the western boundary line of the State of New Hampshire, including all the right, title and interest of the lessor in and to all railroads or parts of railroads between Portland, aforesaid, and Lunenburg, in the State of Vermont, constructed or operated by the lessor, and in and to the railroad and bridge lying between the junction with the Boston, Concord & Montreal Railroad, in Whitefield, in the State of New Hampshire and said Lunenburg, and all rights possessed by the lessor, by lease or contract, in any and all railroads forming any part of the through line from said Portland to Ogdensburg, in the State of New York, with all its rights of way, side tracks, branches, stations and station grounds, bridges,

piers, wharves and easements, and all its rolling stock and equipment, all its franchises, rights and privileges under its charters and the laws of the States of Maine and New Hampshire, and all its right, title and interest in and to all other property of whatsoever nature and wheresoever situated;

To have to and hold the said railroads, property, estate, franchises, rights and privileges and all singular the premises hereby demised, with all the appurtenances thereof to said Maine Central Railroad Company, its successors and assigns for and during the full term of nine hundred and ninety-nine years from the thirtieth day of August, in the year eighteen hundred and eighty-eight;

Subject to the provisions of all the special acts of the Legislatures of the States of Maine and New Hampshire affecting the rights, privileges, powers and duties of the lessor, and of all the general laws of said States, now in force or hereafter to be enacted;

And subject also to all liens and incumbrances in any way lawfully existing upon the same; especially to the mortgage from the Portland and Ogdensburg Railroad Company dated the first day of November, A. D. 1870; the liens, debts and liabilities which have been or may be created by Samuel J. Anderson, of said Portland, as Receiver of the property of said Portland and Ogdensburg Railroad Company, or his successor in office; and to the dues, charges and expenses of the Trustees under said mortgage and under the mortgage from said Portland and Ogdensburg Railroad Company dated the first day of November, A. D. 1871; and any other mortgage on the demised estate.

Said lessee yielding and paying rent therefor, for the first three years of said term, at the rate of one per cent. per annum, on the aggregate capital stock of said lessor Company lawfully issued or to be issued, and for the remainder of said term at the rate of two per cent. per annum on said stock, payable in quarterly payments (hereinafter termed dividends) on the last days of November, February, May and August of each year, beginning on the last day of November, 1888, at the office of the Treasurer of said Maine Central Railroad Company, as follows: during said first three years, twenty-five cents, quarter-yearly as aforesaid, on each share of said stock, and after said three years and during the remainder of all said full term, fifty cents quarter-yearly as aforesaid, on each share, to the several holders thereof, on the days when such payments become due as aforesaid, as shown by the books containing the names of the holders of said capital stock; but if any of said stock shall not have been issued at the time when first payment of rent becomes due, and shall thereafter be legally issued, the holder thereof shall then be entitled to receive the previously accruing dividends thereon,

precisely as if said stock had been seasonably issued, and the dividends thereon had not been paid.

This lease is made and accepted upon the following further terms, covenants and agreements, viz. :

*FIRST.*

The lessee is to maintain and operate, and hereby for itself and its successors and assigns, covenants to maintain and operate the railroads, property, rights and privileges hereby demised, in furtherance of the objects contemplated by the charters of the lessor and of said Portland & Ogdensburg Railroad Company in the States in which the same is located and constructed, in pursuance of all the general and special laws of the States aforesaid affecting the same, and in such manner as to promote the best public convenience and advantage under said charters and laws during the term of this lease.

In operating said railroad the lessee shall, and hereby for itself, its successors and assigns, covenants and agrees that it will, so far as practicable, endeavor to make such connections and such traffic and business arrangements with other systems and roads leading to and from the West, that the leased premises shall be operated as a part of a system of roads doing a through line business to and from the West, and that it will use all reasonable efforts to give to the City of Portland as favorable terms for such business, as are given to other Atlantic cities.

And said lessee shall, and hereby for itself, its successors and assigns, covenants and agrees that it will, freely deliver to, and receive from connecting railroads, passengers and cars, with or without merchandise loaded therein, and shall and will afford all reasonable facilities at its connections with other railroads for such exchange of passengers and cars, and shall, and will deliver passengers and freight to, and take the same from connecting railroads without discrimination; and all facilities and inducements reasonably within its power shall be extended by the lessee, as to the use of the lessor's tracks on reasonable terms, to the Canadian Pacific or any other Railway Company to make the city of Portland a terminus for its through business and freight from the West.

*SECOND.*

The lessee further covenants as aforesaid, for itself and its successors and assigns, that it will, at all times during the term of this lease, maintain and keep the said railroad, buildings, superstructures, equipment and other property hereby demised, and such

as may be substituted in place of the same, in good and substantial repair and condition, and will from time to time make such alterations, improvements and enlargements of said railroad and its appurtenances, and such additions to and renewals of its buildings, equipment, apparatus and other movable property of every kind, as shall be necessary for the safe, convenient and regular transportation of passengers, freight and mails, upon all and every part of the line, and from and to all the several stations of said railroad, so as to accomplish effectually the public objects contemplated by the charters and laws aforesaid, and to promote and sustain most beneficially all the reversionary interests of the said Portland and Ogdensburg Railway.

*THIRD.*

The said lessee is hereby authorized to sell or otherwise dispose of, alter, amend and repair any of the buildings, rails, equipment apparatus or other movable property, hereby demised, or which may at any time be used or employed in or about said railroad or be appurtenant thereto, so however that in all such cases, and the said lessee hereby covenants as aforesaid that in all such cases, there shall be substituted in place of that which is sold or otherwise disposed of, altered, amended or repaired, other property of the like kind, and equally good or better for the like purposes; and the said lessee is hereby further authorized to cause to be made or constructed any new buildings, tracks, rails, apparatus, equipment or other movable property, necessary and beneficial to be used for the purposes of said railroad, and to make any and all improvements, alterations and repairs, renewals and enlargements of said railroad, which may be necessary for the greatest efficiency and use of the same, but not so as to divert the same substantially from its present location, nor to impair the most convenient public use of the same:

Provided, however, that said lessee may from time to time, with the consent of the lessor's Board of Directors, sell and dispose of property not required for the operation and use of said railroads as herein provided, and apply the proceeds for the improvement of the demised property; and the President of the lessee, for the time being, is made the Attorney of the lessor, to execute, jointly with the lessee, in the name of the lessor, all conveyances of property hereby authorized to be conveyed, when such conveyance shall be ordered by vote of the Board of Directors of said lessee.

*FOURTH.*

The said lessee further covenants as aforesaid, for itself, its successors and assigns, that it will duly pay the rent herein reserved

at the times and in the manner herein provided, and will duly pay all taxes which may lawfully be assessed in any jurisdiction, and for any purpose, upon any and all the corporate property, rights, estate and franchises hereby demised.

#### *FIFTH.*

The said lessee further covenants as aforesaid, for itself and its successors and assigns, that it will assume, provide for, satisfy and fully discharge all the debts, liabilities and obligations of the said lessor, and all the debts, liabilities and obligations, if any, which may hereafter during the term of this lease by implication of law arise against and be due from said Portland & Ogdensburg Railway, and all mortgages, liens and incumbrances on the demised estate, including the bonds of the Portland & Ogdensburg Railroad Company, amounting to eight hundred thousand dollars secured by mortgage from said Company, dated the first day of November, A. D., 1870, and the coupons thereto annexed as they severally become due; and all the debts, liabilities and obligations of Samuel J. Anderson, as Receiver, as aforesaid, or his successor in office; and all the debts, liabilities and lawful charges for their services as Trustees, and for legal and other expenses incurred by them in the execution of their trust, of Nathan Webb, Weston F. Milliken and Horatio N. Jose, Trustees under the mortgage from the Portland & Ogdensburg Railroad Company, dated the first day of November, A. D., 1871, and all the debts, liabilities and lawful charges as aforesaid of the Trustees under any and all other mortgages on said railroad: and said lessee will save said lessor harmless from all liability whatsoever on all and singular said debts, liabilities and obligations as fully and completely as if they were the proper debts, liabilities and obligations of the lessee.

#### *SIXTH.*

The said lessee further covenants as aforesaid, for itself and its successors and assigns, that it will, from and after the execution of this indenture, assume the defence of all suits, actions, complaints and prosecutions, which may then be pending, or which may thereafter be brought against the said lessor or any of its officers, servants or agents, or said Receiver or his successor, for anything by them done under authority and in behalf of said Company, and will indemnify and save harmless the said stockholders thereof and said Receiver against all costs and expenses incurred in such defence, and against any and all judgments which may be recovered in such suits, and against all actions, damage and liability, on account of anything which may be done or omitted by the said lessee, or its successors, while exercising, or assuming to exercise



any of their powers and rights under this indenture, and on account of any and all acts, omissions or neglects of any kind in any manner done or suffered by the said lessee or any of its servants or agents.

The lessee shall assume all traffic balances and other debts due, or that may become due, from said lessor or said Receiver to other railroad or transportation companies: shall assume, observe and perform all contracts of every nature made by the lessor before the final execution and delivery of this indenture, or by said Receiver or his successor while in possession of the demised property: shall furnish the Directors of the lessor with free annual passes over the railroads operated by the lessee under this lease: shall permit the demised premises to be inspected annually by some competent person appointed by the lessor, who shall report to the lessor the condition of said premises, and who, for the purposes of such inspection, shall be furnished with free transportation over the railroads operated by the lessee under this lease: shall make all returns required by the lessee by law: shall furnish the lessor with all such statements as shall enable it to make all returns required by law of the lessor; and, at the end of the term of this lease or at any earlier termination thereof from any cause whatever, shall surrender the demised premises in like order and condition as they were at the inception of this lease or may be put in during the term with all improvements thereon, and all extensions thereof, and with all additional railroads or parts of railroads that may be constructed by the lessee under the charter of the lessor or in its name.

To prevent uncertainty as to the property herein demised and to be accounted for upon the termination or forfeiture of this lease, there shall be made as of the day when this lease takes place, an inventory, description and appraisal of all the estate and property, real and personal, belonging to the lessor, and coming into the possession of the lessee by virtue of this lease. Such inventory, description and appraisal shall be made by two competent persons, one selected by each party; in case of their disagreement they shall refer the matter in difference to some third person selected by the two, whose decision shall be made final. Such inventory, description and appraisal shall be made in duplicate, and an original furnished to each party, and shall be evidence of the nature, value and condition of the property demised at the inception of this lease in all cases in which any question of such nature, condition or value may arise.

#### SEVENTH.

The said lessee further covenants as aforesaid, for itself and its

successors and assigns that it will, on or before the expiration of every year during the term of this lease, pay to the said lessor the sum of five hundred dollars, for all such necessary expenses as the lessor may incur, within the year aforesaid, for the compensation of such officers as may be required in maintaining the organization of said company, for incidental charges attending the holding of its corporate meetings, and for all necessary proceedings in maintaining and preserving its corporate powers.

#### *EIGHTH.*

The said lessee further covenants as aforesaid, for itself and its successors and assigns, that it will never assign this lease, nor underlet the whole, nor any part of the demised railroad, without the written assent of the lessor first had and obtained, authorized by a vote of the stockholders thereof at a meeting called for the purpose, and that it will at all times do, observe and perform whatever may be lawful and reasonably required on its part to be done, observed and performed, to uphold, protect and maintain the franchise, rights and interests of said Portland & Ogdensburg Railway, and that it will not do, nor voluntarily suffer anything to be done, which shall tend to a forfeiture of the franchise of said Portland & Ogdensburg Railway, or in any manner impair the value of the same.

*Provided, however,* that in the event of the lessee's leasing their system to, or consolidating with, any corporation operating a connecting railroad or system of railroads, the lessee's interest in the demised premises shall pass by such lease or contract of consolidation.

#### *NINTH.*

This lease is upon the condition that, if said lessee, its successors or assigns, shall fail to pay any rent-dividend on demand as the same shall become payable and shall suffer the same to be in arrears for more than six months after the same becomes payable and payment is demanded, or shall fail to pay the principal and coupons of said bonds secured by said mortgage dated the first day of November, A. D., 1870, or the principal and interest of any bonds secured by any mortgage of the demised premises made as herein-after provided, or the principal or interest on said Receiver's certificates, when presented for payment on or after maturity, and shall suffer them, or any of them, to be in arrears for more than six months after maturity and presentation for payment; or shall fail to perform any award made under the sixteenth section of this indenture as provided in said section, then and in either event, said lessee shall thereupon be liable to suffer the forfeiture of this lease:

And if such default shall continue for the space of six months the said Portland & Ogdensburg Railway, into and upon all the said railroad property and estate hereby demised or into and upon any part thereof for and in the name of the whole, shall have the right immediately or at anytime thereafter, without notice or demand, to re-enter, and take and hold possession of the same, and use and operate the same and take the income and proceeds thereof, and the said lessee, its successors and assigns, and all its servants and agents to dispossess and amove; and may at the time of such re-entry or at any time thereafter give written notice to the said lessee or its successors or assigns, that it holds the said railroad property, estate and improvements for the purpose of effecting the determination of this lease and enforcing the forfeiture thereof, for the specified breach or breaches of covenant or agreement for which such entry was made; which written notice shall be sufficient, if delivered by authority of the directors of the Portland & Ogdensburg Railway to any officer of said Maine Central Railroad Company at its principal office in said Portland; or in case of inability to deliver notice as aforesaid, by publishing such notice for two weeks in some public journal in the said city of Portland. If the said lessee, its successors or assigns, shall not within six months after the delivery of notice, or the last publication thereof as aforesaid, repair, supply and make good all the deficiency and breach of covenant or agreement for which such entry was made, with interest for the time of such deficiency upon the sum or sums unpaid or in arrears, and with all damages in any wise sustained by such breach or breaches of covenant or agreement, all the estate, rights and interests of the said lessee, its successors and assigns, shall be absolutely determined and forfeited, and the said Portland & Ogdensburg Railway shall have and hold all the said railroad property and estate demised, and all the improvements thereof and property substituted therefor, and all extensions and additions thereto as hereinbefore stated, and all the income thereof, as in and of its former estate and to its own use, without liability to account to said lessee, its successors or assigns, for any of said property, estate, improvements, substitutions, extensions or additions, or income, or to refund or reimburse to said lessee, its successors or assigns, any sum before that time advanced, paid or applied in fulfillment or part fulfillment of any of the covenants or agreements herein expressed. But if the said lessee or its successors or assigns shall at any time after such entry for breach of covenant and before the expiration of six months aforesaid, from the delivery or publication of notice aforesaid, repair, supply and make good all the deficiency and breach of covenant or agreement for which such entry was made, with interest as aforesaid, and with all damages in anywise sustained by such breach or breaches of covenant or agreement, then the said lessee, or its successors or assigns, shall

be restored to the possession, use and enjoyment of all the demised premises and improvements thereof, and property substituted therefor as fully and amply, and to all intents and purposes as if no such deficiency or breach of covenant had occurred, and the said Portland & Ogdensburg Railway shall restore, and hereby covenants that it will restore and yield possession as aforesaid, and will account for and pay to the said lessee, its successors or assigns, all the net profits and income received by the said Portland & Ogdensburg Railway by virtue of its entry and possession aforesaid.

#### *TENTH.*

Whereas the bonds secured by the foreclosed mortgage from the Portland & Ogdensburg Railroad Company dated the first day of November, A. D. 1871, outstanding and unpaid on the fifteenth day of December, A. D., 1885, being the date of the foreclosure of said mortgage, and the coupons thereon then due and unpaid, form the basis of, and, in fact, constitute the capital stock of the Portland & Ogdensburg Railway, it is mutually agreed by the parties hereto, that said stock is the stock upon which dividends are to be paid as hereinbefore provided, and that no new stock of the lessor shall be created, or its capital stock in any manner increased, without the written consent of the lessee.

It is also hereby mutually agreed by the parties hereto, that the City of Portland is the owner of said stock to the amount of at least two million, two hundred thousand, five hundred dollars (\$2,200,500), on which, at least, the lessee shall pay the rent hereinbefore reserved of one per cent. for three years and of two per cent. thereafter. Whether the lessee shall pay the rent aforesaid upon a larger amount of stock belonging to the City of Portland than that above stated, as claimed by said city, shall depend upon subsequent adjudication or agreement of the parties as to the validity of the city's title to an excess of said stock above said amount of two million, two hundred thousand, five hundred dollars, (\$2,200,500.)

And if such adjudication or agreement shall be in favor of the claim of the City of Portland to a larger amount of said stock than the sum above stated, the said City, as the holder thereof, shall be entitled to receive all dividends on such excess of stock above two million, two hundred thousand, five hundred dollars, (\$2,200,500), accruing after the date of this lease precisely as if said stock had been seasonably issued.

#### *ELEVENTH.*

The said lessor on its part hereby covenants that it shall and may be lawful to and for the said lessee, its successors and assigns, paying the rent herein reserved and providing for and making all

the other payments required by the terms hereof, and keeping and performing all other covenants and agreements by the said lessee to be kept and performed under the terms of this lease, peaceably and quietly to have, hold, use, occupy and enjoy all and singular the premises hereby demised with the appurtenances for and during the said term of nine hundred ninety-nine years, without any molestation whatsoever from or by the said Portland & Ogdensburg Railway or its assigns, or any person or persons lawfully or equitably claiming by, from or under said Company.

*TWELFTH.*

The said lessor further covenants that it will, during the term hereby demised, uphold and maintain its own lawful corporate organization, and will do all things on its part required to be done to uphold and save inviolate the charter and franchise thereof, and will from time to time elect and appoint all such officers, agents and servants as it may be required by law to elect and appoint for the purpose of so maintaining its organization, charter and franchise, and will invest them with such powers and duties as may be necessary to secure and maintain the corporate efficiency of said Company according to law; and the said lessor will not after the execution of this lease and until the determination thereof, without or beyond the consent of the said lessee, create any new debt against said Portland & Ogdensburg Railway, nor issue or deliver any previously executed evidence of debt for which the said Company shall not have received full value at the date of the execution of this lease, nor voluntarily do any act whereby any obligation or indebtedness shall result against said Company, except in accordance with the terms of this lease.

*THIRTEENTH.*

The said Portland & Ogdensburg Railway hereby transfers and assigns to said lessee all its tools, supplies, cash assets, contracts, notes, accounts, claims, judgments and other choses in action, causes of action, appeals and rights of appeal which it has, or is entitled to have, either in its own right or through said Receiver, including any mortgage bonds of said Portland & Ogdensburg Railroad Company pledged as collateral security; and it hereby constitutes the said lessee its attorney until the determination or forfeiture of this lease, with power in the name of said lessor, but to the use and at the cost of the lessee, to demand, sue for, prosecute, enforce, satisfy, recover and enjoy all the contracts and other things hereby demised, and in like manner in the name of the said lessor, but at the cost and to the use of the said lessee, to prosecute all causes of action which may hereafter, during the term of this lease accrue to the said Portland & Ogdensburg Railway against any person or

corporation claiming or acting by or under its authority, or authority from it derived, the proceeds thereof to be applied to the operation and improvement of the demised premises.

*FOURTEENTH.*

It is further agreed by and between said parties, that in order to provide the means to pay off existing debts, liens and incumbrances on the demised premises, to extend said railroad and improve said railroad property, the lessor, on the request of the lessee and at its expense, will issue its mortgage bonds to the amount of not exceeding twenty thousand dollars a mile of completed railroad, each bond to bear the guaranty of said lessee that it will pay such bond and the interest thereon as it becomes due, and will join the lessee in a mortgage of the demised premises to secure said bonds. The avails of said bonds are to be used as follows:

1. To pay said Receiver's certificates and debts incurred by him, the amounts due trustees as hereinbefore provided and other liens on said demised premises.

2. To pay the bonds secured by said mortgage dated the first day of November, A. D., 1870, amounting to eight hundred thousand dollars.

3. Not exceeding three hundred thousand dollars for needed improvements on the demised premises and on new construction.

4. The remainder, for the construction of such extensions (including branches), or for other permanent improvements as may be, from time to time, constructed or made with the assent of Directors of the lessor, or after a decision of the Railroad Commissioners that such extension or improvements are necessary and proper to carry out the objects of this indenture according to its true intent and meaning.

And said parties further agree that bonds of a like character and amount and secured in the same manner shall from time to time be issued at the request of said lessee and at its expense, to retire any previous issue of bonds herein authorized, or any part thereof not then retired, but said lessée shall pay the interest on said bonds issued during said term, as it becomes due.

Provided, however, that if this lease shall be determined either by entry of the lessor for breach of condition, or by process of law, both the principal of said bonds and all interest accruing after such termination shall be assumed and paid by the lessor.

And all improvements made upon the demised premises and all extensions of said railroad, and all additional railroads or parts of

railroads that may be constructed by the lessee under the charter of the lessor and in its name, shall at once become and remain a portion of the premises covered by this lease and shall be managed and controlled by the lessee in all respects precisely as if they were a part of the premises originally demised.

#### *FIFTEENTH.*

The said Portland & Ogdensburg Railway hereby further covenants that it will at all times hereafter grant to the said lessee, or its successors, all such access to and inspection of the books, accounts, title deeds, records, files and vouchers of the said lessor as may be necessary to facilitate the operations, and secure the interests of the said lessee under this indenture.

The lessee keeping and performing all the covenants, agreements and conditions herein contained to be performed by it, may, at its own cost and expense, do any act in the name of the lessor which, under the charter of the lessor or the laws of said States of Maine and New Hampshire, must be done in the name of the lessor in the maintenance, operation, improvement or extension of the railroads and railroad property demised by this indenture.

And the said lessor covenants and agrees that it will make any further assurance or conveyance which, at any time, may be found necessary to secure to said lessee the exercise of its rights, powers and privileges under this indenture according to its true intent and meaning; and will, at the request of said lessee authorize and execute any instrument of conveyance of property which under the terms of this indenture the lessee is authorized to sell, and any mortgage which is herein authorized to be given; and will do any act required to be done in its corporate capacity which may be necessary to enable the lessee to extend said railroads or to exercise any other of the rights, powers and privileges authorized by this indenture or the charter of the lessor or the laws of said States.

If said lessor shall fail to perform any award made under the sixteenth section of this indenture as provided in said section, it shall be lawful for the lessee to suspend the payment of the rent herein reserved until such award shall be performed.

#### *SIXTEENTH.*

In case either party to this indenture shall hereafter at any time claim that any of the things herein agreed to be done by the other party are not done, then either party may call upon a Board of three disinterested men, to be appointed by the Chief Justice of the Supreme Court of this State, or by the Judge of the United States District Court for the District of Maine, or the United States

Circuit Court for the First Circuit, upon notice to the other party, which Board or a majority of them shall hear the parties, and determine the matters at issue, and, if they find thereon against the party against whom claim or complaint is made, shall determine what shall be done by that party and fix a reasonable time for doing the same, and if said party shall neglect for more than ninety days after the time so fixed to perform the award and finding of said board, or a majority thereof, it shall be deemed a failure by such party to keep and perform the covenants and agreements of this indenture by it to be kept and performed. The party against whom said award is made shall pay the expenses of the hearing and determination.

Neither the stipulations in article "Ninth" nor this article shall take away or diminish any other rights or remedies at law or in equity, to enforce the covenants and agreements herein set forth, or to recover damages resulting from the failure of said lessee to fulfill said covenants and agreements, but said stipulations are additional to all other remedies at law and in equity.

In testimony whereof, the said Portland & Ogdensburg Railway has caused these presents to be subscribed by Samuel J. Anderson, the President thereof duly authorized, and countersigned by its Treasurer and its corporate seal affixed, and the said Maine Central Railroad Company has caused these presents to be subscribed by Arthur Sewall, its President hereunto duly authorized, and countersigned by its Treasurer and its corporate seal to be hereunto affixed the day and year first above written.

THE PORTLAND & OGDENSBURG RAILWAY,  
By SAM. J. ANDERSON,

President.

Countersigned by

JNO. W. DANA,

Treasurer,

Portland & Ogdensburg Railway.

{ L. S. }

THE MAINE CENTRAL RAILROAD COMPANY,  
By ARTHUR SEWALL,

President.

Countersigned by

J. A. LINSOTT,

Treasurer,

Maine Central Railroad Company.

{ L. S. }

Signed, sealed and delivered  
in presence of

JOSIAH H. DRUMMOND,

DAVID W. SNOW.



## STATE OF MAINE.

CUMBERLAND, ss.

AUGUST 20, 1888.

Then personally appeared Samuel J. Anderson, in his capacity of President of the Portland & Ogdensburg Railway, and acknowledged the foregoing instrument by him subscribed to be the free act and deed of said corporation.

Before me,

JOSIAH H. DRUMMOND,

*Justice of the Peace.*

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## STATE OF MAINE.

CUMBERLAND, ss.

AUGUST 20, 1888.

Then personally appeared Arthur Sewall, in his capacity of President of the Maine Central Railroad Company, and acknowledged the foregoing instrument by him subscribed to be the free act and deed of said corporation.

Before me,

JOSIAH H. DRUMMOND,

*Justice of the Peace.*

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Ratified and confirmed by the Portland & Ogdensburg Railway, August 22d, 1888.

Ratified and confirmed by the Maine Central Railroad Company, August 23d, 1888.

ATTEST:

JOSIAH H. DRUMMOND,

*Clerk M. C. R. R. Co.*

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TWENTY-EIGHTH

ANNUAL REPORT

OF THE

MAINE CENTRAL

RAILROAD COMPANY.



PRESENTED AT THE ANNUAL MEETING,

DECEMBER 18, 1889.



ANNUAL REPORT

OF THE

DIRECTORS

OF THE

MAINE CENTRAL RAILROAD COMPANY,

TO THE STOCKHOLDERS,

FOR THE YEAR ENDING SEPTEMBER 30, 1889.

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Presented at the Annual Meeting, in Portland, Dec. 18, 1889.

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PORTLAND, ME. :

PRINTED AT THE TUCKER PRINTING HOUSE,  
1889.

## DESCRIPTION OF ROAD.



Portland to Vancboro, via Augusta,	<b>250.7</b>
Cumberland Junction to Skowhegan,	<b>90.7</b>
Bath to Lewiston and Farmington,	<b>75.9</b>
Belfast Branch,	<b>33.1</b>
Dexter Branch,	<b>14 0</b>
Bucksport Branch,	<b>18.1</b>
Stillwater Branch,	<b>3.0</b>
Enfield Branch,	<b>3.0</b>
Mt. Desert Branch, (including Steam Ferry,)	<b>49.5</b>
Portland to Lunenburg,	<b>109.4</b>
Dexter to Dover and Foxcroft, (under construction),	<b>16.6</b>
	<hr/>
Total Mileage,	<b>664.0</b>

## BOARD OF DIRECTORS.

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ARTHUR SEWALL, *President.*

GEORGE C. LORD,

H. N. JOSE,

AMOS PAUL,

RICHARD OLNEY.

WM. G. DAVIS,

DARIUS ALDEN,

FRANK JONES,

J. S. RICKER,

SAMUEL C. LAWRENCE,

THOMAS W. HYDE,

JOHN WARE,

FRANCIS W. HILL,

JOSIAH H. DRUMMOND, *Clerk.*

# MAINE CENTRAL RAILROAD CO.

## ANNUAL MEETING.

Notice is hereby given that the Annual Meeting of the Maine Central Railroad Company will be held at the Company's office in Portland, on *Wednesday, the eighteenth day of December, A. D., 1889*, at one o'clock in the afternoon, to act upon the following articles, to wit:

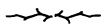
1. To hear the reports of the Directors and Treasurer and act thereon.
2. To fix the number of, and elect the Directors for the ensuing year.
3. To see if the Company will ratify the lease of the Dexter and Piscataquis Railroad, dated the thirteenth day of December, A. D., 1888, made by the Directors in behalf of the Company, and the taking of the mortgage of said Dexter & Piscataquis Railroad, provided for in said lease.
4. To see if the Company will ratify the extension of the lease of the Dexter & Newport Railroad, made by the Directors in behalf of this Company, and dated the thirteenth day of December, A. D., 1888.
5. To see if the Company will ratify the action of the Directors in constructing the portion of the Portland & Ogdensburg Railroad between Fabyan's and Scott's Mills, in the State of New Hampshire, and in guaranteeing the payment of the bonds issued by the Portland & Ogdensburg Railway for that purpose, in accordance with the provisions of the lease.
6. To act upon any other business that may lawfully come before said meeting.

By order of the Directors,

JOSIAH H. DRUMMOND, *Clerk.*

PORTLAND, Nov. 21, 1889.

# DIRECTOR'S REPORT.



The Directors respectfully present to the Stockholders of the Maine Central Railroad Company their report for the year ending September 30th, 1889.

The Gross Earnings for twelve months were	\$3,828,261 51
Expenses for twelve months were	\$2,435,197 81
Town, City and State Taxes,	79,517 60
	2,514,715 41
Net Earnings from business,	\$1,313,446 10
Interest accrued during the year,	\$798,390 70
Less Rents received,	18,592 21
	\$779,798 49
Rental paid European & North American Railway,	\$125,500 00
“ “ Belfast & Moosehead Lake R. R. Co.,	36,000 00
“ “ Dexter & Newport R. R. Co.,	18,000 00
“ “ Eastern Maine Railway,	9,500 00
“ “ Portland & Ogdensburg Railway,	44,427 06
	\$1,013,225 55
Earnings after deducting Interest and Rentals,	\$300,220 55
Dividend paid February 15th, 3 per cent.,	\$107,808 00
“ “ August 15th, 3 per cent.,	107,808 00
	\$215,616 00
Surplus for the year,	\$84,604 55
Gross Earnings for the year ending Sept. 30th, 1888,	\$3,389,007 48
Gross Earnings for the year ending Sept. 30th, 1889,	3,828,261 51
	\$439,154 03
Increase in Gross Earnings,	\$2,199,881 71
Expense for the year ending Sept. 30th, 1888,	2,514,715 41
Expense for the year ending Sept. 30th, 1889,	18,592 21
	\$314,833 70
Increase in Expense,	\$192,572 58
Rental for the year ending Sept. 30th, 1888,	233,427 06
Rental for the year ending Sept. 30th, 1889,	44,427 06
	\$40,854 48
Increase in Rental,	\$734,030 90
Interest for the year ending Sept. 30th, 1888,	798,390 70
Interest for the year ending Sept. 30th, 1889,	18,592 21
	\$64,359 80
Increase in Interest,	\$1,199,045 34
Net Income for the year ending Sept. 30th, 1888,	1,332,038 31
Net Income for the year ending Sept. 30th, 1889,	1,313,446 10
	\$132,992 07
Increase in Net Income,	\$1,743,520 51
Receipts from Freight, year ending Sept. 30th, 1888,	1,991,019 64
Receipts from Freight, year ending Sept. 30th, 1889,	1,991,019 64
	\$257,499 13



Receipts from Passengers, year ending Sept. 30th, 1888,	\$1,484,875 91	
Receipts from Passengers, year ending Sept. 30th, 1889,	<u>1,645,335 84</u>	
Increase from Passengers,		\$160,459 93

The net results of the financial year just closed, show a surplus of \$84,604.55, after payment of all fixed charges and taxes, operating expenses and two semi-annual dividends of 3 per centum each.

While this is a very satisfactory showing for this year's business it is more satisfactory as indicating the steady growth of business along our line. It goes far to confirm what is not generally known, that Maine has at last taken her place among the growing and progressive States of the Union.

To those acquainted with the history of Maine's recent rapid advance in prosperity it is plain that her need today is greater railroad facilities, and this need it is the policy of this Company to supply as fast as prudence and conservative management permits. But a small part of the territory of Maine can now be reached by rail. The fertile fields of Aroostook and the valuable forests along her northern borders are as yet practically inaccessible. When Maine shall have the means of transportation demanded by her great and undeveloped resources the tide of emigration, which is already checked, will turn. Her people who have left her during the last decade will come back, immigrants to their native state, where ample opportunity is afforded for all their enterprise and capital.

During the past year 34 miles of road have been constructed; the extension of the Portland & Ogdensburg division from Fabyan's to Scott's Mills, 17 miles, and from Dexter to Dover and Foxcroft, 17 miles.

The latter road was built by the Dexter & Piscataquis Railroad Company and a perpetual lease taken by this Company at \$12,500 per annum. A copy of this lease is hereto appended, and also copy of Extension of Dexter & Newport lease.

Other important extensions are under consideration, the construction of which it is hoped will commence next year.

Since the last report your property has been much improved and the cost of all such improvements, excepting those on the Portland & Ogdensburg Railway and purchase of real estate, has been charged to operating expenses.

The report of the General Manager and that of the Treasurer, submitted herewith, together with the tables annexed, give information in detail in regard to the physical and financial condition of your property.

By order of the Board,

ARTHUR SEWALL,

*President.*



# TREASURER'S REPORT.

To the Stockholders of the Maine Central Railroad Co.

GENTLEMEN :

I submit herewith the Annual Report from this department, of the Receipts and Expenditures of the Company for the year ending September 30th, 1889. The annexed Tables, Nos. 1, 2, 3, 4 and 5, exhibit in detail the Receipts and Disbursements for the year and the standing of the Company at its close, to which you are respectfully referred.

J. A. LINS COTT, *Treasurer.*

PORTLAND, Nov. 18th, 1889.

## TABLE NO. I.

1888.	RESULT OF BUSINESS FOR YEAR.	1889.
\$1,484,875 91	Earnings from Passengers,	\$1,645,335 84
1,743,520 51	“ “ Freight,	1,991,019 64
45,602 84	“ “ Express,	60,435 95
103,223 11	“ “ Mails,	115,255 92
11,785 11	“ “ Extra Baggage,	16,114 16
<hr/>	Total Transportation Earnings,	<hr/>
\$3,389,007 48	Rents, Wharfage and Miscellaneous Earnings,	\$3,828,161 51
9,919 57		18,592 21
<hr/>	Total Gross Earnings,	<hr/>
\$3,398,927 05	Less Operating Expenses,	\$3,846,753 72
2,199,881 71		2,514,715 41
<hr/>	Net Earnings,	<hr/>
\$1,199,045 34	Less Rent European & North American Railway,	\$1,332,038 31
125,500 00	“ “ Belfast & Moosehead Lake Railway,	125,500 00
36,000 00	“ “ Dexter & Newport Railroad,	36,000 00
18,000 00	“ “ Eastern Maine Railway,	18,000 00
9,500 00	“ “ Portland & Ogdensburg Railway,	9,500 00
3,572 58	Less Interest,	44,427 06
734,030 90		798,390 70
<hr/>	Total Interest and Rents,	<hr/>
\$926,603 48		\$1,031,817 76
<hr/>	Surplus,	<hr/>
\$272,441 86		\$300,220 55

## TABLE NO. 2.

TRANSPORTATION EARNINGS, YEAR ENDING SEPTEMBER 30, 1889.

	PASSENGERS.			FREIGHT.			FROM OTHER SOURCES.				
	NUMBER.	EARNINGS.	TONS.	EARNINGS.	MAILS.	EXPRESS.	EXTRA BAGGAGE.	TOTAL EARNINGS.			
1888.											
October,	141,487	\$139,847 86	143,521	\$205,414 41	\$9,277 87	\$ 4,274 70	\$1,977 29	\$360,792 13			
November,	123,056	112,508 23	117,422	169,169 21	9,277 87	4,205 06	1,019 82	296,180 19			
December,	108,016	104,721 95	111,524	155,575 15	9,277 87	4,239 44	792 29	274,606 70			
1889.											
January,	107,010	98,619 00	103,080	152,867 77	9,277 87	4,227 57	688 52	265,680 73			
February,	93,855	88,533 11	94,080	147,174 86	9,277 87	4,157 61	1,155 03	250,298 48			
March,	131,999	112,966 86	107,044	177,815 94	9,277 87	4,331 57	1,340 51	305,732 75			
April,	133,745	124,479 52	92,218	154,299 25	9,277 87	5,833 33	1,595 74	295,485 71			
May,	125,753	115,970 98	100,980	163,678 84	9,277 87	5,833 33	1,544 62	296,305 64			
June,	135,885	128,803 14	100,453	155,289 30	9,277 87	5,833 34	1,203 30	300,406 95			
July,	176,476	177,664 72	110 813	154,122 68	10,585 03	5,833 34	1,034 88	349,240 65			
August,	233,399	228,272 61	122,512	171,594 24	10,585 03	5,833 33	1,679 31	417,904 52			
September,	256,494	212,947 86	125,679	184,017 99	10,585 03	5,833 33	2,082 85	415,467 06			
	1,759,088	1,645,335 84	1,329,326	1,991,019 64	115,255 92	60,435 95	16,114 16	3,828,161 51			

## TABLE NO. 3.

Statement of Operating Expenses for Year Ending  
Sept. 30th, 1889.

**GENERAL EXPENSES OF OFFICE, PROPERTY AND TRANSPORTATION.**

Salaries of General Officers and Clerks,	\$33,110 08	
Stationery and Printing for Offices,	3 481 01	
General Office Expenses,	16,873 12	
Legal Expenses,	6,460 31	
Insurance Premiums,	8,375 00	
Protection Against Fire,	1,292 91	
Losses by Fire,	1,907 93	
Taxes,	79,517 60	
Tenement Expenses,	535 42	
Injuries and Damages,	32,376 56	
Telegraph Expenses—Salaries and Wages,	30,441 90	
“ “ Stationery and Printing,	380 06	
“ “ Supplies and Miscellaneous Expenses,	1,856 53	
Wages of Crossing Tenders,	14,729 40	
Fuel and Supplies for Crossings,	616 28	
Wages of Signal Men,	4,585 74	
Fuel and Supplies for Signal Men,	722 31	
Wages of Switchmen,	34,041 92	
Fuel and Supplies for Switchmen,	2,524 77	
Wages of Watchmen,	4,376 72	
Expenses of Ferry to Bar Harbor,	19,260 83	
Removing Ice and Snow,	5,932 08	
		\$303,398 48

**PASSENGER TRANSPORTATION EXPENSES.**

General Superintendence and Clerks,	\$ 6,142 30	
Stationery and Printing,	1,511 60	
Tickets and Baggage Checks,	3,337 30	
General Office Expenses,	712 76	
Loss and Damage to Baggage,	1,154 27	
Advertising,	10,418 47	
Outside Agencies,	1,157 94	
Making Up and General Expenses of Passenger Trains,	6,934 67	
Wages of Conductors and Trainmen,	71,435 10	
Lubricating Oil, Waste and Tallow,	8,636 96	
Stationery and Printing for Passenger Trains,	1,417 50	
Supplies for Passenger Trains,	5,857 14	
Wrecking Expenses of Passenger Trains,	991 32	
Agents and Station Labor, Passenger Stations,	57,628 59	
Stationery and Printing, Passenger Stations,	2,112 87	
Supplies and Miscellaneous Expenses, Passenger Stations,	37,199 85	
Mail Expense,	7,337 40	
Hire of Passenger Cars,	16,513 38	
		\$240,499 92

**FREIGHT TRANSPORTATION EXPENSES.**

General Superintendence and Clerks,	\$11,708 03
Stationery and Printing,	788 26
General Office Expenses,	1,967 74
Advertising and Soliciting Freight,	103 50
Loss and Damage of Freight,	3,844 30
Making Up and General Expense of Freight Trains,	16,520 58
Wages of Conductors and Trainmen, Freight Trains,	70,251 40
Lubricating Oil, Waste and Tallow, Freight Trains,	6,161 57
Stationery and Printing for Freight Trains,	893 44
Supplies for Freight Trains,	9,864 82
Wrecking Expenses of Freight Trains,	2,071 09
Agents and Station Labor, Freight Stations,	107,323 79
Stationery and Printing for Freight Stations,	6,040 08
Supplies and Miscellaneous Expenses of Freight Stations,	12,990 60
Hire of Freight Cars, Freight Station,	58,810 42
	<hr/>
	\$309,339 68

**MOTIVE POWER EXPENSES.**

Superintendence and Clerks,	\$ 4,468 49
Stationery and Printing,	723 26
Office and Miscellaneous Expenses,	342 17
Engine House and Watching Expenses,	16,177 16
Repairs of Tools and Machinery,	5,674 21
Repairs of Locomotives,	120,919 01
New Locomotives,	72,200 63
Water Supply,	10,958 51
Wages of Engineers and Firemen, Passenger,	67,870 33
Wages of Engineers and Firemen, Passenger Switching,	4,304 44
Wages of Engineers and Firemen, Freight,	50,921 04
Wages of Engineers and Firemen, Freight Switching,	34,629 44
Wiping Engines, Passenger,	12,100 51
Wiping Engines, Freight,	10,686 81
Head Light and Illuminating Oil,	1,058 76
Lubricating Oil, Waste and Tallow,	13,882 70
Lanterns, Tools and Small Stores,	1,870 68
Fuel for Passenger Locomotives,	117,791 45
Fuel for Passenger Switching Locomotives,	6,253 85
Fuel for Freight Locomotives,	111,675 14
Fuel for Freight Switching Locomotives,	43,866 69
	<hr/>
	\$708,435 28

**MAINTENANCE OF CARS.**

Superintendence and Clerks,	\$ 1,995 31
Stationery and Printing,	274 62
Office and Miscellaneous Expenses,	177 65
Repairs of Tools and Machinery,	5,435 68
Repairs of Passenger, Baggage, Mail and Express Cars,	64 250 61
New Passenger, Baggage, Mail and Express Cars,	3,027 07
Repairs of Pullman Cars,	1,274 34
Repairs of Freight and Saloon Cars,	77,397 04
New Freight and Saloon Cars,	25,889 94
Repairs of Construction and Tool Cars,	5,802 51
Repairs of Snow Plows and Scrapers,	1,525 70
Oiling, Cleaning and Inspecting Passenger Cars,	10,875 91
Oiling, Cleaning and Inspecting Freight Cars,	6,599 20
	<hr/>
	\$204,525 58

**MAINTENANCE OF WAY AND BUILDINGS.**

General Expenses, Maintenance of Way,	\$ 8,263 25
General Repairs of Track, Labor,	235,849 89
General Repairs of Track, Material,	5,368 27
Working Trains and Extra Crews,	69,501 06
Joint Fastenings,	23,643 78
Frogs and Switches,	15,950 22
Spikes,	7,424 37
Hand Cars and Tools,	10,020 45
Road Crossings,	6,547 10
Signs and Mile Posts,	565 95
Fencing,	28,181 36
Real Estate,	3,250 40
Steel Rails, No. of Tons, 2,606 <u>934</u>	35,128 34
Iron Rails, No. of Tons, 501 <u>594</u>	9,844 81
Cross Ties, No. of Ties, 339,594,	69,951 99
Switch Ties,	12,087 68
Repairs of Bridges and Culverts,	41,516 66
New Bridges,	51,425 31
Shops and Storehouses,	5,382 77
Tools and Machinery,	3,630 36
Engine Houses and Turn Tables,	16,203 21
Water Tanks and Pumping Machinery,	9,840 17
Coal and Wood Sheds and Fixtures,	7,003 74
Station Buildings and Grounds,	61,969 74
Mast Signals, Signal and Section Houses,	4,921 63
Docks and Wharves,	4,008 02
Real Estate,	732 50
Construction Cars,	<u>303 44</u>
Total Expenses Maintenance of Way and Buildings,	<u>\$748 516 47</u>
Total Operating Expenses,	<u>\$2 514,715 41</u>



## TABLE NO. 4.

BALANCE SHEET, SEPTEMBER 30th, 1889.		CR.
DR.	CR.	
Construction, Railroad Lease, Androscoggin, North American, European & North American Railway Lease, Portland & Ogdensburg Railway Improve- ment, Portland & Ogdensburg Railway Extension, Maine Shore Line Railroad, Equip- ment, Portland, Mt. Desert & Machias Steamboat Co. Stock, Portland Union Railway Station Company Stock, Sebasticook & Moosehead Railroad Stock, Dexter & Newport Railroad Stock, Portland & Rochester Railroad Stock, Portland & Ogdensburg Railway Stock, Dexter & Piscataquis Rail- road Stock, Portland Union Railway Station Company Bonds, Amount in Sinking Funds, Accounts Receivable, Due from Agents, Supplies and Materials on hand, Cash on hand,	Capital Stock, Stock Bonds, Maine Central Bunded Debt, Coupons and Dividends uncalled for, Interest and Rents Accrued, Notes Payable, Bills Audited, Accounts Payable, Profit and Loss,	\$3,603,500 00 16,600 00 8,093 00 13,266,700 00 29,204 54 408,867 43 154,300 00 451,601 77 80,405 66 458,500 39
\$10,177,693 17	\$18,478,761 79	
Operating Expenses, Interest, Rent of Leased Lines, Dividend No. 14, Feb. 15th, 1889, Dividend No. 15, Aug. 15th, 1889, Balance,	Balance of Account Sept. 30th, 1888, Gross Transportation Earnings, Rents, Wharfage and Miscellaneous, Premium on P. & O. Railway Bonds sold, Interest on Sinking Funds,	\$353,054 11 3,836,004 85 10,670 87 17,500 00 3,339 73
\$2,514,715 41	\$4,220,649 56	
	PROFIT AND LOSS ACCOUNT.	
	DR.	CR.

**TABLE NO. 5.**

**DETAILED STATEMENT OF BONDED DEBT.**

Androscoggin & Kennebec Railroad Loan,	\$1,100,000 00	
Maine Central Extension Loan,	496,500 00	
Maine Central 7 per cent. \$1,100,000 00 Loan,	756,800 00	\$2,353,300 00
Portland & Kennebec Consolidated Loan,		1,166,700 00
Androscoggin Railroad City of Bath Loan,		425,000 00
Leeds and Farmington Railroad Loan,		633,000 00
Maine Central Railroad Consolidated Loan, Class A,	\$ 975,000 00	
“ “ “ “ “ “ B,	1,524,000 00	
“ “ “ “ “ “ C,	1,567,700 00	
“ “ “ “ “ “ D,	110,000 00	\$4,176,700 00
City of Bangor Loan,		1,000,000 00
Maine Central Collateral Trust 5 per cent. Bonds,		687,000 00
Maine Central Debenture Bonds, 5 per cent.,		58,000 00
Maine Central Sinking Fund Bonds,		600,000 00
Maine Shore Line R. R. First Mortgage Bonds,		42,000 00
Maine Central Railroad Improvement Bonds, Class A,	\$200,000 00	
“ “ “ “ “ “ B,	250,000 00	\$450,000 00
Portland & Ogdensburg R. R. First Mortgage Bonds,	\$800,000 00	
Portland & Ogdensburg Ry Twenty Year Mortgage Bonds,	700,000 00	\$1,500,000 00
Dexter & Piscataquis R. R. Loan,		175,000 00
Total Bonded Debt,		\$13,266,700 00

*The Principal and Interest of the several Bonded Loans, fall due at the dates mentioned in the following Table :*

LOANS.	Amount.	When Due.	Interest Payable.
And. & Ken. R. R. Loans,	\$1,100,000	August 1, 1890 to Sept. 1, 1891	6s 6s
And. R. R., Bath Loan,	425,000	July 1, 1891	6s
City of Bangor Loan,	1,000,000	January 1, 1894	6s
Maine Central Debentures,	58,000	Feb. 1, 1894	5s
Portland & Kennebec Consols,	1,166,700	April 1, 1895	6s
Leeds & Farmington,	633,000	July 1, 1896	6s
Maine Central \$1,100,000 Loan,	756,800	July 1, 1898	7s
Maine Central Extension, Gold,	496,500	October 1, 1900	6s
M. C. Sinking Fund Bonds,	600,000	Feb. 1, 1905	6s
Maine Central Consols,	3,907,200	April 1, 1912	7s
Maine Central Consols,	269,500	April 1, 1912	5s
M. C. Improvement Bonds, A,	200,000	July 1, 1916	4½s
M. C. Improvement Bonds, B,	250,000	July 1, 1917	4½s
M. C. Collateral Trust Bonds,	687,000	June 1, 1923	5s
Maine Shore Line 1st Mort. Bonds	42,000	June 1, 1923	6s
Port. & Ogdensburg R. R. Bonds,	800,000	July 1, 1900	6s
Port. & Ogdensburg Ry Bonds,	700,000	Nov. 1, 1908	5s
Dexter & Piscataquis Loan,	175,000	July 1, 1929	4s

Coupons of the above Bonds will be paid at the Second National Bank of Boston, the First National Bank of Portland, and at the Office of the Treasurer, Portland, except those of the City of Bangor, which are payable at Merchants National Bank, Boston.

## Auditor's Report.

AUDITOR'S OFFICE,  
PORTLAND, ME., Nov. 18th, 1889. }

*To the President and Directors of the Maine Central  
Railroad Company:*

GENTLEMEN:

I have examined the Books, Accounts and Vouchers of your Treasurer, showing the Receipts and Expenditures of the Company for the fiscal year ending September 30th, 1889, and find the same correctly cast and properly vouched for.

GEO. W. YORK, *Auditor.*

# ANNUAL REPORT

— OF THE —

## GENERAL MANAGER

— OF THE —

MAINE CENTRAL RAILROAD COMPANY,

FOR THE FISCAL YEAR ENDING SEPT. 30, 1889.

The following report of the operations of the Maine Central Railroad Company for the fiscal year ending September 30th, 1889, is respectfully submitted:

Total number of Passengers transported for the year was 1,759,088; an increase over the previous year of 237,237 or 15.6 per centum.

The total amount of Freight transported over the main line and branches for the year was 1,329,326 tons; an increase over the previous year of 318,392 tons, or 31.49 per centum.

The earnings for passengers were \$1,645,335.84. The earnings for the transportation of Freight were \$1,991,019.64. The earnings for transportation of Mails, Baggage, Express etc., were \$191,806 03. The total gross transportation earnings for the twelve months were \$3,828,161.51.

The number of miles run by Passenger Trains was 1,286,902; and by Freight Trains, 970,271; and by Working Trains, Switching, etc., 984,974; making the total number of miles run, 3,242,147.

### BRIDGES.

The following bridges have been built during the year:

The short wooden span east of Bowdoinham Station, has been replaced by an iron plate girder bridge.

At Vaughan's Brook, near Hallowell, two spans of riveted plate iron girders have been erected in place of the wooden spans formerly there.

The old wooden Howe Truss span, at Hallowell Street Crossing, has been replaced by a new through iron span with riveted connections.

At the crossing of Two Mile Brook, a short distance east of Augusta, the wooden span has been replaced by an iron plate girder bridge.

The old wooden draw span at the crossing of the Kenduskeag Stream, in the City of Bangor, has been replaced by an iron plate girder draw span.

At the crossing of Sunkhaze Stream, between Milford and Costigan, the old wooden Howe Truss span has been replaced by a through iron bridge with riveted connections.

The long trestle at Sabattus, on the branch between Crowley's Junction and Leeds Junction, has been entirely rebuilt of hard pine.

At Fitz Pond, on the Mt. Desert Branch, a through iron span with riveted connections has been erected.

At the crossing of Union River, near Ellsworth Falls, the third and last span of wooden bridge has been replaced by an iron through span with riveted connections.

The two long spans at the Centre Conway Crossing of the Saco River have been replaced by two through iron spans with riveted connections.

The above list includes only such spans as have been made entirely new, and in addition to these, expensive repairs have been made on many other bridges.

---

There have been supplied from the quarry at North Jay, owned by this Company, 3,312 cubic yards of granite, and this amount of stone has been used in the new masonry built at various points along the line.

The following materials were used for repairs and construction:

Steel Rails,	-	<i>Tons,</i>	-	-	2,606 <sup>934</sup> <sub>2240</sub>
Iron Rails,	-	"	-	-	501 <sup>594</sup> <sub>2240</sub>
Cross Ties,	-	-	-	-	339,594
Joint Plates,	-	<i>Pounds,</i>	-	-	915,567
Track Spikes,	-	"	-	-	320,700
Track Bolts and Nuts,	"	-	-	-	156,608

## EQUIPMENT.

Our Locomotive equipment has been increased during the year by nine engines, eight built by Portland Company, one at our shops.

There have been built at our shops:

Platform Freight Cars,	-	-	-	-	150
Box Cars,	-	-	-	-	29
Freight Saloon Cars,	-	-	-	-	4
Workmen's Cars,	-	-	-	-	5
Second Class Passenger Cars,	-	-	-	-	2

The amount of coal and wood used is shown below:

Bituminous Coal, 79,847<sup>105</sup>/<sub>2240</sub> tons. Of this amount 76,537<sup>1260</sup>/<sub>2240</sub> tons were used for locomotives, and the remainder for engines in shops and water stations.

Anthracite Coal, 4,968<sup>1970</sup>/<sub>2240</sub> tons; 2,570 tons of this coal were used in heating passenger and freight stations; 1,301<sup>700</sup>/<sub>2240</sub> tons for steam ferry between Mt. Desert Ferry and Bar Harbor; 385<sup>860</sup>/<sub>2240</sub> tons for warming passenger cars; the rest for engine houses.

Wood, 1,607 cords, distributed as follows; To locomotives 178 cords; to shops 11 cords; to passenger cars 45 cords, and the remainder to engine houses, water stations and freight trains.

**SIDE TRACKS CONSTRUCTED.**

The following new side tracks have been laid during the year :

Westbrook,	1,160 feet.	Thorndike,	403 feet.
Cumberland,	726 "	Brewer,	1,400 "
Yarmouth Junction,	1,271 "	Veazie Mill Track,	5,475 "
Brunswick,	139 "	Webster,	1,275 "
Richmond,	317 "	Milford,	525 "
South Gardiner,	560 "	Lincoln,	530 "
Fairfield,	700 "	Mattawamkeag,	4,830 "
Somerset Mills,	300 "	Highland,	1,600 "
Skowhegan,	2,370 "	Kingman,	1,660 "
Crowley's,	1,625 "	Wytovitlock,	1,235 "
New Gloucester,	775 "	Cherokee,	1,340 "
Lewiston, Upper,	1,375 "	Thompson's Point,	600 "
Waterville,	7,403 "	Cumberland Mills,	500 "
Clinton,	2,120 "	Sebago Lake,	400 "
Burnham,	772 "	Ice Pond,	500 "
Pittsfield,	1,530 "	Conway Centre,	1,535 "
Hermon Centre,	1,652 "	Redstone,	1,709 "
Bangor,	1,240 "	Bartlett,	312 "
Merrill's,	1,775 "	Davis Brook,	530 "
Livermore Falls,	670 "		

Fifteen miles of track have been ballasted, using twenty-eight thousand cubic yards of gravel.

**FENCE.**

Twenty-eight thousand four hundred and forty rods of fence have been built this year. Of this amount, twenty-five thousand four hundred and fifty rods were barbed wire, two thousand three hundred and twenty-seven rods were board, and six hundred and sixty-three rods were cedar rail.

**BUILDINGS.**

A considerable amount of work has been done in re-building and repairing stations the past year.



Among the principal items in this connection are New Passenger Stations at Bath, Passadumkeag, Thorndike and Lambert Lake.

New Coal Sheds at Mattawamkeag and Crowley's Junction. New Water Stations at Lincoln, Sebago Lake and Fryeburg.

Some of the buildings on the Portland & Ogdensburg Railway have also been remodeled and new platforms built.

Three new iron turn tables have been substituted for old wooden turn tables.

General repairs and renewals have also been made at many other stations.



NEW BRIDGES BUILT 1878 TO 1889, INCLUSIVE.

1878.		1880.	
Sabbatus,	Webster	Wescott Stream, No. 1,	Waldo
Clinton,	Clinton	“ “ No. 2,	“
Temple Stream,	West Farmington	Lowell's,	West Farmington
Cathance, Iron,	Topsham	Farmington,	Farmington
Little Androscoggin, Iron,	Auburn	Crowley's Y,	Lewiston
		Portland Street, Iron,	Portland
		Androscoggin, Iron,	Brunswick
		Skowhegan, Iron,	Skowhegan
1879.		1881.	
Richmond Road,	Richmond	Bowdoinham, No. 1,	Bowdoinham
Unity,	Unity	“ No. 2,	“
Brooks,	Brooks	Wilton,	Wilton
City Point,	Belfast	Topsham Street, Iron,	Topsham
Shuy,	East Livermore		
East Wilton,	East Wilton		
Lewiston, Iron, (3 spans),	Lewiston		
Bates Canal, Iron,	Lewiston, L. S.		

*New Bridges (Continued.)*

1882.	Pearl Street, Iron, Augusta, Iron, (5 spans),	Brunswick Augusta	1885.	Sebasticock, Iron, Freeman's Creek, Iron, Lawrence Boom, Iron, Rolling Dam, Iron, Richmond Road, Iron, Yarmouth Road, Egery Mill Stream, Iron, Reed's Pond, Boggy Brook, No. 1, " " No. 2, Union River, Iron, (2 spans), Kilkenny, Iron, Carrying Place, Iron, Farmington Y.	Winslow Richmond Gardiner " Richmond Yarmouth Dedham " Ellsworth " Hancock " Farmington
1883.	Dead River, Iron, Sabattus Stream, Costigan, Finn Brook, Wytopotlock,	Leeds Lisbon Millford Reed Plantation " "	1886.	Augusta, Iron, (4 spans), Water Street, Iron, Olamon, Iron, Royal's River, Iron, Moody Brook, Felt Brook, Holden Brook,	Augusta Greenbush Yarmouth Lisbon Brewer Holden
1884.	Lincoln, Brewer Village, Fitz Pond, Union River, Mt. Desert Ferry,	Lincoln Brewer Dedham Ellsworth Hancock			

*New Bridges (Continued.)*

1887.

Presumpscot, Iron, (1 span, 2nd track.) Falmouth  
 Cobossecontee, Iron, Gardiner  
 Maranacook, Iron, Readfield  
 Belgrade Stream, Iron, Belgrade  
 Crummett's, Iron, Waterville  
 Benton Street, Iron, Benton  
 Pittsfield, Iron, (2 spans), Pittsfield  
 Newport Iron, (2 spans), Newport  
 Damascus, Iron, Carmel  
 Sowadabscook, Iron, Carmel  
 Hermon Pond, Iron, Hermon  
 Hampden Road, Iron, Bangor  
 Vanceboro, Iron, Vanceboro  
 Orono, Iron, (3 spans), Orono  
 Oldtown, Iron, (1 span), Oldtown

1888.

Yarmouth Road, Iron, Yarmouth  
 Bowdoinham, No 2, Iron, Bowdoinham  
 Abagadassett, Iron, Bowdoinham  
 Seven Mile Brook, Iron, Vassalboro  
 Greeley Road, Iron, North Yarmouth  
 Danville, Iron, Auburn  
 Turner Street, Iron, Auburn  
 Oxford Street, Iron, Lewiston  
 Mt. Hope, Iron, Bangor  
 Orono (1 span) Iron, Orono  
 Passadumkeag, Iron, Passadumkeag

1889.

Bowdoinham, No. 1, Iron, Bowdoinham  
 Vaughan's Brook, Iron, (2 spans), Hallowell  
 Hallowell Street, Iron, Hallowell  
 Two Mile Brook, Iron, Augusta  
 Kenduskeag Draw Span, Iron, Bangor  
 Sunkhaze, Iron, Milford  
 Sabbattus, Webster  
 Fitz Pond, Iron, Dedham  
 Union River, Iron, (1 span), Ellsworth  
 Centre Conway, Iron. (2 spans), Conway



**STATEMENT OF THE**  
**Number of Passengers from Each Station**

*Oct. 1st, 1888, to Sept. 30th, 1889, inclusive,*

—AND—

**REVENUE DERIVED THEREFROM.**

FROM.	NO. OF PASSENGERS.	EARNINGS.
Portland,	152,052	\$149,105 69
Woodford's,	8,054	5,870 03
Westbrook Junction,	7,919	6,985 62
West Falmouth,	4,088	1,017 65
Cumberland Junction,	5,817	1,910 11
Yarmouth Junction,	6,171	4,321 74
Freeport,	12,934	7,804 35
Brunswick,	54,809	34,783 52
Hardings,	2,395	867 85
Bath,	47,817	37,287 75
Topsham,	1,061	452 29
Bowdoinham,	8,919	5,148 72
Harward's Road,	1,678	846 82
Richmond,	16,643	11,223 57
Iceboro,	1,290	534 05
Dresden,	201	93 85
South Gardiner,	10,537	3,892 76
Gardiner,	69,923	34,453 94
Hallowell,	48,086	13,259 95
Augusta,	86,653	52,274 99
Riverside,	2,262	1,000 15
Vassalboro,	5,588	4,177 02
Winslow,	1,631	1,138 06
Waterville,	45,560	42,561 15

*Statement of Passengers Carried, &c., (Continued.)*

FROM.	NO. OF PASSENGERS.	EARNINGS.
Benton,	4,570	4,387 13
Clinton,	5,592	3,947 66
Burnham,	3,774	3,129 51
Unity,	2,431	2,816 97
Thorndike,	1,734	2,061 67
Knox.	463	383 66
Brooks,	2,891	2,440 97
Waldo,	472	518 02
City Point,	970	652 72
Belfast,	9,292	16,072 38
Pittsfield,	11,414	12,128 63
Detroit,	2,237	1,220 83
Newport,	6,657	6,005 28
Corinna,	3,483	3,413 49
Dexter,	9,257	14,926 26
East Newport,	2,688	1 911 00
Etna,	2,555	2,690 43
Carmel,	3,071	2 278 40
Hermon Pond,	1,273	1.064 76
Hermon Centre,	702	689 18
Bangor,	74,831	113,511 25
Bangor, Exchange Street,	59,489	31,797 80
Veazie,	11,925	2,159 90
Basin Mills,	5,235	1,102 18
Orono,	25,278	8,187 26
Webster,	6,398	1,419 04
Great Works,	25,589	5,356 64
Oldtown,	42,263	21,400 06
Milford,	2,991	1,483 48
Costigan,	5,952	2,048 37
Greenbush,	3,588	1,369 05
Olamon,	2,608	2,036 34
Passadumkeag,	3,263	2,557 66
Enfield,	3,738	3,514 92
Lincoln,	6,446	6,523 76

*Statement of Passengers Carried, &c., (Continued.)*

FROM.	NO. OF PASSENGERS.	EARNINGS.
Lincoln Centre,	2,134	\$ 1,897 70
Winn,	5,558	5,451 36
Mattawamkeag,	5,953	8,404 14
Kingman,	3,440	4,115 71
Wytovitlock,	1,830	1,459 10
Danforth,	4,289	5,396 79
Eaton,	592	308 25
Forest,	1,800	1,834 97
Lambert Lake,	1,750	653 75
Vanceboro,	6,198	10,630 74
Walnut Hill,	2,308	1,340 31
Gray,	3,504	1,911 16
New Gloucester,	6,047	2,664 12
Rowe's,	313	119 45
Danville Junction,	5,309	6,300 74
Auburn,	32,655	20,409 53
Lewiston, Upper,	43,666	37,511 76
Greene,	1,639	816 37
Leeds Junction,	2,255	1,735 30
Monmouth,	5,074	3,557 20
Annabessacook,	832	536 18
Winthrop,	7,720	7,016 74
Maranacook,	222	125 46
Readfield,	4,664	5,054 15
Belgrade,	1,824	1,850 66
North Belgrade,	680	576 77
Oakland,	13,967	9,289 20
Fairfield,	7,817	5,359 01
Shawmut,	4,283	1,398 90
Pishon's Ferry,	2,194	1,288 10
Skowhegan,	20,597	26,602 43
Lisbon Falls,	17,188	7,917 62
Lisbon,	15,049	4,869 01
Crowley's,	1,710	549 74
Lewiston, Lower,	40,780	32,361 23



*Statement of Passengers Carried, &c., (Continued.)*

FROM.	NO. OF PASSENGERS	EARNINGS.
Sabattus.	3,607	1,452 80
Curtis Corner,	867	508 20
Leeds Centre,	1,219	1,036 98
North Leeds,	1,497	1,405 51
Strickland's Ferry,	1,474	1,181 45
East Livermore,	1,572	1,808 13
Livermore Falls,	8,554	6,777 98
Jay Bridge.	1,868	1,578 55
North Jay,	3,335	3,314 36
Wilton,	4,086	3,841 71
East Wilton,	2,595	1,315 76
West Farmington,	1,746	1,735 12
Farmington,	10,548	15,111 26
Penobscot Junction,	4,627	2,278 12
Holden,	2,612	1,425 55
Reed's Pond,	378	246 21
Ellsworth Falls,	5,075	2,270 11
Ellsworth,	19,280	20,629 98
Franklin Road,	3,701	3,942 13
Hancock,	5,483	4,297 91
Mt. Desert Ferry,	5,640	5,693 82
Bar Harbor,	18,501	32,771 04
Brewer Village	6,301	964 65
Orrington,	1,767	503 91
South Orrington,	3,477	1,197 55
Bucksport Centre,	1,596	876 95
Bucksport,	14,264	9,599 44
Sullivan,	631	425 12
Cumberland Mills,	18,364	6,485 50
South Windham,	8,025	2,559 11
Newhall,	327	101 95
White Rock,	2,484	1,103 56
Sebago Lake,	7,384	4,003 82
Steep Falls,	4,982	2,665 77
Cornish,	7,298	6,122 40

*Statement of Passengers Carried, &c., (Continued.)*

FROM.	NO. OF PASSENGERS.	EARNINGS.
West Baldwin,	1,421	982 83
Bridgton Junction,	1,422	898 39
Hiram,	3,578	2,424 06
Brownfield,	4,421	3,545 85
Fryeburg,	7,379	6,358 42
Conway Centre,	3,432	2,797 39
Redstone,	1,238	1,529 67
North Conway,	10,986	8,224 37
Intervale,	4,263	3,626 63
Glen,	6,570	6 055 02
Bartlett,	5,582	4,970 38
Sawyer's River,	1,893	2,272 38
Frankenstein,	370	335 70
Crawford's,	3,659	2,763 36
Mt. Pleasant House,	651	589 42
Fabyan's,	6,984	10,318 83
Conductor's Collections and Frenchman's Bay Steamers,	45,590	23,061 57
Foreign Companies and Agencies,	231,435	483,817 22
Total,	1,759,088	\$1,645,335 84



# STATEMENT OF FREIGHT BUSINESS

For the Year Ending Sept. 30th, 1889.

*Showing the Number of Tons and M. C. Earnings on same, to and from Each Station.*

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
72,953	\$118,314	27 Portland,	137,472	\$267,895
327	980	58 Woodford's,	71	190
11,045	16,896	30 Westbrook Jct.,	9,479	16,247
729	734	80 West Falmouth,	158	291
710	840	44 Cumberland Jct.,	208	238
13,947	10,621	23 Yarmouth Jct.,	79,656	104,185
6,149	5,762	03 Freeport,	3,316	3,485
27,881	31,674	80 Brunswick,	18,982	17,579
19,207	30,375	50 Bath,	22,388	22,768
1,290	1,197	32 Topsham,	163	187
2,984	4,262	27 Bowdoinham,	5,432	8,694
82	165	99 Harward's,	152	291
3,916	6,497	08 Richmond,	2,560	4,924
147	263	46 Iceboro',	3	10
1,655	1,849	68 South Gardiner,	5,089	9,930
23,496	38,297	39 Gardiner,	27,864	41,771
4,351	8,353	79 Hallowell,	8,896	13,797
27,881	40,387	63 Augusta,	9,429	15,622
217	472	85 Riverside.	858	1,780
1,099	2,663	61 Vassalboro',	1,954	4,162
1,615	3,517	04 Winslow,	379	1,028
22,704	43,952	32 Waterville,	7,822	14,213
395	1,028	42 Benton,	2,199	3,707
2,055	5,214	49 Clinton,	4,219	8,980
714	1,579	12 Burnham,	1,620	3,159
1,192	3,066	67 Unity,	1,214	2,985
1,133	2,882	26 Thorndike,	1,327	3,356
116	223	94 Knox,	289	488
1,574	2,738	43 Brooks,	2,807	3,690

*Tonnage and Earnings (Continued.)*

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
36	\$ 95 81	Waldo.	150	\$ 287 70
44	70 88	City Point,	181	362 31
8,463	13,112 25	Belfast,	5,850	11,006 46
6,950	16,550 22	Pittsfield,	2,676	7,172 43
498	1,159 66	Detroit,	613	1,394 20
1,553	4,015 91	Newport,	1,033	2,792 84
1,611	4,350 67	Cornna,	2,226	6,429 30
12,095	29,224 53	Dexter,	5,240	14,906 24
780	1,978 04	East Newport,	1,133	2,796 46
972	2,017 60	Etna,	1,091	2,673 76
429	787 06	Carmel,	632	1,498 27
70	177 84	Hermon Pond,	1,423	1,047 68
114,815	143,642 40	Bangor,	105,947	162,067 17
4,547	2,017 48	Penobscot Jct.,	4,150	2,969 22
884	759 65	Brewer Village,	369	358 05
85	97 57	Orrington,	17	36 74
182	182 12	South Orrington,	193	197 25
149	220 18	Bucksport Centre,	43	64 99
5,309	6,395 85	Bucksport,	4,504	4,587 84
212	419 23	Holden,	2,278	2,154 96
52	106 97	Reed's Pond,	629	503 65
706	1,607 04	Eilsworth Falls,	1,105	2,874 26
2,903	8,297 72	Ellsworth,	1,168	3,058 87
437	1,311 47	Franklin Road,	1,336	1,199 30
544	1,602 11	Hancock,	47	173 18
2,517	4,683 71	Mt. Desert Ferry,	623	818 32
1,780	4,102 83	Bar Harbor,	226	722 87
242	630 86	Sullivan,		
114	361 80	Sorrento,	2	2 00
		Fr'chman's Bay Strs.		931 48
683	535 78	Veazie,	1,124	1,573 68
329	326 60	Basin Mills,	4,598	4,646 80
1,123	2,104 73	Orono,	2,046	3,154 07
40	23 00	Stillwater,	15,541	15,518 47
306	518 61	Webster,	5,536	10,449 34

*Tonnage and Earnings (Continued.)*

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
29,609	\$ 27,773	31 Great Works,	6,498	\$11,302
12,943	15,149	15 Oldtown,	14,754	21,004
		Milford Mill,	5,950	598
7,243	2,040	97 Milford,	5,099	10,546
933	2,104	77 Costigan,	4,331	3,302
115	271	26 Greenbush,	1,818	1,637
426	982	49 Olamon,	2,630	2,879
609	1,444	75 Passadumkeag,	2,625	3,641
5,794	8,961	79 Enfield,	1,881	3,219
1,929	5,362	49 Lincoln,	6,448	9,362
574	1,490	18 Lincoln Centre,	2,839	3,914
4,964	10,467	93 Winn,	1,644	4,725
5,383	12,891	28 Mattawamkeag,	3,639	8,533
2,162	7,128	75 Kingman,	2,999	8,201
578	1,667	02 Wytopotlock,	4,037	10,119
1,881	6,629	60 Danforth,	4,285	13,060
139	170	27 Eaton,	139	294
1,480	5,566	89 Forest,	2,563	6,134
194	656	08 Lambert Lake,	962	1,903
•3,257	7,358	74 Vanceboro,	5,246	11,070
690	625	56 Walnut Hill,	199	235
977	1,363	32 Gray,	3,087	2,709
786	1,250	64 New Gloucester,	1,369	2,043
12,631	18,066	22 Danville Jct. ,	18,562	37,897
16,023	24,093	43 Auburn,	12,129	22,572
25,297	36,467	24 Lewiston, Upper,	10,766	19,084
494	753	40 Greene,	597	855
376	873	82 Leeds Junction,	2,077	1,859
2,072	3,825	92 Monmouth,	1,456	2,659
903	1,429	11 Annabessacook,	490	1,090
10,966	17,631	56 Winthrop,	6,894	12,171
3,496	6,197	96 Readfield,	1,436	3,041
1,679	3,145	49 Belgrade,	1,526	2,536
272	643	52 North Belgrade,	468	1,071
9,566	17,696	15 Oakland,	6,121	9,457

*Tonnage and Earnings (Continued.)*

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
18,904	\$27.810	17 Fairfield,	16,518	33,889 13
1,495	3,288	45 Shawmut,	8,427	13,622 34
611	1,473	03 Pishon's Ferry,	1,471	3,191 97
17,330	41,940	42 Skowhegan,	12,740	25,558 60
5,296	7,405	64 Lisbon Falls,	3,615	4,155 78
2,609	3,781	74 Lisbon,	854	1,108 26
71	142	45 Crowley's,	8	15 55
34,007	41,439	18 Lewiston, Lower,	18,988	26,546 51
2,998	3,751	00 Sabattus,	527	933 72
43	88	15 Curtis' Corner,	298	333 85
928	1,407	55 Leeds Centre,	1,069	1,324 06
554	1,077	56 North Leeds,	886	1,095 36
678	1,143	50 Strickland's Ferry,	1,032	1,479 55
549	1,220	11 East Livermore,	492	1,078 19
8,779	12,993	03 Livermore Falls,	16,127	23,698 28
568	1,070	92 Jay Bridge,	5,193	6,748 34
994	2,494	41 North Jay,	14,459	9,812 37
2,330	5,642	54 Wilton,	2,339	4,137 31
1,076	1,847	65 East Wilton,	601	1,483 34
2,647	5,977	90 West Farmington,	1,921	5,139 05
9,299	24,148	89 Farmington,	5,008	12 149 80
147,690	95,483	08 Portland, (P.&O. Div.)	73,756	61,566 44
51,805	24,647	60 Cumberland Mills,	9,101	5,161 87
11,390	8,915	76 South Windham,	3,270	2,290 21
733	765	39 White Rock,	728	774 31
1,670	2,549	57 Sebago Lake,	17,829	12,091 62
1,186	1,940	43 Steep Falls,	6,041	6,050 15
2,346	5,262	26 Cornish,	3,273	5,070 07
254	520	94 West Baldwin,	326	460 26
1,713	1,776	28 Bridgton Junction,	1,855	1,531 95
683	1,255	60 Hiram,	2,772	2,347 81
1,022	2,527	83 Brownfield,	3,384	4,627 99
2,258	4,624	10 Fryeburg,	4,568	6,451 90
1,090	1,274	81 Conway Centre,	1,395	1,276 23
104	240	44 Redstone,	10,328	5,162 78

*Tonnage and Earnings (Continued)*

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
34,470	\$ 25,765	54 North Conway,	3,629	3,038
1,305	3,044	22 Glen Station,	7,622	5,340
3,311	3,799	97 Bartlett,	9,284	8,657
1,099	2,199	52 Sawyer's River,	18,328	16,136
89	200	75 Crawford's,	10	22
21,350	18,854	71 Fabyan's,	105,839	57,211
342,527	704,743	60 Foreign Roads,	256,115	507,145
1,329,326	\$1,991,019	64 Total,	1,329,326	\$1,991,019

Respectfully submitted,

PAYSON TUCKER,

*General Manager.*

To ARTHUR SEWALL,

*President.*





 LEASE 

—OF THE—

Dexter &amp; Piscataquis Railroad Company

—TO—

MAINE CENTRAL RAILROAD COMPANY.



This Indenture made in duplicate this thirteenth day of December, A. D. 1888, by and between the Dexter and Piscataquis Railroad Company, a corporation existing under and by virtue of the laws of the State of Maine, party of the first part, and hereinafter styled the lessor, and the Maine Central Railroad Company, a corporation existing under and by virtue of the laws of the State of Maine, party of the second part and hereinafter styled the lessee,

*WITNESSETH:*

That, in consideration of the premises and of the rents hereinafter reserved to be paid by the lessee, and of the covenants and agreements hereinafter contained to be performed and fulfilled by the lessee, the said Dexter and Piscataquis Railroad Company does hereby demise and lease to the said Maine Central Railroad Company its railroad from its junction with the Dexter and Newport Railroad, in Dexter, in the County of Penobscot, to a junction with the Bangor and Piscataquis Railroad, in Foxcroft, in the County of Piscataquis, with all its rights of way, side tracks, branches, stations and station grounds, bridges, piers, water rights and other easements, and all its franchises, rights and privileges under the laws of the State of Maine;

To have and to hold all and singular the premises hereby demised to said Maine Central Railroad Company, its successors and assigns, for and during the full term of nine hundred and ninety-nine years from the thirteenth day of December, A. D., 1888.

This lease is made and accepted upon the following terms, covenant and agreements:

*FIRST.*

Said lessee hereby covenants and agrees to pay rent therefor at the rate of twelve thousand five hundred dollars (\$12,500) a year, payable in semi-annual installments on the first days of January and July in each year; but such rent shall not commence to accrue until said railroad shall be completed according to the specifications annexed to a letter to Joseph B. Peaks and others, Committee, from the Maine Central Railroad Company by Arthur Sewall, President, dated the eighteenth day of April, A. D., 1888, and delivered thus fully completed to said lessee; and the installment of rent becoming due next thereafter shall be for such proportion of said six thousand two hundred and fifty dollars (\$6,250) as the time from the completion and delivery of said Railroad as aforesaid to said day when such installment becomes due, bears to six months, the intention being to pay rent for such part of said six months as said lessee may be in actual possession of said railroad after delivery as aforesaid.

*SECOND.*

The lessee is to maintain and operate, and hereby for itself and its successors and assigns, covenants to maintain and operate the Railroad, property, rights and privileges hereby demised, in furtherance of the objects contemplated by all the general and special laws of the State affecting the same, and in such manner as to promote the public convenience and advantage under said laws during the term of this lease.

*THIRD.*

The lessee further covenants as aforesaid, for itself and its successors, and assigns, that it will, at all times during the term of this lease, maintain and keep the said railroad, buildings, superstructures, equipment and other property hereby demised, and such as may be substituted in place of the same, in good and substantial repair and condition, and will from time to time make such alterations, improvements and enlargements of said railroad and its appurtenances, and such additions to and renewals of its building, apparatus and other movable property of every kind. as shall be necessary for the safe, convenient and regular transportation of passengers, freight and mails, upon all and every part of the line, and from and to all the several stations of said railroad, so as to accomplish the public objects contemplated by the charter and laws aforesaid, and to promote and sustain most beneficially all the possible reversionary interests of the said Dexter and Piscataquis Railroad Company.

*FOURTH.*

The said lessee is hereby authorized to sell or otherwise dispose of, alter, amend and repair any of the buildings, rails, equipment, apparatus or other movable property hereby demised, or which may at any time be used or employed in or about said railroad, or be appurtenant thereto, so, however, that in all such cases, and the said lessee hereby covenants as aforesaid that in all such cases, there shall be substituted in place of that which is sold or otherwise disposed of, altered, amended or repaired, other property of the like kind, and equally good or better for the like purposes; and the said lessee is hereby further authorized to cause to be made or constructed any new buildings, tracks, rails, apparatus, equipment or other movable property, necessary and beneficial to be used for the purpose of said railroad, and to make any and all improvements, alterations and repairs, renewals and enlargements of said railroad, which may be necessary for the greatest efficiency and use of the same, but not so as to divert the same substantially from its present location, nor to impair the most public use of the same.

*FIFTH.*

The said lessee further covenants as aforesaid, for itself, its successors and assigns, that it will duly pay the rent herein reserved at the times and in the manner herein provided, and will duly pay all taxes which may lawfully be assessed in any jurisdiction and for any purpose, upon any and all the corporate property, rights, estate and franchises hereby demised.

And said lessee further covenants and agrees that it will indemnify and save harmless said lessor from all suits, damages and costs for any act done or omitted by said lessee contrary to its duty under this lease and the laws of the State.

*SIXTH.*

The lessee further covenants and agrees that it will make all returns required by law of the lessee; will furnish the directors, clerk and treasurer of the lessor with free annual passes over the railroad operated by the lessee under this lease; will furnish the lessor with all such statements as shall enable it to make all returns required by law of the lessor, and at the end of the term of this lease, or any earlier termination thereof, for any cause whatever, will surrender the demised premises in like order and condition as they were at the inception of this lease, or may be put in during the term, with all improvements thereon.

*SEVENTH.*

The said lessee further covenants as aforesaid, for itself and its successors and assigns, that it will, on or before the expiration of every year from and after the completion and delivery of said road to said lessee during the term of this lease, pay to the said lessor the sum of two hundred and fifty dollars (\$250) for all such necessary expenses as the lessor may incur, within the year aforesaid, for the compensation of such officers as may be required in maintaining the organization of said company, for incidental charges attending the holding of its corporate meetings, and for all necessary proceedings in maintaining and preserving its corporate powers.

*EIGHTH.*

This lease is upon the condition that if said lessee, its successors or assigns, shall fail to pay any rent on demand, as the same shall become payable, and shall suffer the same to be in arrears for more than six months after the same becomes payable and the payment is demanded, or shall fail to perform any award made under the thirteenth section of this Indenture as provided in said section, then and in either event, said lessee shall thereupon be liable to suffer the forfeiture of this lease.

And if such default shall continue for the space of six months, the said lessor, into and upon all the said railroad property and estate hereby demised or into and upon any part thereof for and in the name of the whole, shall have the right immediately or at any time thereafter, without notice or demand, to re-enter and take and hold possession of the same, and use and operate the same and take the income and proceeds thereof, and the said lessee, its successors and assigns, and all its servants and agents to dispossess and remove, and may at the time of such re-entry, or at any time thereafter, give written notice to said lessee or its successors or assigns, that it holds the said railroad property, estate and improvements for the purpose of effecting the determination of this lease and enforcing the forfeiture thereof, for the specified breach or breaches of covenant or agreement for which such entry was made, which written notice shall be sufficient, if delivered by authority of the directors of the Dexter and Piscataquis Railroad Company to any officer of said Maine Central Railroad Company at the principal office of said lessee in Portland; or, in case of inability to deliver notice as aforesaid, by publishing such notice for two weeks in some public journal in the said City of Portland. If the said lessee, its successors or assigns, shall not within six months after the delivery of notice, or the last publication thereof as aforesaid, repair, supply and make good all the deficiency and

breach of covenant or agreement for which such entry was made, with interest for the time of such deficiency upon the sum or sums unpaid or in arrears, and with all damages in anywise sustained by such breach or breaches of covenant or agreement, all the estate, rights and interests of the said lessee, its successors and assigns, shall be absolutely determined and forfeited, and the said Dexter and Piscataquis Railroad Company shall have and hold all the said railroad property and estate demised, and all the improvements thereof and property substituted therefor, and the income thereof, as in and of its former estate and to its own use. But if the said lessee or its successors or assigns shall at any time after such entry for breach of covenant and before the expiration of six months aforesaid, from the delivery and publication of notice aforesaid, repair, supply and make good all the deficiency or breach of covenant or agreement for which such entry was made, with interest as aforesaid, and with all damages in anywise sustained by such breach or breaches of covenant or agreement, then the said lessee, or its successors or assigns, shall be restored to the possession, use and enjoyment of all the demised premises and improvements thereof and property substituted therefor as fully and amply, and to all intents and purposes as if no such deficiency or breach of covenant had occurred, and the said Dexter and Piscataquis Railroad Company shall restore, and hereby covenants that it will restore and yield possession as aforesaid, and will account for and pay to the said lessee, its successors or assigns, all the net profits and income received by the said lessor by virtue of its entry and possession aforesaid.

#### *NINTH.*

The said lessor on its part hereby covenants that it shall and may be lawful to and for the said lessee, its successors and assigns, paying the rent herein reserved and providing for and making all the other payments required by the terms hereof, and keeping and performing all other covenants and agreements by the said lessee to be kept and performed under the terms of this lease, peaceably and quietly to have, hold, use, occupy and enjoy all and singular the premises hereby demised, with the appurtenances for and during the said term of nine hundred and ninety-nine years, without any molestation whatsoever from or by the said Dexter and Piscataquis Railroad Company or its assigns, or any person or persons lawfully or equitably claiming by, from or under said Company.

#### *TENTH.*

The said lessor further covenants that it will, during the term hereby demised, uphold and maintain its own lawful corporate organization, and will do all things on its part required to be done

to uphold and save inviolate the franchise thereof, and will from time to time elect and appoint all such officers, agents or servants as it may be required by law to elect and appoint for the purpose of so maintaining its organization and franchise, and will invest them with such powers and duties as may be necessary to secure and maintain the corporate efficiency of said company according to law.

*ELEVENTH.*

Whereas, the said Dexter and Piscataquis Railroad Company proposes to issue its bonds to the amount of one hundred and seventy-five thousand dollars (\$175,000) for the purpose of completing its railroad, the Maine Central Railroad Company hereby agrees to guarantee the payment of said bonds, principal and interest, as they severally shall fall due, and to indorse such guarantee duly executed upon each bond so issued; provided, however, that before such guarantee shall be given on any such bond, said Dexter and Piscataquis Railroad Company shall secure said bonds and said lessee from all liability that may arise from such guarantee, by a mortgage of all its property, duly executed, delivered and recorded;

And provided also, that said lessee may pay the coupons on said bonds as they mature, and deduct the amount from the current installment of rent. And if said lessee shall pay the principal of any of said bonds, or of any renewals, the amounts so paid shall be cancelled, and the rent herein reserved shall thereafterwards be reduced by the amount of the annual interest on the bonds so paid, computed at the rate stipulated in the first issue of bonds herein contemplated.

And when said bonds, or any subsequent issue to renew the same, shall fall due, unless said Dexter and Piscataquis Railroad Company elect to pay the same, at the request of the lessee, new bonds executed, guaranteed and secured in like manner as the original bonds shall be issued to raise the money to pay said bonds so falling due, so that said lessee shall be protected from making actual payment of said bonds.

*TWELFTH.*

And the said lessor covenants and agrees that it will make any further assurance or conveyance which at any time may be found necessary to secure to said lessee the exercise of its rights, powers and privileges under this Indenture according to its true intent and meaning; and will, at the request of said lessee, authorize and

execute any instrument of conveyance of property which under the terms of this Indenture the lessee is authorized to sell, and any mortgage which is herein authorized to be given; and will do any act required to be done in its corporate capacity which may be necessary to enable the lessee to exercise any other of the rights, powers and privileges authorized by this indenture or the laws of this State. If said lessor shall fail to perform any award made under the thirteenth section of this Indenture as provided in said section, it shall be lawful for the lessee to suspend the payment of the rent herein reserved until such award shall be performed.

### *THIRTEENTH.*

In case either party to this Indenture shall hereafter at any time claim that any of the things herein agreed to be done by the other party are not done, then either party may call upon a Board of three disinterested men to be appointed by any Justice of the Supreme Judicial Court of this State, upon notice to the other party, which Board, or a majority of them, shall hear the parties, and determine the matter at issue, and if they find thereon against the party against whom claim or complaint is made, shall determine what shall be done by that party, and fix a reasonable time for doing the same, and if said party shall neglect for more than ninety days after the time so fixed to perform the award and finding of said Board, or a majority thereof, it shall be deemed a failure by such party to keep and perform the covenants and agreements of this Indenture by it to be kept and performed. The party against whom said award is made shall pay the expenses of the hearing and determination.

Neither the stipulations in Article eighth nor in this Article shall take away or diminish any other rights or remedies at law or in equity, to enforce the covenants and agreements herein set forth, or to recover damages resulting from the failure of said lessee to fulfill said covenants and agreements, but said stipulations are additional to all other remedies at law or in equity.

Said railroad to be completed and delivered to lessees on or before the first of December, 1889.

In testimony whereof, the said Dexter and Piscataquis Railroad Company has caused these presents to be subscribed by Josiah B. Mayo, the President thereof duly authorized, and countersigned by its Treasurer and its corporate seal affixed, and the said Maine Central Railroad Company has caused these presents to be subscribed by Arthur Sewall, its President hereunto duly authorized, and countersigned by its Treasurer and its corporate seal to be hereunto affixed the day and year first above written.



THE DEXTER AND PISCATAQUIS RAILROAD COMPANY,

By JOSIAH B. MAYO,

President.

Countersigned by

E. A. THOMPSON,

Treasurer,

Dexter and Piscataquis Railroad Co.

{ L. S. }

MAINE CENTRAL RAILROAD COMPANY,

By ARTHUR SEWALL,

President.

Attest:

JOSIAH H. DRUMMOND,

To ARTHUR SEWALL.

{ L. S. }

Countersigned,

J. A. LINSOTT,

Treasurer.

Signed, sealed and delivered  
in presence of

JOSEPH B. PEAKS.

STATE OF MAINE.

PISCATAQUIS, ss

DOVER, December 13th, A. D., 1888.

Then personally appeared Josiah B. Mayo, in his capacity of President of the Dexter and Piscataquis Railroad Company, and acknowledged the foregoing instrument by him signed to be the free act and deed of said corporation.

Before me,

JOSEPH B. PEAKS,

*Justice of the Peace.*

STATE OF MAINE.

CUMBERLAND, ss

PORTLAND, December 19th, A. D., 1888.

Then personally appeared Arthur Sewall, in his capacity of President of the Maine Central Railroad Company, and acknowledged the foregoing instrument by him signed to be the free act and deed of said corporation.

Before me,

JOSIAH H. DRUMMOND,

*Justice of the Peace.*

PISCATAQUIS, ss. Received March 16th, 1889, at 7 h., A. M.

Recorded and compared by

ALANSON M. WARREN,

*Register.*

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REGISTRY OF DEEDS.

PENOBSCOT, ss.

Received March 2, 1889, 7 h., 45 m., A. M., and recorded in vol. 591, page 159.

Attest:

JOHN T. BOWLER,

*Reg'r.*



## EXTENSION OF LEASE

—OF THE—

**Dexter & Newport Railroad**

—TO—

**Maine Central Railroad Company.**

This Indenture made in duplicate this thirteenth day of December, A. D., 1888, by and between the Dexter and Newport Railroad Company, a corporation existing under and by virtue of the laws of the State of Maine, party of the first part, and hereinafter styled the lessor, and the Maine Central Railroad Company, a corporation existing under and by virtue of the laws of the State of Maine, party of the second part, and hereinafter styled the lessee.

*WITNESSETH:*

That, whereas the lessor by an indenture dated the twenty-fourth day of February, A. D., 1869, leased to the lessee its railroad lying between Newport, in the county of Penobscot, and Dexter in said County, and all the property of every description appertaining thereto and connected therewith, to hold for the term of thirty years commencing on the twenty-fifth day of November, A. D., 1868, reference being had to said lease for the more particular statement of its terms:

And whereas said Lessee has since said date operated said railroad under said lease;

And whereas said parties have agreed to extend said lease subject to the modifications and conditions hereinafter contained, for the term of nine hundred and ninety-nine years from the Twenty-fifth day of November, A. D., 1888:

In consideration of the premises and of the rents hereinafter reserved to be paid by the lessee, and of the covenants and agreements hereinafter contained to be performed and fulfilled by the lessee, the said Dexter and Newport Railroad Company does hereby demise and lease to the said Maine Central Railroad Company its railroad from its junction with said lessee's railroad in Newport aforesaid, to its terminus at Dexter aforesaid, with all its rights of way, side tracks, branches, stations and station grounds, bridges, piers, water rights and other easements, and all its franchises, rights and privileges under its charter and the laws of the State of Maine;

To have and to hold all and singular, the premises hereby demised to said Maine Central Railroad Company, its successors and assigns, for and during the full term of nine hundred and ninety-nine years from the twenty-fifth day of November, A. D., 1888, subject, however, to a mortgage now existing upon the same, dated the twenty-ninth day of January, A. D., 1868, to secure the bond of said lessor in the penal sum of Three hundred thousand dollars, payable to the towns of Dexter and Corinna, conditioned to save them harmless on account of the issue of their scrip in accordance with Section 2, Chapter 192, of the Special Laws of the State of Maine, passed in the year 1867.

This lease is made and accepted upon the following terms, covenants and agreements:

*FIRST.*

Said lessee hereby covenants and agrees to pay rent therefor according to the terms of said existing lease at the rate of Eighteen thousand dollars a year, payable Nine thousand dollars on the twenty-fifth days of February and August in the year 1889, and each year thereafter to the year 1898 inclusive, and on the twenty-fourth day of November, A. D., 1898, the sum of forty-five hundred dollars;

And to keep and perform all the other covenants and agreements in said existing lease up to the said twenty-fourth day of November, A. D., 1898.

*SECOND.*

Said lessee covenants and agrees that from and after the twenty-fourth day of November, A. D., 1898, and for the remainder of said term, that it will pay rent at the rate of five per cent. per annum on the capital stock of said Dexter and Newport Railroad Company now outstanding, payable in semi-annual payments,

hereinafter termed dividends, as follows: Three dollars a share on the first day of July, A. D., 1899, and thereafter two dollars and fifty cents a share on the first days of January and July in each year, beginning on the first day of January, A. D., 1900, at the office of the treasurer of said Maine Central Railroad Company, to the several holders thereof on the days when such payments become due, as shown by the books containing the names of the holders of said capital stock.

*THIRD.*

The lessee is to maintain and operate, and hereby for itself and its successors and assigns, covenants to maintain and operate the railroad, property, rights and privileges hereby demised, in furtherance of the objects contemplated by the charter of the lessor, in pursuance of all the general and special laws of the State affecting the same, in such manner as to promote the public convenience and advantage under said charter and laws during the term of this lease.

*FOURTH.*

The lessee further covenants as aforesaid, for itself and its successors, and assigns, that it will, at all times during the term of this lease, maintain and keep the said railroad, buildings, superstructures, equipment and other property hereby demised, and such as may be substituted in place of the same, in good and substantial repair and condition, and will from time to time make such alterations, improvements and enlargements of said railroad and its appurtenances, and such additions to and renewals of its buildings, equipment, apparatus and other movable property of every kind, as shall be necessary for the safe, convenient and regular transportation of passengers, freight and mails, upon all and every part of the line, and from and to all the several stations of said railroad, so as to accomplish the public objects contemplated by the charter and laws aforesaid, and to promote and sustain most beneficially all the possible reversionary interests of the said Dexter and Newport Railroad Company.

*FIFTH.*

The said lessee is hereby authorized to sell or otherwise dispose of, alter, amend and repair any of the buildings, rails, equipment, apparatus or other movable property, hereby demised, or which may at any time be used or employed in or about said railroad or be appurtenant thereto, so however that in all such cases, and the said lessee hereby covenants as aforesaid that in all such cases,

there shall be substituted in place of that which is sold or otherwise disposed of, altered, amended or repaired, other property of the like kind, and equally good or better for the like purposes; and the said lessee is hereby further authorized to cause to be made or constructed any new buildings, tracks, rails, apparatus, equipment or other movable property necessary and beneficial to be used for the purpose of said railroad, and to make any and all improvements, alterations and repairs, renewals and enlargements of said railroad, which may be necessary for the greatest efficiency and use of the same, but not so as to divert the same substantially from its present location, nor to impair the most public use of the same.

#### *SIXTH.*

The said lessee further covenants as aforesaid, for itself, its successors and assigns, that it will duly pay the rent herein reserved at the times and in the manner herein provided, and will duly pay all taxes which may lawfully be assessed in any jurisdiction, and for any purpose, upon any and all the corporate property, rights, estate and franchises hereby demised, after said twenty-fourth day of November, A. D., 1898.

#### *SEVENTH.*

And said lessee further covenants as aforesaid for itself, its successors and assigns, that it will assume, provide for, satisfy and fully discharge all the debts, liabilities and obligations of the lessor lawfully existing on said twenty-fourth day of November, A. D., 1898, or which may thereafter and during the term of this lease by implication of law arise against and be due from said lessor, and all mortgages, liens and incumbrances then existing on the demised estate, and especially the indebtedness or liability of said Dexter and Newport Railroad Company to the inhabitants of Dexter for one hundred and twenty-five thousand dollars (\$125,000) and to the inhabitants of Corinna for fifty thousand dollars (\$50,000) and shall assume and perform the conditions of a bond dated January 29, 1868, from said Company to said Inhabitants and a mortgage of its railroad to secure said Indebtedness or liability, and will save said lessor harmless from all liability whatsoever on all and singular said debts, liabilities and obligations, as fully and completely as if they were the proper debts, liabilities and obligations of the lessee.

#### *EIGHTH.*

The said lessee further covenants as aforesaid, for itself and its successors and assigns, that it will, from and after November 24, A. D., 1898, assume the defence of all suits, actions, complaints and

prosecutions, which may then be pending or which may thereafter be brought against the said lessor or any of its officers, servants or agents, for anything by them done under authority and in behalf of said Company, and will indemnify and save harmless the said stockholders thereof against all costs and expenses incurred in such defence, and against any and all judgments which may be recovered in such suits, and against all actions, damage and liability, on account of anything which may be done or omitted by the said lessee, or its successors, while exercising or assuming to exercise any of their powers and rights under this indenture, and on account of any and all acts, omissions or neglects of any kind in any manner done or suffered by the said lessee or any of its servants or agents.

The lessee shall assume, observe and perform all contracts of every nature made by the lessor before November 24, 1898; shall furnish the Directors, Clerk and Treasurer of the lessor with free annual passes over the railroad operated by the lessee under this lease; shall make all returns required by the lessee by law; shall furnish the lessor with such statements as shall enable it to make all returns required by law of the lessor; and, at the end of the term of this lease or at any earlier termination thereof from any cause whatever, shall surrender the demised premises in like order and condition as they were at the inception of this lease or may be put in during the term, with all improvements thereon.

#### *NINTH.*

The said lessee further covenants as aforesaid, for itself and its successors and assigns, that it will on or before the expiration of every year from and after November 24th, 1898, during the term of this lease, pay to the said lessor the sum of two hundred and fifty dollars (\$250) for all such necessary expenses as the lessor may incur, within the year aforesaid, for the compensation of such officers as may be required in maintaining the organization of said company, for incidental charges attending the holding of its corporate meetings, and for all necessary proceedings in maintaining and preserving its corporate powers.

#### *TENTH.*

This lease is upon the condition that, if said lessee, its successors or assigns, shall fail to pay any rent dividend on demand as the same shall become payable and shall suffer the same to be in arrears for more than six months after the same becomes payable and the payment is demanded, or shall fail to pay the principal and coupons of said bonds secured by any mortgage of



the demised premises made as hereinafter provided, and shall suffer them, or any of them, to be in arrears for more than six months after maturity and presentation for payment, or shall fail to perform any award made under the sixteenth section of this Indenture as provided in said section, then and in either event, said lessee shall thereupon be liable to suffer the forfeiture of this lease :

And if such default shall continue for the space of six months, the said lessor, into and upon all the said railroad property and estate hereby demised or into and upon any part thereof for and in the name of the whole, shall have the right immediately or at any time thereafter, without notice or demand, to re-enter and take and hold possession of the same, and use and operate the same and take the income and proceeds thereof, and the said lessee, its successors and assigns, and all its servants and agents to dispossess and remove; and may at the time of such re-entry, or at any time thereafter, give written notice to the said lessee or its successors or assigns, that it holds the said railroad property, estate and improvements for the purpose of effecting the determination of this lease and enforcing the forfeiture thereof, for the specified breach or breaches of covenant or agreement for which such entry was made; which written notice shall be sufficient, if delivered by authority of the directors of the Dexter and Newport Railroad Company to any officer of said Maine Central Railroad Company at the principal office of said lessee in said Portland; or in case of inability to deliver notice as aforesaid, by publishing such notice for two weeks in some public journal in the said City of Portland. If the said lessee, its successors or assigns, shall not within six months after the delivery of notice, or the last publication thereof as aforesaid, repair, supply and make good all the deficiency and breach of covenant or agreement for which such entry was made, with interest for the time of such deficiency upon the sum or sums unpaid or in arrears, and with all damages in anywise sustained by such breach or breaches of covenant or agreement, all the estate, rights and interests of the said lessee, its successors and assigns, shall be absolutely determined and forfeited, and the said Dexter and Newport Railroad Company shall have and hold all the said railroad property and estate demised, and all the improvements thereof and property substituted therefor, and the income thereof, as in and of its former estate and to its own use. But if the said lessee or its successors or assigns shall at any time after such entry for breach of covenant and before the expiration of six months, aforesaid, from the delivery or publication of notice aforesaid, repair, supply and make good all the deficiency and breach of covenant or agreement for which such entry was made, with interest as aforesaid, and with all damages in anywise sustained by such breach or breaches of covenant or agreement, then the said

lessee, or its successors or assigns, shall be restored to the possession, use and enjoyment of all the demised premises and improvements thereof and property substituted therefor as fully and amply, and to all intents and purposes as if no such deficiency or breach of covenant had occurred, and the said Dexter and Newport Railroad Company shall restore, and hereby covenants that it will restore and yield possession as aforesaid, and will account for and pay to the said lessee, its successors or assigns, all the net profits and income received by the said lessor by virtue of its entry and possession aforesaid.

#### *ELEVENTH.*

Whereas the assumption by said lessee of the indebtedness or liability of the said lessor as hereinbefore provided, and the payment of semi-annual dividends of two dollars and fifty cents a share upon the capital stock of said Dexter and Newport Railroad Company, is the consideration for this lease, it is hereby mutually agreed that the amount of capital stock of said lessor now outstanding, upon which dividends are to be paid, is one hundred and twenty-two thousand dollars :

And it is further mutually agreed that no new stock of the lessor shall be created or issued, or its capital stock in any manner increased above said amount of one hundred and twenty-two thousand dollars (\$122,000) without the consent of the lessee, expressed by a vote of its Directors.

#### *TWELFTH.*

The said lessor on its part hereby covenants that it shall and may be lawful to and for the said lessee, its successors and assigns, paying the rent herein reserved and providing for and making all the other payments required by the terms hereof, and keeping and performing all other covenants and agreements by the said lessee to be kept and performed under the terms of this lease, peaceable and quietly to have, hold, use, occupy and enjoy all and singular the premises hereby demised with the appurtenances for and during the said term of nine hundred and nine-nine years, without any molestation whatsoever from, or by, the said Dexter and Newport Railroad Company or its assigns, or any person or persons lawfully or equitably claiming by, from or under said Company.

#### *THIRTEENTH.*

The said lessor further covenants that it will, during the term hereby demised, uphold and maintain its own lawful corporate organization, and will do all things on its part required to be done

to uphold and save inviolate the charter and franchise thereof, and will from time to time elect and appoint all such officers, agents or servants as it may be required by law to elect and appoint for the purpose of so maintaining its organization, charter and franchise, and will invest them with such powers and duties as may be necessary to secure and maintain the corporate efficiency of said Company according to law; and the said lessor will not after the execution of this lease and until the determination thereof, without or beyond the consent of the said lessee, create any new debt against said Dexter and Newport Railroad Company, nor voluntarily do any act whereby any obligation or indebtedness shall result against said Company, except in accordance with the terms of this lease.

*FOURTEENTH.*

It is further agreed by and between said parties, that whereas said lessor has outstanding indebtedness to the amount of one hundred and seventy-five thousand dollars (\$175,000) as hereinbefore stated, maturing on the second day of September, A. D., 1897, before the lease now existing terminates, it is hereby agreed that said lessee shall assume and ultimately pay said indebtedness or bonds which may be issued in renewal thereof.

But for the the purpose of raising money to pay said indebtedness, it is hereby agreed that said Dexter and Newport Railroad Company on the request, and at the expense, of said lessee, shall issue its bonds to the amount of one hundred and seventy-five thousand dollars (\$175,000) and that the said Maine Central Railroad Company will join in said bonds as guarantor of their payment, and that a mortgage shall be executed to secure them by said parties.

And said parties further agree that bonds of a like character and amount and secured in the same manner shall from time to time be issued at the request of said lessee and at its expense, to retire any previous issue of bonds herein authorized, or any part thereof not then retired.

But said lessee shall pay the interest on said bonds as it becomes due and shall ultimately pay all bonds so issued, during said term, so as at the expiration thereof to surrender the demised premises to the lessor free from the incumbrance of any such mortgage.

And in consideration of the assumption by the lessee of said bonds and the payment of the interest upon the bonds given in renewal of the same, it shall deduct from the rent accruing between the second day of September, 1897, and the twenty-fourth day of

November, 1898, payable under the existing lease, the sum of twelve thousand eight hundred and ninety-one dollars and sixty-seven cents, (\$12,891.67) being the amount of the interest on said bonds for said time, anything hereinbefore contained to the contrary notwithstanding.

#### *FIFTEENTH.*

And the said lessor covenants and agrees that it will make any further assurance or conveyance which, at any time, may be found necessary to secure to said lessee the exercise of its rights, powers and privileges under this Indenture according to its true intent and meaning; and will at the request of said lessee, authorize and execute any instrument of conveyance of property which under the terms of this Indenture the lessee is authorized to sell, and any mortgage which is herein authorized to be given; and will do any act required to be done in its corporate capacity which may be necessary to enable the lessee to exercise any other of the rights, powers and privileges authorized by this Indenture or the charter of the lessor or the laws of this State.

If said lessor shall fail to perform any award made under the sixteenth section of this Indenture as provided in said section, it shall be lawful for the lessee to suspend the payment of the rent herein reserved until such award shall be performed.

#### *SIXTEENTH.*

In case either party to this indenture shall hereafter at any time claim that any of the things herein agreed to be done by the other party are not done, then either party may call upon a Board of three disinterested men to be appointed by any Justice of the Supreme Judicial Court of this State, upon notice to the other party, which Board, or a majority of them, shall hear the parties, and determine the matters at issue, and, if they find thereon against the party against whom claim or complaint is made, shall determine what shall be done by that party and fix a reasonable time for doing the same, and if said party shall neglect for more than ninety days after the time so fixed to perform the award and finding of said Board, or a majority thereof, it shall be deemed a failure by such party to keep and perform the covenants and agreements of this Indenture by it to be kept and performed. The party against whom said award is made shall pay the expenses of the hearing and determination.

Neither the stipulations in Article Tenth nor this Article shall take away or diminish any other rights or remedies at law or in

equity, to enforce the covenants and agreements herein set forth, or to recover damages resulting from the failure of said lessee to fulfill said covenants and agreements, but said stipulations are additional to all other remedies at law and in equity.

In testimony whereof, the said Dexter and Newport Railroad Company has caused these presents to be subscribed by Charles Shaw, the President thereof duly authorized, and countersigned by its Treasurer and its corporate seal affixed, and the said Maine Central Railroad Company has caused these presents to be subscribed by Arthur Sewall, its President hereunto duly authorized, and countersigned by its Treasurer and its corporate seal to be hereunto affixed the day and year first above written.

Witness: MAINE CENTRAL RAILROAD COMPANY,  
 JOSIAH H. DRUMMOND. By ARTHUR SEWALL,  
 President.  
 Countersigned, { L. S. }  
 J. A. LINSOTT, Treasurer,

DEXTER AND NEWPORT RAILROAD COMPANY,  
 By CHARLES SHAW,  
 President.  
 Countersigned, { L. S. }  
 ALBERT F. BRADBURY,  
 Treasurer.

JOSIAH CROSBY,  
 Witness to A. F. B., Tr., and C. S., Pres.

---

STATE OF MAINE.

CUMBERLAND, SS., DECEMBER 13, 1888.

Then personally appeared Arthur Sewall, President of the Maine Central Railroad Company, and acknowledged the foregoing instrument to be the free act and deed of said corporation.

Before me,

JOSIAH H. DRUMMOND,  
*Justice of the Peace.*

STATE OF MAINE.

PENOBSCOT, SS., DECEMBER 22, 1888.

Then personally appeared Charles Shaw, President of the Dexter and Newport Railroad Company, and acknowledged the foregoing instrument to be the free act and deed of said Company.

Before me,

JOSIAH CROSBY,

*Notary Public.*

REGISTRY OF DEEDS.

PENOBSCOT, SS.

Received March 2, 1889, 7 h., 45 m., A. M., and recorded in vol. 591, page 148-159.

Attest:

JOHN T. BOWLER,

*Reg'r.*



# ANNUAL REPORT

— OF THE —

## DIRECTORS

— OF THE —

# MAINE CENTRAL RAILROAD COMPANY,

TO THE STOCKHOLDERS,

FOR THE YEAR ENDING SEPTEMBER 30th, 1890.

—

Presented at the Annual Meeting, in Portland, Dec. 17th, 1890.

—

PORTLAND, ME. :  
PRINTED AT TUCKER PRINTING HOUSE,  
1890.



## Description of Road.



Portland to Vanceboro, via Augusta,	<b>250.90</b>
Cumberland Junction to Skowhegan,	<b>91.20</b>
Bath to Lewiston and Farmington,	<b>76.30</b>
Belfast Branch,	<b>33.13</b>
Dexter Branch,	<b>30.77</b>
Bucksport Branch,	<b>18.05</b>
Stillwater Branch,	<b>3.01</b>
Enfield Branch,	<b>3.03</b>
Mt. Desert Branch, (including Steam Ferry,)	<b>49.80</b>
Portland to Lunenburg,	<b>109.10</b>
North Stratford to Lime Ridge,	<b>75.50</b>
North Stratford to Quebec Junc., (under construction,)	<b>32.40</b>
Total Mileage,	<b>773.19</b>

## Board of Directors.



ARTHUR SEWALL, President.

GEORGE C. LORD,

H. N. JOSE,

AMOS PAUL,

RICHARD OLNEY,

WM. G. DAVIS,

PAYSON TUCKER,

FRANK JONES,

J. S. RICKER,

SAMUEL C. LAWRENCE,

THOMAS W. HYDE,

JOHN WARE,

\*FRANCIS W. HILL,

JOSIAH H. DRUMMOND, Clerk.

\*Deceased.

# MAINE CENTRAL RAILROAD COMPANY.

\* ANNUAL + MEETING. \*

Notice is hereby given that the Annual Meeting of the Maine Central Railroad Company will be held at the Company's office in Portland, on *Wednesday, the Seventeenth day of December, A. D. 1890*, at one o'clock in the afternoon, to act upon the following articles, to wit:

1. To hear the reports of the Directors and Treasurer and act thereon.
2. To fix the number of, and elect the Directors for the ensuing year.
3. To see if the Company will amend the By-Laws by changing the date of the annual meeting, and if so, to fix the date for future annual meetings.
4. To see if the Company will ratify the lease of the Upper Coos Railroad dated the first day of May, 1890, made by the Directors in behalf of the Company, and approve and confirm the action of the Directors in carrying out the terms of said lease.
5. To see if the Company will ratify the lease of the railroad of the Hereford Railway Company, dated August 28, 1890, made by the Directors in behalf of the Company, and approve and confirm the action of the Directors in carrying out the terms of said lease.
6. To act upon any other business that may lawfully come before said meeting.

Per order of the Directors,

JOSIAH H. DRUMMOND, *Clerk.*

PORTLAND, NOVEMBER 25, 1890.

# DIRECTORS' REPORT.

~ ~ ~ ~ ~

The Directors respectfully present to the Stockholders of the Maine Central Railroad Company their report for the year ending September 30th, 1890.

The Gross Earnings for twelve months were		\$4,226,465 43
Expenses for twelve months were	\$2,772,186 32	
Town, City and State Taxes,	86,480 45	
	2,858,666 77	
Net Earnings from business,		\$1,367,798 66
Interest accrued during the year,	\$821,165 00	
Less Rents received,	43,764 74	
	\$777,400 26	
Rental paid European & North American Railway,	\$125,500 00	
“ “ Belfast & Moosehead Lake R. R. Co.,	36,000 00	
“ “ Dexter & Newport R. R. Co.,	18,000 00	
“ “ Eastern Maine Railway,	9,500 00	
“ “ Portland & Ogdensburg Railway,	44,426 58	
“ “ Dexter & Piscataquis R. R.,	9,562 50	
“ “ Coos & Hereford Railways,	41,666 67	
	\$1,062,056 01	
Earnings after deducting Interest and Rentals,		\$305,742 65
Dividend paid February 15th, 3 per cent.,	\$107,808 00	
“ “ August 15th, 3 per cent.,	107,808 00	
	\$215,616 00	
Surplus for the year,		\$90,126 65
Gross Earnings for the year ending Sept. 30th, 1889,	\$3,828,161 51	
Gross Earnings for the year ending Sept. 30th, 1890,	4,226,465 43	
Increase in Gross Earnings,		\$398,303 92
Expense for the year ending Sept. 30th, 1889,	\$2,514,715 41	
Expense for the year ending Sept. 30th, 1890,	2,858,666 77	
Increase in Expense,		\$343 951 36
Rental for the year ending Sept. 30th, 1889,	\$233,427 06	
Rental for the year ending Sept. 30th, 1890,	284,655 75	
Increase in Rental,		\$51,228 69
Interest for the year ending Sept. 30th, 1889,	\$798,390 70	
Interest for the year ending Sept. 30th, 1890,	821,165 00	
Increase in Interest,		\$22,774 30
Net Income for the year ending Sept. 30th, 1889,	\$1,332,038 31	
Net Income for the year ending Sept. 30th, 1890,	1,411,563 40	
Increase in Net Income,		\$79,525 09
Receipts from Freight, year ending Sept. 30th, 1889,	\$1,991,019 64	
Receipts from Freight, year ending Sept. 30th, 1890,	2,231,457 27	
Increase from Freight,		\$240,437 63

Receipts from Passengers, year ending Sept. 30th, 1889,	\$1,645,335 84	
Receipts from Passengers, year ending Sept. 30th, 1890,	<u>1,777,989 62</u>	
Increase from Passengers,		\$132,653 78

The net results of the financial year just closed show a surplus of \$90,126.65, after payment of all fixed charges and taxes, operating expenses and two semi-annual dividends of 3 per centum each.

The expenditures for permanent improvements charged to operating expenses during the last year have been large, and the condition of your property has never been so good as at the present time.

The large increase in the gross earnings of the Company speaks well for the growing traffic of the road, and indicates a prosperous and healthy condition of business throughout the State, since the prosperity of the State of Maine and of the Maine Central Railroad Company is identical and coincident.

The leases made by your Directors during the last year of the Upper Coos Railroad and the Hereford Railway, with the construction of the connecting railroad from Quebec Junction to North Stratford, now nearly completed, will add one hundred and eight miles to your system, which addition must prove a valuable feeder to your road.

Copies of the leases referred to are appended to this report.

The Dexter & Piscataquis Railroad, extending your line from Dexter to Dover and Foxcroft, was opened for traffic December 30th, 1889, and the anticipation of your Directors in regard to the amount of business to come from this extension has been fairly realized.

The report of the General Manager and that of the Treasurer, submitted herewith, together with the tables annexed, will give you full information in regard to the physical and financial condition of your property.

By order of the Board,

ARTHUR SEWALL,

President.



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# TREASURER'S REPORT.



To the Stockholders of the Maine Central Railroad Co.

GENTLEMEN :

I submit herewith the Annual Report from this department of the Receipts and Expenditures of the Company for the year ending September 30th, 1890. The annexed Tables, Nos. 1, 2, 3, 4 and 5, exhibit in detail the Receipts and Disbursements for the year and the standing of the Company at its close, to which you are respectfully referred.

J. A. LINS COTT, *Treasurer.*

PORTLAND, Nov. 18th, 1890.



## TABLE NO. 1

1889.	RESULT OF BUSINESS FOR YEAR.	1890.
\$1,645,335 84	Earnings from Passengers.	\$1,777,989 62
1,991,019 64	"    "    Freight,	2,231,457 27
60,435 95	"    "    Express,	70,000 00
115,255 92	"    "    Mails	129,621 77
16,114 16	"    "    Extra Baggage,	17,396 77
<hr/>	Total Transportation Earnings,	<hr/>
\$3,828,161 51	Rents, Wharfage and Miscellaneous Earnings,	\$4,226,465 43
18,592 21		43,764 74
<hr/>	Total Gross Earnings,	<hr/>
\$3,846,753 72	Less Operating Expenses,	\$4,270,230 17
2,514,715 41		2,858,666 77
<hr/>	Net Earnings,	<hr/>
\$1,332,038 31	Less Rent of Leased Lines,	\$1,411,563 40
233,427 06	"    Interest,	284,655 75
798,390 70	"    Dividends on Stock, 6 per cent,	821,165 00
215,616 00		215 616 00
<hr/>	Total Payments from Net Earnings,	<hr/>
\$1,247,433 76	Surplus,	\$1,321,436 75
<hr/>		<hr/>
\$84,604 55		\$90,126 65



## TABLE NO. 2.

TRANSPORTATION EARNINGS, YEAR ENDING SEPTEMBER 30, 1890.

	PASSENGERS.		FREIGHT.			FROM OTHER SOURCES.			
	NUMBER.	EARNINGS.	TONS.	EARNINGS.	MAILS.	EXPRESS.	EXTRA BAGGAGE.	TOTALS.	
1889.									
October,	154,515	\$150,591 81	155,168	\$218,206 71	\$10,855 03	\$5, 33 34	\$2,085 17	\$387,602 06	
November,	118,089	115,168 60	124,027	181,427 75	10,855 03	5,833 33	1,370 99	314,385 70	
December,	119,097	107,654 19	126,577	162,833 69	10,855 05	5,833 33	819 07	287,725 33	
1890.									
January,	97,922	94,130 82	116,972	156,554 81	10,855 03	5,833 33	994 85	268,028 84	
February,	104,249	92,090 00	118,289	159,874 89	10,855 03	5,833 33	1,392 75	269,776 00	
March,	149,575	122,119 14	156,793	194,038 91	10,992 39	5,833 34	1,792 43	334,476 21	
April,	163,446	139,164 91	143,422	190,856 63	10,855 04	5,833 33	1,619 10	348,059 01	
May,	159,584	128,452 87	126,356	177,089 30	10,856 74	5,833 34	1,467 00	323,669 25	
June,	155,329	148,316 16	162,424	197,538 44	10,886 74	5,833 33	1,208 29	363,782 76	
July,	214,976	201,034 38	160,715	199,772 30	10,919 50	5,833 33	1,077 20	409,636 71	
August,	264,255	248,715 60	164,459	195,976 67	11,839 99	5,833 34	1,712 84	464,078 44	
September,	241,390	230,251 14	164,995	206 287 37	10,886 20	5,833 33	1,987 08	455,245 12	
	1,933,377	1,777,989 62	1,720,107	2,231,457 27	129,621 77	70,000 00	17,396 77	4,226,465 43	

## TABLE NO. 3.

STATEMENT OF OPERATING EXPENSES FOR YEAR ENDING  
SEPTEMBER 30TH, 1890.**GENERAL EXPENSES OF OFFICE, PROPERTY AND TRANSPORTATION.**

Salaries of General Officers and Clerks,	\$33,851 35
Stationery and Printing for Offices,	5,557 80
General Office Expenses,	16,428 94
Legal Expenses,	11,800 55
Insurance Premiums,	8,339 85
Protection Against Fire,	133 25
Losses by Fire,	3,179 78
Taxes,	86,480 45
Tenement Expenses,	462 49
Injuries and Damages,	39,400 74
Telegraph Expenses—Salaries and Wages,	33,583 88
“ “ Stationery and Printing,	618 88
“ “ Supplies and Miscellaneous Expenses,	2,272 88
Wages of Crossing Tenders,	16,684 16
Fuel and Supplies for Crossings,	604 42
Wages of Signal Men,	5,709 27
Fuel and Supplies for Signal Men,	1,041 77
Wages of Switchmen,	38,092 71
Fuel and Supplies for Switchmen,	2,402 59
Wages of Watchmen,	4,149 53
Expenses of Ferry to Bar Harbor,	21,936 67
Removing Ice and Snow,	6,118 18
	<hr/>
	\$338,850 17


**PASSENGER TRANSPORTATION EXPENSES.**

General Superintendence and Clerks,	\$ 7,203 14
Stationery and Printing,	2,073 63
Tickets and Baggage Checks,	4,530 11
General Office Expenses,	739 51
Loss and Damage to Baggage,	196 18
Advertising,	12,945 05
Outside Agencies,	965 99
Making Up and General Expenses of Passenger Trains,	7,574 71
Wages of Conductors and Trainmen, “ “	75,180 10
Lubricating Oil, Waste and Tallow, “ “	3,925 32
Stationery and Printing for Passenger Trains,	1,614 10
Supplies for Passenger Trains,	16,343 71
Wrecking Expenses of Passenger Trains,	353 00
Agents and Station Labor, Passenger Stations,	63,449 92
Stationery and Printing, Passenger Stations,	2,189 99
Supplies and Miscellaneous Expenses, Passenger Stations,	44,750 71
Mail Expenses,	8,576 78
Hire of Passenger Cars,	17,445 00
	<hr/>
	\$270,056 95


equity, to enforce the covenants and agreements herein set forth, or to recover damages resulting from the failure of said lessee to fulfill said covenants and agreements, but said stipulations are additional to all other remedies at law and in equity.

In testimony whereof, the said Dexter and Newport Railroad Company has caused these presents to be subscribed by Charles Shaw, the President thereof duly authorized, and countersigned by its Treasurer and its corporate seal affixed, and the said Maine Central Railroad Company has caused these presents to be subscribed by Arthur Sewall, its President hereunto duly authorized, and countersigned by its Treasurer and its corporate seal to be hereunto affixed the day and year first above written.

Witness: MAINE CENTRAL RAILROAD COMPANY,  
 JOSIAH H. DRUMMOND. By ARTHUR SEWALL,  
 President.

Countersigned,  
 J. A. LINSKOTT, Treasurer, 

DEXTER AND NEWPORT RAILROAD COMPANY,  
 By CHARLES SHAW,  
 President.

Countersigned,  
 ALBERT F. BRADBURY,  
 Treasurer. 

JOSIAH CROSBY,  
 Witness to A. F. B., Tr., and C. S., Pres.

---

STATE OF MAINE.

CUMBERLAND, ss., DECEMBER 13, 1888.

Then personally appeared Arthur Sewall, President of the Maine Central Railroad Company, and acknowledged the foregoing instrument to be the free act and deed of said corporation.

Before me,

JOSIAH H. DRUMMOND,  
*Justice of the Peace.*

STATE OF MAINE.

PENOBSCOT, ss., DECEMBER 22, 1888.

Then personally appeared Charles Shaw, President of the Dexter and Newport Railroad Company, and acknowledged the foregoing instrument to be the free act and deed of said Company.

Before me,

JOSIAH CROSBY,

*Notary Public.*

---

REGISTRY OF DEEDS.

PENOBSCOT, ss.

Received March 2, 1889, 7 h., 45 m., A. M., and recorded in vol. 591, page 148-159.

Attest:

JOHN T. BOWLER,

*Reg'r.*



# ANNUAL REPORT

—OF THE—

## DIRECTORS

—OF THE—

# MAINE CENTRAL RAILROAD COMPANY,

TO THE STOCKHOLDERS,

FOR THE YEAR ENDING SEPTEMBER 30th, 1890.

—

Presented at the Annual Meeting, in Portland, Dec. 17th, 1890.

—

PORTLAND, ME. :  
PRINTED AT TUCKER PRINTING HOUSE,  
1890.

## Description of Road.



Portland to Vanceboro, via Augusta,	<b>250.90</b>
Cumberland Junction to Skowhegan,	<b>91.20</b>
Bath to Lewiston and Farmington,	<b>76.30</b>
Belfast Branch,	<b>33.13</b>
Dexter Branch,	<b>30.77</b>
Bucksport Branch,	<b>18.05</b>
Stillwater Branch,	<b>3.01</b>
Enfield Branch,	<b>3.03</b>
Mt. Desert Branch, (including Steam Ferry,)	<b>49.80</b>
Portland to Lunenburg,	<b>109.10</b>
North Stratford to Lime Ridge,	<b>75.50</b>
North Stratford to Quebec Junc., (under construction,)	<b>32.40</b>
Total Mileage,	<b>773.19</b>

## Board of Directors.



ARTHUR SEWALL, President.

GEORGE C. LORD,

H. N. JOSE,

AMOS PAUL,

RICHARD OLNEY,

WM. G. DAVIS,

PAYSON TUCKER,

FRANK JONES,

J. S. RICKER,

SAMUEL C. LAWRENCE,

THOMAS W. HYDE,

JOHN WARE,

\*FRANCIS W. HILL,

JOSIAH H. DRUMMOND, Clerk.

\*Deceased.



# MAINE CENTRAL RAILROAD COMPANY.

\* ANNUAL + MEETING. \*

Notice is hereby given that the Annual Meeting of the Maine Central Railroad Company will be held at the Company's office in Portland, on *Wednesday, the Seventeenth day of December, A. D. 1890*, at one o'clock in the afternoon, to act upon the following articles, to wit:

1. To hear the reports of the Directors and Treasurer and act thereon.
2. To fix the number of, and elect the Directors for the ensuing year.
3. To see if the Company will amend the By-Laws by changing the date of the annual meeting, and if so, to fix the date for future annual meetings.
4. To see if the Company will ratify the lease of the Upper Coos Railroad dated the first day of May, 1890, made by the Directors in behalf of the Company, and approve and confirm the action of the Directors in carrying out the terms of said lease.
5. To see if the Company will ratify the lease of the railroad of the Hereford Railway Company, dated August 28, 1890, made by the Directors in behalf of the Company, and approve and confirm the action of the Directors in carrying out the terms of said lease.
6. To act upon any other business that may lawfully come before said meeting.

Per order of the Directors,

JOSIAH H. DRUMMOND, *Clerk.*

PORTLAND, NOVEMBER 25, 1890.

# DIRECTORS' REPORT.



The Directors respectfully present to the Stockholders of the Maine Central Railroad Company their report for the year ending September 30th, 1890.

The Gross Earnings for twelve months were	\$4,226,465 43
Expenses for twelve months were	\$2,772,186 32
Town, City and State Taxes,	86,480 45
	2,858,666 77
Net Earnings from business,	\$1,367,798 66
Interest accrued during the year,	\$821,165 00
Less Rents received,	43,764 74
	\$777,400 26
Rental paid European & North American Railway,	\$125,500 00
“ “ Belfast & Moosehead Lake R. R. Co.,	36,000 00
“ “ Dexter & Newport R. R. Co.,	18,000 00
“ “ Eastern Maine Railway,	9,500 00
“ “ Portland & Ogdensburg Railway,	44,426 58
“ “ Dexter & Piscataquis R. R.,	9,562 50
“ “ Coos & Hereford Railways,	41,666 67
	\$1,062,056 01
Earnings after deducting Interest and Rentals,	\$305,742 65
Dividend paid February 15th, 3 per cent.,	\$107,808 00
“ “ August 15th, 3 per cent.,	107,808 00
	\$215,616 00
Surplus for the year,	\$90,126 65
Gross Earnings for the year ending Sept. 30th, 1889,	\$3,828,161 51
Gross Earnings for the year ending Sept. 30th, 1890,	4,226,465 43
Increase in Gross Earnings,	\$398,303 92
Expense for the year ending Sept. 30th, 1889,	\$2,514,715 41
Expense for the year ending Sept. 30th, 1890,	2,858,666 77
Increase in Expense,	\$343 951 36
Rental for the year ending Sept. 30th, 1889,	\$233,427 06
Rental for the year ending Sept. 30th, 1890,	284,655 75
Increase in Rental,	\$51,228 69
Interest for the year ending Sept. 30th, 1889,	\$798,390 70
Interest for the year ending Sept. 30th, 1890,	821,165 00
Increase in Interest,	\$22,774 30
Net Income for the year ending Sept. 30th, 1889,	\$1,332,038 31
Net Income for the year ending Sept. 30th, 1890,	1,411,563 40
Increase in Net Income,	\$79,525 09
Receipts from Freight, year ending Sept. 30th, 1889,	\$1,991,019 64
Receipts from Freight, year ending Sept. 30th, 1890,	2,231,457 27
Increase from Freight,	\$240,437 63

Receipts from Passengers, year ending Sept. 30th, 1889,	\$1,645,335 84
Receipts from Passengers, year ending Sept. 30th, 1890,	<u>1,777,989 62</u>
Increase from Passengers,	\$132,653 78

The net results of the financial year just closed show a surplus of \$90,126.65, after payment of all fixed charges and taxes, operating expenses and two semi-annual dividends of 3 per centum each.

The expenditures for permanent improvements charged to operating expenses during the last year have been large, and the condition of your property has never been so good as at the present time.

The large increase in the gross earnings of the Company speaks well for the growing traffic of the road, and indicates a prosperous and healthy condition of business throughout the State, since the prosperity of the State of Maine and of the Maine Central Railroad Company is identical and coincident.

The leases made by your Directors during the last year of the Upper Coos Railroad and the Hereford Railway, with the construction of the connecting railroad from Quebec Junction to North Stratford, now nearly completed, will add one hundred and eight miles to your system, which addition must prove a valuable feeder to your road.

Copies of the leases referred to are appended to this report.

The Dexter & Piscataquis Railroad, extending your line from Dexter to Dover and Foxcroft, was opened for traffic December 30th, 1889, and the anticipation of your Directors in regard to the amount of business to come from this extension has been fairly realized.

The report of the General Manager and that of the Treasurer, submitted herewith, together with the tables annexed, will give you full information in regard to the physical and financial condition of your property.

By order of the Board,

ARTHUR SEWALL,

President.



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# TREASURER'S REPORT.



To the Stockholders of the Maine Central Railroad Co.

GENTLEMEN :

I submit herewith the Annual Report from this department of the Receipts and Expenditures of the Company for the year ending September 30th, 1890. The annexed Tables, Nos. 1, 2, 3, 4 and 5, exhibit in detail the Receipts and Disbursements for the year and the standing of the Company at its close, to which you are respectfully referred.

J. A. LINSKOTT, *Treasurer.*

PORTLAND, Nov. 18th, 1890.



## TABLE NO. 1

1889.	RESULT OF BUSINESS FOR YEAR.	1890.
\$1,645,335 84	Earnings from Passengers.	\$1,777,989 62
1,991,019 64	"    "    Freight,	2,231,457 27
60,435 95	"    "    Express,	70,000 00
115,255 92	"    "    Mails	129,621 77
16,114 16	"    "    Extra Baggage,	17,396 77
<hr/>	Total Transportation Earnings,	<hr/>
\$3,828,161 51	Rents, Wharfage and Miscellaneous Earnings,	\$4,226,465 43
18,592 21		43,764 74
<hr/>	Total Gross Earnings,	<hr/>
\$3,846,753 72	Less Operating Expenses,	\$4,270,230 17
2,514,715 41		2,858,666.77
<hr/>	Net Earnings,	<hr/>
\$1,332,038 31	Less Rent of Leased Lines,	\$1,411,563 40
233,427 06	"    Interest,	284,655 75
798,390 70	"    Dividends on Stock, 6 per cent,	821,165 00
215,616 00		215 616 00
<hr/>	Total Payments from Net Earnings,	<hr/>
\$1,247,433 76	Surplus,	\$1,321,436 75
<hr/>		<hr/>
\$84,604 55		\$90,126 65

## TABLE NO. 2.

TRANSPORTATION EARNINGS, YEAR ENDING SEPTEMBER 30, 1890.

	PASSENGERS.		FREIGHT.			FROM OTHER SOURCES.			
	NUMBER.	EARNINGS.	TONS.	EARNINGS.	MAILS.	EXPRESS.	EXTRA BAGGAGE.	TOTALS.	
1889.									
October,	154,515	\$150,591 81	155,168	\$218,206 71	\$10,585 03	\$5, 33 34	\$2,085 17	\$387,602 06	
November,	118,089	115,168 60	124,027	181,427 75	10,585 03	5,833 33	1,370 99	314,385 70	
December,	119,097	107,654 19	126,577	162,833 69	10,585 05	5,833 33	819 07	287,175 33	
1890.									
January,	97,022	94,130 82	116,972	156,554 81	10,585 03	5,833 33	944 85	268,028 84	
February,	104,249	92,090 00	118,289	159,874 89	10,585 03	5,833 33	1,392 75	269,776 00	
March,	149,525	122,119 14	156,793	194,038 91	10,692 39	5,833 34	1,792 43	334,476 21	
April,	163,446	139,164 91	143,422	190,856 63	10,585 04	5,833 33	1,619 10	348,059 01	
May,	150,584	128,452 87	126,356	177,089 30	10,856 74	5,833 34	1,407 00	323,669 25	
June,	155,329	148,316 16	162,424	197,538 24	10,886 74	5,833 33	1,208 29	363,782 76	
July,	214,976	201,034 38	160,715	190,772 30	10,919 50	5,833 33	1,077 20	499,636 71	
August,	264,255	248,715 60	164,459	195,976 67	11,839 99	5,833 34	1,712 84	464,078 44	
September,	241,390	230,251 14	164,995	206 287 37	10,886 20	5,833 33	1,987 08	455,245 12	
	1,933,377	1,777,989 62	1,720,107	2,231,457 27	129,621 77	70,000 00	17,396 77	4,226,465 43	

**TABLE NO. 3.**

**STATEMENT OF OPERATING EXPENSES FOR YEAR ENDING  
SEPTEMBER 30TH, 1890.**

**GENERAL EXPENSES OF OFFICE, PROPERTY AND TRANSPORTATION.**

Salaries of General Officers and Clerks,	\$33,851 35	
Stationery and Printing for Offices,	5,557 80	
General Office Expenses,	16,428 94	
Legal Expenses,	11,800 55	
Insurance Premiums,	8,339 88	
Protection Against Fire,	133 25	
Losses by Fire,	3,179 78	
Taxes,	86,480 45	
Tenement Expenses,	462 49	
Injuries and Damages,	39,400 74	
Telegraph Expenses—Salaries and Wages,	33,583 88	
“ “ Stationery and Printing,	618 88	
“ “ Supplies and Miscellaneous Expenses,	2,272 88	
Wages of Crossing Tenders,	16,684 16	
Fuel and Supplies for Crossings,	604 42	
Wages of Signal Men,	5,709 27	
Fuel and Supplies for Signal Men,	1,041 77	
Wages of Switchmen,	38,092 71	
Fuel and Supplies for Switchmen,	2,402 59	
Wages of Watchmen,	4,149 53	
Expenses of Ferry to Bar Harbor,	21,936 67	
Removing Ice and Snow,	6,118 18	
	\$338,850 17	

**PASSENGER TRANSPORTATION EXPENSES.**

General Superintendence and Clerks,	\$ 7,203 14	
Stationery and Printing,	2,073 63	
Tickets and Baggage Checks,	4,530 11	
General Office Expenses,	739 51	
Loss and Damage to Baggage,	196 18	
Advertising,	12,945 05	
Outside Agencies,	965 99	
Making Up and General Expenses of Passenger Trains,	7,574 71	
Wages of Conductors and Trainmen, “ “	75,180 10	
Lubricating Oil, Waste and Tallow, “ “	3,925 32	
Stationery and Printing for Passenger Trains,	1,614 10	
Supplies for Passenger Trains,	16,343 71	
Wrecking Expenses of Passenger Trains,	353 00	
Agents and Station Labor, Passenger Stations,	63,449 92	
Stationery and Printing, Passenger Stations,	2,189 99	
Supplies and Miscellaneous Expenses, Passenger Stations,	44,750 71	
Mail Expenses,	8,576 78	
Hire of Passenger Cars,	17,445 00	
	\$270,056 95	



**FREIGHT TRANSPORTATION EXPENSES.**

General Superintendence and Clerks,	\$14,171 45
Stationery and Printing,	1,080 02
General Office Expenses,	1,607 93
Advertising and Soliciting Freight,	14 76
Loss and Damage of Freight,	2,575 76
Making Up and General Expense of Freight Trains,	20,295 10
Wages of Conductors and Trainmen, Freight Trains,	83,139 39
Lubricating Oil, Waste and Tallow, Freight Trains,	11,106 27
Stationery and Printing for Freight Trains,	1,120 59
Supplies for Freight Trains,	11,269 10
Wrecking Expenses of Freight Trains,	1,358 54
Agents and Station Labor, Freight Stations,	117,236 58
Stationery and Printing for Freight Stations,	6,552 74
Supplies and Miscellaneous Expenses of Freight Stations,	16,656 48
Hire of Freight Cars,	71,476 00
	<hr/>
	\$359,660 71

**MOTIVE POWER EXPENSES.**

Superintendence and Clerks,	\$ 4,823 56
Stationery and Printing,	505 51
Office and Miscellaneous Expenses,	18 55
Engine House and Watching Expenses,	15,672 82
Repairs of Tools and Machinery,	6,294 94
Repairs of Locomotives,	134,414 96
New Locomotives,	47,172 64
Water Supply,	11,327 00
Wages of Engineers and Firemen, Passenger,	71,662 10
Wages of Engineers and Firemen, Passenger Switching,	6,481 26
Wages of Engineers and Firemen, Freight,	60,438 59
Wages of Engineers and Firemen, Freight Switching,	39,697 85
Wiping Engines, Passenger,	11,555 17
Wiping Engines, Freight,	12,525 83
Head Light and Illuminating Oil,	967 59
Lubricating Oil, Waste and Tallow,	17,248 51
Lanterns, Tools and Small Stores,	1,854 71
Fuel for Passenger Locomotives,	123,228 82
Fuel for Passenger Switching Locomotives,	8,283 84
Fuel for Freight Locomotives,	138,588 49
Fuel for Freight Switching Locomotives,	52,798 82
	<hr/>
	\$765,561 56

**MAINTENANCE OF CARS.**

Superintendence and Clerks,	\$ 2,187 00
Stationery and Printing,	258 94
Office and Miscellaneous Expenses,	
Repairs of Tools and Machinery,	4,102 12
Repairs of Passenger, Baggage, Mail and Express Cars,	76,926 56
New Passenger, Baggage, Mail and Express Cars,	69,876 40
Repairs of Pullman Cars,	1,405 31
Repairs of Freight and Saloon Cars,	74,165 83
New Freight and Saloon Cars,	77,490 62
Repairs of Construction and Tool Cars,	2,679 39
Repairs of Snow Plows and Scrapers,	3,982 52
Oiling, Cleaning and Inspecting Passenger Cars,	13,303 84
“ “ “ “ Freight “	8,739 68
	<hr/>
	\$335,118 21

**MAINTENANCE OF WAY AND BUILDINGS.**

General Expenses, Maintenance of Way,	\$ 10,793 08
General Repairs of Track, Labor,	249,618 10
General Repairs of Track, Material,	2,779 66
Working Trains and Extra Crews,	76,812 23
Joint Fastenings,	21,767 66
Frogs and Switches,	18,255 08
Spikes,	10,809 39
Hand Cars and Tools,	12,226 32
Road Crossings,	7,702 12
Signs and Mile Posts,	1,633 51
Fencing,	22,074 72
Real Estate,	3,999 50
Steel Rails, No. of Tons, 37,78 <sup>592</sup> —	56,580 32
Iron Rails, No. of Tons, 339 <sup>404</sup> —	6,783 61
Cross Ties, No. of Ties, 243,864,	58,822 85
Switch Ties,	13,542 96
Repairs of Bridges and Culverts,	43,866 72
New Bridges,	32,483 66
Shops and Storehouses,	5,711 93
Tools and Machinery,	7,280 19
Engine Houses and Turn Tables,	14,499 55
Water Tanks and Pumping Machinery,	6,186 23
Coal and Wood Sheds and Fixtures,	7,024 48
Station Buildings and Grounds,	83,170 35
Mast Signals, Signal and Section Houses,	7,916 23
Docks and Wharves,	5,740 60
Real Estate,	782 50
Construction Cars,	555 26
Total Expenses Maintenance of Way and Buildings,	\$789 419 17
Total Operating Expenses,	\$2,858,666 77

Receipts from Passengers, year ending Sept. 30th, 1889,	\$1,645,335 84
Receipts from Passengers, year ending Sept. 30th, 1890,	<u>1,777,989 62</u>
Increase from Passengers,	\$132,653 78

The net results of the financial year just closed show a surplus of \$90,126.65, after payment of all fixed charges and taxes, operating expenses and two semi-annual dividends of 3 per centum each.

The expenditures for permanent improvements charged to operating expenses during the last year have been large, and the condition of your property has never been so good as at the present time.

The large increase in the gross earnings of the Company speaks well for the growing traffic of the road, and indicates a prosperous and healthy condition of business throughout the State, since the prosperity of the State of Maine and of the Maine Central Railroad Company is identical and coincident.

The leases made by your Directors during the last year of the Upper Coos Railroad and the Hereford Railway, with the construction of the connecting railroad from Quebec Junction to North Stratford, now nearly completed, will add one hundred and eight miles to your system, which addition must prove a valuable feeder to your road.

Copies of the leases referred to are appended to this report.

The Dexter & Piscataquis Railroad, extending your line from Dexter to Dover and Foxcroft, was opened for traffic December 30th, 1889, and the anticipation of your Directors in regard to the amount of business to come from this extension has been fairly realized.

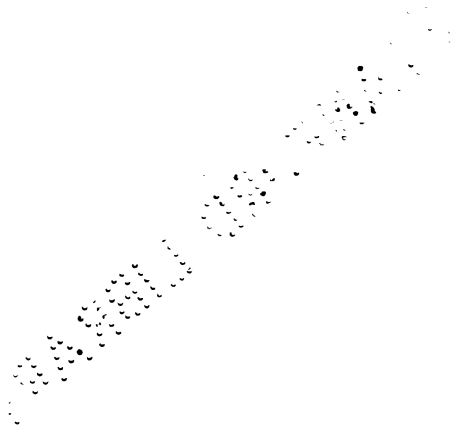
The report of the General Manager and that of the Treasurer, submitted herewith, together with the tables annexed, will give you full information in regard to the physical and financial condition of your property.

By order of the Board,

ARTHUR SEWALL,

President.





# TREASURER'S REPORT.



To the Stockholders of the Maine Central Railroad Co.

GENTLEMEN :

I submit herewith the Annual Report from this department of the Receipts and Expenditures of the Company for the year ending September 30th, 1890. The annexed Tables, Nos. 1, 2, 3, 4 and 5, exhibit in detail the Receipts and Disbursements for the year and the standing of the Company at its close, to which you are respectfully referred.

J. A. LINSOTT, *Treasurer.*

PORTLAND, Nov. 18th, 1890.



## TABLE NO. 1

1889.	RESULT OF BUSINESS FOR YEAR.	1890.
\$1,645,335 84	Earnings from Passengers.	\$1,777,989 62
1,991,019 64	"    "    Freight,	2,231,457 27
60,435 95	"    "    Express,	70,000 00
115,255 92	"    "    Mails	129,621 77
16,114 16	"    "    Extra Baggage,	17,396 77
<hr/>	Total Transportation Earnings,	<hr/>
\$3,828,161 51	Rents, Wharfage and Miscellaneous Earnings,	\$4,226,465 43
18,592 21		43,764 74
<hr/>	Total Gross Earnings,	<hr/>
\$3,846,753 72	Less Operating Expenses,	\$4,270,230 17
2,514,715 41		2,858,666 77
<hr/>	Net Earnings,	<hr/>
\$1,332,038 31	Less Rent of Leased Lines,	\$1,411,563 40
233,427 06	"    Interest,	284,655 75
798,390 70	"    Dividends on Stock, 6 per cent,	821,165 00
215,616 00		215,616 00
<hr/>	Total Payments from Net Earnings,	<hr/>
\$1,247,433 76	Surplus,	\$1,321,436 75
<hr/>		<hr/>
\$84,604 55		\$90,126 65

## TABLE NO. 2.

TRANSPORTATION EARNINGS, YEAR ENDING SEPTEMBER 30, 1890.

	PASSENGERS.			FREIGHT.			FROM OTHER SOURCES.				
	NUMBER.	EARNINGS.	TONS.	EARNINGS.	MAILS.	EXPRESS.	EXTRA BAGGAGE.	TOTALS.			
1889.											
October,	154,515	\$150,591 81	155,168	\$218,206 71	\$10,585 03	\$5, 33 34	\$2,085 17	\$387,602 06			
November,	118,089	115,168 60	124,027	181,427 75	10,585 03	5,833 33	1,370 99	314,385 70			
December,	119,097	107,654 19	126,577	162,833 09	10,585 05	5,833 33	819 07	287,725 33			
1890.											
January,	97,922	94,130 82	116,972	156,554 81	10,585 03	5,833 33	924 85	268,028 84			
February,	104,249	92,090 00	118,289	159,874 89	10,585 03	5,833 33	1,392 75	269,776 00			
March,	149,525	122,119 14	156,793	194,038 91	10,692 39	5,833 34	1,792 43	334,476 21			
April,	163,446	139,164 91	143,422	190,856 63	10,585 04	5,833 33	1,619 10	348,059 01			
May,	150,584	128,452 87	126,356	177,089 30	10,886 74	5,833 34	1,407 00	323,669 25			
June,	155,329	148,316 16	162,424	197,538 44	10,886 74	5,833 33	1,208 29	363,782 76			
July,	214,976	201,034 38	160,715	199,772 30	10,919 50	5,833 33	1,077 20	409,636 71			
August,	264,255	248,715 60	164,459	195,976 67	11,839 99	5,833 34	1,712 84	464,078 44			
September,	241,390	230,251 14	164,995	206 287 37	10,886 20	5,833 33	1,987 08	455,245 12			
	1,933,377	1,777,989 62	1,720,107	2,231,457 27	129,621 77	70,000 00	17,396 77	4,226,465 43			

## TABLE NO. 3.

STATEMENT OF OPERATING EXPENSES FOR YEAR ENDING  
SEPTEMBER 30TH, 1890.**GENERAL EXPENSES OF OFFICE, PROPERTY AND TRANSPORTATION.**

Salaries of General Officers and Clerks,	\$33,851 35	
Stationery and Printing for Offices,	5,557 80	
General Office Expenses,	16,428 94	
Legal Expenses,	11,800 55	
Insurance Premiums,	8,339 85	
Protection Against Fire,	133 25	
Losses by Fire,	3,179 78	
Taxes,	86,480 45	
Tenement Expenses,	462 49	
Injuries and Damages,	39,400 74	
Telegraph Expenses—Salaries and Wages,	33,583 88	
“ “ Stationery and Printing,	618 88	
“ “ Supplies and Miscellaneous Expenses,	2,272 88	
Wages of Crossing Tenders,	16,684 16	
Fuel and Supplies for Crossings,	604 42	
Wages of Signal Men,	5,709 27	
Fuel and Supplies for Signal Men,	1,041 77	
Wages of Switchmen,	38,092 71	
Fuel and Supplies for Switchmen,	2,402 59	
Wages of Watchmen,	4,149 53	
Expenses of Ferry to Bar Harbor,	21,936 67	
Removing Ice and Snow,	6,118 18	
		\$338,850 17

**PASSENGER TRANSPORTATION EXPENSES.**

General Superintendence and Clerks,	\$ 7,203 14	
Stationery and Printing,	2,073 63	
Tickets and Baggage Checks,	4,530 11	
General Office Expenses,	739 51	
Loss and Damage to Baggage,	196 18	
Advertising,	12,945 05	
Outside Agencies,	965 99	
Making Up and General Expenses of Passenger Trains,	7,574 71	
Wages of Conductors and Trainmen, “ “	75,180 10	
Lubricating Oil, Waste and Tallow, “ “	3,925 32	
Stationery and Printing for Passenger Trains,	1,614 10	
Supplies for Passenger Trains,	16,343 71	
Wrecking Expenses of Passenger Trains,	353 00	
Agents and Station Labor, Passenger Stations,	63,449 92	
Stationery and Printing, Passenger Stations,	2,189 99	
Supplies and Miscellaneous Expenses, Passenger Stations,	44,750 71	
Mail Expenses,	8,576 78	
Hire of Passenger Cars,	17,445 00	
		\$270,056 95



**FREIGHT TRANSPORTATION EXPENSES.**

General Superintendence and Clerks,	\$14,171 45
Stationery and Printing,	1,080 02
General Office Expenses,	1,607 93
Advertising and Soliciting Freight,	14 76
Loss and Damage of Freight,	2,575 76
Making Up and General Expense of Freight Trains,	20,295 10
Wages of Conductors and Trainmen, Freight Trains,	\$3,139 39
Lubricating Oil, Waste and Tallow, Freight Trains,	11,106 27
Stationery and Printing for Freight Trains,	1,120 50
Supplies for Freight Trains,	11,269 10
Wrecking Expenses of Freight Trains,	1,358 54
Agents and Station Labor, Freight Stations,	17,236 58
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Supplies and Miscellaneous Expenses of Freight Stations,	16,656 48
Hire of Freight Cars,	71,476 00
	<hr/>
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**MOTIVE POWER EXPENSES.**

Superintendence and Clerks,	\$ 4,823 56
Stationery and Printing,	505 51
Office and Miscellaneous Expenses,	18 55
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Fuel for Freight Locomotives,	138,588 49
Fuel for Freight Switching Locomotives,	52,798 82
	<hr/>
	\$765,561 56

**MAINTENANCE OF CARS.**

Superintendence and Clerks,	\$ 2,187 00
Stationery and Printing,	258 94
Office and Miscellaneous Expenses,	
Repairs of Tools and Machinery,	4,102 12
Repairs of Passenger, Baggage, Mail and Express Cars,	76,926 56
New Passenger, Baggage, Mail and Express Cars,	69,876 40
Repairs of Pullman Cars,	1,405 31
Repairs of Freight and Saloon Cars,	74,165 83
New Freight and Saloon Cars,	77,490 62
Repairs of Construction and Tool Cars,	2,679 39
Repairs of Snow Plows and Scrapers,	3,982 52
Oiling, Cleaning and Inspecting Passenger Cars,	13,303 84
“ “ “ “ Freight “	8,739 68
	<hr/>
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**MAINTENANCE OF WAY AND BUILDINGS.**

General Expenses, Maintenance of Way,	\$ 10,793 08
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Working Trains and Extra Crews,	76,812 23
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By order of the Board,

ARTHUR SEWALL,

President.



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# TREASURER'S REPORT.

To the Stockholders of the Maine Central Railroad Co.

GENTLEMEN :

I submit herewith the Annual Report from this department of the Receipts and Expenditures of the Company for the year ending September 30th, 1890. The annexed Tables, Nos. 1, 2, 3, 4 and 5, exhibit in detail the Receipts and Disbursements for the year and the standing of the Company at its close, to which you are respectfully referred.

J. A. LINSOTT, *Treasurer.*

PORTLAND, Nov. 18th, 1890.

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798,390 70	"    Dividends on Stock, 6 per cent,	821,165 00
215,616 00		215 616 00
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<hr/>	Surplus,	<hr/>
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## TABLE NO. 2.

TRANSPORTATION EARNINGS, YEAR ENDING SEPTEMBER 30, 1890.

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	1,933,377	1,777,989 62	1,720,107	2,231,457 27	129,621 77	70,000 00	17,396 77	4,226,465 43		

## TABLE NO. 3.

STATEMENT OF OPERATING EXPENSES FOR YEAR ENDING  
SEPTEMBER 30TH, 1890.**GENERAL EXPENSES OF OFFICE, PROPERTY AND TRANSPORTATION.**

Salaries of General Officers and Clerks,	\$33,851 35
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General Office Expenses,	16,428 94
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Insurance Premiums,	8,339 85
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Tenement Expenses,	462 49
Injuries and Damages,	39,400 74
Telegraph Expenses—Salaries and Wages,	33,583 88
“ “ Stationery and Printing,	618 88
“ “ Supplies and Miscellaneous Expenses,	2,272 88
Wages of Crossing Tenders,	16,684 16
Fuel and Supplies for Crossings,	604 42
Wages of Signal Men,	5,709 27
Fuel and Supplies for Signal Men,	1,041 77
Wages of Switchmen,	38,092 71
Fuel and Supplies for Switchmen,	2,402 59
Wages of Watchmen,	4,149 53
Expenses of Ferry to Bar Harbor,	21,936 07
Removing Ice and Snow,	6,118 18
	\$338,850 17

**PASSENGER TRANSPORTATION EXPENSES.**

General Superintendence and Clerks,	\$ 7,203 14
Stationery and Printing,	2,073 63
Tickets and Baggage Checks,	4,530 11
General Office Expenses,	739 51
Loss and Damage to Baggage,	196 18
Advertising,	12,945 05
Outside Agencies,	965 99
Making Up and General Expenses of Passenger Trains,	7,574 71
Wages of Conductors and Trainmen, “ “	75,180 10
Lubricating Oil, Waste and Tallow, “ “	3,925 32
Stationery and Printing for Passenger Trains,	1,614 10
Supplies for Passenger Trains,	16,343 71
Wrecking Expenses of Passenger Trains,	353 00
Agents and Station Labor, Passenger Stations,	63,449 92
Stationery and Printing, Passenger Stations,	2,189 99
Supplies and Miscellaneous Expenses, Passenger Stations,	44,750 71
Mail Expenses,	8,576 78
Hire of Passenger Cars,	17,445 00
	\$270,056 95



**FREIGHT TRANSPORTATION EXPENSES.**

General Superintendence and Clerks,	\$14,171 45	
Stationery and Printing,	1,080 02	
General Office Expenses,	1,607 93	
Advertising and Soliciting Freight,	14 76	
Loss and Damage of Freight,	2,575 76	
Making Up and General Expense of Freight Trains,	20,295 10	
Wages of Conductors and Trainmen, Freight Trains,	33,139 39	
Lubricating Oil, Waste and Tallow, Freight Trains,	11,106 27	
Stationery and Printing for Freight Trains,	1,120 59	
Supplies for Freight Trains,	11,269 10	
Wrecking Expenses of Freight Trains,	1,358 54	
Agents and Station Labor, Freight Stations,	117,236 58	
Stationery and Printing for Freight Stations,	6,552 74	
Supplies and Miscellaneous Expenses of Freight Stations,	16,656 48	
Hire of Freight Cars,	71,476 00	
		\$359,660 71

**MOTIVE POWER EXPENSES.**

Superintendence and Clerks,	\$ 4,823 56	
Stationery and Printing,	595 51	
Office and Miscellaneous Expenses,	18 55	
Engine House and Watching Expenses,	15,672 82	
Repairs of Tools and Machinery,	6,294 94	
Repairs of Locomotives,	134,414 96	
New Locomotives,	47,172 64	
Water Supply,	11,327 00	
Wages of Engineers and Firemen, Passenger,	71,662 10	
Wages of Engineers and Firemen, Passenger Switching,	6,481 26	
Wages of Engineers and Firemen, Freight,	60,438 59	
Wages of Engineers and Firemen, Freight Switching,	39,697 85	
Wiping Engines, Passenger,	11,555 17	
Wiping Engines, Freight,	12,525 83	
Head Light and Illuminating Oil,	967 59	
Lubricating Oil, Waste and Tallow,	17,248 51	
Lanterns, Tools and Small Stores,	1,854 71	
Fuel for Passenger Locomotives,	123,228 82	
Fuel for Passenger Switching Locomotives,	8,283 84	
Fuel for Freight Locomotives,	138,588 49	
Fuel for Freight Switching Locomotives,	52,798 82	
		\$765,561 56

**MAINTENANCE OF CARS.**

Superintendence and Clerks,	\$ 2,187 00	
Stationery and Printing,	258 94	
Office and Miscellaneous Expenses,		
Repairs of Tools and Machinery,	4,102 12	
Repairs of Passenger, Baggage, Mail and Express Cars,	76,926 56	
New Passenger, Baggage, Mail and Express Cars,	69,876 40	
Repairs of Pullman Cars,	1,405 31	
Repairs of Freight and Saloon Cars,	74,165 83	
New Freight and Saloon Cars,	77,490 62	
Repairs of Construction and Tool Cars,	2,679 39	
Repairs of Snow Plows and Scrapers,	3,982 52	
Oiling, Cleaning and Inspecting Passenger Cars,	13,303 84	
“ “ “ “ Freight “	8,739 68	
		\$335,118 21

**MAINTENANCE OF WAY AND BUILDINGS.**

General Expenses, Maintenance of Way,	\$ 10,793 08
General Repairs of Track, Labor,	249,618 10
General Repairs of Track, Material,	2,779 66
Working Trains and Extra Crews,	76,812 23
Joint Fastenings,	21,767 66
Frogs and Switches,	18,255 08
Spikes,	10,809 39
Hand Cars and Tools,	12,226 32
Road Crossings,	7,702 12
Signs and Mile Posts,	1,633 51
Fencing,	22,074 72
Real Estate,	3,999 50
Steel Rails, No. of Tons, 37,78 $\frac{592}{404}$	56,580 32
Iron Rails, No. of Tons, 339 $\frac{404}{404}$	6,783 61
Cross Ties, No. of Ties, 243,864,	58,822 85
Switch Ties,	13,542 96
Repairs of Bridges and Culverts,	43,866 72
New Bridges,	32,483 66
Shops and Storehouses,	5,711 93
Tools and Machinery,	7,280 19
Engine Houses and Turn Tables,	14,499 55
Water Tanks and Pumping Machinery,	6,186 23
Coal and Wood Sheds and Fixtures,	7,024 48
Station Buildings and Grounds,	83,170 35
Mast Signals, Signal and Section Houses,	7,916 23
Docks and Wharves,	5,740 60
Real Estate,	782 50
Construction Cars,	555 26
Total Expenses Maintenance of Way and Buildings,	<u>\$789 419 17</u>
Total Operating Expenses,	<u>\$2,858,666 77</u>

## TABLE NO. 4.

## BALANCE SHEET, SEPTEMBER 30th, 1890.

CR.

Construction,	\$11,630,655 54	Capital Stock,	\$3,603,500 00
Androscoggin Railroad Lease,	768,333 33	Stock Bonds,	16,000 00
European & North American Railway Lease,	1,000,000 00	Maine Central Interest Scrip,	8,994 00
Portland & Ogdensburg Railway Lease,	1,040,359 02	Bonded Debt,	14,389,400 00
Portland & Ogdensburg Railway Extension,	467,678 86	Interest and Rents Accrued,	491,493 69
Portland & Ogdensburg Railway Improvements,	41,588 26	Notes Payable,	132,218 58
Equipment,	1,996,557 36	Coupons and Dividends uncalled for,	25,414 38
Augusta and Gardiner Double Track,	44,964 19	Bills Audited,	520,162 66
Dexter & Piscataquis Railroad Lease,	175,000 00	Accounts Payable,	53,669 31
Dexter & Piscataquis Railroad Improvements,	44,530 91	Profit and Loss,	555,416 50
Hereford Railway Lease,	860,000 00		
Coos and Hereford Railway Improvements,	10,990 25		
Stock of other Companies owned,	260,472 00		
Portland Union Railway Station Company Bonds,	6,000 00		
Sinking Funds,	150,603 09		
Due from Agents,	41,774 26		
Accounts Receivable,	258,310 52		
Supplies and Material on hand,	453,594 56		
Cash,	339,832 25		
	\$19,798,867 12		\$19,798,867 12

## PROFIT AND LOSS ACCOUNT.

CR.

Operating Expenses,	\$2,858,666 77	Balance of Account Sept. 30th, 1889,	\$ 458,500 39
Interest,	821,165 00	Gross Transportation Earnings,	4,226,465 43
Rent of Leased Lines,	284,655 75	Rents, Wharfage and Miscellaneous,	43,764 74
Dividend No. 16, Feb. 15th, 1890,	107,808 00	Premium on Bonds sold,	13,075 00
Dividend No. 17, Aug. 15th, 1890,	107,808 00	Interest on Sinking Funds,	4,865 25
Worthless Accounts,	10,962 36		
Accrued Rent, month September, 1888,	128 43		
Balance,	555,416 50		
	\$4,746,610 81		\$4,746,610 81

**TABLE NO. 5.**

**DETAILED STATEMENT OF BONDED DEBT.**

Androscoggin & Kennebec Railroad Loan,	\$642,200 00
Maine Central Extension Loan,	496,500 00
Maine Central 7 per cent. \$1,100,000 00 Loan,	756,800 00
	\$1,895,500 00
Portland & Kennebec Consolidated Loan,	1,166,700 00
Androscoggin Railroad City of Bath Loan,	421,500 00
Leeds and Farmington Railroad Loan,	633,000 00
Maine Central Railroad Consolidated Loan, Class A,	\$ 975,000 00
“ “ “ “ “ “ B,	1,993,000 00
“ “ “ “ “ “ C,	1,567,700 00
“ “ “ “ “ “ D,	110,000 00
	\$4,645,700 00
Maine Central Collateral Trust 5 per cent. Bonds,	687,000 00
Maine Central Debenture Bonds, 5 per cent.,	58,000 00
Maine Central Sinking Fund Bonds,	600,000 00
Maine Shore Line R. R. First Mortgage Bonds,	42,000 00
Maine Central Railroad Improvement Bonds, Class A,	\$200,000 00
“ “ “ “ “ “ B,	250,000 00
	\$ 450,000 00
City of Bangor Loan,	1,000,000 00
Portland & Ogdensburg R. R. First Mortgage Bonds,	\$ 800,000 00
Portland & Ogdensburg Ry Twenty Year Mortgage Bonds,	1,008,000 00
	\$1,808,000 00
Dexter & Piscataquis R. R. Loan,	175,000 00
Hereford Railway Co. 40 Year Loan,	500,000 00
	\$14,382,400 00

*The Principal and Interest of the several Banded Loans fall due at the dates mentioned in the following Table :*

LOANS.	Amount.	When Due.	Interest Payable.
And. & Ken. R. R. Loans,	\$642,200	August 1, 1890 to Sept. 1, 1891	1st of each Month.
And. R. R., Bath Loan,	421,500	July 1, 1891	6s 1st of Jan., April, July and October.
City of Bangor Loan,	1,000,000	January 1, 1894	6s 1st of January and July
Maine Central Debentures,	58,000	Feb. 1, 1894	5s 1st of Feb. and August
Portland & Kennebec Consols,	1,166,700	April 1, 1895	6s 1st of April and October
Leeds & Farmington,	633,000	July 1, 1896	6s 1st of January and July
Maine Central \$1,100,000 Loan,	756,800	July 1, 1898	7s 1st of January and July
Maine Central Extension, Gold,	496,500	October 1, 1900	6s 1st of April and October
M. C. Sinking Fund Bonds,	600,000	Feb. 1, 1905	6s 1st of Feb. and August
Maine Central Consols,	3,907,200	April 1, 1912	7s 1st of April and October
Maine Central Consols,	269,500	April 1, 1912	5s 1st of April and October
Maine Central Consols,	469,000	Sept. 1, 1912	4½s 1st of January and July
M. C. Improvement Bonds, A,	200,000	July 1, 1916	4½s 1st of January and July
M. C. Improvement Bonds, B,	250,000	July 1, 1917	4½s 1st of January and July
M. C. Collateral Trust Bonds,	687,000	June 1, 1923	5s 1st of June and December
Maine Shore Line 1st Mort. Bonds	42,000	June 1, 1923	6s 1st of June and December
Port. & Ogdensburg R. R. Bonds,	800,000	July 1, 1900	6s 1st of January and July
Port. & Ogdensburg Ry Bonds,	1,008,000	Nov. 1, 1908	5s 1st of May & November
Dexter & Piscataquis Loan,	175,000	July 1, 1920	4s 1st of January and July
Hereford Railway Bonds,	800,000	May 1, 1930	4s 1st of May & November

Coupons of the above Bonds will be paid at the Second National Bank of Boston the First National Bank of Portland, and at the Office of the Treasurer, Portland, except those of the City of Bangor, which are payable at Merchants National Bank, Boston, and those of the Hereford Railway Co., at the Massachusetts National Bank, Boston.

## Auditor's Report.

AUDITOR'S OFFICE,  
PORTLAND, ME., Nov. 18th, 1890. }

*To the President and Directors of the Maine Central  
Railroad Company:*

GENTLEMEN:

I have examined the Books, Accounts and Vouchers of your Treasurer, showing the Receipts and Expenditures of the Company for the fiscal year ending September 30th, 1890, and find the same correctly cast and properly vouched for.

GEO. W. YORK, *Auditor.*

ANNUAL REPORT  
—OF THE—  
GENERAL MANAGER  
—OF THE—  
MAINE CENTRAL RAILROAD COMPANY,  
FOR THE FISCAL YEAR ENDING SEPT. 30, 1890.



The following report of the operations of the Maine Central Railroad Company for the fiscal year ending September 30th, 1890, is respectfully submitted.

Total number of Passengers transported for the year was 1,933,377; an increase over the previous year of 174,289, or 09.9 per centum.

The total amount of Freight transported over the main line and branches for the year was 1,720,107 tons; an increase over the previous year of 390,781 tons, or 29.4 per centum.

The earnings for Passengers were \$1,777,989.62. The earnings for the transportation of Freight were \$2,231,457.27. The earnings for transportation of Mails, Baggage, Express etc., were \$217,018.54. The total gross transportation earnings for the twelve months were \$4,226,465.43.

The number of miles run by Passenger Trains was 1,444,231; and by Freight Trains, 1,217,567; and by Working Trains, Switching, etc., 1,130,864; making the total number of miles run, 3,792,662.

### BRIDGES.

At Clinton, a new iron plate girder bridge has been erected, spanning the stream, and the remainder of the opening has been filled. This replaces one hundred and twenty-four feet of wooden bridge with eighty-eight feet of embankment and a first-class iron bridge of thirty-six feet opening.

At Martin Stream, in the town of Fairfield, an iron deck plate girder bridge takes the place of the wooden Howe Truss span.

The wooden approaches to the Topsham Bridge have been removed and two iron spans now support the track in place of the three wooden spans built in 1872.

A substantial plate girder iron bridge at Lincoln Centre replaces the old wooden Queen Truss span.

At the two crossings of Boggy Brook, in Ellsworth, new through plate girder iron spans have been erected.

The wooden Queen Truss spans at Holden Brook, Felt Brook and Reed's Pond, on the Mount Desert Branch, have been taken down and through plate girder iron bridges are now in place at these crossings.

By the lease of the Dexter and Piscataquis Railroad this Company assumes the care of the new iron spans erected on that road. They are as follows: Piscataquis River, three spans, riveted connection; Black Stream, one span; Main Stream, one span; Dexter Pond, one span;

Depot Street, one span; Lincoln Street, one span. The last five bridges are plate girders of substantial design. In addition to these spans there is a wooden trestle at Dexter 1,147 feet in length.

The old wooden bridge at Nancy's Brook, on the Mountain Division, has been replaced by a plate girder span.

The pile bridge at Crossuntic, near Kingman, has been entirely rebuilt.

In building the extension of the Portland and Ogdensburg Railway we have added the following structures to our bridge list: Carroll Stream, wooden trestle; John's River, pile bridge, and Cemetery Road, iron plate girder.

The above list includes only such spans as have been made entirely new, and in addition to these, expensive repairs have been made on many other bridges.

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There have been supplied from the quarry at North Jay, owned by this Company, 6,018 cubic yards of granite, and this amount of stone has been used in the new masonry built at various points along the line.

The following materials were used for repairs and construction:

Steel Rails, - - - -	3,778	<sup>592</sup> / <sub>2240</sub>	<i>Tons.</i>
Iron Rails, - - - -	339	<sup>404</sup> / <sub>2240</sub>	“
Cross Ties, - - - -	243,864		
Joint Plates, - - - -	670,190		<i>Pounds.</i>
Track Bolts and Nuts, - -	136,951		“
Track Spikes, - - - -	470,250		“



## EQUIPMENT.

Our Locomotive equipment has been increased during the year by ten engines, four built by Portland Company, one at our shops and five obtained by lease of Upper Coos and Hereford Railway.

We have increased our Car equipment, as follows:

Platform Freight Cars,	-	-	-	-	190
Box Cars,	-	-	-	-	216
Stock Cars,	-	-	-	-	60
Freight Saloon Cars,	-	-	-	-	5
Snow Plows,	-	-	-	-	2
Baggage Cars,	-	-	-	-	4
Postal Car,	-	-	-	-	1
Combination Cars,	-	-	-	-	4
First-Class Passenger Cars,	-	-	-	-	14



The amount of coal and wood used is shown below:

Bituminous Coal,  $101,778\frac{90}{2240}$  tons. Of this amount  $98,109\frac{450}{2240}$  tons were used for locomotives, and the remainder for engines in shops, water stations and heating stations.

Anthracite Coal,  $4,369\frac{2000}{2240}$  tons; 2,145 tons of this coal were used in heating passenger and freight stations;  $1,414\frac{800}{2240}$  tons for steam ferry between Mt. Desert Ferry and Bar Harbor;  $184\frac{400}{2240}$  tons for warming passenger cars; the rest for engine houses.

Wood, 1,212.5 cords, distributed as follows: To locomotives 523.2 cords; to shops 16.4 cords; to passenger cars 24.3 cords, and the remainder to engine houses, water stations and freight trains.

## SIDE TRACKS CONSTRUCTED.

Side Tracks have been laid at the following places:

Yarmouth,	856 feet.	Lake House,	900 feet.
Brunswick,	9,902 "	Green Lake,	497 "
South Gardiner,	1,978 "	Boggy Brook,	275 "
Gardiner,	3,213 "	Mt. Desert Ferry,	920 "
Farmingdale,	11,193 "	Palmer's,	775 "
Augusta,	1,434 "	Basin Mills,	3,930 "
Shawmut,	150 "	Webster,	1,314 "
Bath,	2,111 "	Milford,	4,655 "
Jack's,	723 "	Crossuntic,	1,525 "
Marshall's,	4,000 "	Thompson's Point,	1,670 "
Lisbon,	850 "	Cumberland Mills,	124 "
Auburn,	1,990 "	Chadbourne's,	882 "
Sabattus,	1,504 "	Sebago Lake,	1,165 "
North Jay,	264 "	Mattocks',	1,511 "
East Livermore,	1,875 "	Conway Centre,	563 "
Farmington,	580 "	North Conway,	420 "
Waterville,	1,414 "	Boston & Maine Junc.,	506 "
Newport,	990 "	Bartlett,	749 "
Hathorn's,	575 "	Davis Brook,	361 "
Hermon Pond,	1,140 "	White Mountain,	688 "
Sargent's,	1,218 "	Cherry Mountain,	890 "
Unity,	1,290 "	Newell's,	1,800 "
Camp Benson,	600 "	Hazen's Junction,	2,165 "
Silver's Mill,	150 "	North Stratford,	836 "
White House,	1,060 "	Columbia Bridge,	200 "
Foxcroft,	2,499 "	Piper Hill,	232 "
Brewer,	420 "	Hall's Stream,	270 "
Brewer Village,	626 "	East Hereford,	300 "
McKenzie's,	425 "		

Twenty-four miles of track have been ballasted, using fifty-five thousand cubic yards of gravel.

## FENCE.

Twenty-four thousand two hundred and twelve rods of fence have been built this year. Of this amount, twenty-one thousand six hundred and seventeen rods were barbed wire, two thousand two hundred and sixty-five rods were board, and three hundred and thirty rods were cedar rail.

## BUILDINGS.

A considerable amount of work has been done in re-building and repairing stations the past year.

Among the principal items in this connection are new Passenger Stations at Farmingdale, Etna, Wytovitlock, Sebago Lake, Mattocks', Dexter, Dover and Foxcroft, Zealand Junction, the latter constructed and used jointly by this Company and the Concord and Montreal Railroad.

New Freight Houses have been erected at Brunswick, Gardiner, Bath, Corinna, Veazie, Costigan, Green Lake, Mattocks', Whitefield, Intervale, Dexter, Dover and Foxcroft.

New Coal Sheds at Brunswick, Waterville, Penobscot Junction, Dover and Foxcroft.

New Water Stations at Cherry Mountain, Dexter, Dover and Foxcroft, and new Engine Houses at Bath and South Gardiner.

Three new iron turn tables have been substituted for old wooden turn tables, and a new iron turn table put in at Dover and Foxcroft. A new and heavier iron turn table has replaced the one formerly in use at Waterville and the latter has been repaired and erected at West Farmington, in place of an old wooden turn table.

General repairs and renewals have also been made at many other stations.

# NEW BRIDGES BUILT 1878 TO 1890, INCLUSIVE.

	1880.	
Sabattus,	Wescott Stream, No. 1,	Webster
Clinton,	“     “     No. 2,	Clinton
Temple Stream,	Lowell's,	West Farmington
Cathance, Iron,	Farmington,	Topsham
Little Androscoggin, Iron,	Crowley's Y,	Auburn
	Portland Street, Iron,	
	Androscoggin, Iron,	
	Skowhegan, Iron,	
1879.		
Richmond Road,		Richmond
Unity,		Unity
Brooks,		Brooks
City Point,		Belfast
Shuy,		East Livermore
East Wilton,		East Wilton
Lewiston, Iron, (3 spans),		Lewiston
Bates Canal, Iron,		Lewiston, L. S.
	1881.	
	Bowdoinham, No. 1,	Bowdoinham
	“     “     No. 2,	“
	Wilton,	Wilton
	Topsham Street, Iron,	Topsham

*New Bridges (Continued.)*

1882.	Pearl Street, Iron, Augusta, Iron, (5 spans),	Brunswick Augusta	1885.	Sebasticock, Iron, Freeman's Creek, Iron, Lawrence Boom, Iron, Rolling Dam, Iron, Richmond Road, Iron, Yarmouth Road, Egery Mill Stream, Iron, Reed's Pond, Boggy Brook, No. 1, " " No. 2, Union River, Iron, (2 spans), Kilkenny, Iron, Carrying Place, Iron, Farmington Y,	Winslow Richmond Gardiner " Richmond Yarmouth Dedham " Ellsworth " Hancock " Farmington
1883.	Dead River, Iron, Sabattus Stream, Costigan, Finn Brook, Wytopotlock,	Leeds Lisbon Millford Reed Plantation " "	1886.	Augusta, Iron, (4 spans), Water Street, Iron, Olamon, Iron, Royal's River, Iron, Moody Brook, Felt Brook, Holden Brook,	Augusta " Greenbush Yarmouth Lisbon Brewer Holden
1884.	Brewer Village, Fitz Pond, Union River, Mt. Desert Ferry,	Brewer Dedham Ellsworth Hancock			

*New Bridges (Continued.)*

1887.	1888.
Presumpscot, Iron, (1 span, 2nd track),	Yarmouth Road, Iron,
Cobossecontee, Iron,	Bowdoinham, No. 2, Iron,
Marianacook, Iron,	Abagadasset, Iron,
Belgrade Stream, Iron,	Seven Mile Brook, Iron,
Crummett's, Iron,	Greeley Road, Iron,
Benton Street, Iron,	Danville, Iron,
Pittsfield, Iron, (2 spans),	Turner Street, Iron,
Newport, Iron, (2 spans),	Oxford Street, Iron,
Damascus, Iron,	Mt. Hope, Iron,
Sowadabscook, Iron,	Orono (1 span) Iron,
Hermon Pond, Iron,	Passadumkeag, Iron,
Hampden Road, Iron,	
Vanceboro, Iron,	
Orono, Iron, (3 spans),	
Oldtown, Iron, (1 span),	
	1889.
	Bowdoinham, No. 1, Iron,
	Vaughan's Brook, Iron, (2 spans),
	Hallowell Street, Iron,
	Two Mile Brook, Iron,
	Kenduskeag Draw Span, Iron,
	Sunkhaze, Iron,
	Sabattus,
	Fitz Pond, Iron,
	Union River, Iron, (1 span),
	Centre Conway, Iron, (2 spans),
	Yarmouth
	Bowdoinham
	“
	Vassalboro
	North Yarmouth
	Auburn
	“
	Lewiston
	Bangor
	Orono
	Passadumkeag
	Bowdoinham
	Hallowell
	“
	Augusta
	Bangor
	Milford
	Webster
	Dedham
	Ellsworth
	Conway

*New Bridges (Continued.)*

Clinton, Iron,	Clinton	Dexter Pond, Iron,	Dexter
Martin Stream, Iron,	Fairfield	Depot Street, Iron,	"
Topsham Approaches, Iron, } (2 spans),	{ Brunswick and Topsham	Lincoln Street, Iron,	"
Lincoln Centre, Iron,	Lincoln	Dexter Trestle,	"
Crossuntic, Pile,	Kingman	Nancy's Brook, Iron,	Hart's Location, N. H.
Boggy Brook, No. 1, Iron,	Ellsworth	Carroll Stream, Trestle,	Whitefield, "
" " No. 2, "	"	John's River, Pile,	" "
Holden Brook, Iron,	Holden	Cemetery Road, Iron,	" "
Reed's Pond, Iron,	Dedham		
Felt Brook, Iron,	Brewer		
Piscataquis, Iron, (3 spans),	Dover and Foxcroft		
Black Stream, Iron,	Dover		
Main Stream, Iron,	Dexter		

1890.

## STATEMENT OF THE Number of Passengers from Each Station

OCT. 1ST, 1889, TO SEPT. 30TH, 1890, INCLUSIVE,

—AND—  
REVENUE DERIVED THEREFROM.

FROM.	NO. OF PASSENGERS.	EARNINGS.
Portland,	174,647	\$168,635 60
Woodford's,	7,448	5,512 08
Westbrook Junction,	7,971	6,829 80
West Falmouth,	2,893	818 06
Cumberland Junction,	6,881	2,096 01
Yarmouth Junction,	5,826	4,068 37
Freeport,	15,035	7,538 42
Brunswick,	64,123	37,869 18
Harding's,	3,117	973 25
Bath,	59,264	46,455 12
Topsham,	1,584	628 02
Bowdoinham,	10,199	5,772 37
Harward's Road,	3,381	1,508 18
Richmond,	19,805	13,374 36
Iceboro,	4,022	885 76
Dresden,	395	188 85
South Gardiner,	17,293	6,220 55
Gardiner,	73,624	39,702 44
Farmingdale,	32	10 53
Hallowell,	49,014	14,237 13
Augusta,	85,290	53,739 90
Riverside,	2,665	1,250 37
Vassalboro,	5,512	4,090 91
Winslow,	2,470	1,108 15
Waterville,	47,974	47,348 36
Benton,	4,009	3,973 01
Clinton,	5,764	4,050 75
Burnham,	4,150	3,357 27
Unity,	2,499	2,895 30
Thorndike,	1,982	2,170 99
Knox,	575	363 50



*Statement of Passengers Carried, &c., (Continued.)*

FROM	NO. OF PASSENGERS.	EARNINGS.
Brooks,	2,589	\$ 2,423 99
Waldo,	477	529 75
City Point,	872	545 88
Belfast,	9,396	17,230 15
Pittsfield,	11,170	13,143 65
Detroit,	2,811	1,321 81
Newport,	7,905	6,949 30
Corinna,	4,193	4,007 61
Dexter,	12,986	15,789 10
Silver's Mills,	15	18 13
Dover and Foxcroft,	8,320	10,895 46
East Newport,	3,127	2,243 25
Etna,	3,199	3,077 32
Damascus,	102	51 25
Carmel,	3,465	2,389 98
Hermon Pond,	2,007	1,336 14
Hermon Centre,	960	828 38
Bangor,	77,228	114,344 86
Bangor, Exchange Street,	67,043	35,130 41
Veazie,	19,105	3,252 75
Basin Mills,	5,812	1,213 42
Orono,	23,329	7,912 58
Webster,	6,040	1,363 17
Great Works,	22,103	4,942 95
Oldtown,	39,711	19,346 97
Milford,	3,122	1,530 63
Costigan,	4,780	1,485 73
Greenbush,	2,396	1,031 60
Olamon,	2,627	2,117 46
Passadumkeag,	3,009	2,010 70
Enfield,	2,881	2,750 06
Lincoln,	5,545	5,818 77
Lincoln Centre,	1,892	1,914 95
Winn,	4,560	5,103 15
Mattawamkeag,	5,061	8,046 14

*Statement of Passengers Carried, &c., (Continued.)*

FROM.	NO. OF PASSENGERS.	EARNINGS.
Kingman,	3,510	\$ 4,352 83
Wytotpitlock,	1,446	1,186 75
Danforth,	4,183	5,513 74
Eaton,	492	287 30
Forest,	1,430	1,777 68
Lambert Lake,	2,115	752 95
Vanceboro,	7,145	10,407 19
Walnut Hill,	2,953	1,219 49
Gray,	3,421	1,886 85
New Gloucester,	5,525	2,495 06
Rowe's,	934	552 35
Danville Junction,	5,460	7,110 79
Auburn,	31,948	21,448 80
Lewiston, Upper,	47,546	41,873 55
Greene,	1,547	884 16
Leeds Junction,	2,534	1,936 92
Monmouth,	5,005	3,548 53
Annabessacook,	808	608 69
Winthrop,	7,596	7,011 71
Maranacook,	255	266 54
Readfield,	4,378	4,926 14
Belgrade,	1,902	2,007 08
North Belgrade,	948	899 29
Oakland,	11,128	8,452 38
Fairfield,	8,432	5,625 92
Shawmut,	5,942	1,751 29
Pishon's Ferry,	2,180	1,317 97
Skowhegan,	19,630	24,495 74
Lisbon Falls,	18,723	8,283 08
Lisbon,	15,303	4,955 69
Crowley's,	2,681	727 71
Lewiston, Lower,	41,731	31,938 78
Sabattus,	4,016	1,666 17
Curtis' Corner,	796	523 92
Leeds Centre,	1,232	947 35

*Statement of Passengers Carried, &c., (Continued.)*

FROM.	NO. OF PASSENGERS.	EARNINGS.
North Leeds,	1,776	\$ 1,560 98
Strickland's Ferry,	1,899	1,331 17
East Livermore,	1,788	1,595 97
Livermore Falls,	9,099	7,120 32
Jay Bridge,	1,377	1,003 58
North Jay,	3,332	3,522 71
Wilton,	4,016	4,115 10
East Wilton,	2,329	1,400 06
West Farmington,	1,761	1,873 36
Farmington,	10,488	16,273 74
Penobscot Junction,	5,129	2,818 89
Holden,	2,756	1,478 26
Reed's Pond,	3,264	1,392 50
Ellsworth Falls,	5,634	3,194 18
Ellsworth,	26,146	23,990 02
Franklin Road,	3,870	4,458 47
Hancock,	4,692	3,581 67
Mt. Desert Ferry,	4,901	4,986 01
Bar Harbor,	17,497	30,278 90
Sullivan,	1,505	1,860 65
Sorrento,	1,073	1,055 72
Brewer Village,	7,607	1,054 00
Orrington,	2,245	677 30
South Orrington,	4,154	1,193 16
Bucksport Centre,	1,654	826 98
Bucksport,	15,781	9,901 15
Cumberland Mills,	15,748	5,869 05
South Windham,	7,675	2,482 94
Newhall,	3,689	1,174 46
White Rock,	2,259	972 32
Sebago Lake,	7,981	4,197 38
Steep Falls,	4,603	2,428 18
East Baldwin,	2,041	946 89
Cornish,	8,501	6,894 88
West Baldwin,	1,604	1,110 75

*Statement of Passengers Carried, &c., (Continued.)*

FROM.	NO. OF PASSENGERS.	EARNINGS.
Bridgton Junction,	965	\$ 753 18
Hiram,	3,756	2,351 64
Brownfield,	4,541	3,557 51
Fryeburg,	7,072	6,054 26
Conway Centre,	4,479	2,675 53
Redstone,	2,222	2,274 25
North Conway,	12,878	9,398 70
Intervale,	5,066	3,656 35
Glen,	6,791	5,865 65
Bartlett,	6,069	5,958 89
Sawyer's River,	1,705	2,200 98
Frankenstein,	997	1,121 59
Crawford's,	4,110	3,303 52
Mt. Pleasant House,	609	581 78
Fabyan's,	6,509	8,219 81
Twin Mountain,	1,759	1,308 13
Hazen's,	981	871 80
Whitefield,	5,231	4,189 56
Scott's Junction,	1,435	824 57
Lunenburg,	1,781	1,565 28
North Stratford Junc.,	3,120	2,357 69
Colebrook,	3,586	1,601 58
West Stewartstown,	2,441	1,295 89
Beecher Falls,	987	550 80
Paquetteville,	190	190 35
St. Malo,	195	120 58
Sawyerville,	2,201	717 14
Cookshire Junction,	1,358	678 25
Dudswell Junction,	139	101 10
Lime Ridge,	238	155 96
Conductor's Collections and Frenchman's Bay Steamers, Foreign Companies and Agencies,	50,807	25,062 74
	255,128	516,392 43
Total.	1,933,377	\$1,777,989 62

5 Months Ending Sept. 30th, 1890.



# STATEMENT OF FREIGHT & BUSINESS

FOR THE YEAR ENDING SEPT. 30TH, 1890.

Showing the Number of Tons and M. C. Earnings on same,  
to and from Each Station.

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
95,131	\$140,296	22 Portland,	156,268	\$280,555
411	819	11 Woodford's,	74	210
10,050	15,892	00 Westbrook Jct.,	16,602	27,784
463	544	87 West Falmouth,	149	243
569	786	59 Cumberland Jct.,	214	230
13,594	9,708	31 Yarmouth Jct.,	76,518	87,629
6,441	5,225	32 Freeport,	2,084	1,633
29,928	33,907	16 Brunswick,	21,399	19,532
58,263	56,462	44 Bath,	26,054	26,127
1,345	1,197	68 Topsham,	849	458
3,386	4,253	43 Bowdoinham,	5,582	8,336
689	638	81 Harward's,	174	282
5,876	8,800	02 Richmond,	2,945	4,628
178	274	52 Iceboro,	37	64
5,201	4,663	52 South Gardiner,	7,410	10,488
35,088	45,839	24 Gardiner,	31,064	46,038
3,729	7,549	55 Hallowell,	11,315	16,445
31,426	46,715	12 Augusta,	20,940	19,731
381	608	31 Riverside,	1,010	1,656
1,186	2,494	13 Vassalboro,	1,920	3,677
3,864	6,443	69 Winslow,	1,767	3,872
25,991	49,412	88 Waterville,	8,087	14,475
1,419	2,753	35 Benton,	1,477	2,867
2,805	6,526	20 Clinton,	4,048	7,522
647	1,612	78 Burnham,	1,447	2,723
1,604	3,015	93 Unity,	11,888	8,612
1,178	2,990	77 Thorndike,	1,638	3,429
138	279	74 Knox,	600	878
1,665	2,999	47 Brooks,	2,096	3,360

*Tonnage and Earnings (Continued.)*

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
39	116 17	Waldo,	164	276 23
100	181 60	City Point,	3,085	1,142 02
21,429	19,645 94	Belfast,	7,777	14,440 75
8,366	16,260 09	Pittsfield,	2,529	6,453 96
469	1,047 83	Detroit	548	1,153 51
1,865	4,456 68	Newport,	6,318	5,989 02
1,844	4,496 95	Corinna,	3,190	6,256 13
9,171	22,880 62	Dexter,	6,986	15,077 49
2,852	9,462 79	*Dover & Foxcroft,	5,275	14,344 30
756	1,923 87	East Newport,	1,139	2,736 80
1,032	2,017 22	Etna,	5,093	4,578 24
438	791 85	Carmel,	939	2,125 65
254	354 24	Hermon Pond,	9,952	3,969 63
144,215	147,906 16	Bangor,	110,583	151,626 58
7,578	2,760 87	Penobscot Jct.,	5,022	2,495 08
17,979	8,836 56	Brewer Village,	1,617	1,537 58
1,362	1,105 98	Orrington,	29	87 94
433	388 57	South Orrington,	146	321 85
201	231 85	Bucksport Centre,	112	242 97
6,725	7,439 46	Bucksport,	2,999	2,936 12
576	589 33	Holden,	15,402	8,122 32
1,985	1,826 23	Green Lake,	20,443	10,515 36
684	1,700 71	Ellsworth Falls,	1,256	2,665 23
2,923	8,685 77	Ellsworth,	3,469	6,283 24
673	1,586 43	Franklin Road,	4,015	2,381 42
546	1,447 61	Hancock,	49	207 08
27,038	16,908 70	Mt. Desert Ferry,	750	904 71
297	846 52	Sullivan,		
155	530 45	Sorrento,	5	41 08
1,681	3,403 26	Bar Harbor,	151	857 76
		Fr'chman's Bay Strs.		409 36
4,256	3,209 27	Veazie,	4,488	2,644 21
3,639	3,339 29	Basin Mills,	2,220	3,664 45
1,792	2,241 95	Orono,	7,469	5,356 00
349	291 66	Stillwater,	14,889	14,834 37

*Tonnage and Earnings (Continued.)*

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
2,328	1,523 54	Webster,	5,519	8,277 99
20,695	17,299 57	Great Works,	8,281	11,422 26
10,999	12,237 90	Oldtown,	22,049	27,909 84
11,586	2,126 27	Milford,	4,222	6,277 88
		Milford Mill,	10,800	1,080 00
974	2,109 76	Costigan,	1,190	1,559 78
136	301 66	Greenbush,	1,229	1,118 90
419	983 67	Olamon,	2,162	2,387 25
639	1,467 85	Passadumkeag	1,627	2,352 03
2,194	4,281 29	Enfield,	13,051	21,316 25
2,401	5,122 52	Lincoln,	3,114	6,187 42
705	1,666 01	Lincoln Centre,	3,222	4,760 35
3,979	9,387 46	Winn,	1,909	5,042 42
3,079	10,069 93	Mattawamkeag,	1,976	6,458 13
2,859	8,346 28	Kingman,	4,059	11,737 97
637	1,788 09	Wytopitlock,	4,188	9,075 47
1,989	6,110 80	Danforth,	4,287	12,632 45
28	76 55	Eaton,	46	231 24
1,658	6,156 33	Forest,	2,537	7,383 13
292	881 11	Lambert Lake,	1,878	4,423 98
3,186	6,441 58	Vanceboro,	1,317	3,697 77
641	592 56	Walnut Hill,	267	244 19
1,143	1,561 79	Gray,	2,943	2,541 08
531	864 85	New Gloucester,	1,894	1,935 60
15,966	21,159 07	Danville Jct.,	11,994	25,747 19
21,479	29,644 61	Auburn,	12,202	21,903 91
29,889	41,156 52	Lewiston, Upper,	15,341	25,188 98
579	759 44	Greene,	1,374	1,640 15
464	961 01	Leeds Jct.,	1,472	1,656 70
2,204	3,788 76	Monmouth,	14,269	9,371 89
975	1,563 63	Annabessacook,	396	889 30
10,707	16,613 02	Winthrop,	6,145	9,856 75
		Maranacook,	10,623	6,386 35
2,882	5,409 23	Readfield,	1,393	2,823 26
1,338	2,533 98	Belgrade,	1,332	2,503 66



*Tonnage and Earnings (Continued.)*

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
196	456	09 North Belgrade,	503	957 43
9,005	15,213	30 Oakland,	6,417	8,767 56
15,325	22,721	06 Fairfield,	16,283	30,156 98
798	1,204	49 Shawmut,	7,947	13,774 57
892	1,975	85 Pishon's Ferry,	1,574	2,743 03
15,702	35,482	03 Skowhegan,	13,547	26,476 70
9,386	10,520	95 Lisbon Falls,	5,609	5,539 29
3,537	4,258	87 Lisbon,	913	1,257 84
35	68	90 Crowley's,	27	59 12
35,653	42,221	49 Lewiston, Lower,	21 064	28,856 48
3,378	4,503	27 Sabattus,	1,793	1,733 04
40	87	08 Curtis' Corner,	319	317 72
974	1,467	77 Leeds Centre,	2,313	2,259 68
754	1,399	29 North Leeds,	980	1,282 52
717	1,193	50 Strickland's Ferry,	884	1,287 51
679	1,459	33 East Livermore,	505	986 22
7,402	9,354	77 Livermore Falls,	20,829	23,424 36
589	545	56 Jay Bridge,	7 352	9,356 04
987	2,588	39 North Jay,	15,813	10,063 77
2,559	5,451	31 Wilton,	2,015	4,151 14
982	1,669	48 East Wilton,	748	1,587 02
2,415	5,539	45 West Farmington,	5,468	7,412 76
11,574	27,474	76 Farmington,	5,277	11,490 35
202,330	127,015	77 Portland, (P. & O. Div.)	105,232	80,521 58
85,600	41,844	46 Cumberland Mills,	12,370	6,969 71
8,617	6,741	15 South Windham,	2,435	2,064 82
1,018	1,088	13 White Rock,	884	833 62
2,307	3,168	84 Sebago Lake,	52,087	21,042 64
674	1,427	20 Steep Falls,	4,649	4,679 83
300	581	73 Mattocks,	2,140	1,793 88
2,842	5,528	34 Cornish,	4,096	5,837 12
204	481	12 West Baldwin,	334	499 96
1,390	1,343	12 Bridgton Jct.,	1,944	1,650 29
442	942	67 Hiram,	1,912	2,088 87
1,051	2,454	11 Brownfield,	5,262	6,859 18

*Tonnage and Earnings (Continued)*

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
1,576	\$ 3,948 41	Fryeburg,	5,410	\$ 7,164 31
1,283	1,464 76	Conway Centre,	1,314	1,275 79
549	1,189 74	Redstone,	10,922	5,545 23
32,479	22,768 18	North Conway,	2,406	1,816 48
256	676 53	Intervale,	164	117 78
1,156	2,951 02	Glen Station,	6,653	5,806 56
4,695	4,396 50	Bartlett,	10,184	7,853 83
1,423	2,620 61	Sawyer's River,	23,298	17,207 11
115	258 17	Crawford's,	10	24 23
1,186	2,274 50	Fabyan's,	16,284	7,183 83
299	345 23	Twin Mountain.	13	2,080 19
13,189	6,504 11	Hazen's Jct.,	3,957	3,894 43
692	1,616 32	Whitefield,	527	1,021 65
8,617	3,425 92	Scott's Jct.,	4,834	1,037 68
32,484	26,420 82	Lunenburg,	128,434	77,461 58
13,851	11,872 22	†No. Stratford,	2,018	3,606 36
		†Eaton,	1,124	998 68
2,544	2,413 21	†Colebrook,	714	997 69
931	1,597 19	†W. Stewartst'n	1,572	1,698 53
1,268	951 65	†Beecher Falls,	688	752 90
149	224 02	†Paquetteville,	2,332	1,085 40
123	178 52	†Saint Malo,	1,357	913 03
769	559 08	†Sawyerville,	3,344	2,483 03
1,402	866 71	†Cookshire Jct.,	5,954	4,514 19
5,453	1,942 47	†Dudswell Jct.,	3,851	1,742 71
2,458	1,096 42	†Lime Ridge,	5,994	2,908 97
384,877	752,811 05	Foreign Roads,	301,151	573,282 74
1,720,107	\$2,231,457 27	Total,	1,720 107	\$2,231,457 27

\*Dover and Foxcroft from Jan. 1st, 1890, to Sept. 30th, 1890, inclusive.

†Upper Coos Division from May 1st, 1890, to Sept. 30th, 1890, inclusive.

The foregoing report is respectfully submitted.

PHYSON TUCKER,

General Manager.

To ARTHUR SEWALL,

President.

 LEASE 

—OF THE—

Upper Coos Railroad, of New Hampshire,

—TO—

MAINE CENTRAL RAILROAD COMPANY.



At an adjourned meeting of the Stockholders of the Upper Coos Railroad, of New Hampshire, duly held at Portsmouth, on the 16th day of July, 1890, it appeared that all the Stockholders were present, and among other things, the following matters there took place and were entered of record, namely :

Irving W. Drew then submitted the following resolution, viz :

*Resolved*, That the lease in duplicate from this Corporation to the Maine Central Railroad Company, bearing date the first day of May, 1890, duly signed by George Van Dyke, President of this Corporation and by James P. Cook, its Treasurer, is hereby accepted, ratified and approved, and the Treasurer of this Corporation is authorized to deliver and exchange the same with the Maine Central Railroad Company, and to cause the same to be duly recorded.

On motion of said Irving W. Drew the above resolution was submitted to a stock vote, which, being duly taken, examined and reported, was found to be as follows, viz :

All the Stockholders were present, but under the statutes, could only vote 2,380 shares : In favor of said resolution, 2,380 shares : Against said resolution, none.

The votes in favor of said resolution were found to be more than two-thirds of the shares represented at this meeting and being the entire number of shares of this corporation outstanding, so far as the same can be lawfully voted under the laws of New Hampshire, said resolution was unanimously passed by all the shareholders of this corporation and was so declared by the President.

On motion of said Drew, voted that the President ask the approval of the stockholders *viva voce* of each of the votes passed at this meeting, including those accepting the leases from the Upper Coos Railroad of Vermont, and the Coos Valley Railroad Company accepting the lease to the Maine Central Railroad Company, and authorizing mortgages of the existing line of railway of this corporation and of the proposed extension thereof and the issue of the bonds secured by said mortgages and the discharge of the existing mortgage.

Thereupon the President called on each stockholder by name in succession to answer in the affirmative in the event he approved of the foregoing votes; otherwise to answer in the negative.

The following stockholders answered in the affirmative, viz :

FRANK JONES,  
 GEORGE VAN DYKE,  
 JAMES P. COOK,  
 CHARLES HOWARD,  
 ENOCH G. SWEATT,  
 GEORGE W. ARMSTRONG,  
 IRVING W. DREW,  
 PAYSON TUCKER, (CHARLES A. SINCLAIR'S PROXY.)

being all the stockholders of the corporation.

Thereupon it was declared by the President that all of the votes passed at this meeting, as aforesaid, were approved by every stockholder of the corporation answering *viva voce*.

A true copy from the stockholder's records of the Upper Coos Railroad of New Hampshire.

Attest,

C. B. JORDAN,

*Clerk of said Corporation.*

LANCASTER, NEW HAMPSHIRE, July 31st, 1890.

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MAINE CENTRAL RAILROAD COMPANY,

IN BOARD OF DIRECTORS,

August 28th, 1890.

On motion of Mr. Davis :

Voted, That the execution by the President and Treasurer of the Lease of the Upper Coos Railroad, in New Hampshire, dated the first day of May, in the year eighteen hundred and ninety, and the execution by the President, of the contract with Messrs. Charles A. Sinclair, George Van Dyke and W. B. Ives, for the construction of the extension of the

Upper Coos Railroad, dated the sixteenth day of July, eighteen hundred and ninety and the letter of the President concerning the same to Messrs. Sinclair, Van Dyke and Ives, dated said sixteenth day of July, are all hereby ratified and confirmed.

A true copy of record.

Attest,

JOSIAH H. DRUMMOND,

*Clerk.*

THIS indenture made in duplicate this first day of May, eighteen hundred ninety, by and between the Upper Coos Railroad, a corporation existing under the laws of New Hampshire, party of the first part, and with its successors and assigns hereinafter styled the lessor, and the Maine Central Railroad Company, a corporation existing under the laws of Maine, party of the second part, and with its successors and assigns hereinafter styled the lessee,

**WITNESSETH:**

**ARTICLE ONE.** In consideration of the rent and covenants herein reserved to be paid and performed by the lessee, said Upper Coos Railroad does hereby demise and lease to said Maine Central Railroad Company, all the railroad of the lessor located and constructed in New Hampshire and Vermont, commencing at or near the boundary line between Vermont and Canada, and running southerly through the town of Canaan and thence into New Hampshire, and through New Hampshire to its southern terminus in the the town of Stratford.

Also all its leasehold interests under and by virtue of the lease from the Upper Coos Railroad, a corporation existing under the laws of Vermont, dated said first day of May, eighteen hundred ninety, and attached hereto, marked "Exhibit A."

Also all its leasehold interests under and by virtue of the lease from the Coos Valley Railroad Company, a corporation existing under the laws of Vermont, bearing date said first day of May, and hereto attached, marked "Exhibit B."

Also all its right, titles and interests in and to the railroad or railroads, constructed or to be constructed, franchises and other property of said Upper Coos Railroad of Vermont and of said Coos Valley Railroad Company.

Also all rights of the lessor by lease or contract in and to any and all railroads whatsoever.

Also all its rights to connect with, lease, operate, purchase or otherwise control, or to co-operate with any other railroad or other railroad corporation.

Also the franchises and rights of the lessor to extend its railroad southerly from its present southern terminus, or to make any other extensions thereof, and to construct, operate and maintain any railroads whatsoever.

Also its rights to take tolls, its franchises, rights of way, side-tracks, branches, stations, station grounds, bridges, rolling-stock, equipment, tools, machinery, materials, supplies, and all other property whatsoever in any way appurtenant to the foregoing railroads, constructed or to be constructed, or any of them, and all other property, rights, exemptions and privileges whatsoever belonging to the lessor on said first day of May, except monies at that time on hand or due it.

A schedule of all said rolling-stock and equipment, and of the general condition of the leased property, signed by the respective officers of the parties hereto, is attached marked "Exhibit C."

To have and to hold all the said railroad, property, franchises, rights, privileges and all other of the premises hereby demised, with all the appurtenances thereof, to the lessee during the full term of nine hundred ninety-nine [999] years, commencing on said first day of May, eighteen hundred ninety.

**ARTICLE TWO.** The lessor hereby covenants and agrees with the lessee, that it, the lessor, has a good, lawful and unincumbered title to the premises, including said leaseholds, except as herein otherwise set out, and that, subject to the conditions, reservations and provisions herein set out, the lessee shall, during all the term aforesaid, peaceably and quietly have, hold, use, occupy and enjoy all and singular the same, including said leased franchises and properties, without any molestation from or by the lessor, and without any lawful molestation from or by any other person or persons whatsoever.

And the lessor further covenants and agrees with the lessee, that it has acquired a lawful right of way for the portion of its railroad already constructed as aforesaid, and has done and performed everything required by law to enable it to lawfully maintain and operate the same.

And the lessor agrees with the lessee, that if the lessee is, notwithstanding, disturbed or molested in the enjoyment of any part of the demised premises, by reason of said covenants or agreements, or any of them, not being kept or performed by the lessor, the lessee may, and is hereby authorized, to quiet the title with reference thereto, as it reasonably can.

**ARTICLE THREE.** The lessee hereby covenants and agrees with the lessor, for and during the continuance of this lease, that it will perform all things to be done by the lessor according to the terms of said leases from said Upper Coos Railroad in Vermont and from said Coos Valley Railroad Company, and will relieve the lessor from all liability thereunder; that it will duly and seasonably pay and discharge all taxes and other burdens which may be assessed on any or all of the demised premises;

that it will indemnify and save harmless the lessor from all suits, damages and costs for any act done or omitted by the lessee or for anything arising out of the demised premises in connection with the use, possession or operation thereof; that it will make all returns required by law to be made by the lessee, and will furnish the lessor with all statements to enable it to make all returns required by law of the lessor; and that it will, whenever requested, furnish the directors, secretary, treasurer and other officers of the lessor, and such experts as may reasonably be selected by the lessor, with free passes annually or oftener, for the purpose of enabling the lessor to cause the demised premises to be duly inspected from time to time as it may desire.

**ARTICLE FOUR.** The lessee further agrees with the lessor, that, during the continuance of this lease, it will maintain and operate the demised premises in furtherance of the objects contemplated by all the laws affecting the same, and so as to promote the public convenience, and will maintain the same in good and substantial repair and condition, and will from time to time make such alterations, improvements and enlargements thereof as may be useful for the safe, convenient and regular transportation of passengers, freight and mails upon every part of the line; and that it will, at the termination of this lease, surrender the same in as good order and condition as they were at the inception hereof, with all additions thereto and improvements thereof.

**ARTICLE FIVE.** And the lessee further covenants and agrees to and with the lessor, that it will during all the term aforesaid pay as rent for the premises, at the rate of thirty-five thousand, five hundred [35,500] dollars annually, in semi-annual installments, on the first days of November and May in each year, at the principal office of the lessee, except as herein otherwise provided.

Whereas the lessor proposes to issue its mortgage bonds of even date herewith, for the principal sum of three hundred and fifty thousand [350,000] dollars, payable in forty [40] years from date and bearing interest at the rate of four [4] per cent. per annum, payable semi-annually:—

Now, therefore, the lessee agrees to guaranty by proper indorsement on each of said bonds, payment of the principal and interest thereof to the holder of the same, as the same respectively come due.

Provided, however, that, before such guaranty shall be indorsed as aforesaid, the lessor shall secure said bonds by a mortgage of its existing railroad as aforesaid, with a good, lawful and clear title, free of all prior incumbrances.

And lessee further agrees with lessor, that it will unite with the lessor in renewing at not exceeding said rate of interest of four [4] per cent per annum, the whole or any portion of the principal of said bonds when the same fall due, and in renewing such renewals, and so on continuously, so long as this lease may endure, and that it will guaranty the payment of



the principal and interest of such renewals, and each of them, by indorsement as as aforesaid; provided that such renewals and each of them shall be secured by a mortgage on said existing railroad, with a good, lawful and clear title, free of all prior incumbrances, and the lessor shall have the benefit of any reduction of interest. And the lessee will join in the mortgage or mortgages securing the same, so far as is necessary to give to the same priority over the leasehold interest hereunder.

The lessor reserves the right to execute said mortgages to secure the payment of said bonds and the renewals thereof, which said mortgages shall have rank, priority and privilege before this lease; and all the premises are leased subject to the incumbrance to be created by the said mortgages and the conditions thereof.

From the portion of said rental in excess of coupons to be so guaranteed by the lessee, there shall be paid semi-annually at the dates aforesaid two hundred and fifty [250] dollars to the treasurer of the lessor at the principal office of lessee; and the balance, at present, ten thousand, five hundred [10,500] dollars each half-year, shall be paid as follows: On or before the twenty-fifth days of October and April in each year the treasurer of the lessor shall furnish the lessee a list of the shareholders of the lessor, showing the address of each and the portion of said ten thousand, five hundred [10,500] dollars to which each is entitled; and the lessee shall thereupon, on said first days of November and May in each year, pay said ten thousand, five hundred [10,500] dollars by forwarding the check of the lessee to each person named on said list, to the address given therein and for the amount therein set out as payable to him, and upon said checks being duly honored, the payments so made in accordance with such lists shall be in full discharge of the semi-annual rentals hereinbefore agreed to be paid.

And, whereas, further, the lessee may construct the extension of said railroad from its present southern terminus in Stratford at its junction with the Grand Trunk Railway to a connection with the line of the lessee in the towns of Dalton, Whitefield or Carroll, partly in New Hampshire and partly in Vermont, or wholly in either, being thirty-three (33) miles or thereabouts, and may further equip the whole line:—

Now, therefore, the lessor covenants and agrees with the lessee, that it will, on the request of the lessee, execute its bonds, bearing such date as the lessee may desire, payable in forty [40] years from date, with interest at the rate of four and one-half [4½] per cent. per annum, payable semi-annually, to the principal amount of not over twenty-one thousand [21,000] dollars per mile for each mile of said extension, whether in New Hampshire or Vermont, and will secure the same by a first mortgage covering the extension aforesaid, whether in said New Hampshire or Vermont, including all interests which the lessor has acquired, or may acquire, by lease or otherwise, in and to any portion of the line aforesaid in Vermont, and will deliver said bonds to the lessee as requested by it,

to be used for the purposes aforesaid; and further, that it will on request from time to time renew the principal of any of said bonds, on such time as the lessee may desire, and renew any such renewals, or any part thereof, and so on continuously so long as this lease endures, and will secure such renewals, and each of them, in the same manner as it secures the original bonds to be issued as hereinbefore provided.

The lessee will pay at its own cost all said bonds so to be issued on the extension aforesaid, and the renewals thereof and the interest on all the same and all expenses with reference thereto; and it will hold the lessor harmless from all loss, damage or expense arising out of the same.

In the event that it shall be doubted whether the lessor can lawfully issue said bonds for the full amount of twenty-one thousand [21,000] dollars per mile of said extension, then the lessor will, in lieu of the whole or part thereof, issue its capital stock to the contractors, or other persons, as from time to time may be requested by the lessee, said stock and bonds not to exceed said rate of twenty-one thousand [21,000] dollars per mile of extension constructed, the lessee to guaranty thereon perpetual dividends at the rate of four and one-half per cent. per annum and the holders thereof to receive no other dividends, which said dividends shall be paid at the cost and expense of the lessee; and for the purpose of giving effect hereto, agreements signed by the lessee shall be indorsed on each certificate of stock to be issued as aforesaid, and on each successive certificate thereafter issued on surrender or transfer.

Provided, however, that whenever hereafter the full amount of said bonds may be lawfully issued, the lessee, and also any person holding any of said stock, shall each have the right to take up or surrender any of said stock in exchange for said bonds, par for par, with due adjustment of interest at said rate of four and one-half [4½] per cent.; and thereupon the stock taken up or surrendered shall be extinguished.

ARTICLE SIX. This lease is upon condition that, if the lessee shall fail to pay any rent for six months after the same becomes payable and payment thereof is demanded in writing, or shall fail to perform any of its agreements herein, and shall, for six months after notice or demand in writing to the contrary given by the lessor, continue such default and fail to make good all the same, with lawful interest, damages and expenses as hereinafter set out, then and in either event the lessee shall be liable to suffer the forfeiture of this lease.

And thereupon the lessor into and upon all the demised premises, or into and upon any part thereof for and in the name of the whole, shall have the right at any time thereafter to enter, and take and hold possession of the same, and use and operate the same and take the income and proceeds thereof, and the lessee, and all its servants and agents, to dispossess and remove, and may at the time of such entry, or at any time thereafter, give written notice that it holds the same for the purpose of

effecting the determination of this lease and enforcing the forfeiture thereof, for the specified breach or breaches of covenant or agreement for which such entry was made.

Any written notice or demand as aforesaid shall be sufficient, if delivered by authority of the directors of the lessor to the President or Treasurer of the lessee, or if published once a week for two weeks in some public daily journal in the city of Portland, state of Maine, or in the city of Boston, state of Massachusetts.

If the lessee, shall not, within three months after the delivery of notice or the last publication thereof as aforesaid, repair, supply and make good all the deficiency and breach of covenant or agreement for which such entry was made, with lawful interest and all damages and expenses caused thereby, all the estate, rights and interests of the lessee shall be absolutely determined and the lessor shall have and hold all the demised premises and the income thereof, as in and of its former estate and to its own use.

But if the lessee, at any time after such entry for breach of covenant and before the expiration of three months as aforesaid from the delivery or the publication of notice aforesaid, repair, supply and make good all the deficiency or breach of covenant or agreement for which such entry was made, with interest as aforesaid, and with all damages and expenses in anywise caused thereby, then the lessee shall be restored to the possession, use and enjoyment of all the demised premises as fully and amply, to all intents and purposes, as if no such deficiency or breach of covenant had occurred, and the lessor shall restore and yield possession as aforesaid, and account for and pay to the lessee all the net profits and income received by the lessor by virtue of its entry and possession aforesaid.

In case of default or omission by the lessee to comply with any of the agreements, covenants or other provisions hereof, and if said default or omission is of such character that it cannot be made specifically good, the lessee shall have the right, within the periods hereinbefore set out, to pay or perform a pecuniary consideration the equivalent thereof, or as nearly equivalent as is practicable from the nature of the case; and, in the event of any real controversy arising whether or not the pecuniary matter made or offered to be made by the lessee was such equivalent, the lessee shall be entitled to redeem from said omission or default within such period of three months after the time of the final adjudication concerning said controversy by the court having jurisdiction thereof, by then making such other pecuniary payment or performance as shall then appear to be an equivalent as aforesaid, making at the same time full compensation for consequent loss of interest, damages and expense, including counsel fees connected with or arising out of said adjudication.

Provided nevertheless, that nothing herein contained shall be construed as diminishing any right or remedy which either the lessor or lessee, or any other party in interest herein, would have at law, or in equity, to enforce the performance of any covenants or agreements herein set forth, or to recover damages resulting from any omission or default in reference to the same or either of them, or as preventing either from recovering on account thereof any balance to which it is justly entitled.

**ARTICLE SEVEN.** The lessor further covenants and agrees with the lessee that, during the continuance of this lease, it will at its own expense maintain a lawful and beneficial corporate organization, make all returns and do all other things on its part required to be done to uphold and save inviolate the demised premises, and will at its own expense elect and appoint all the officers, agents or servants required or convenient for the purposes hereof, and will invest them with such powers and duties as may be incidental thereto; that it will at the cost of the lessee make any further assurances which from time to time may be found useful to secure to the lessee all rights, powers and privileges under this lease according to its true intent; that it will, at the cost of the lessee, from time to time authorize and execute any conveyance of property which, under the terms hereof, the lessee is authorized to sell or otherwise dispose of; that it will, at the cost of the lessee, do any other act which may be necessary or convenient to enable the lessee to exercise any of the rights, powers and privileges hereby demised, or intended to be demised; and especially that it will, at the cost of the lessee, make all locations, commence and prosecute or defend all proceedings before any courts or other Judicial tribunals, or official boards, commissioners and any officials whatever, make all petitions and other applications, and answers, pleas or other defenses, commence and enter all appeals and other acts and things necessary, proper or convenient with reference to any of the same, and as incident thereto execute all appropriate bonds and other instruments; and the lessee herewith covenants and agrees with the lessor to hold the lessor harmless from all loss, damage or expense by reason of anything aforesaid to be done at the cost of the lessee.

**ARTICLE EIGHT.** The lessee may, from time to time, amend, repair, alter or replace any of the buildings, rails, equipment or other appurtenances of the railroad hereby leased, or of any extension thereof; so, however, that in all such cases, and the lessee hereby covenants that in all such cases there shall forthwith be made substitutions, additions or improvements of the like kind and for the like purposes, which shall be full equivalents in all respects.

And the lessee may, from time to time cause to be made and provided new and additional buildings, tracks, rails, equipment or other appurtenances, necessary or beneficial for the purposes of the demised property,

and also such changes of location as may be so necessary or beneficial, but not so as to divert the same substantially from the existing route, nor to impair the value of any part thereof.

The lessee may, from time to time, sell and otherwise dispose of lands, rolling stock, equipments, or other property, which are now or which may hereafter become subject to this lease and which may have become unnecessary for the purposes of the demised property, taking, however, such action as may be necessary or proper to secure the application of the proceeds thereof to its improvement.

All rolling stock and equipment substituted as herein provided shall be properly marked to identify the same; and such other acts shall be done by the lessee as may be necessary or proper to give said new rolling-stock and equipment the same status under this lease as that which it replaces.

All lands and other hereditaments which may hereafter be acquired as appurtenant to the demised property, whether in substitution or in improvements or additions, shall be so taken as to be held subject to the terms hereof; and said lessee covenants that it will, from time to time, make all such assurances of title as may be advised by counsel to be needful or proper to give full effect to this agreement.

In testimony whereof the said Upper Coos Railroad has caused these presents to be subscribed by its president and countersigned by its treasurer and its corporate seal affixed, and the said Maine Central Railroad Company has caused these presents to be subscribed by its president and countersigned by its treasurer and its corporate seal affixed, the day and year first above written.

UPPER COOS RAILROAD,

By GEORGE VAN DYKE,

Its President.

Countersigned by

JAMES P. COOK,

Its Treasurer.

{ L. S. }

MAINE CENTRAL RAILROAD COMPANY,

By ARTHUR SEWALL,

Its President.

Countersigned by

J. A. LINSKOTT,

Its Treasurer.

{ L. S. }

Signed, sealed and delivered  
in presence of

DANIEL BROOKS, } To ARTHUR SEWALL, and  
WILLIAM L. PUTNAM, } J. A. LINSKOTT.

## STATE OF NEW HAMPSHIRE.

ROCKINGHAM, ss.

JULY 16th, A. D., 1890.

Then personally appeared George Van Dyke, in his capacity of President of the Upper Coos Railroad, and acknowledged the foregoing instrument by him signed to be the free act and deed of said corporation.

Before me,

CHESTER B. JORDAN,

*Justice of the Peace  
For said County and State.*

## STATE OF MAINE.

CUMBERLAND, ss.

AUGUST 28th, A. D., 1890.

Then personally appeared Arthur Sewall, in his capacity of President of the Maine Central Railroad Company, and acknowledged the foregoing instrument by him signed to be the free act and deed of said corporation.

Before me,

DANIEL BROOKS,

*Justice of the Peace  
For said County of Cumberland.*

## EXHIBIT A.

THIS indenture made in duplicate this first day of May, eighteen hundred and ninety, by and between the Upper Coos Railroad, a corporation existing under the laws of Vermont, party of the first part, and with its successors and assigns hereinafter styled the lessor, and the Upper Coos Railroad, a corporation existing under the laws of New Hampshire, party of the second part, and with its successors and assigns hereinafter styled the lessee,

## WITNESSETH:

**ARTICLE ONE.** In consideration of the covenants herein reserved to be paid and performed by the lessee, the lessor does hereby demise and lease to the lessee all the railroad of the lessor constructed or to be constructed in Vermont.

Also all its rights, if any such it has, to connect with, lease, operate, purchase or otherwise control, or to co-operate with any other railroad or other railroad corporation.

Also the franchises and rights of the lessor to extend its railroad and to construct, operate and maintain any railroads whatsoever.

Also its rights to take tolls, its franchises, rights of way, side-tracks, branches, stations, station grounds, bridges, and all other property whatsoever in any way appurtenant to the foregoing railroad, constructed or to be constructed, and all other property, rights, exemptions and privileges whatsoever belonging to the lessor on said first day of May.

To have and to hold all the said railroad, property, franchises, rights, privileges and all other of the premises hereby demised, with all the appurtenances thereof, to the lessee during the full term of nine hundred ninety-nine (999) years, commencing on said first day of May.

ARTICLE TWO. The lessee hereby covenants and agrees with the lessor, for and during the continuance of this lease, that it will duly and seasonably pay and discharge all taxes and other burdens which may be assessed on any or all of the demised premises; that it will indemnify and save harmless the lessor from all suits, damages and costs for any act done or omitted by the lessee, or for anything arising out of the demised premises in connection with the use, possession or operation thereof; that it will duly make all returns required by law to be made by the lessee, and will furnish the lessor with all statements to enable it to make all returns required by law of the lessor; that it will maintain and operate the demised premises in furtherance of the objects contemplated by all the laws, general and special, affecting the same, and in such manner as to promote the public convenience and advantage under said laws, and will from time to time make such alterations, improvements and enlargements of said railroad and its appurtenances, as may be useful for the safe, convenient and regular transportation of passengers, freight and mails upon all and every part of the line; that it will, at the termination of this lease, surrender the demised premises, with all additions thereto and improvements thereof; and that it will pay as rent for the premises and in full therefor one dollar at the end of said term.

ARTICLE THREE. And whereas in the construction of the railroad of the lessor, or in the construction of the extensions or branches thereof, whether now authorized or hereafter authorized, or in equipping the same or any portion thereof, or in refunding the cost of the premises, or any portion thereof, or in providing for any other matter or thing for which the lessor may now lawfully issue its obligations secured by mortgage, or may hereafter be authorized so to do, the lessee may need to use such obligations.

Now, therefore, the lessor covenants and agrees with the lessee, that it will from time to time, on request of the lessee, unite with it in issuing its obligations secured by mortgage as aforesaid, for such amounts and on such terms and with such other particulars as the lessee may from time to time request.

And in consideration thereof the lessee agrees that it will pay and discharge at its own cost all said obligations so to be issued as aforesaid, and the interest thereon, and all renewals thereof with interest thereon, and all costs, charges or expenses with reference thereto; and that it will hold the lessor harmless from all loss arising out of the same.

And whereas by virtue of the caption of this lease all parts hereof in which either the word "lessor" or the word "lessee" is used, apply, not only to the lessor or lessee, but to its successors and assigns respectively, yet in order that the matter may be plainly stated, and without impairing the general rule of interpretation hereof, it is expressly agreed by and between the lessor and lessee, that all the provisions of this article with reference to the issuing of obligations and execution of mortgages to secure the same, shall operate between the successors and assigns of either the lessee or the lessor on the one side, and the lessor or lessee, or the successors of either as the case may be, on the other side; so that the successors and assigns of the lessee shall have all the benefits hereof and be entitled to demand and receive the issue of obligations and execution of mortgages as aforesaid, and the successors and assigns of the lessor shall be entitled to the benefit of the agreements herein by the lessee for payment and discharge, and of all other agreements herein for things to be done by the lessee.

ARTICLE FOUR. It is expressly agreed between the parties hereto, that no failure on the part of the lessee to perform any of the matters and things herein covenanted or agreed to be done by it, nor any other matter or thing shall cause a forfeiture of this lease, and that the only remedy hereunder, by either the lessor or lessee as against the other, shall be at law or in equity to enforce the performance of covenants and agreements herein set forth, or to recover damages resulting from some omission or default with reference thereto.

ARTICLE FIVE. The lessor further covenants and agrees with the lessee that, during the continuance of this lease, it will maintain a lawful and beneficial corporate organization, make all returns and do all other things on its part required to be done to uphold and save inviolate the demised premises; that it will elect and appoint all the officers, agents or servants required or convenient for the purposes hereof, and invest them with such powers and duties as may be incidental thereto; that it will make any further assessments which from time to time may be found useful to secure to the lessee all rights, powers and privileges under this lease according to its true intent; that it will from time to time authorize and execute any conveyance of property which, under the terms hereof, the lessee is authorized to sell or otherwise dispose of; that it will do any other act which may be necessary or convenient to enable the lessee to exercise any of the rights, powers and privileges hereby demised, or intended to be demised; and especially



that it will make all locations, commence and prosecute or defend all proceedings before any courts or other judicial tribunals, or official boards, commissioners and any officials whatever, make all petitions and other applications, and answers, pleas or other defenses, commence and enter all appeals and other acts and things necessary, proper or convenient with reference to any of the same, and as incident thereto execute all appropriate bonds and other instruments; and the lessee herewith covenants and agrees with the lessor to hold the lessor harmless from all loss, damage or expense by reason of anything in this article contained, and to pay all the cost thereof.

ARTICLE SIX. The lessee may, from time to time, amend, repair, alter or replace any of the buildings, tracks, rails, equipment or other appurtenances of the railroad leased, or of any extension thereof, and may from time to time cause to be made and provided new and additional buildings, tracks, rails, equipment or other appurtenances, necessary or beneficial for the purposes of the demised property, and also such changes of location as may be so necessary or beneficial, and may, from time to time, sell and otherwise dispose of lands, rolling-stock, equipments or other property, which are now or which may hereafter become subject to this lease.

In testimony whereof the said Upper Coos Railroad, of Vermont, has caused these presents to be subscribed by its president and countersigned by its treasurer and its corporate seal affixed, and the said Upper Coos Railroad, of New Hampshire, has caused these presents to be subscribed by its president and countersigned by its treasurer and its corporate seal affixed. the day and year first above written.

UPPER COOS RAILROAD, of Vermont,

By GEORGE VAN DYKE,

Its President.

Countersigned by

GEORGE A. PAYNE,

Its Treasurer.

{ L. S. }

UPPER COOS RAILROAD, of New Hampshire,

GEORGE VAN DYKE,

Its President.

Countersigned by

JAMES P. COOK,

Its Treasurer.

{ L. S. }

Signed, sealed and delivered

in presence of

HENRY C. IDE, }  
WILLIAM L. QUIMBY, } Witness to signatures of  
Upper Coos Railroad of Vermont.

IRVING W. DREW, }  
CHESTER B. JORDAN, } Witness to signatures of  
Upper Coos Railroad, of New Hampshire.

## STATE OF NEW HAMPSHIRE.

ROCKINGHAM, SS.

JULY 16th. A. D., 1890.

Then personally appeared George Van Dyke, in his capacity of President of the Upper Coos Railroad, of New Hampshire, and acknowledged the foregoing instrument by him signed to be the free act and deed of said corporation.

Before me,

C. B. JORDAN,

*Justice of the Peace  
Throughout said State.*

## STATE OF VERMONT.

CALEDONIA, SS.

JULY 3d, A. D. 1890.

Then personally appeared George A. Payne, in his capacity of Treasurer of the Upper Coos Railroad, of Vermont, and acknowledged the foregoing instrument by him signed to be the free act and deed of said corporation.

Before me,

WALTER P. SMITH,

*Justice of the Peace  
For said County of Caledonia.*

## EXHIBIT B.

THIS indenture made in duplicate this first day of May, eighteen hundred and ninety, by and between the Coos Valley Railroad Company, a corporation existing under the laws of Vermont, party of the first part, and with its successors and assigns hereinafter styled the lessor, and the Upper Coos Railroad, a corporation existing under the laws of New Hampshire, party of the second part, and with its successors and assigns hereinafter styled the lessee,

**WITNESSETH:**

**ARTICLE ONE.** In consideration of the covenants herein reserved to be paid and performed by the lessee, the lessor does hereby demise and lease to the lessee all the railroad of the lessor constructed or to be constructed in Vermont.

Also all its rights, if any such it has, to connect with, lease, operate, purchase or otherwise control, or to co-operate with any other railroad or other railroad corporation.

Also the franchises and rights of the lessor to extend its railroad and to construct, operate and maintain any railroads whatsoever.

Also its rights to take tolls, its franchises, rights of way, side-tracks, branches, stations, station grounds, bridges, and all other property whatsoever in any way appurtenant to the foregoing railroad, constructed or to be constructed, and all other property, rights, exemptions and privileges whatsoever belonging to the lessor on said first day of May.

To have and to hold all the said railroad, property, franchises, rights, privileges and all other of the premises hereby demised, with all the appurtenances thereof, to the lessee during the full term of nine hundred ninety-nine (999) years, commencing on said first day of May.

**ARTICLE TWO.** The lessee hereby covenants and agrees with the lessor, for and during the continuance of this lease, that it will duly and seasonably pay and discharge all taxes and other burdens which may be assessed on any of the demised premises; that it will indemnify and save harmless the lessor from all suits, damages and costs for any act done or omitted by the lessee, or for anything arising out of the demised premises in connection with the use, possession or operation thereof; that it will duly make all returns required by law to be made by the lessee, and will furnish the lessor with all statements to enable it to make all returns required by law of the lessor; that it will maintain and operate the demised premises in furtherance of the objects contemplated by all the laws, general and special, affecting the same, and in such manner as to promote the public convenience and advantage under said laws, and will from time to time make such alterations, improvements and enlargements of said railroad and its appurtenances, as may be useful for the safe, convenient and regular transportation of passengers, freight and mails upon all and every part of the line; that it will, at the termination of this lease, surrender the demised premises, with all additions thereto and improvements thereof; and that it will pay as rent for the premises and in full therefor one dollar at the end of said term.

**ARTICLE THREE.** And whereas in the construction of the railroad of the lessor, or in the construction of the extensions or branches thereof, whether now authorized or hereafter authorized, or in equipping the same or any portion thereof, or in refunding the cost of the premises, or any portion thereof, or in providing for any other matter or thing for which the lessor may now lawfully issue its obligations secured by mortgage, or may hereafter be authorized so to do, the lessee may need to use such obligations.

Now, therefore, the lessor covenants and agrees with the lessee, that it will from time to time, on request of the lessee, unite with it in issuing its obligations secured by mortgage as aforesaid, for such amounts and on such terms and with such other particulars as the lessee may from time to time request.

And in consideration thereof the lessee agrees that it will pay and discharge at its own cost all said obligations so to be issued as aforesaid, and the interest thereon, and all renewals thereof with interest thereon, and all costs, charges or expenses with reference thereto; and that it will hold the lessor harmless from all loss arising out of the same.

And whereas by virtue of the caption of this lease all parts hereof in which either the word "lessor" or the word "lessee" is used, apply, not only to the lessor or lessee, but to its successors and assigns respectively, yet in order that the matter may be plainly stated and without impairing the general rule of interpretation hereof, it is expressly agreed by and between the lessor and lessee, that all the provisions of this article with reference to the issuing of obligations and execution of mortgages to secure the same, shall operate between the successors and assigns of either the lessee or the lessor on the one side, and the lessor or lessee, or the successors of either as the case may be, on the other side; so that the successors and assigns of the lessee shall have all the benefits hereof and be entitled to demand and receive the issue of obligations and execution of mortgages as aforesaid, and the successors and assigns of the lessor shall be entitled to the benefit of the agreements herein by the lessee for payment and discharge, and of all other agreements herein for things to be done by the lessee.

**ARTICLE FOUR.** It is expressly agreed between the parties hereto, that no failure on the part of the lessee to perform any of the matters and things herein covenanted or agreed to be done by it, nor any other matter or thing shall cause a forfeiture of this lease, and that the only remedy hereunder, by either the lessor or lessee as against the other, shall be at law or in equity to enforce the performance of covenants and agreements herein set forth, or to recover damages resulting from some omission or default with reference thereto.

**ARTICLE FIVE.** The lessor further covenants and agrees with the lessee that, during the continuance of this lease, it will maintain a lawful and beneficial corporate organization, make all returns and do all other things on its part required to be done to uphold and save inviolate the demised premises; that it will elect and appoint all the officers, agents or servants required or convenient for the purposes hereof, and invest them with such powers and duties as may be incidental thereto; that it will make any further assurances which from time to time may be found useful to secure to the lessee all rights, powers and privileges under this lease according to its true intent; that it will from time to time authorize and execute any conveyance of property which, under the terms hereof, the lessee is authorized to sell or otherwise dispose of; that it will do any other act which may be necessary or convenient to enable the lessee to exercise any of the rights, powers and privileges hereby demised, or intended to be demised; and especially that it will make all locations, commence and prosecute or defend all proceedings before any courts or other judicial

tribunals, or official boards, commissioners and any officials whatever, make all petitions and other applications and answers, pleas or other defenses, commence and enter all appeals and other acts and things necessary, proper or convenient with reference to any of the same, and as incident thereto execute all appropriate bonds and other instruments; and the lessee herewith covenants and agrees with the lessor to hold the lessor harmless from all loss, damage or expense by reason of anything in this article contained, and to pay all the cost thereof.

ARTICLE SIX. The lessee may, from time to time, amend, repair, alter or replace any of the buildings, tracks, rails, equipment or other appurtenances of the railroad leased, or of any extension thereof, and may from time to time cause to be made and provided new and additional buildings, tracks, rails, equipment or other appurtenances, necessary or beneficial for the purposes of the demised property, and also such changes of location as may be so necessary or beneficial, and may, from time to time, sell and otherwise dispose of lands, rolling-stock, equipments or other property, which are now or which may hereafter become subject to this lease.

In testimony whereof the said Coos Valley Railroad Company has caused these presents to be subscribed by its president and countersigned by its treasurer and its corporate seal affixed, and the said Upper Coos Railroad, of New Hampshire, has caused these presents to be subscribed by its president and countersigned by its treasurer and its corporate seal affixed, the day and year first above written.

COOS VALLEY RAILROAD COMPANY,

By GEORGE VAN DYKE,

Its President.

Countersigned by

GEORGE A. PAYNE,

Its Treasurer.

{ L. S. }

UPPER COOS RAILROAD, of New Hampshire,

By GEORGE VAN DYKE,

Its President.

Countersigned by

JAMES P. COOK,

Its Treasurer.

{ L. S. }

Signed, sealed and delivered

in presence of

HENRY C. IDE, } Witness to signatures of  
WILLIAM L. QUIMBY, } Coos Valley Railroad Company.

IRVING W. DREW, } Witness to signatures of  
CHESTER B. JORDAN, } Upper Coos Railroad.

## STATE OF NEW HAMPSHIRE.

ROCKINGHAM, SS.

JULY 16th, A. D., 1890.

Then personally appeared George Van Dyke, in his capacity of President of the Upper Coos Railroad, of New Hampshire, and acknowledged the foregoing instrument by him signed to be the free act and deed of said corporation.

Before me,

C. B. JORDAN,

*Justice of the Peace  
Throughout said State.*

## STATE OF VERMONT.

CALEDONIA, SS.

JULY 3d, A. D., 1890.

Then personally appeared George A. Payne, in his capacity of Treasurer of the Coos Valley Railroad Company, and acknowledged the foregoing instrument by him signed to be the free act and deed of said corporation.

Before me,

WALTER P. SMITH,

*Justice of the Peace  
For said County of Caledonia.*

## EXHIBIT C.

ATTACHED TO THE LEASES OF THE UPPER COOS RAILROAD  
AND HEREFORD RAILWAY COMPANY TO THE MAINE  
CENTRAL RAILROAD COMPANY.

## INVENTORY, DESCRIPTION AND APPRISAL

OF THE ESTATE AND PROPERTY, REAL AND PERSONAL, BELONGING TO  
THE UPPER COOS RAILROAD AND HEREFORD RAILWAY COMPANY,  
COMING INTO THE POSSESSION OF THE MAINE CENTRAL  
RAILROAD COMPANY BY VIRTUE OF LEASE DATED  
MAY FIRST, A. D. 1890.

The main line of the Upper Coos Railroad, extending from North Stratford station, Coos County, New Hampshire, to the dividing line between the United States and Canada, at the northerly line of the town of Canaan, in Essex County, Vermont, a distance of twenty-two and eighty-seven hundredths [22.87] miles, and the main line of the Hereford Railway Company, extending from the aforesaid dividing line between the United States and Canada to the Lime Ridge station, so called, in the town

of Dudswell, county of Wolfe and province of Quebec, a distance of about fifty-three and fifty-hundredths [53.50] miles, together with side tracks at stations and other points amounting in the aggregate to six and twenty-one hundredths [6.21] miles, and the grounds owned and occupied for station purposes, gravel pits, etc., etc., at various points.

In general, the rails are in good condition; the ties and bridges are in fair condition; the bridge masonry is in a fair condition, and the culvert masonry is in a poor condition.

The road bed is almost entirely destitute of ditching; the track is lightly ballasted, and fences are not built along a considerable portion of the line.

### STATION BUILDINGS AND FURNITURE.

#### NORTH STRATFORD.

1 Type writer and desk, - - - -	\$ 125 00
1 Safe, large, - - - - -	215 00
1 Standing desk, - - - - -	25 00
1 Table, - - - - -	12 00
1 Roll top desk (small), - - - -	26 00
1 Stove, - - - - -	12 00
1 Clock, - - - - -	16 00
1 Copy press, - - - - -	11 00
6 Chairs, - - - - -	3 00
Ticket case in G. T. station, - -	13 00
Lamps and sundries, - - - -	10 00
Engine house, 1 stall, - - - -	200 00
Tank house, - - - - -	300 00

#### COLEBROOK.

Passenger and freight station, -	1000 00
Furniture.	
Settees and stove, - - - - -	125 00
Stove, ticket case, clock, copy press, telegraph instruments, freight scales, -	100 00

#### WEST STEWARTSTOWN.

Passenger station and baggage room, -	800 00
Furniture.	
Settees, copy press, stove, clock, ticket case, telegraph instruments, - -	100 00

#### BEECHERS FALLS, VT.

Passenger and freight station, -	700 00
Engine house, 3 stall, - - - -	1500 00
Tank house and tank, - - - -	600 00
Ice house, - - - - -	150 00
Oil house, - - - - -	50 00

Furniture.

2 desks, 2 stoves, ticket case, settees, telegraph instruments, freight scales,	100 00
Track scales, - - - - -	600 00

EAST HEREFORD.

Passenger and freight station, -	500 00
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PAQUETTEVILLE.

Passenger and freight station, -	500 00
Furniture.	
Stove, ticket case, copy press, telegraph instruments, - - - - -	50 00

MELVINA.

Passenger station and freight station,	500 00
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AUCKLAND.

Tank house, - - - - -	600 00
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ST. MALO.

Passenger station and freight house,	500 00
Furniture.	
Ticket case, clock, copy press, telegraph instruments, - - - - -	50 00

CLIFTON.

Passenger station and freight house,	500 00
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SAWYERVILLE.

Passenger station and freight house,	700 00
Furniture.	
Settees, stove, clock, ticket case, copy press, telegraph instruments, -	100 00
Tank house and tank, - - - - -	600 00

EATON.

Passenger station and freight house,	500 00
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COOKSHIRE.

Tank house and tank, - - -	600 00
Building used as station, (useless), -	
Furniture.	
Clock, ticket case, settees, copy press, telegraph instruments, - - -	100 00
Lot camp tools, desk, etc., - - -	50 00



## DUDSWELL JUNCTION.

Frame for station, signal house, -	100 00
Furniture.	
Ticket case, copy press, telegraph instruments, - - - - -	50 00

## LIME RIDGE.

Passenger station, - - - - -	800 00
Freight station, - - - - -	800 00
Engine house, 3 stall, - - - - -	1500 00
Tank house, - - - - -	600 00
Furniture.	
Ticket case, clock, settees, telegraph instruments, 2 stoves, copy press, -	100 00
	<u>          </u> \$16,593 00

## ROLLING STOCK.

## LOCOMOTIVES.

Brought forward, - - - - -	\$16,593 00
No. 1 Stratford, - - - - -	\$ 3,500 00
“ 2 Stewartstown, - - - - -	7,000 00
“ 3 Colebrook, - - - - -	7,000 00
“ 4 Cookshire, - - - - -	7,500 00
“ 5 Sawyerville, - - - - -	7,500 00
	<u>          </u> 32,500 00

## OTHER ROLLING STOCK.

Passenger Car No. 1, - - - - -	500 00
“ “ “ 2, - - - - -	500 00
Combination Car No. 3, - - - - -	400 00
“ “ “ 4, - - - - -	400 00
100 flats, 34 feet long, Nos. 1 to 100,	25,000 00
Box cars, Nos. 500 to 502, - - - - -	
504 to 529, - - - - -	
540 to 599, - - - - -	31,150 00
1 refrigerator car, No. 503, - - - - -	400 00
10 stock cars, Nos. 530 to 539, - - - - -	3,000 00
Log trucks, Nos. 1 to 26, - - - - -	5,200 00
1 derrick car, - - - - -	500 00
1 steam shovel, 1 yard, - - - - -	4,000 00
1 steam shovel, 1½ yards, - - - - -	5,000 00
	<u>          </u> 76,050 00

SECTION CARS.

13 hand cars, \$40,	-	-	-	-	520	00
2 velocipede cars, \$25,	-	-	-	-	50	00
2 push cars, \$15,	-	-	-	-	30	00
						<u>600 00</u>

WOOD IN CORDS.

		Long.	Short.
North Stratford,	-	-	-
West Stewartstown,	-	-	-
Silvers cut,	-	-	-
Clifton River Bridge,	-	-	-
Sawyer ville,	-	-	-
Cookshire,	-	-	-
Between Cookshire & Dudswell Jct.,	1200		
Lime Ridge,	-	-	-
		<u>1476</u>	<u>83</u>
1476 cords at \$1.50,	-	-	-
83 " " 2.00,	-	-	-
			<u>\$2,214 00</u>
			<u>166 00</u>
			2,380 00

SUPPLIES.

Draw bars	
Wheels	
Oil	
Waste	
Journal bearings	
Car castings	
Engine castings, etc.	
All valued at	<u>1,200 00</u>

Grand Total, - - - \$129,323 00

All the rolling stock is the property of the Upper Coos Railroad.

Dated this first day of May, eighteen hundred and ninety.

MAINE CENTRAL RAILROAD COMPANY,

By ARTHUR SEWALL,

Its President.

UPPER COOS RAILROAD,

By GEORGE VAN DYKE,

Its President.

HEREFORD RAILWAY COMPANY,

By W. B. IVES,

Its President.

## STATE OF NEW HAMPSHIRE.

SECRETARY'S OFFICE, }  
CONCORD, SEPT. 23, 1890. }

Received and recorded in Railroad Records, Vol. 4, Pages 11 to 47,  
inclusive.

C. B. RANDLETT,

*Deputy Secy. of State.*



 LEASE 

—OF THE—

## UPPER COOS RAILROAD (VERMONT)

—TO—

## Upper Coos Railroad (New Hampshire.)

At an adjourned meeting of the stockholders of the Upper Coos Railroad, held at St. Johnsbury, Vermont, on the 3d day of July, A. D., 1890, all the stockholders except Chas. A. Sinclair, Frank Stafford and W. H. Hicks being present, the following vote was passed, viz:

Resolved, that the lease in duplicate from this corporation to the Upper Coos Railroad of New Hampshire, bearing date the first day of May, 1890, duly signed by George Van Dyke, President of this corporation, and by George A. Payne, as Treasurer, is hereby accepted, ratified and approved, and the Treasurer of this corporation is authorized to deliver and exchange the same with the Upper Coos Railroad, of New Hampshire, and to cause the same to be duly recorded." Which resolution was submitted to a stock vote which being duly taken, examined and reported was found to be as follows, viz: In favor of said resolution 288 shares, being all the stock present or represented at the meeting; against said resolution none, and it was declared by the president as passed. Subsequently the meeting was adjourned to meet on the 31st day of July, 1890.

On the 31st day of July, 1890, stockholders of the corporation met, pursuant to adjournment, and the following proceedings took place, viz: The Clerk called the meeting to order and Henry C. Ide was elected President of the meeting. Upon his request the records of the meeting of July 3rd, 1890, of which this meeting was an adjournment, were read at length by the Clerk: the President then appointed a committee of one, viz: Philo B. Van Dyke, to examine and report the entire amount of stock outstanding and the amount of stock present at this meeting.

Said committee reported the entire amount of stock outstanding at 310 shares, and the amount of stock present at this meeting 310 shares, all the stock being represented, which report was accepted.

Philo B. Van Dyke submitted the following resolution, viz :

“Resolved, that all proceedings of the meeting held July 3rd, 1890, including the votes authorizing the lease dated May 1st, 1890, to the Upper Coos Railroad, of New Hampshire, are hereby ratified and approved.” Which resolution was submitted to a stock vote, which being duly taken, examined and reported was found to be as follows, viz : The favor of said resolution 310 votes, against said resolution, none: and all the stock having been found to have voted in favor of said resolution it was declared by the president as passed.

A true copy of the Records of the stockholders of the Upper Coos Railroad.

Certified by me this 21st day of August, A. D., 1890.

WILLIAM L. QUIMBY,

*Clerk of Upper Coos R. R.*

At an adjourned meeting of the stockholders of the Upper Coos Railroad, of New Hampshire, duly held at Portsmouth, on the sixteenth day of July, 1890, it appeared that all the stockholders were present: and among other things the following matters there took place and were entered of record, namely: Irving W. Drew submitted the following resolution “Resolved: This corporation hereby accepts the lease from the Coos Valley Railroad Company, and the Upper Coos Railroad of Vermont, each dated the first day of May, 1890, being the same designated exhibit “A” and exhibit “B” in the proposed lease from the corporation to the Maine Central Railroad Company, and authorizes, approves and ratifies the execution of each of the same by the President and Treasurer of the corporation.”

On motion of Irving W. Drew the above resolution was submitted to a stock vote, which being duly taken, examined and reported, was found to be as follows, namely:

All stockholders were present but under the statutes could only vote 2380 shares. In favor of said resolution 2380 shares, against said resolution none.

The votes in favor of said resolution being found to be more than two-thirds of the shares represented at this meeting, and being the entire number of shares of this corporation outstanding so far as the same can lawfully be voted under the laws of New Hampshire, said resolution was unanimously passed by all the stockholders of this corporation and was so declared by the President.

On motion of said Drew, voted that the President ask the approval of the Stockholders, *viva voce*, of each of the votes passed at this meeting, including those accepting the leases from the Upper Coos Railroad, of Vermont, and the Coos Valley Railroad Company, accepting the lease to the Maine Central Railroad Company, and authorizing mortgages of the existing line of railway of this corporation and of the proposed extension thereof, and the issue of the bonds secured by said mortgages and the discharge of the existing mortgage.

Thereupon the President called on each Stockholder by name, in succession to answer in the affirmative, in the event he approved of the foregoing votes, otherwise to answer in the negative. The following Stockholders answered in the affirmative, viz :

FRANK JONES,  
 GEORGE VAN DYKE,  
 JAMES P. COOK,  
 CHARLES HOWARD,  
 ENOCH G. SWEATT,  
 GEORGE W. ARMSTRONG,  
 IRVING W. DREW,  
 PAYSON TUCKER, (CHARLES A. SINCLAIR'S PROXY.)

being all the stockholders of the corporation.

Thereupon it was declared by the President that all of the votes passed at this meeting, as aforesaid, were approved by every stockholder of the corporation answering *viva voce*.

A true copy from the stockholder's records of the Upper Coos Railroad of New Hampshire.

Attest,

C. B. JORDAN,

*Clerk of said Corporation.*

LANCASTER, NEW HAMPSHIRE, July 31st, 1890.

THIS indenture made in duplicate this first day of May, eighteen hundred and ninety, by and between the Upper Coos Railroad, a corporation existing under the laws of Vermont, party of the first part, and with its successors and assigns hereinafter styled the lessor, and the Upper Coos Railroad, a corporation existing under the laws of New Hampshire, party of the second part, and with its successors and assigns hereinafter styled the lessee :

*WITNESSETH:*

**ARTICLE ONE.** In consideration of the covenants herein reserved to be paid and performed by the lessee, the lessor does hereby demise and lease to the lessee all the railroad of the lessor, constructed or to be constructed in Vermont.

Also all its rights, if any such it has, to connect with, lease, operate, purchase or otherwise control, or to co-operate with any other railroad or other railroad corporation.

Also the franchises and rights of the lessor to extend its railroad and to construct, operate or maintain any railroads whatsoever.

Also its rights to take tolls, its franchises, rights of way, side-tracks, branches, stations, station grounds, bridges, and all other property whatsoever in any way appurtenant to the foregoing railroad, constructed or to be constructed, and all other property, rights, exemptions and privileges whatsoever belonging to the lessor on said first day of May.

To have and to hold all the said railroad, property, franchises, rights, privileges and all other of the premises hereby demised, with all the appurtenances thereof, to the lessee during the full term of nine hundred ninety-nine (999) years, commencing on said first day of May.

**ARTICLE TWO.** The lessee hereby covenants and agrees with the lessor, for and during the continuance of this lease, that it will duly and seasonably pay and discharge all taxes and other burdens which may be assessed on any or all of the demised premises; that it will indemnify and save harmless the lessor from all suits, damages and costs for any act done or omitted by the lessee, or for anything arising out of the demised premises in connection with the use, possession or operation thereof; that it will duly make all returns required by law to be made by the lessee, and will furnish the lessor with all statements to enable it to make all returns required by law of the lessor; that it will maintain and operate the demised premises in furtherance of the objects contemplated by all the laws, general and special, affecting the same, and in such manner as to promote the public convenience and advantage under said laws, and will from time to time make such alterations, improvements and enlargements of said railroad and its appurtenances, as may be useful for the safe, convenient and regular transportation of passengers, freight and mails upon all and every part of the line; that it will, at the termination of this lease, surrender the demised premises, with all additions thereto and improvements thereof; and that it will pay as rent for the premises and in full therefor one dollar at the end of said term.

**ARTICLE THREE.** And whereas in the construction of the railroad of the lessor, or in the construction of the extensions or branches thereof, whether now authorized or hereafter authorized, or in equipping the same or any portion thereof, or in refunding the cost of the premises, or any portion thereof, or in providing for any other matter or thing for which

the lessor may now lawfully issue its obligations secured by mortgage, or may hereafter be authorized so to do, the lessee may need to use such obligations.

Now, therefore, the lessor covenants and agrees with the lessee, that it will from time to time, on request of the lessee, unite with it in issuing its obligations secured by mortgage as aforesaid, for such amounts and on such terms and with such other particulars as the lessee may from time to time request.

And in consideration thereof the lessee agrees that it will pay and discharge at its own cost all said obligations so to be issued as aforesaid, and the interest thereon, and all renewals thereof with interest thereon, and all costs, charges or expenses with reference thereto; and that it will hold the lessor harmless from all loss arising out of the same.

And whereas by virtue of the caption of this lease all parts hereof in which either the word "lessor" or the word "lessee" is used, apply, not only to the lessor or lessee, but to its successors and assigns respectively, yet in order that the matter may be plainly stated, and without impairing the general rule of interpretation hereof, it is expressly agreed by and between the lessor and lessee, that all the provisions of this article with reference to the issuing of obligations and execution of mortgages to secure the same, shall operate between the successors and assigns of either the lessee or the lessor on the one side, and the lessor or lessee, or the successors of either as the case may be, on the other side; so that the successors and assigns of the lessee shall have all the benefits hereof and be entitled to demand and receive the issue of obligations and execution of mortgages aforesaid, and the successors and assigns of the lessor shall be entitled to the benefit of the agreements herein by the lessee for payment and discharge, and of all other agreements herein for things to be done by the lessee.

**ARTICLE FOUR.** It is expressly agreed between the parties hereto, that no failure on the part of the lessee to perform any of the matters and things herein covenanted or agreed to be done by it, nor any other matter or thing shall cause a forfeiture of this lease, and that the only remedy hereunder, by either the lessor or lessee as against the other, shall be at law or in equity to enforce the performance of covenants and agreements herein set forth, or to recover damages resulting from some omission or default with reference thereto.

**ARTICLE FIVE.** The lessor further covenants and agrees with the lessee that, during the continuance of this lease, it will maintain a lawful and beneficial corporate organization, make all returns and do all other things on its part required to be done to uphold and save inviolate the demised premises; that it will elect and appoint all the officers, agents or servants required or convenient for the purposes hereof, and invest them with such powers and duties as may be incidental thereto; that it will make any further assurances which from time to time may be found useful



to secure to the lessee all rights, powers and privileges under this lease according to its true intent; that it will from time to time authorize and execute any conveyance of property which, under the terms hereof, the lessee is authorized to sell or otherwise dispose of; that it will do any other act which may be necessary or convenient to enable the lessee to exercise any of the rights, powers and privileges hereby demised, or intended to be demised; and especially that it will make all locations, commence and prosecute or defend all proceedings before any courts or other judicial tribunals, or official boards, commissioners and any officials whatever, make all petitions and other applications, and answers, pleas or other defences, commence and enter all appeals and other acts and things necessary, proper or convenient with reference to any of the same, and as incident thereto execute all appropriate bonds and other instruments; and the lessee herewith covenants and agrees with the lessor to hold the lessor harmless from all loss, damage or expense by reason of anything in this article contained, and to pay all the cost thereof.

ARTICLE SIX. The lessee may, from time to time, amend, repair, alter or replace any of the buildings, tracks, rails, equipment or other appurtenances of the railroad leased, or of any extension thereof, and may from time to time cause to be made and provided new and additional buildings, tracks, rails, equipment or other appurtenances, necessary or beneficial for the purposes of the demised property, and also such changes of location as may be so necessary or beneficial, and may, from time to time, sell and otherwise dispose of lands, rolling stock, equipment or other property, which are now or which may hereafter become subject to this lease.

In testimony whereof the said Upper Coos Railroad, of Vermont, has caused these presents to be subscribed by its President and countersigned by its Treasurer and its corporate seal affixed, and the said Upper Coos Railroad, of New Hampshire, has caused these presents to be subscribed by its President and countersigned by its Treasurer and its corporate seal affixed, the day and year first above written.

UPPER COOS RAILROAD, of Vermont,

By GEORGE VAN DYKE,

Its President.

Countersigned by

GEORGE A. PAYNE,

Its Treasurer.

L. S.

UPPER COOS RAILROAD, of New Hampshire,

By GEORGE VAN DYKE,

Its President.

Countersigned by

JAMES P. COOK,

Its Treasurer.

L. S.

Signed, sealed and delivered  
in presence of

HENRY C. IDE, } Witnesses to signatures of Upper Coos  
WILLIAM L. QUIMBY, } Railroad, of Vermont.

IRVING W. DREW, } Witnesses to signatures of Upper Coos  
CHESTER B. JORDAN, } Railroad, of New Hampshire.

STATE OF NEW HAMPSHIRE.

ROCKINGHAM, ss.

July 16th, A. D. 1890.

Then personally appeared George Van Dyke, in his capacity of President of the Upper Coos Railroad, of New Hampshire, and acknowledged the foregoing instrument by him signed to be the free act and deed of said corporation.

Before me,

C. B. JORDAN,

*Justice of the Peace throughout said State.*

STATE OF VERMONT.

CALEDONIA, ss.

July 3d, A. D. 1890.

Then personally appeared George A. Payne, in his capacity of Treasurer of the Upper Coos Railroad, of Vermont, and acknowledged the foregoing instrument by him signed to be the free act and deed of said corporation,

Before me,

WALTER P. SMITH,

*Justice of the Peace in said County of Caledonia.*

ESSEX COUNTY,

CLERK'S OFFICE, SEPTEMBER 16th, 1890.

Received for Record at 6 o'clock P. M., and recorded in Volume 15, Pages 167 to 172, inclusive of Land Records.

Attest,

CHARLES E. BENTON,

*County Clerk.*



## LEASE

—OF THE—

## COOS VALLEY RAILROAD

—TO—

## Upper Coos Railroad of New Hampshire.

At an adjourned meeting of the Stockholders of the Coos Valley Railroad Company held at St. Johnsbury, Vermont, on the 3d day of July, A. D. 1890, all the stockholders except Chas. A. Sinclair being present, the following vote was passed, viz: "Resolved, that the lease in duplicate from this corporation to the Upper Coos Railroad, of New Hampshire, bearing date the first day of May, 1890, duly signed by George Van Dyke, President of this corporation, and by George A. Payne, as Treasurer, is hereby accepted, ratified and approved, and the Treasurer of this corporation is authorized to deliver and exchange the same with the Upper Coos Railroad, of New Hampshire, and to cause the same to be duly recorded." Which resolution was submitted to a stock vote, which being duly taken, examined and reported, was found to be as follows, viz: In favor of said resolution, 500 shares; against said resolution, none, the 500 shares being all the stock present or represented at the meeting, and it was declared by the President as passed.

Subsequently the meeting was adjourned to meet on the 31st day of July, 1890.

On the 31st day of July, 1890, stockholders of the corporation met, pursuant to adjournment, and the following proceedings took place, viz: the Clerk called the meeting to order and Henry C. Ide was elected President of the meeting; and upon his request the records of the meeting of July 3d, 1890, of which this meeting was an adjournment, were read at length by the Clerk; the President then appointed a committee of one, viz: Philo B. Van Dyke, to examine and report the entire amount of stock outstanding and the amount of stock present at this meeting. Said committee

reported the entire amount of stock outstanding at 600 shares and the amount of stock present at this meeting 600 shares, all the stock being represented, which report was accepted.

Philo B. Van Dyke submitted the following resolution, viz :

“Resolved, that all proceedings of the meeting held July 3rd, 1890. including the votes authorizing the lease dated May 1st, 1890. to the Upper Coos Railroad, of New Hampshire, are hereby ratified and approved.” Which resolution was submitted to a stock vote, which being duly taken, examined and reported was found to be as follows, viz: In favor of said resolution, 600 shares; against said resolution, none; and all the stock having been found to have voted in favor of said resolution, it was declared by the president as passed.

A true copy of the Records of the stockholders of the Coos Valley Railroad Company.

Certified by me this 21st day of August, A. D., 1890.

WILLIAM L. QUIMBY,

*Clerk of Coos Valley Railroad Company.*

At an adjourned meeting of the stockholders of the Upper Coos Railroad, of New Hampshire, duly held at Portsmouth, on the sixteenth day of July, 1890, it appeared that all the stockholders were present: and among other things the following matters there took place and were entered of record, namely: Irving W. Drew submitted the following resolution, “Resolved: This corporation hereby accepts the leases from the Coos Valley Railroad Company, and the Upper Coos Railroad of Vermont, each dated the first day of May, 1890, being the same designated exhibit “A” and exhibit “B” in the proposed lease from this corporation to the Maine Central Railroad Company, and authorizes, approves and ratifies the execution of each of the same by the President and Treasurer of this corporation.”

On motion of Irving W. Drew the above resolution was submitted to a stock vote, which being duly taken, examined and reported, was found to be as follows, namely:

All stockholders were present but under the statutes could only vote 2380 shares. In favor of said resolution, 2380 shares; against said resolution, none.

The votes in favor of said resolution being found to be more than two-thirds of the shares represented at this meeting, and being the entire number of shares of this corporation outstanding so far as the same can lawfully be voted under the laws of New Hampshire, said resolution was unanimously passed by all the shareholders of this corporation and was so declared by the President.

On motion of said Drew, voted that the President ask the approval of the stockholders *viva voce* of each of the votes passed at this meeting, including those accepting the leases from the Upper Coos Railroad of Vermont, and the Coos Valley Railroad Company accepting the lease to the Maine Central Railroad Company and authorizing mortgages of the existing line of railway of this corporation and of the proposed extension thereof, and the issue of the bonds secured by said mortgages and the discharge of the existing mortgage.

Thereupon the President called on each stockholder by name in succession to answer in the affirmative in the event he approved of the foregoing votes, otherwise to answer in the negative. The following stockholders answered in the affirmative, viz :

FRANK JONES,  
 GEORGE VAN DYKE,  
 JAMES P. COOK,  
 CHARLES HOWARD,  
 ENOCH G. SWEATT,  
 GEORGE W. ARMSTRONG,  
 IRVING W. DREW,  
 PAYSON TUCKER, (CHARLES A. SINCLAIR'S PROXY.)

being all the stockholders of the corporation.

Thereupon it was declared by the President that all of the votes passed at this meeting as aforesaid were approved by every stockholder of the corporation answering *viva voce*.

A true copy from the stockholders records of the Upper Coos Railroad of New Hampshire.

Attest,

C. B. JORDAN,

*Clerk of said Corporation.*

LANCASTER, NEW HAMPSHIRE, July 31st, 1890.

THIS indenture made in duplicate this first day of May, eighteen hundred and ninety, by and between the Coos Valley Railroad Company, a corporation existing under the laws of Vermont, party of the first part, and with its successors and assigns hereinafter styled the lessor, and the Upper Coos Railroad, a corporation existing under the laws of New Hampshire, party of the second part, and with its successors and assigns hereinafter styled the lessee,

**WITNESSETH:**

ARTICLE ONE. In consideration of the covenants herein reserved to be paid and performed by the lessee, the lessor does hereby demise and lease to the lessee all the railroad of the lessor constructed or to be constructed in Vermont.

Also all its rights, if any such it has, to connect with, lease, operate, purchase or otherwise control, or to co-operate with any other railroad or other railroad corporation.

Also the franchises and rights of the lessor to extend its railroad and to construct, operate and maintain any railroads whatsoever.

Also its rights to take tolls, its franchises, rights of way, side-tracks, branches, stations, station grounds, bridges, and all other property whatsoever in any way appurtenant to the foregoing railroad, constructed or to be constructed, and all other property, rights, exemptions and privileges whatsoever belonging to the lessor on said first day of May.

To have and to hold all the said railroad, property, franchises, rights, privileges and all other of the premises hereby demised, with all the appurtenances thereof, to the lessee during the full term of nine hundred ninety-nine (999) years, commencing on said first day of May.

**ARTICLE TWO.** The lessee hereby covenants and agrees with the lessor, for and during the continuance of this lease, that it will duly and seasonably pay and discharge all taxes and other burdens which may be assessed on any of the demised premises; that it will indemnify and save harmless the lessor from all suits, damages and costs for any act done or omitted by the lessee, or for anything arising out of the demised premises in connection with the use, possession or operation thereof; that it will duly make all returns required by law to be made by the lessee, and will furnish the lessor with all statements to enable it to make all returns required by law of the lessor; that it will maintain and operate the demised premises in furtherance of the objects contemplated by all the laws, general and special, affecting the same, and in such manner as to promote the public convenience and advantage under said laws, and will from time to time make such alterations, improvements and enlargements of said railroad and its appurtenances, as may be useful for the safe, convenient and regular transportation of passengers, freight and mails upon all and every part of the line; that it will, at the termination of this lease, surrender the demised premises, with all additions thereto and improvements thereof; and that it will pay as rent for the premises and in full therefor one dollar at the end of said term.

**ARTICLE THREE.** And whereas in the construction of the railroad of the lessor, or in the construction of the extensions or branches thereof, whether now authorized or hereafter authorized, or in equipping the same or any portion thereof, or in refunding the cost of the premises, or any portion thereof, or in providing for any other matter or thing for which the lessor may now lawfully issue its obligations secured by mortgage, or may hereafter be authorized so to do, the lessee may need to use such obligations.

Now, therefore, the lessor covenants and agrees with the lessee, that it will from time to time, on request of the lessee, unite with it in issuing its obligations secured by mortgage as aforesaid, for such amounts and on such terms and with such other particulars as the lessee may from time to time request.

And in consideration thereof the lessee agrees that it will pay and discharge at its own cost all said obligations so to be issued as aforesaid, and the interest thereon, and all renewals thereof with interest thereon, and all costs, charges or expenses with reference thereto; and that it will hold the lessor harmless from all loss arising out of the same.

And whereas by virtue of the caption of this lease all parts hereof in which either the word "lessor" or the word "lessee" is used, apply, not only to the lessor or lessee, but to its successors and assigns respectively, yet in order that the matter may be plainly stated and without impairing the general rule of interpretation hereof, it is expressly agreed by and between the lessor and lessee, that all the provisions of this article with reference to the issuing of obligations and execution of mortgages to secure the same, shall operate between the successors and assigns of either the lessee or the lessor on the one side, and the lessor or lessee, or the successors and assigns of the lessee shall have all the benefits hereof and be entitled to demand and receive the issue of obligations and execution of mortgages as aforesaid, and the successors and assigns of the lessor shall be entitled to the benefit of the agreements herein by the lessee for payment and discharge, and of all other agreements herein for things to be done by the lessee.

**ARTICLE FOUR.** It is expressly agreed between the parties hereto, that no failure on the part of the lessee to perform any of the matters and things herein covenanted or agreed to be done by it, nor any other matter or thing shall cause a forfeiture of this lease, and that the only remedy hereunder, by either the lessor or lessee as against the other, shall be at law or in equity to enforce the performance of covenants and agreements herein set forth, or to recover damages resulting from some omission or default with reference thereto.

**ARTICLE FIVE.** The lessor further covenants and agrees with the lessee that, during the continuance of this lease, it will maintain a lawful and beneficial corporate organization, make all returns and do all other things on its part required to be done to uphold and save inviolate the demised premises; that it will elect and appoint all the officers, agents or servants required or convenient for the purposes hereof, and invest them with such powers and duties as may be incidental thereto; that it will make any further assurances which from time to time may be found useful to secure to the lessee all rights, powers and privileges under this lease according to



its true intent; that it will from time to time authorize and execute any conveyance of property which, under the terms hereof, the lessee is authorized to sell or otherwise dispose of; that it will do any other act which may be necessary or convenient to enable the lessee to exercise any of the rights, powers and privileges hereby demised, or intended to be demised; and especially that it will make all locations, commence and prosecute or defend all proceedings before any courts or other judicial tribunals, or official boards, commissioners and any officials whatever, make all petitions and other applications and answers, pleas or other defenses, commence and enter all appeals and other acts and things necessary, proper or convenient with reference to any of the same, and as incident thereto execute all appropriate bonds and other instruments; and the lessee herewith covenants and agrees with the lessor to hold the lessor harmless from all loss, damage or expense by reason of anything in this article contained, and to pay all the cost thereof.

ARTICLE SIX. The lessee may, from time to time, amend, repair, alter or replace any of the buildings, tracks, rails, equipment or other appurtenances of the railroad leased, or of any extension thereof, and may from time to time cause to be made and provided new and additional buildings, tracks, rails, equipment or other appurtenances, necessary or beneficial for the purposes of the demised property, and also such changes of location as may be so necessary or beneficial, and may, from time to time, sell and otherwise dispose of lands, rolling-stock, equipments or other property, which are now or which may hereafter become subject to this lease.

In testimony whereof the said Coos Valley Railroad Company has caused these presents to be subscribed by its president and countersigned by its treasurer and its corporate seal affixed, and the said Upper Coos Railroad, of New Hampshire, has caused these presents to be subscribed by its president and countersigned by its treasurer and its corporate seal affixed, the day and year first above written.

COOS VALLEY RAILROAD COMPANY,

By GEORGE VAN DYKE,

Its President.

Countersigned by

GEORGE A. PAYNE,

Its Treasurer.

{ L. S. }

UPPER COOS RAILROAD, of New Hampshire,

By GEORGE VAN DYKE,

Its President.

Countersigned by

JAMES P. COOK,

Its Treasurer.

{ L. S. }

Signed, sealed and delivered  
in presence of

HENRY C. IDE, }  
WILLIAM L. QUIMBY, } Witness to signatures of  
Coos Valley Railroad Company.

IRVING W. DREW, }  
CHESTER B. JORDAN, } Witness to signatures of  
Upper Coos Railroad.

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STATE OF NEW HAMPSHIRE.

ROCKINGHAM, SS.

JULY 16th, A. D., 1890.

Then personally appeared George Van Dyke, in his capacity of President of the Upper Coos Railroad, of New Hampshire, and acknowledged the foregoing instrument by him signed to be the free act and deed of said corporation.

Before me,

C. B. JORDAN,

*Justice of the Peace  
Throughout said State.*

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STATE OF VERMONT.

CALEDONIA, SS.

JULY 3d, A. D., 1890.

Then personally appeared George A. Payne, in his capacity of Treasurer of the Coos Valley Railroad Company, and acknowledged the foregoing instrument by him signed to be the free act and deed of said corporation.

Before me,

WALTER P. SMITH,

*Justice of the Peace  
For said County of Caledonia.*

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ESSEX COUNTY,

CLERK'S OFFICE, SEPTEMBER 16th, 1890.

Received for Record at 6 o'clock P. M., and recorded in Volume 15, Pages 172 to 178 of Land Records.

Attest,

CHARLES E. BENTON,

*County Clerk.*



## Mortgage of Upper Coos Railroad.



KNOW ALL MEN BY THESE PRESENTS, That whereas the Upper Coos Railroad, a corporation duly established in the State of New Hampshire, at a special meeting of said corporation, duly notified and holden for that and other purposes, on the 16th day of July, A. D., 1890, did among other things, duly adopt the following vote :

*Voted:* That the Directors be authorized to issue bonds secured by mortgage of the road, and the franchises, or a part thereof, to an amount not exceeding three hundred and fifty thousand (\$350,000) dollars.

And whereas the directors of said corporation, in pursuance of said vote, and of the authority thereby given to them, have determined and directed that the bonds of said corporation, to the aggregate amount of three hundred and fifty thousand (\$350,000) dollars, in sums of five hundred (\$500) dollars and one thousand (1000) dollars each, and coupons for the semi-annual interest thereon at the rate of four per cent. per annum, attached, be made ready for issue as said directors may order, all said bonds to bear the date of the first day of May, 1890, and be made payable in forty years from that date, with semi-annual interest thereon, as indicated by the coupons attached to said bonds,

And whereas said directors have also determined and directed that the payment of said bonds as aforesaid be secured by this mortgage deed, as mentioned in the vote aforesaid, the form of this deed having been adopted by said directors, and the execution thereof in the name and behalf of said corporation, authorized and directed by them.

Now, therefore, the said Upper Coos Railroad, in consideration of the premises and of the sum of one dollar to it paid by George W. Armstrong of Brookline, Massachusetts, Enoch G. Sweatt of Woonsocket, Rhode Island, and Irving W. Drew of Lancaster, New Hampshire, as trustees, does hereby give, grant, sell and convey to said Armstrong, Sweatt and Drew, and to their successors, when appointed as hereinafter provided, forever in trust to take and hold for the benefit and security of whoever may become the lawful holder of any of the bonds above mentioned, according to the conditions hereinafter provided, all the road of said corporation, from its commencement in Stratford, at its junction

with the Grand Trunk Railway, to the westerly line of the town of Stewartstown, all in the State of New Hampshire, as said road is now constructed and improved, and no more: and all the railroad furniture and equipment of every kind, belonging to or hereafter acquired by said corporation; and also the franchise of operating and taking tolls on the portion aforesaid, that is, from the junction of the Grand Trunk Railway to the westerly line of Stewartstown, but excluding all franchises appertaining to any extension of any part of the Company's line southerly of said junction. Also, all its leasehold interests under and by virtue of the lease from the Upper Coos Railroad, a corporation existing under the laws of the State of Vermont, dated the first day of May, eighteen hundred and ninety.

To have and to hold the same, with all the rights, privileges, and appurtenances thereto belonging to them, the said Armstrong, Sweatt, and Drew, and their successors as aforesaid, forever in trust as aforesaid.

Provided, however, and this conveyance is made on the following conditions, to wit:

1st. Said corporation shall not issue, or have secured under this mortgage deed, a greater sum in bonds, as aforesaid than three hundred and fifty thousand (\$350,000) dollars.

Said bonds shall be signed by the President and Treasurer of said corporation, and bear certificates signed by a majority of said Trustees that the same are secured by this mortgage deed.

2d. Said corporation shall pay the interest and principal of said bonds as the same respectively shall become due and payable. And so long as said corporation shall not be in any default in such payments, it may retain the possession of said road and property for use in the proper business and operation of said road. And the Directors of said corporation shall have the right from time to time, to change or renew any personal property, hereby mortgaged, as they may deem necessary; and the property received in exchange or renewal shall be held by said Trustees under this mortgage the same as if it were originally and specifically included therein.

Said Upper Coos Railroad, its lessees, or assigns, may, from time to time amend, repair, alter or replace any of the buildings, rails, equipment or other appurtenances of the railroad hereby mortgaged, or of any extension thereof; so, however, that in all such cases, and the Upper Coos Railroad hereby covenants that in all such cases there shall forthwith be made substitutions, additions or improvements of the like kind and for the like purposes, which shall be full equivalents in all respects.

And said Upper Coos Railroad, its lessees or assigns, may, from time to time cause to be made and provided new and additional buildings, tracks, rails, equipment or other appurtenances necessary or beneficial for

the purposes of the mortgaged premises, and also such changes of location as may be so necessary or beneficial, but not so as to divert the same substantially from the existing route, nor to impair the value of any part thereof.

The Trustees are authorized, in their discretion, and from time to time at the written request of said Upper Coos Railroad, its lessees or assigns, to consent to the sale or other disposal of any lands, rolling stock, equipments or other property which is now, or which may hereafter become subject to this mortgage and which said Trustees are of the opinion have become unnecessary for the purposes of the mortgaged property, taking, however, such action as may be necessary or proper to secure the application of the proceeds thereof to its improvement.

All rolling stock and equipment substituted as herein provided, shall be properly marked to identify the same; and such other acts shall be done by said Upper Coos Railroad, its successors and assigns, and by the Trustees, as may be necessary or proper to give said new rolling stock and equipment the same status under the terms of this mortgage as that which it replaces.

And it is further agreed that all lands and other hereditaments which may hereafter be acquired as appurtenant to the mortgaged property, whether in substitution, or in improvement or addition, while this mortgage remains in force, shall be so taken as to be held subject to the terms hereof; and said Upper Coos Railroad covenants that it, its successors and assigns, shall, from time to time, make all such assurances of title as may be advised by counsel needful or proper to give full effect to this agreement.

3d. In case said corporation shall fail to fulfil all or any of the obligations in said bonds, the Trustees aforesaid, or their successors, may take possession of all the property aforesaid, and manage the same at their discretion for the purposes of said road, and apply the net avails thereof to the payment of such of said bonds as may be outstanding against said corporation, or the interest thereon, in full or in such proportion to all as said avails may enable them to do.

4th. And in case said corporation shall fail for six months to pay the interest or principal of said bonds as the same shall become due, it shall be the duty of said Trustees and their successors, on the written application of the lawful holders of fifty thousand (\$50,000) dollars in amount of said bonds then outstanding, to commence proceedings in the Supreme Court of New Hampshire for the purpose of foreclosing said mortgage and of selling said property and franchise, and after paying the expenses of said sale and trust, for authority to pay the proceeds to the holders of said bonds *pro rata*, and the balance, if any, to the corporation,

5th. In case any vacancies shall happen in the Board of Trustees from any cause, the Directors are authorized to fill the same by an appointment in writing, to be recorded in the registry of deeds, where this mortgage is recorded, and the person so appointed and accepting shall have all the powers and be subject to all the duties of the original Trustees.

6th. Said Trustees, respectively, are not to be holden for the acts and defaults of each other, but each only for his own.

7th. And on the full performance of all the obligations, conditions, and stipulations in this deed, and in the bonds referred to in the same, by said corporation to be done and performed, this deed is to become void, and otherwise to remain in full force.

IN WITNESS WHEREOF, The said Upper Coos Railroad has caused its corporate name and seal to be hereto affixed by James P. Cook, its Treasurer, this first day of May, A. D. eighteen hundred and ninety.

UPPER COOS RAILROAD,

By its Treasurer,

JAMES P. COOK.

Signed, sealed and delivered in presence of us :

IRVING W. DREW,  
CHESTER B. JORDAN,  
WILLIAM L. PUTNAM.

STATE OF NEW HAMPSHIRE.

ROCKINGHAM, ss.

July 16th, 1890.

Then personally appeared the within named James P. Cook, Treasurer, acknowledged the foregoing instrument to be the voluntary act and deed of said Upper Coos Railroad.

Before me,

{ L. S. }

CHESTER B. JORDAN,

*Justice of the Peace for said State of New Hampshire.*

STATE OF NEW HAMPSHIRE.

SECRETARY'S OFFICE,

CONCORD, July 22d, 1890.

A true record.

Attest :

A. B. THOMPSON,

*Secretary of State.*

STATE OF NEW HAMPSHIRE.

SECRETARY'S OFFICE,

CONCORD, October 14th, 1890.

I hereby certify that the foregoing is a true copy of the "Mortgage of Upper Coos Railroad" as recorded in this office.

In testimony whereof, I hereunto subscribe my official signature and affix the Seal of the State.

{ L. S. }

C. B. RANDLETT,

*Deputy Secretary of State.*

## Mortgage of Upper Coos Railroad.



At an adjourned meeting of the Stockholders of the Upper Coos Railroad, of New Hampshire, duly held at Portsmouth, on the 16<sup>th</sup> day of July, 1890, it appeared that all the Stockholders were present, and among other things, the following matters there took place and were entered of record, namely :

Irving W. Drew submitted the following resolution :

*Resolved* : That the mortgage of the extension of this railroad from its present terminus, at North Stratford, to a connection with the Portland & Ogdensburg Railway, including the leasehold interests, under the lease from the Coos Valley Railroad Company, which mortgage is dated the first day of July, 1890, and signed by the Treasurer of this corporation, and duly sealed, is hereby ratified as the act of this corporation. And the Directors are authorized to deliver the same, and from time to time to issue bonds secured thereby, in accordance with the terms of the lease from this corporation to the Maine Central Railroad Company, bearing date May 1st, 1890. Provided, nevertheless, the Directors shall not issue any of such bonds, until and so far as they can legally issue the same; also the Directors are authorized to issue the stock of this corporation in lieu of any portions of said bonds, for the purposes of construction and equipment as provided in said lease, the Maine Central Railroad Company simultaneously endorsing on the certificates thereof a guaranty of dividends as further provided in said lease.

Provided, nevertheless, that the entire amount of bonds and stock to be issued, as herein authorized, shall at no time exceed the maximum of twenty-one thousand (\$21,000) dollars per mile, as also provided in said lease. On motion of said Drew, the above resolution submitted to a stock vote, which, being duly taken, examined and reported, was found to be as follows, namely :

All Stockholders were present, but under the statute, could only vote 2,380 shares. In favor of said resolution, 2,380 shares; against resolution, none. The votes in favor of said resolution being found to be more than two-thirds of the shares represented at this meeting, and being the entire number of shares of this corporation outstanding, so far as the same can lawfully be voted on under the laws of New Hampshire, said resolution was unanimously passed by all the shareholders of this corporation and was so declared by the President.



On motion of said Drew, voted that the President ask the approval of the Stockholders, *Viva Voce*, of each of the votes passed at this meeting, including those accepting the lease from the Upper Coos Railroad of Vermont and the Coos Valley Railroad Company accepting the lease to the Maine Central Railroad Company and authorizing mortgages of the existing line of railway of this corporation, and of the proposed extension thereof and the issue of the bonds secured by said mortgages and the discharge of the existing mortgages. Thereupon, the President called on each Stockholder by name in succession, to answer in the affirmative, in the event he approved of the foregoing votes, otherwise, to answer in the negative. The following Stockholders answered in the affirmative, viz: Frank Jones, George Van Dyke, James P. Cook, Charles Howard, Enoch G. Sweatt, George W. Armstrong, Irving W. Drew, Payson Tucker, (Charles A. Sinclair's proxy), being all the Stockholders of the corporation. Thereupon, it was declared by the President, that all of the votes passed at this meeting, as aforesaid, were approved by every Stockholder of the corporation answering *Viva Voce*.

A true copy from the Stockholders' Records of the Upper Coos Railroad of New Hampshire.

Attest,

C. B. JORDAN,

*Clerk of said Corporation.*

LANCASTER, New Hampshire, July 31st, 1890.

KNOW ALL MEN BY THESE PRESENTS:

The Upper Coos Railroad, a corporation duly established in the State of New Hampshire, for and in consideration of the matters hereinafter set out, and further for and in consideration of the matters set out in the lease from said corporation to the Maine Central Railroad Company, dated the first day of May, eighteen hundred ninety.

Does hereby give, grant, bargain, sell and convey to George W. Armstrong, of Boston, State of Massachusetts, Irving W. Drew, of Lancaster, State of New Hampshire, and Enoch G. Sweatt, of Woonsocket, State of Rhode Island, and to their successors when appointed, as hereinafter provided, forever:

In trust to take and hold for the benefit and security of whomsoever may become the lawful holder of any of the bonds or coupons hereinafter mentioned, according to the conditions hereinafter provided.

All the franchises and rights of said Upper Coos Railroad to extend its railroad southerly from its present southern terminus in Stratford, in New Hampshire, at its junction with the Grand Trunk Railway, to a connection with the line of the Portland and Ogdensburg Railway in the towns of Carroll, Whitefield or Dalton, being thirty-three (33) miles or

thereabouts and the railroad now being constructed within the limits aforesaid, whether said railroad or said rights and franchises to construct such railroads are within the States of New Hampshire or Vermont, and whether by lease or otherwise and to maintain and operate said extension.

Also its franchises and rights to construct any other extensions and to maintain and operate the same.

Also its rights to take tolls, its other franchises, rights of way, side tracks, branches, stations, station grounds, bridges, and all exemptions and privileges appurtenant to the foregoing extensions, or any of them.

Also all its leasehold interests under and by virtue of, the lease from the Coos Valley Railroad Company, a corporation existing under the laws of Vermont, bearing date said first day of May.

To have and to hold the same, with all the rights, privileges and appurtenances thereto belonging to them, the said Armstrong, Drew and Sweatt and their successors as aforesaid, forever. In trust as aforesaid.

Provided, however, that this conveyance is made on the following conditions, to wit:

1st. Whereas, said corporation proposes to issue its bonds bearing date said first day of May, payable in forty (40) years from their date, with interest at the rate of four and one-half (4 1/2) per cent. per annum, payable in accordance with coupons to be attached, on the first day of May and the first day of November in each year, which bonds shall not exceed in all, at the rate of twenty-one thousand (\$21,000) dollars for each mile of said extension constructed, or hereafter constructed, from said present terminus in said Stratford to said connection with said line of the said Portland & Ogdensburg Railway; but every mile between said terminus which may be constructed in Vermont, upon the franchises of the Coos Valley Railroad Company, or of any other railroad corporation admitted in lieu of said Coos Valley Railroad Company, by agreement between said Upper Coos Railroad and the Maine Central Railroad Company, or the successors or assigns of either, shall be estimated as part of the mileage aforesaid, so that bonds not exceeding said twenty-one thousand (\$21,000) dollars per mile may be issued for each mile thereof.

Provided further, said bonds shall be signed by the President and Treasurer of said Upper Coos Railroad and shall bear certificates signed by a majority of said Trustees, that the same are secured by this mortgage.

2d. Said corporation shall pay the interest and principal of said bonds as the same respectively shall become due and payable, and so long as said corporation shall not be in any default in such payments, it may retain possession of said road and property for use in the proper business and operations of said road.

The Directors of said corporation shall have the right, from time to time, to change or renew any personal property hereby mortgaged, as they may deem necessary; and the property received in exchange or renewal shall be held by said Trustees under this mortgage the same as if it were originally and specifically included therein.

Said Upper Coos Railroad, its lessees or assigns may, from time to time, amend, repair, alter or replace any of the buildings, rails, equipment or other appurtenances of the extensions hereby mortgaged; so, however, that in all such cases, and the Upper Coos Railroad hereby covenants that in all such cases, there shall forthwith be made substitutions, additions or improvements of the like kind and for the like purposes, which shall be full equivalent in all respects.

And said Upper Coos Railroad, its lessees or assigns, may from time to time, cause to be made and provided, new and additional buildings, tracks, rails, equipment or other appurtenances necessary or beneficial for the purposes of the mortgaged premises, and also such changes of location, as may be so necessary or beneficial, but not so as to divert the same substantially from the existing route nor to impair the value of any part thereof.

The Trustees are authorized in their discretion, and from time to time, at the written request of said Upper Coos Railroad, its lessees or assigns, to consent to the sale or other disposal of any lands, rolling stock, equipment or other property which is now or which may hereafter become subject to this mortgage and which said trustees are of the opinion have become unnecessary for the purposes of the mortgaged property, taking, however, such action as may be necessary or proper to secure the application of the proceeds thereof to its improvement.

All rolling stock and equipment substituted as herein provided, shall be properly marked to identify the same, and such other acts shall be done by said Upper Coos Railroad, its successors and assigns and by the trustees, as may be necessary or proper to give said new rolling stock and equipment the same status under the terms of this mortgage as that which it replaces.

And it is further agreed that all lands and other hereditament which may hereafter be required as appurtenant to the mortgaged property, whether in substitution, or in improvement or addition while this mortgage remains in force, shall be so taken as to be held subject to the terms hereof; and said Upper Coos Railroad covenants that it, its successors and assigns, shall from time to time make all such assurances of title as may be advised by counsel needful or proper to give full effect to this agreement.

3d. In case said corporation shall fail to fulfil all or any of the obligations in said Bonds, the trustees aforesaid, or their successors, may take possession of all the property aforesaid and manage the same at their

discretion for the purposes of said road, and apply the net avails thereof to the payment of such of said Bonds as may be outstanding against said corporation, or the interest thereon, in full or in such proportion to all, as said avails may enable them to do.

4th. And in case said corporation shall fail for six months, to pay the interest or principal of said Bonds as the same shall become due, it shall be the duty of said trustees and their successors on the written application of the lawful holders of fifty thousand (\$50,000) dollars, in amount of said Bonds, then outstanding, to commence proceedings in the Supreme Court of New Hampshire for the purpose of foreclosing said mortgage, and of selling said property and franchise, and after paying the expenses of said sale and trust, for authority to pay the proceeds to the holders of said Bonds and unpaid interest pro rata, and the balance if any to the corporation.

5th. In case any vacancies shall happen in the board of trustees from any cause, the directors are authorized to fill the same by an appointment in writing to be recorded, where this mortgage is recorded, and the person so appointed and accepting shall have all the powers and be subject to all the duties of the original trustees.

6th. Said Trustees respectively are not to be holden for the acts and defaults of each other, but only for his own.

7th. And on the full performance of all the obligations, conditions and stipulations of this Deed, and of the Bonds referred to in the same, by said corporation to be done and performed, this Deed is to become void and otherwise to remain in full force.

In witness whereof the said Upper Coos Railroad has caused its corporate name and seal to be hereto affixed by James P. Cook, its Treasurer, this first day of July, A. D. eighteen hundred and ninety.

Signed, sealed and delivered in presence of

WILLIAM L. PUTNAM,  
CHESTER B. JORDAN.

UPPER COOS RAILROAD,

By its Treasurer,

JAMES P. COOK.

{ L. S. }

STATE OF NEW HAMPSHIRE.

COUNTY OF ROCKINGHAM, ss.

July 16th, A. D. 1890.

Then and there personally appeared James P. Cook, Treasurer, and acknowledged the foregoing instrument to be the voluntary act and deed of the Upper Coos Railroad.

Before me,

CHESTER B. JORDAN,

*Justice of the Peace for said County and State.*

## STATE OF NEW HAMPSHIRE.

SECRETARY'S OFFICE,

Concord, September 16th, 1890.

A true record.

Attest,

C. B. RANDLETT,

*Deputy Secretary of State.*

## STATE OF NEW HAMPSHIRE.

SECRETARY'S OFFICE.

Concord, October 14th, 1890.

I hereby certify that the foregoing is a true copy of the "mortgage of Upper Coos Railroad" as recorded in this office.

In testimony whereof I hereunto subscribe my official signature, and affix the Seal of the State.

L. S.

C. B. RANDLETT,

*Deputy Secretary of State.*

LEASE

—FROM—

THE HEREFORD RAILWAY COMPANY

—TO THE—

MAINE CENTRAL RAILROAD COMPANY.

At a meeting of the Board of the Directors of the Maine Central Railroad Company, duly called and held at the principal office of said Company, in Portland, in the State of Maine, on the twenty-eighth day of August, eighteen hundred and ninety, there were present the President and Messrs. Davis, Hyde, Jose, Lord, Paul, Ricker and Tucker, being a quorum of said Board of Directors, and the following vote was passed: Voted, the Board of Directors of the Maine Central Railroad Company hereby consents and agrees to the terms, conditions and restrictions of the Lease of the railroad of The Hereford Railway Company, and its franchises and property, to the Maine Central Railroad Company, made and signed on behalf of The Hereford Railway Company, by W. B. Ives, its President, and C. A. Bailey, its Secretary, at the Township of Eaton, in the Province of Quebec, on the twenty-second day of July, eighteen hundred and ninety, and the Board of Directors of the Maine Central Railroad Company hereby approves of, ratifies and confirms the said lease, and the signing and sealing thereof by Arthur Sewall, its President, and J. A. Linscott, its Treasurer, in duplicate, on behalf of the Maine Central Railroad Company; and said Board of Directors authorizes and directs the said President to deliver the same to The Hereford Railway Company. Provided, however, the said lease shall not be binding upon the Maine Central Railroad Company unless and until the said lease shall receive the approval of the Governor in Council, in accordance with the provisions of the Act, Chapter seventy-three (73) of the Statutes, passed by the Parliament of the Dominion in the fifty-third (53) year of the Reign of Her Majesty, Queen Victoria.

Attest,

JOSIAH H. DRUMMOND,

*Clerk of the Maine Central Railroad Company.*

I, Josiah H. Drummond, Clerk of the Maine Central Railroad Company and *ex-officio* Clerk of the Board of Directors of the Maine Central Railroad Company, hereby certify the foregoing copy of a vote to be a true extract from the records of said Board of Directors of the proceedings of the meeting of said Board, duly called and held as stated in the foregoing, and that a lawful quorum of said Board was present and assented to the foregoing vote.

Dated at Portland, in the State of Maine, this twenty-eighth day of August, in the year eighteen hundred and ninety.

JOSIAH H. DRUMMOND,

*Clerk of the Maine Central Railroad Company.*

At an adjourned meeting of the shareholders of The Hereford Railway Company, held at its head office in the Township of Eaton, in the Province of Quebec, on the twenty-second day of July, eighteen hundred and ninety, the following, among other things, appears of record to have been done, namely: "Moved by Frank Jones, seconded by James P. Cook, that Irving W. Drew, George Van Dyke and C. A. Bailey, the Secretary, be and are hereby appointed a committee forthwith to examine the stockbook of the Company, the transfers of shares of the said stock made since the issue of said stock and to report to this meeting the total number of shares of the said Company now outstanding and by whom held at this date. Carried. The President informed the meeting that the Directors of the Maine Central Railroad Company and of the Hereford Railway Company, have negotiated an agreement of lease which it is proposed should be entered into between the two Companies. The terms, conditions and restrictions of this agreement are set forth in the draft of the same. The lease as drafted was then read to the meeting. The Committee appointed by the foregoing resolution presented their report as follows:

TO THE SHAREHOLDERS OF THE HEREFORD RAILWAY COMPANY :

*Gentlemen:*—Your Committee appointed at your Special Meeting, held at Cookshire, in the Township of Eaton, this Twenty-second day of July, 1890, to examine the stockbook of the said Company, the several transfers of shares of the capital stock of said Company, made since the issue of said stock, and the book of said Company in which the said several transfers have been entered, beg to report that after having made the examination required by the terms of their appointment, they find that the total amount of the authorized capital of said Company, to wit: Eight hundred thousand dollars (\$800,000) have been subscribed for, and issued in eight thousand shares of one hundred dollars each, and that the said eight thousand shares are at this day owned and held by the following named persons

in the respective proportions set opposite their several names, to wit: William B. Ives, 5,442 shares, George Van Dyke, 357, R. H. Pope, 187, Albert Haseltine, 10, J. P. Cook, 357, Hon. F. Jones, 357, C. A. Sinclair, 357, G. W. Armstrong, 357, J. W. Drew, 123, E. G. Sweatt, 236, W. B. Ives and G. H. Van Dyke, 197, W. H. Learned, 20; total 8,000 shares. The whole respectfully submitted. Cookshire, July 22d, 1890. Signed, Irving W. Drew, George Van Dyke, C. A. Bailey, Secretary. Moved by C. A. Sinclair, seconded by George W. Armstrong, that the report of the Committee as now presented, be received and adopted and be filed with the records of the Secretary. Carried. Moved by E. G. Sweatt, seconded by C. A. Sinclair, that the lease in duplicate from The Hereford Railway Company to the Maine Central Railroad Company, signed this day on behalf of The Hereford Railway Company by William B. Ives, as President, and Cyrus A. Bailey, its Secretary, and to be signed on behalf of the Maine Central Railroad Company, by its President and its Treasurer, is hereby sanctioned, ratified, approved and accepted, and the Secretary of this Corporation is authorized to affix the seal of this Corporation thereto to secure therefor the sanction of the Governor General in Council, as provided by law, and after the same shall have been sanctioned, to deliver the same to the Maine Central Railroad Company in exchange for the duplicate thereof, executed by the latter Corporation. The foregoing resolution having been offered as above stated, was submitted to a stock vote at this meeting, which, being duly taken, examined and returned, was found to be as follows: In favor of said resolution, 8,000 shares, against said resolution, none, and the votes in favor of said resolution being found to be more than two-thirds of the shares represented at this meeting, to wit: being the entire number of shares of this Corporation outstanding, said resolution was unanimously passed by all the shareholders of this Corporation.

Certified to be a true extract from the minutes of said meeting.

Cookshire, July 22d 1890.

C. A. BAILEY,

*Secretary.*

At a meeting of the Directors of the Hereford Railway Company held at its head office, in the Township of Eaton, in the Province of Quebec, on the twenty-second day of July, eighteen hundred and ninety, at which all the Directors were present, the following, among other things appears of Record to have been done, namely: on motion of Director Sinclair, seconded by Director Van Dyke, it was unanimously resolved, that the lease to the Maine Central Railroad Company as executed and approved by the shareholders, be submitted for the approval and sanction of the Governor in Council, as required by the Act fifty-three, Victoria, chapter seventy-three, and in accordance with a notice to that end already given by the Secretary of the Company.

Certified to be a true extract from the minutes of said meeting.

Cookshire, July 22d, 1890.

C. A. BAILEY,

*Secretary.*



THIS indenture made in duplicate by and between The Hereford Railway Company, a corporation existing under the laws of Canada, party of the first part, and with its successors and assigns hereinafter styled the lessor, and the Maine Central Railroad Company, a corporation existing under the laws of Maine, party of the second part, and with its successors and assigns hereinafter styled the lessee,

*WITNESSETH:*

ARTICLE ONE. In consideration of the rent and covenants herein reserved to be paid and performed by the lessee, said The Hereford Railway Company does hereby demise and lease to said Maine Central Railroad Company, all the railroad of the lessor located and constructed, commencing at or near the boundary line between Vermont and Canada, and running northerly to Lime Ridge in the township of Dudswell.

Also all its rights, if any such it has, to connect with, lease, operate, purchase or otherwise control, or to co-operate with any other railroad or other railroad corporation.

Also the franchises and rights of the lessor to extend its railroad and to construct, operate and maintain any railroads whatsoever.

Also all the rights and franchises which the lessor has by virtue of any act relating to the Dominion Lime Company, or by virtue of any conveyance from said Dominion Lime Company, or otherwise, to extend a railway to the Quebec branch of the Grand Trunk Railway, and also all other property, rights, franchises and privileges which it received by deed from said Dominion Lime Company dated November nine, eighteen hundred and eighty-nine; but it is expressly understood that the lessor does not agree or warrant that it has any right of extension to said Quebec branch as aforesaid.

Also its rights to take tolls, its franchises, rights of way, side-tracks, branches, stations, station grounds, bridges rolling stock, equipment, tools, machinery, materials, supplies, and all other property whatsoever in any way appurtenant to the foregoing railroad, constructed or to be constructed, and all other property, rights, exceptions and privileges whatsoever belonging to the lessor on the first day of May hereinafter named, except monies at that time on hand or due it, and except Dominion or Provincial subsidies.

A schedule of all said rolling stock and equipment, and of the general condition of the leased property, signed by the respective officers of the parties hereto, is attached marked "Exhibit C."

To have and to hold all the said railroad, property, franchises, rights, privileges and all other of the premises hereby demised, with all the appurtenances thereof, to the lessee during the full term of nine hundred ninety-nine [999] years, commencing on the first day of May, eighteen hundred ninety.

**ARTICLE TWO.** The lessor hereby covenants and agrees with the lessee that it, the lessor, has a good, lawful and unincumbered title to the premises, except as herein otherwise set out, and that, subject to the conditions, reservations and provisions herein set out, the lessee shall, during all the term aforesaid, peaceably and quietly have, hold, use, occupy and enjoy all and singular the same without any molestation from or by the lessor, and without any lawful molestation from or by any other person or persons whatsoever.

And the lessor further covenants and agrees with the lessee, that it has acquired a lawful right of way for the portion of its railroad already constructed as aforesaid, from said boundary line to said Lime Ridge, and has done and performed everything required by law to enable it to lawfully maintain and operate the same.

And the lessor agrees with the lessee, that, if the lessee is, notwithstanding, disturbed or molested in the enjoyment of any part of the demised premises, by reason of said covenants or agreements, or any of them, not being kept or performed by the lessor, the lessee may, and is hereby authorized, to quiet the title with reference thereto, as it reasonably can.

**ARTICLE THREE.** The lessee hereby covenants and agrees with the lessor, for and during the continuance of this lease, that it will duly and seasonably pay and discharge all taxes and other burdens which may be assessed on any or all of the demised premises; that it will indemnify and save harmless the lessor from all suits, damages and costs for any act done or omitted by the lessee, or for anything arising out of the demised premises in connection with the use, possession or operation thereof; that it will make all returns required by law to be made by the lessee, and will furnish the lessor with all statements to enable it to make all returns required by law of the lessor; and that it will, whenever requested, furnish the directors, secretary, treasurer and other officers of the lessor, and such experts as may reasonably be selected by the lessor, with free passes annually or oftener, for the purpose of enabling the lessor to cause the demised premises to be duly inspected from time to time as it may desire.

**ARTICLE FOUR** The lessee further covenants and agrees with the lessor, that, during the continuance of this lease, it will maintain and operate the demised premises in furtherance of the objects contemplated by all the laws affecting the same, and so as to promote the public convenience, and will maintain the same in good and substantial repair and condition, and will from time to time make such alterations, improvements and enlargements thereof as may be useful for the safe, convenient and regular transportation of passengers, freight and mails upon every part of the line; and that it will, at the termination of this lease, surrender the same in as good order and condition as they were at the inception hereof, with all additions thereto and improvements thereof.

**ARTICLE FIVE.** And the lessee further covenants and agrees to and with the lessor, that it will during all the term aforesaid pay as rent for the premises, at the rate of sixty-four thousand, five hundred [64,500] dollars annually, in semi-annual installments, on the first days of November and May in each year, at the principal office of the lessee, except as herein otherwise provided.

Whereas the lessor proposes to issue its mortgage bonds, bearing date said first day of May for the principal sum of eight hundred thousand [800,000] dollars, payable in forty [40] years from their date and bearing interest at the rate of four [4] per cent per annum, payable semi-annually:—

Now, therefore, the lessee agrees to guaranty, by proper indorsement on each of said bonds, payment of the principal and interest thereof to the holder of the same, as the same respectively come due.

Provided, however, that, before such guaranty shall be indorsed as aforesaid, the lessor shall secure said bonds by a mortgage of its existing railroad as aforesaid, with a good, lawful and clear title, free of all prior incumbrances.

And lessee further agrees with lessor, that it will unite with the lessor in renewing at not exceeding said rate of interest of four [4] per cent. per annum, the whole or any portion of the principal of said bonds when the same fall due, and in renewing such renewals, and so on continuously so long as this lease may endure, and that it will guaranty the payment of the principal and interest of such renewals and each of them, by indorsement as aforesaid; provided, that such renewals and each of them shall be secured by a mortgage on said existing railroad, with a good, lawful and clear title, free of all prior incumbrances, and the lessor shall have the benefit of any reductions of interest. And the lessee will join in the mortgage or mortgages securing the same, so far as is necessary to give to the same priority over the leasehold interests hereunder.

The lessor reserves the right to execute said mortgages to secure the payment of said bonds and the renewals thereof, which said mortgages shall have rank, priority and privilege before this lease; and all the premises are leased subject to the incumbrance to be created by the said mortgages and the conditions thereof.

From the portion of said rental in excess of coupons to be so guaranteed by the lessee, there shall be paid semi-annually at the dates aforesaid two hundred and fifty [250] dollars to the treasurer of the lessor at the principal office of lessee: and the balance, at present sixteen thousand [16 000] dollars each half year, shall be paid as follows: on or before the twenty-fifth days of October and April in each year the treasurer of the lessor shall furnish the lessee a list of the shareholders of the lessor, showing the address of each and the portion of the said sixteen-thousand [16,000] dollars to which each is entitled; and the lessee shall thereupon, on said first

days of November and May in each year, pay said sixteen thousand [16,000] dollars by forwarding the check of the lessee to each person named on said list, to the address given therein and for the amount therein set out as payable to him, and upon said checks being duly honored, the payments so made in accordance with such lists shall be in full discharge of the semi-annual rentals hereinbefore agreed to be paid.

ARTICLE SIX. This lease is upon the condition that, if the lessee shall fail to pay any rent for six months after the same becomes payable and payment thereof is demanded in writing, or shall fail to perform any of its agreements herein, and shall for six months after notice or demand in writing to the contrary given by the lessor, continue such default and fail to make good all the same, with lawful interest, damages and expenses as hereinafter set out, then and in either event the lessee shall be liable to suffer the forfeiture of this lease.

And thereupon the lessor into and upon all the demised premises or into and upon any part thereof for and in the name of the whole, shall have the right at any time thereafter to enter and take and hold possession of the same, and use and operate the same and take the income and proceeds thereof, and the lessee, and all its servants and agents, to dispossess and remove, and may at the time of such entry, or at any time thereafter, give written notice that it holds the same for the purpose of effecting the determination of this lease and enforcing the forfeiture thereof, for the specified breach or breaches of covenant or agreement for which such entry was made.

Any written notice or demand as aforesaid shall be sufficient, if delivered by authority of the directors of the lessor to the President or Treasurer of the lessee, or if published once a week for two weeks in some public daily journal in the city of Portland, state of Maine, or in the city of Boston, state of Massachusetts.

If the lessee shall not, within three months after the delivery of notice or the last publication thereof as aforesaid, repair, supply and make good all the deficiency and breach of covenant or agreement for which such entry was made, with lawful interest and all damages and expenses caused thereby, all the estate, rights and interests of the lessee shall be absolutely determined and the lessor shall have and hold all the demised premises and the income thereof, as in and of its former estate and to its own use.

But if the lessee, at any time after such entry for breach of covenant and before the expiration of three months as aforesaid from the delivery or the publication of notice aforesaid, repair, supply and make good all the deficiency or breach of covenant or agreement for which such entry was made, with interest as aforesaid, and with all damages and expenses in anywise caused thereby, then the lessee shall be restored to the possession, use and enjoyment of all the demised premises as fully and amply,

to all intents and purposes, as if no such deficiency or breach of covenant had occurred, and the lessor shall restore and yield possession as aforesaid, and account for and pay to the lessee all the net profits and income received by the lessor by virtue of its entry and possession aforesaid.

In case of default or omission by the lessee to comply with any of the agreements, covenants or other provisions hereof, and if said default or omission is of such character that it cannot be made specifically good, the lessee shall have the right, within the periods hereinbefore set out, to pay or perform a pecuniary consideration the equivalent thereof, or as nearly equivalent as is practicable from the nature of the case; and, in the event of any real controversy arising whether or not the pecuniary matter made or offered to be made by the lessee was such equivalent, the lessee shall be entitled to redeem from said omission or default within such period of three months after the time of the final adjudication concerning said controversy by the court having jurisdiction thereof, by then making such other pecuniary payment or performance as shall then appear to be an equivalent as aforesaid, making at the same time full compensation for consequent loss of interest, damages and expenses, including counsel fees connected with or arising out of said adjudication.

Provided nevertheless, that nothing herein contained shall be construed as diminishing any right or remedy which either the lessor or lessee, or any other party in interest herein, would have at law, or in equity, to enforce the performance of any covenants or agreements herein set forth, or to recover damages resulting from any omission or default in reference to the same or either of them, or as preventing either from recovering on account thereof any balance to which it is justly entitled.

**ARTICLE SEVEN.** The lessor further covenants and agrees with the lessee that, during the continuance of this lease, it will at its own expense maintain a lawful and beneficial corporate organization, make all returns and do all other things on its part required to be done to uphold and save inviolate the demised premises, and will at its own expense elect and appoint all the officers, agents or servants required or convenient for the purposes hereof, and will invest them with such powers and duties as may be incidental thereto; that it will at the cost of the lessee make any further assurances which from time to time may be found useful to secure to the lessee all rights, powers and privileges under this lease according to its true intent; that it will, at the cost of the lessee, from time to time authorize and execute any conveyance of property which, under the terms hereof, the lessee is authorized to sell or otherwise dispose of; that it will, at the cost of the lessee, do any other act which may be necessary or convenient to enable the lessee to exercise any of the rights, powers and privileges hereby demised, or intended to be demised; and especially that it will, at the cost of the lessee, make all locations, commence and prosecute or defend all proceedings before any courts or other Judicial tribunals, or official boards, commissioners and any officials whatever, make

all petitions and other applications, and answers, pleas or other defenses, commence and enter all appeals and other acts and things necessary, proper or convenient with reference to any of the same, and as incident thereto execute all appropriate bonds and other instruments; and the lessee herewith covenants and agrees with the lessor to hold the lessor harmless from all loss, damage or expense by reason of anything aforesaid to be done at the cost of the lessee.

**ARTICLE EIGHT.** The lessee may, from time to time, amend, repair, alter or replace any of the buildings, rails, equipment or other appurtenances of the railroad hereby leased, or of any extension thereof; so, however, that in all such cases, and the lessee hereby covenants that in all such cases there shall forthwith be made substitutions, additions or improvements of the like kind and for the like purposes, which shall be full equivalents in all respects.

And the lessee may, from time to time cause to be made and provided new and additional buildings, tracks, rails, equipment or other appurtenances, necessary or beneficial for the purposes of the demised property, and also such changes of location as may be so necessary or beneficial, but not so as to divert the same substantially from the existing route, nor to impair the value of any part thereof.

The lessee may, from time to time, sell and otherwise dispose of lands, rolling stock, equipments, or other property, which are now or which may hereafter become subject to this lease and which may have become unnecessary for the purposes of the demised property, taking, however, such action as may be necessary or proper to secure the application of the proceeds thereof to its improvement.

All rolling stock and equipment substituted as herein provided shall be properly marked to identify the same; and such other acts shall be done by the lessee as may be necessary or proper to give said new rolling-stock and equipment the same status under this lease as that which it replaces.

All lands and other hereditaments which may hereafter be acquired as appurtenant to the demised property, whether in substitution or in improvements or additions, shall be so taken as to be held subject to the terms hereof; and said lessee covenants that it will, from time to time, make all such assurances of title as may be advised by counsel to be needful or proper to give full effect to this agreement.

In testimony whereof the said Maine Central Railroad Company has caused these presents to be subscribed by Arthur Sewall, its President, and countersigned by J. A. Linscott, its Treasurer, and its corporate seal affixed, at the City of Portland, this twenty-eighth day of August, eighteen hundred and ninety, and the said The Hereford Railway Company has caused these presents to be subscribed by William B. Ives, its President, and countersigned by Cyrus A. Bailey, its Secretary, and its corporate seal affixed, at Cookshire, in the Township of Eaton, in the

Province of Quebec, in the Dominion of Canada, this twenty-second day of July in the said year eighteen hundred and ninety.

THE HEREFORD RAILWAY COMPANY,

WM. B. IVES, *President.*

C. A. BAILEY, *Secretary.*

Signed and Sealed by the said William B. Ives  
and Cyrus A. Bailey in the presence of

W. H. LEARNED,

H. B. BROWN.

MAINE CENTRAL RAILROAD COMPANY,

ARTHUR SEWALL, *President.*

J. A. LINSKOTT, *Treasurer.*

Signed and sealed by the said Arthur Sewall  
and J. A. Linscott, in the presence of

WILLIAM L. PUTNAM,

DANIEL BROOKS.

STATE OF MAINE; CITY OF PORTLAND.

I, Daniel Brooks, of the City of Portland, in the State of Maine, one of the United States of America, being duly sworn, do depose and say that on the twenty-eighth day of August, eighteen hundred and ninety, at Portland, aforesaid, I was present and saw the aforesaid lease or instrument in writing duly signed and sealed by Arthur Sewall, President of the Maine Central Railroad Company, and by J. A. Linscott, Treasurer of said Company, in my presence and in presence of William L. Putnam of Portland, aforesaid, and the signatures thereto written; Arthur Sewall, J. A. Linscott, Daniel Brooks and William L. Putnam are the signatures and in the proper handwriting of each of them, the said Arthur Sewall, J. A. Linscott, William L. Putnam and myself; and I have signed.

DANIEL BROOKS.

Sworn before the undersigned, at the City of Portland,  
aforesaid, on the 28th day of August, A. D. 1890.

GEO. H. STARR,

*British Vice Consul.*



DOMINION OF CANADA; PROVINCE OF QUEBEC; AND DISTRICT  
OF ST. FRANCIS.

I, Henry B. Brown, Advocate of the City of Sherbrooke, in the Province of Quebec, being duly sworn do depose and say that on the twenty-second day of July, eighteen hundred and ninety, I saw the foregoing lease duly signed on behalf of The Hereford Railway Company by William B. Ives, its President, and by Cyrus A. Bailey, its Secretary, in

my presence and in presence of W. H. Learned, the other witness hereto, and the signatures thereto written, William B. Ives, Cyrus A. Bailey, W. H. Learned and H. B. Brown, are the signatures and in the proper handwriting of them, the said William B. Ives, Cyrus A. Bailey, W. H. Learned and myself respectively, and I have signed.

H. B. BROWN.

Sworn before the undersigned at the City of Sherbrooke,  
aforesaid, this 24th day of July, A. D. 1890.

R. H. MORRIS,

*Commissioner Superior Court, District  
of Saint Francis.*

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EXHIBIT C.

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ATTACHED TO THE LEASES OF THE UPPER COOS RAILROAD  
AND HEREFORD RAILWAY COMPANY TO THE MAINE  
CENTRAL RAILROAD COMPANY.

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INVENTORY, DESCRIPTION AND APPRISAL  
OF THE ESTATE AND PROPERTY, REAL AND PERSONAL, BELONGING TO  
THE UPPER COOS RAILROAD AND HEREFORD RAILWAY COMPANY,  
COMING INTO THE POSSESSION OF THE MAINE CENTRAL  
RAILROAD COMPANY BY VIRTUE OF LEASE DATED  
MAY FIRST, A. D. 1890.

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The main line of the Upper Coos Railroad, extending from North Stratford station, Coos County, New Hampshire, to the dividing line between the United States and Canada, at the northerly line of the town of Canaan, in Essex County, Vermont, a distance of twenty-two and eighty-seven hundredths [22.87] miles, and the main line of the Hereford Railway Company, extending from the aforesaid dividing line between the United States and Canada to the Lime Ridge station, so called, in the town of Dudswell, county of Wolfe and province of Quebec, a distance of about fifty-three and fifty-hundredths [53.50] miles, together with side tracks at stations and other points amounting in the aggregate to six and twenty-one hundredths [6.21] miles, and the grounds owned and occupied for station purposes, gravel pits, etc., etc., at various points.

In general, the rails are in good condition; the ties and bridges are in fair condition; the bridge masonry is in a fair condition, and the culvert masonry is in a poor condition.

The road bed is almost entirely destitute of ditching; the track is lightly ballasted, and fences are not built along a considerable portion of the line.



## STATION BUILDINGS AND FURNITURE.

## NORTH STRATFORD.

1 Type writer and desk, - - - -	\$ 125 00
1 Safe, large, - - - - -	215 00
1 Standing desk, - - - - -	25 00
1 Table, - - - - -	12 00
1 Roll top desk (small), - - - -	26 00
1 Stove, - - - - -	12 00
1 Clock, - - - - -	16 00
1 Copy press, - - - - -	11 00
6 Chairs, - - - - -	3 00
Ticket case in G. T. station, - -	13 00
Lamps and sundries, - - -	10 00
Engine house, 1 stall, - - -	200 00
Tank house, - - - - -	300 00

## COLEBROOK.

Passenger and freight station, -	1000 00
Furniture.	
Settees and stove, - - - -	125 00
Stove, ticket case, clock, copy press, telegraph instruments, freight scales,	100 00

## WEST STEWARTSTOWN.

Passenger station and baggage room, Furniture.	800 00
Settees, copy press, stove, clock, ticket case, telegraph instruments, - -	100 00

## BEECHERS FALLS, VT.

Passenger and freight station, - -	700 00
Engine house, 3 stall, - - - -	1500 00
Tank house and tank, - - - -	600 00
Ice house, - - - - -	150 00
Oil house, - - - - -	50 00
Furniture.	
2 desks, 2 stoves, ticket case, settees, telegraph instruments, freight scales,	100 00
Track scales, - - - - -	600 00

## EAST HEREFORD.

Passenger and freight station, -	500 00
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## PAQUETTEVILLE.

Passenger and freight station, Furniture.	500 00
Stove, ticket case, copy press, telegraph instruments, - - - - -	50 00

MELVINA.

Passenger station and freight station, 500 00

AUCKLAND.

Tank house, - - - - - 600 00

ST. MALO.

Passenger station and freight house, 500 00

Furniture.

Ticket case, clock, copy press, telegraph instruments, - - - - - 50 00

CLIFTON.

Passenger station and freight house, 500 00

SAWYERVILLE.

Passenger station and freight house, 700 00

Furniture.

Settees, stove, clock, ticket case, copy press, telegraph instruments, - 100 00

Tank house and tank, - - - - - 600 00

EATON.

Passenger station and freight house, 500 00

COOKSHIRE.

Tank house and tank, - - - - - 600 00

Building used as station, (useless), -

Furniture.

Clock, ticket case, settees, copy press, telegraph instruments, - - - 100 00

Lot camp tools, desk, etc., - - - 50 00

DUDSWELL JUNCTION.

Frame for station, signal house, - 100 00

Furniture.

Ticket case, copy press, telegraph instruments, - - - - - 50 00

LIME RIDGE.

Passenger station, - - - - - 800 00

Freight station, - - - - - 800 00

Engine house, 3 stall, - - - - - 1500 00

Tank house, - - - - - 600 00

Furniture.

Ticket case, clock, settees, telegraph instruments, 2 stoves, copy press, - 100 00

                     \$16,593 00

## ROLLING STOCK.

## LOCOMOTIVES.

	Brought forward,	-	-	-	-	\$16,593 00
No. 1	Stratford,	-	-	-	-	\$ 3,500 00
" 2	Stewartstown,	-	-	-	-	7,000 00
" 3	Colebrook,	-	-	-	-	7,000 00
" 4	Cookshire,	-	-	-	-	7,500 00
" 5	Sawyer ville,	-	-	-	-	7,500 00
						<u>32,500 00</u>

## OTHER ROLLING STOCK.

Passenger Car No. 1,	-	-	-	-	500 00
" " " 2,	-	-	-	-	500 00
Combination Car No. 3,	-	-	-	-	400 00
" " " 4,	-	-	-	-	400 00
100 flats, 34 feet long, Nos. 1 to 100,					25,000 00
Box cars, Nos. 500 to 502,	-	-	-	-	
504 to 529,	-	-	-	-	
540 to 599,	-	-	-	-	31,150 00
1 refrigerator car, No. 503,	-	-	-	-	400 00
10 stock cars, Nos. 530 to 539,	-	-	-	-	3,000 00
Log trucks, Nos. 1 to 26,	-	-	-	-	5,200 00
1 derrick car,	-	-	-	-	500 00
1 steam shovel, 1 yard,	-	-	-	-	4,000 00
1 steam shovel, 1½ yards,	-	-	-	-	5,000 00
					<u>76,050 00</u>

## SECTION CARS.

13 hand cars, \$40,	-	-	-	-	520 00
2 velocipede cars, \$25,	-	-	-	-	50 00
2 push cars, \$15,	-	-	-	-	30 00
					<u>600 00</u>

## WOOD IN CORDS.

	Long.	Short.
North Stratford,	-	-
West Stewartstown,	-	-
Silvers cut,	-	-
Clifton River Bridge,	-	-
Sawyer ville,	-	-
Cookshire,	-	-
Between Cookshire & Dudswell Jct.,	1200	
Lime Ridge,	-	-
	<u>1476</u>	<u>83</u>
1476 cords at \$1.50,	-	-
83 " " 2.00,	-	-
		<u>\$2,214 00</u>
		<u>166 00</u>
		<u>2,380 00</u>

SUPPLIES

Draw bars	
Wheels	
Oil	
Waste	
Journal bearings	
Car castings	
Engine castings, etc.	
All valued at	- - - - - 1,200 00
Grand Total,	- - - - - \$129,323 00

All the rolling stock is the property of the Upper Coos Railroad.  
 Dated this first day of May, eighteen hundred and ninety.

MAINE CENTRAL RAILROAD COMPANY,  
 By ARTHUR SEWALL,  
 Its President.

UPPER COOS RAILROAD,  
 By GEORGE VAN DYKE,  
 Its President.

HEREFORD RAILWAY COMPANY,  
 By W. B. IVES,  
 Its President.

*Privy Council, Canada, at the Government House, at Ottawa, Tuesday, the 23d day of September, 1890.*

Present, His Excellency, the Governor General in Council :

WHEREAS, By an Act of the Parliament, of Canada, passed, in the fifty-third year of Her Majesty's Reign, cop. 73, it is in effect amongst other things enacted, that the Hereford Railway Company may enter into an agreement to lease its railway and all its franchises, property and effects, both real and personal, movable and unmovable, including the Railway and property purchased by the Hereford Railway Company from the Dominion Lime Company, to the Maine Central Railroad Company, a railway corporation under the laws of the State of Maine, one of the United States, on such terms and conditions and subject to such restrictions as are agreed upon between the Boards of Directors of the two Companies, provided that such agreement has been first sanctioned by two-thirds of the votes at a special general meeting of the Shareholders duly called for the purpose of considering the same, at which meeting, Shareholders representing at least two-thirds in value of the stock are

present in person, or represented by proxy, and that it has also received the approval of the Governor in Council, but that such approval shall not be signified until after notice of the proposed application therefor has been published in the manner and for the time set forth in section two hundred and thirty-nine of "the Railway Act," and also for a like period in one newspaper published in the City of Sherbrooke, in the Province of Quebec. And whereas, on the 22d day of July and on the 28th day of August, last past, a lease was passed, whereby, for and in consideration of a rental of sixty-four thousand five hundred [64,500] dollars per annum, the said Hereford Railway Company, acting by its President and Secretary, did lease to the said Maine Central Railroad Company, acting by its President and Secretary, the railway of the said Hereford Railway Company, commencing at or near the boundary line between Vermont and Canada and running northerly to Lime Ridge, in the Township of Dudswell, and the railway and property purchased by the said Hereford Railway Company from the Dominion Lime Company, with all the rights and franchises of the lessor as set forth in the said lease. And, whereas, on the 16th day of September last, application was made by the said The Hereford Railway Company to the Governor General, in Council at the Council Chamber, at Ottawa, for the approval and sanction of the said lease, of which application and the time and place thereof, more than two months, previous notice was given in English and French in the Canada Gazette, and in one newspaper published in the City of Sherbrooke, in the Province of Quebec. And, whereas, no one appeared to oppose the said application. And, whereas, the Minister of Railways and Canals, and the Minister of justice to whom such application was referred have reported that all the conditions requisite, appear to have been complied with and have recommended that the sanction asked for be given. Now, therefore, His Excellency the Governor General in the terms of the said hereinabove in part cited act, and by and with the advice of the Queen's Privy Council for Canada, has been pleased to signify, and does hereby signify his approval of the said lease by the said The Hereford Railway Company of its railway and the railway and property purchased by The Hereford Railway Company from the Dominion Lime Company, to the Maine Central Railroad Company.

JOHN G. M'GEE,

*Clerk Privy Council.*

THIRTIETH

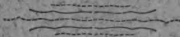
ANNUAL REPORT

OF THE

MAINE CENTRAL



RAILROAD COMPANY.



PRESENTED AT THE ANNUAL MEETING,

DECEMBER 16TH, 1891.



# ANNUAL REPORT

OF THE

## DIRECTORS

OF THE

# MAINE CENTRAL RAILROAD COMPANY

TO THE STOCKHOLDERS,

FOR THE YEAR ENDING SEPTEMBER 30th, 1891.



*Presented at the Annual Meeting, in Portland, Dec. 16th, 1891.*



PORTLAND, ME.

PRINTED AT TUCKER PRINTING HOUSE,

1891.



## DESCRIPTION OF ROAD.



Portland to Vanceboro, via Augusta,	250.90
Cumberland Junction to Skowhegan,	91.20
Bath to Lewiston and Farmington,	76.30
Belfast Branch,	33.13
Dexter Branch,	30.77
Bucksport Branch,	18.05
Stillwater Branch,	3.01
Enfield Branch,	3.03
Mt. Desert Branch, (including Steam Ferry,)	49.80
Portland to Lunenburg,	109.10
Quebec Junction to Lime Ridge,	108.00
Bath to Rockland, (including Steam Ferry,)	47.75
Total Mileage,	<u>821.04</u>

## BOARD OF DIRECTORS.



ARTHUR SEWALL, President.

PAYSON TUCKER, Vice President.

FRANK JONES,	HORATIO N. JOSE,
SAMUEL C. LAWRENCE,	AMOS PAUL,
JOSEPH S. RICKER,	JOHN WARE,
WILLIAM G. DAVIS,	THOMAS W. HYDE,
CHARLES A. SINCLAIR,	WILLIAM A. FRENCH,
JOSIAH H. DRUMMOND, Clerk.	

# MAINE CENTRAL RAILROAD COMPANY.



## ANNUAL MEETING.



Notice is hereby given that the Annual Meeting of the Maine Central Railroad Company will be held at the Company's office in Portland, on *Wednesday, the Sixteenth day of December, A. D. 1891*, at one o'clock in the afternoon, to act upon the following articles, to wit:

1. To hear the reports of the Directors and Treasurer and act thereon.
2. To fix the number of and elect Directors for the ensuing year.
3. To see if the Company will ratify the lease of the Knox & Lincoln Railway, dated the twentieth day of July, A. D. 1891, made by the Directors in behalf of the Company, and approve and confirm the action of the Directors in carrying out the terms of said lease.
4. To act upon any other business that may legally come before said meeting.

Per order of the Directors,

JOSIAH H. DRUMMOND, *Clerk.*

PORTLAND, DECEMBER 1, 1891.

# DIRECTOR'S REPORT.



The Directors respectfully present to the Stockholders of the Maine Central Railroad Company their report for the year ending September 30th, 1891.

The Gross Earnings for twelve months were	\$4,324,905 67
Expenses for twelve months were	\$2,862,893 54
Town, City and State Taxes,	79,484 42
	2,942,377 96
Net Earnings from business,	\$1,382,527 71
Interest accrued during the year,	\$828,189 46
Less Rents received,	39,074 32
	\$789,115 14
Rental paid European & North American Railway,	\$125,500 00
“ “ Belfast & Mooshead Lake R. R. Co.,	36,000 00
“ “ Dexter & Newport R. R. Co.,	18,000 00
“ “ Eastern Maine Railway,	9,500 00
“ “ Portland & Ogdensburg Railway,	48,086 80
“ “ Dexter & Piscataquis R. R.,	12,750 00
“ “ Hereford Railway,	64,500 00
“ “ Upper Coos R. R.,	45,756 25
	\$1,149,208 19
Earnings after deducting Interest and Rentals,	\$233,319 52
Dividend paid February 15th, 3 per cent.,	\$107,808 00
“ “ August 15th, 3 per cent.,	107,820 00
	\$215,628 00
Surplus for the year,	\$17,691 52
Gross Earnings for the year ending Sept. 30th, 1891,	\$4,324,905 67
Gross Earnings for the year ending Sept. 30th, 1890,	4,226,465 43
Increase in Gross Earnings,	\$98,440 24
Expense for the year ending Sept. 30th, 1891,	\$2,942,377 96
Expense for the year ending Sept. 30th, 1890,	2,858,666 77
Increase in Expense,	\$83,711 19
Rental for the year ending Sept. 30th, 1891,	\$360,093 05
Rental for the year ending Sept. 30th, 1890,	284,655 75
Increase in Rental,	\$75,437 30
Interest for the year ending Sept. 30th, 1891,	\$828,189 46
Interest for the year ending Sept. 30th, 1890,	821,165 00
Increase in Interest,	\$7,024 46
Net Income for the year ending Sept. 30th, 1891,	\$1,421,602 03
Net Income for the year ending Sept. 30th, 1890,	1,411,563 40
Increase in Net Income,	\$10,038 63
Receipts from Freight, year ending Sept. 30th, 1891,	\$2,269,739 50
Receipts from Freight, year ending Sept. 30th, 1890,	2,231,457 27
Increase from Freight,	\$38,282 23

Receipts from Passengers, year ending Sept. 30th, 1891,	\$1,835,221 18	
Receipts from Passengers, year ending Sept. 30th, 1890,	<u>1,777,989 62</u>	
Increase from Passengers,		\$60,231 56

The net results of the financial year just closed show a surplus of \$17,691.52, after payment of all fixed charges and taxes, operating expenses and two semi-annual dividends of 3 per centum each.

While the fiscal year just closed has been one of financial prosperity to your Company, the result shows a decrease in the net earnings when compared with the preceding year.

This is attributable to a temporary depression of the lumber interests on the line, whereby shipments were lessened, and to the very large decrease in the ice traffic, together with the business incident thereto, which in the preceding year was of unparalleled magnitude.

It is a gratifying fact that the lumber business has already received a new impetus, and promises well for the future.

The severity of the last winter added largely to the cost of operating the road, thus materially reducing the net income.

The lease of the Knox & Lincoln Railway, made by your Directors during the last year, has added fifty miles to your system, which it is believed will be a valuable acquisition.

A copy of the lease above referred to is appended to this report.

In the month of June, 1891, your Directors voted to issue nine thousand shares of the Capital Stock of the par value of \$100 each, in all \$900,000, for the purpose of providing for the cost of double tracking a portion of your road, for equipping new road acquired last year and for other permanent improvements.

The Company offered to Stockholders of record at the close of business Tuesday, June 30th, 1891, the right to subscribe for one share of the new stock at par for each four shares of the Capital Stock standing in their names, and the stock so offered, with the exception of two hundred and eleven shares, was subscribed for and accordingly issued.

The physical condition of your property has been fully maintained, and numerous improvements of a permanent character have been made, the details of which are embodied in the report of the General Manager herewith submitted.

To his report and that of the Treasurer you are referred for full information in regard to the operations of your Company.

By order of the Board,

ARTHUR SEWALL,

President.



# TREASURER'S REPORT.

To the Stockholders of the Maine Central Railroad Co.

GENTLEMEN :

I submit herewith the Annual Report from this department of the Receipts and Expenditures of the Company for the year ending September 30th, 1891. The annexed Tables, Nos. 1, 2, 3, 4 and 5, exhibit in detail the Receipts and Disbursements for the year and the standing of the Company at its close, to which you are respectfully referred.

J. A. LINSOTT, *Treasurer.*

PORTLAND, Nov. 15th, 1891.

## TABLE NO. 1.

1890.	RESULT OF BUSINESS FOR YEAR.	1891.
\$1,777,989 62	Earnings from Passengers,	\$1,838,221 18
2,231,457 27	"    "    Freight,	2,269 739 50
70,000 00	"    "    Express,	70,250 00
129,621 77	"    "    Mails,	131,189 61
17,396 77	"    "    Extra Baggage,	15,505 38
\$4,226,465 43	Total Transportation Earnings,	\$4,324,905 67
43,764 74	Rents, Wharfage and Miscellaneous Earnings,	39,074 32
\$4,270,230 17	Total Gross Earnings,	\$4,363,979 99
2,858,666 77	Less Operating Expenses,	2,942,377 96
\$1,411,563 40	Net Earnings,	\$1,421,602 03
284,655 75	Less Rent of Leased Lines,	360,093 05
821,165 00	"    Interest,	828,189 46
215,616 00	"    Dividends on Stock, 6 per cent.,	215,628 00
1,321,436 75	Total Payments from Net Earnings,	\$1,403,910 51
\$90,126 65	Surplus,	\$17 691 52



## TABLE NO. 2.

TRANSPORTATION EARNINGS, YEAR ENDING SEPTEMBER 30, 1891.

	PASSENGERS.		FREIGHT.		FROM OTHER SOURCES.			
	NUMBER.	EARNINGS.	TONS.	EARNINGS.	MAILS.	EXPRESS.	EXTRA BAGGAGE.	TOTALS.
1890.								
October,	164,872	\$162,752.74	160,430	\$233,415.47	\$10,919.38	\$5,833.33	\$2,074.58	\$415,025.50
November,	137,378	123,029.48	146,244	207,261.12	10,886.20	5,833.34	1,001.15	348,011.29
December,	117,716	111,100.11	124,406	171,534.42	10,886.20	5,833.33	724.76	300,078.82
1891.								
January,	119,095	105,952.87	132,098	170,705.32	10,919.38	5,833.33	672.60	294,083.50
February,	116,761	101,133.93	122,620	159,905.47	10,886.20	5,833.34	1,026.39	278,785.33
March,	139,444	122,420.88	143,974	190,335.00	10,918.54	5,833.33	1,463.85	330,971.60
April,	145,494	131,005.73	135,556	194,569.69	10,886.20	5,833.33	1,305.71	343,660.66
May,	136,864	125,489.74	139,778	186,123.58	10,886.20	5,833.34	1,222.78	329,855.64
June,	145,416	148,027.25	145,434	187,911.21	10,976.67	5,933.33	1,172.64	354,021.10
July,	208,632	201,048.13	144,526	181,335.21	10,924.48	5,883.33	850.42	400,947.57
August,	267,029	257,831.06	150,081	183,697.46	10,924.47	5,883.34	1,713.23	400,049.56
September,	260,294	247,499.26	160,108	202,945.55	11,175.69	5,883.33	2,211.27	469,715.10
	1,967,695	1,838,221.18	1,766,155	2,269,739.50	131,189.61	70,250.00	15,595.38	4,324,965.67

## TABLE NO. 3.

STATEMENT OF OPERATING EXPENSES FOR YEAR ENDING  
SEPTEMBER 30TH, 1891.*GENERAL EXPENSES OF OFFICE, PROPERTY AND TRANSPORTATION.*

Salaries of General Officers and Clerks,	\$36,650 60	
Stationery and Printing for Offices,	6,067 72	
General Office Expenses,	15,281 07	
Legal Expenses,	19,335 25	
Insurance Premiums,	8,400 00	
Protection Against Fire,	284 27	
Losses by Fire,	1,022 75	
Taxes,	79,484 42	
Tenement Expenses,	187 55	
Injuries and Damages,	25,124 05	
Telegraph Expenses—Salaries and Wages,	39,326 99	
“ “ Stationery and Printing,	744 50	
“ “ Supplies and Miscellaneous Expenses,	2,275 50	
Wages of Crossing Tenders,	18,741 08	
Fuel and Supplies for Crossings,	318 62	
Wages of Signal Men,	6,368 65	
Fuel and Supplies for Signal Men,	1,534 25	
Wages of Switchmen,	38 217 27	
Fuel and Supplies for Switchmen,	2,781 89	
Wages of Watchmen,	4,119 23	
Expenses of Ferry to Bar Harbor,	26,209 01	
Removing Ice and Snow,	26,006 17	
		\$358,480 84

*PASSENGER TRANSPORTATION EXPENSES.*

General Superintendence and Clerks,	\$ 8,368 88	
Stationery and Printing,	1,621 73	
Tickets and Baggage Checks,	4,362 62	
General Office Expenses,	609 54	
Loss and Damage to Baggage,	231 31	
Advertising,	11,890 10	
Outside Agencies,	1,339 00	
Making Up and General Expenses of Passenger Trains,	11,164 29	
Wages of Conductors and Trainmen, “ “	83,929 10	
Lubricating Oil, Waste and Tallow, “ “	4,691 42	
Stationery and Printing for Passenger Trains,	1,804 68	
Supplies for Passenger Trains,	19,159 51	
Wrecking Expenses of Passenger Trains,	415 96	
Agents and Station Labor, Passenger Stations,	68,791 63	
Stationery and Printing, Passenger Stations,	2,674 39	
Supplies and Miscellaneous Expenses, Passenger Stations,	43,651 75	
Mail Expenses,	9,252 94	
Hire of Passenger Cars,	19,567 36	
		\$293,526 21

**FREIGHT TRANSPORTATION EXPENSES.**

General Superintendence and Clerks,	\$14,401 50
Stationery and Printing,	1,037 97
General Office Expenses,	1,795 32
Advertising and Soliciting Freight,	19 75
Loss and Damage of Freight,	10,213 59
Making Up and General Expense of Freight Trains,	22,719 31
Wages of Conductors and Trainmen, Freight Trains,	99,000 97
Lubricating Oil, Waste and Tallow, Freight Trains,	11,307 20
Stationery and Printing for Freight Trains,	1,497 26
Supplies for Freight Trains,	16,839 36
Wrecking Expenses of Freight Trains,	2,446 36
Agents and Station Labor, Freight Stations,	126,176 30
Stationery and Printing for Freight Stations,	6,145 46
Supplies and Miscellaneous Expenses of Freight Stations,	21,674 13
Hire of Freight Cars,	62,464 80
	<hr/>
	\$397,739 28

**MOTIVE POWER EXPENSES.**

Superintendence and Clerks,	\$ 5,678 37
Stationery and Printing,	500 84
Office and Miscellaneous Expenses,	3 30
Engine House and Watching Expenses,	17,146 46
Repairs of Tools and Machinery.	8,019 36
Repairs of Locomotives,	150,518 98
New Locomotives,	36,120 04
Water Supply,	14,849 49
Wages of Engineers and Firemen, Passenger,	82,956 51
Wages of Engineers and Firemen, Passenger Switching,	8,705 10
Wages of Engineers and Firemen, Freight,	69,679 37
Wages of Engineers and Firemen, Freight Switching,	43,005 22
Wiping Engines, Passenger,	12,664 62
Wiping Engines, Freight,	12,185 95
Head Light and Illuminating Oil,	1,250 88
Lubricating Oil, Waste and Tallow,	17,524 90
Lanterns, Tools and Small Stores,	2,144 14
Fuel for Passenger Locomotives,	147,794 10
Fuel for Passenger Switching Locomotives,	9,605 61
Fuel for Freight Locomotives,	169,025 39
Fuel for Freight Switching Locomotives,	62,573 15
	<hr/>
	\$871,951 78

**MAINTENANCE OF CARS.**

Superintendence and Clerks,	\$ 2,125 00
Stationery and Printing,	239 41
Repairs of Tools and Machinery,	4,189 99
Repairs of Passenger, Baggage, Mail and Express Cars,	80,351 19
New Passenger, Baggage, Mail and Express Cars,	10,451 80
Repairs of Pullman Cars,	765 82
Repairs of Freight and Saloon Cars,	83,783 65
New Freight and Saloon Cars,	25,395 62
Repairs of Construction and Tool Cars,	3,595 17
Repairs of Snow Plows and Scrapers,	3,302 13
Oiling, Cleaning and Inspecting Passenger Cars,	15,850 03
“ “ “ “ Freight Cars,	9,789 05
	<hr/>
	\$239,838 86

**MAINTENANCE OF WAY AND BUILDINGS.**

General Expenses,	\$13,054 84
General Repairs of Track, Labor,	280,949 52
General Repairs of Track, Material,	3,063 96
Working Trains and Extra Crews,	95,132 71
Joint Fastenings,	14,721 39
Frogs and Switches,	7,925 22
Spikes,	9,796 56
Hand Cars and Tools,	9,584 00
Road Crossings,	6,287 55
Signs and Mile Posts,	2,544 27
Fencing,	17,596 46
Real Estate,	591 50
Steel Rails, No. of Tons, 3,323 $\frac{769}{472}$	35,447 73
Iron Rails, No. of Tons, 228 $\frac{472}{472}$	4,379 28
Cross Ties, No. of Ties, 332,848,	65,821 01
Switch Ties,	20,562 44
Repairs of Bridges and Culverts,	48,112.13
New Bridges,	36,210 76
Shops and Storehouses,	3,850 43
Tools and Machinery,	4,806 45
Engine Houses and Turn Tables,	11,172 32
Water Tanks and Pumping Machinery,	4,940 51
Coal and Wood Sheds and Fixtures,	3,780 01
Station Buildings and Grounds,	72,102 17
Mast Signals, Signal and Section Houses,	4,838 67
Docks and Wharves,	2,688 15
Real Estate,	161 75
Construction Cars,	717 20
Total Expenses Maintenance of Way and Buildings,	<u>\$780,840 99</u>
Total Operating Expenses,	<u>\$2,942,377 96</u>

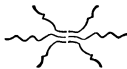


TABLE NO. 4.

BALANCE SHEET, SEPTEMBER 30th, 1891.

CR.

DR.

Construction,	\$11,632,855 54	Capital Stock,	\$4,479,000 00
Equipment,	2,119,861 36	Stock Scrip,	2,800 00
Augusta and Gardiner Double Track,	74,394 00	Stock Bonds,	16,000 00
Androscoggin Railroad Lease,	78,333 33	Maine Central Interest Scrip,	8,992 00
European & North American Railway Lease,	1,000 00 00	Bonded Debt,	15,178,800 00
Portland & Ogdensburg Railway Lease,	1,608,739 70	Upper Coos Railroad Stock,	200,000 00
Portland & Ogdensburg Railway Improvements,	513,597 57	Interest and Rents Accrued,	406,045 96
Portland & Ogdensburg Railway Extension,	467,442 86	Notes Payable,	352,300 00
Dexter & Piscataquis Railroad Lease,	175,000 00	Coupons and Dividends uncalled for,	36,840 54
Dexter & Piscataquis Railroad Improvements,	49,986 04	Bills Audited,	563,628 51
Hereford Railway Lease,	800,000 00	Accounts Payable,	85,259 35
Upper Coos Railway Lease,	352,885 01	Profit and Loss,	611,032 35
Coos and Hereford Railway Improvements,	30,444 17		
Upper Coos Railway Extension,	651,828 42		
Knox & Lincoln Railway Lease,	53,391 84		
Penobscot Shore Line Bonds,	274,000 00		
Stock of other Companies owned,	476,615 97		
Sinking Funds,	187,070 42		
Due from Agents,	67,863 05		
Accounts Receivable,	279,687 75		
Supplies and Material on hand,	514,857 11		
Cash,	312,392 67		
	<u>\$21,742,537 71</u>		<u>\$21,742,537 71</u>

PROFIT AND LOSS ACCOUNT.

CR.

DR.

Operating Expenses,	\$2,942,377 95	Balance of Account Sept. 30th, 1890,	\$ 555,416 50
Interest,	848,189 46	Gross Transportation Earnings,	4,324,905 67
Rent of Leased Lines,	360,693 05	Rents, Wharfage and Miscellaneous,	39,074 32
Dividend No. 18, Feb. 1890,	107,868 00	Premium on Bonds sold,	25,575 45
Dividend No. 19, Aug. 15th, 1890,	107,820 00	Interest on Sinking Funds,	6,847 33
Balance,	611,932 35	Accounts of previous years,	5,501 55
	<u>\$4,957,320 82</u>		<u>\$4,957,320 82</u>

TABLE NO. 5.

DETAILED STATEMENT OF BONDED DEBT.

Androscoggin & Kennebec Railroad Loan,	\$ 17,200 00	
Maine Central Extension Loan,	496,500 00	
Maine Central 7 per cent. \$1,100,000 00 Loan,	756,800 00	\$1,270,500 00
Portland & Kennebec Consolidated Loan,		1,166,700 00
Androscoggin Railroad, City of Bath Loan,		37,900 00
Leeds and Farmington Railroad Loan,		633,000 00
Maine Central Railroad Consolidated Loan, Class A,	\$ 975,000 00	
“ “ “ “ “ “ B,	2,543,000 00	
“ “ “ “ “ “ C,	1,567,700 00	
“ “ “ “ “ “ D,	486,000 00	\$5,571,700 00
Maine Central Collateral Trust 5 per cent. Bonds,		687,000 00
Maine Central Debenture Bonds, 5 per cent.,		58,000 00
Maine Central Sinking Fund Bonds,		600 000 00
Maine Shore Line R. R. First Mortgage Bonds,		42,000 00
Maine Central Railroad Improvement Bonds, Class A,	\$200,000 00	
“ “ “ “ “ “ B,	250,000 00	\$ 450,000 00
City of Bangor Loan,		1,000,000 00
Portland & Ogdensburg R. R. First Mortgage Bonds,	\$ 800,000 00	
Portland & Ogdensburg Ry Twenty Year Mortgage Bonds,	1,190,000 00	\$1,990,000 00
Dexter & Piscataquis R. R. Loan,		175,000 00
Hereford Railway Co. Forty Year Loan,		800,000 00
Upper Coos R. R. Forty Year Loan,		697,000 00
Total Bonded Debt,		\$15,178,800 00

The Principal and Interest of the several Bonded Loans fall due at the dates mentioned in the following Table :

LOANS.	Amount.	When Due.	Interest Payable.
And. & Ken. R. R. Loans,	\$17,200	Aug. 1, 1890 to Sept. 1, 1891 6s	1st of each Month.
And. R. R., Bath Loan,	37,900	July 1, 1891 6s and Apr. 1, 1893	1st of Jan., April, July and October.
City of Bangor Loan,	1,000,000	Jan. 1, 1894 6s	1st of January and July
Maine Central Debentures,	58,000	Feb. 1, 1894 5s	1st of Feb. and August
Portland & Kennebec Consols,	1,166,700	April 1, 1895 6s	1st of April and October
Leeds & Farmington,	633,000	July 1, 1896 6s	1st of January and July
Maine Central \$1,100,000 Loan,	756,800	July 1, 1898 7s	1st of January and July
Maine Central Extension, Gold,	496,500	Oct. 1, 1900 6s	1st of April and October
M. C. Sinking Fund Bonds,	600,000	Feb. 1, 1905 6s	1st of Feb. and August
Maine Central Consols,	3,097,200	April 1, 1912 7s	1st of April and October
Maine Central Consols,	269,500	April 1, 1912 5s	1st of April and October
Maine Central Consols,	1,395,000	April 1, 1912 4½s	1st of April and October
M. C. Improvement Bonds, A,	200,000	July 1, 1916 4½s	1st of January and July
M. C. Improvement Bonds, B,	250,000	July 1, 1917 4½s	1st of January and July
M. C. Collateral Trust Bonds,	687,000	June 1, 1923 5s	1st of June and December
Maine Shore Line 1st Mort. Bonds	42,000	June 1, 1923 6s	1st of June and December
Port. & Ogdensburg R. R. Bonds,	800,000	July 1, 1900 6s	1st of January and July
Port. & Ogdensburg Ry Bonds,	1,190,000	Nov. 1, 1908 5s	1st of May & November
Dexter & Piscataquis Loan,	175,000	July 1, 1929 4s	1st of January and July
Hereford Railway Bonds,	800,000	May 1, 1930 4s	1st of May & November
Upper Coos R. R. Bonds,	350,000	May 1, 1930 4s	1st of May & November
Upper Coos R. R. Bonds,	347,000	May 1, 1930 4½s	1st of May & November

Coupons of the above Bonds will be paid at the Second National Bank of Boston, the First National Bank of Portland, and at the Office of the Treasurer, Portland, except those of the City of Bangor, which are payable at Merchants National Bank, Boston, and those of the Hereford Railway Co., at the Massachusetts National Bank, Boston.

## AUDITOR'S REPORT.

AUDITOR'S OFFICE. }  
PORTLAND, ME., Nov. 17th, 1891. }

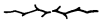
*To the President and Directors of the Maine Central  
Railroad Company:*

GENTLEMEN :

I have examined the Books, Accounts and Vouchers of your Treasurer, showing the Receipts and Expenditures of the Company for the fiscal year ending September 30th, 1891, and find the same correctly cast and properly vouched for.

GEO. W. YORK, *Auditor.*

ANNUAL REPORT  
— OF THE —  
GENERAL MANAGER  
— OF THE —  
MAINE CENTRAL RAILROAD COMPANY,  
FOR THE FISCAL YEAR ENDING SEPT. 30TH, 1891.



The following report of the operations of the Maine Central Railroad Company for the fiscal year ending September 30th, 1891, is respectfully submitted.

Total number of Passengers transported for the year was 1,967,695.

The total amount of Freight transported over the main line and branches for the year was 1,706,155 tons.

The earnings for Passengers were \$1,838,221.18. The earnings for the transportation of Freight were \$2,269,739.50. The earnings for transportation of Mails, Baggage, Express etc., were \$216,944.99. The total gross transportation earnings for the twelve months were \$4,324,905.67.

The number of miles run by Passenger Trains was 1,596,254; and by Freight Trains, 1,340,235; and by Working Trains, Switching, etc., 1,220,470; making the total number of miles run 4,156,959.



## EQUIPMENT.

Our Locomotive equipment has been increased during the year by ten engines, four built by Portland Company, two built by Schenectady Locomotive Works and four built by Rhode Island Locomotive Works.

We have increased our Car equipment as follows:

Platform Freight Cars,	-	-	-	-	236
Box Cars,	-	-	-	-	100
Coal Cars,	-	-	-	-	100
Freight Saloon Cars,	-	-	-	-	7
Snow Plows,	-	-	-	-	2
Baggage Cars,	-	-	-	-	4
First-Class Passenger Cars,	-	-	-	-	4



The amount of coal and wood used is shown below:

Bituminous Coal, 102,524<sup>1293</sup>/<sub>2240</sub> tons. Of this amount 116,127<sup>220</sup>/<sub>2240</sub> tons were used for locomotives, and the remainder for engines in shops, water stations and for heating stations.

Anthracite Coal, 5,065<sup>790</sup>/<sub>2240</sub> tons; 2,791 tons of this coal were used in heating passenger and freight stations; 1,629<sup>140</sup>/<sub>2240</sub> tons for steam ferry between Mt. Desert Ferry and Bar Harbor; 123<sup>1780</sup>/<sub>2240</sub> tons for warming passenger cars; the rest for engine houses.

Wood, 1,118.1 cords, distributed as follows: To locomotives, 389.6 cords; to shops, 24 cords; to passenger cars, 13.2 cords, and the remainder to engine houses, water stations and freight trains.

## SIDE TRACKS CONSTRUCTED.

Side Tracks have been laid at the following places:

Bath Iron Works,	802 feet.	Eaton,	1,850 feet.
South Gardiner,	1,975 "	South Brewer,	1,126 "
Freeport,	422 "	Boston & Maine Jct.,	1,539 "
Malletts,	420 "	Whitefield,	198 "
East Wilton,	1,002 "	Chadbourne's,	400 "
North Leeds,	1,553 "	Harmon's,	1,516 "
Lewiston Upper Sta.,	3,107 "	Sebago Lake,	1,875 "
Auburn,	782 "	White Rock,	1,415 "
Corinna,	1,819 "	Cherry Mountain,	1,175 "
Silvers Mill,	1,364 "	Bridgton Junction,	475 "
Waterville,	2,675 "	Bartlett,	873 "
Dexter,	1,270 "	Frankenstein,	300 "
Burrough Road,	345 "	Steep Falls,	1,275 "
Belfast,	350 "	Fryeburg,	300 "
Newport,	391 "	Ice Pond,	1,108 "
Bangor,	440 "	Beecher Falls,	1,064 "
Webster,	275 "	Clifton,	420 "
Lambert Lake,	750 "	Swales Road,	270 "
Forest,	2,100 "	Eaton Corner,	349 "
Bancroft,	2,210 "	Lime Ridge,	816 "

The aggregate amount of Side Tracks laid is Forty-two thousand, three hundred and ninety-six feet, which is equal to Eight Miles.

Sixty-three and one-quarter miles of track have been ballasted, using Eighty-eight thousand cubic yards of gravel.

## FENCE.

Twenty-six thousand, seven hundred forty-seven rods of fence have been built this year. Of this amount, twenty-four thousand six hundred and forty-one rods were barbed wire, one thousand, nine hundred and eighteen rods were board, and one hundred and eighty-eight rods were cedar rail.

## BUILDINGS.

New Passenger Stations have been constructed at Crawford's, Bancroft, Great Works, Farmingdale, Lewiston Upper Station, Riverton, Jefferson, Guildhall, Concord and Montreal Junction and Lancaster.

New Freight Houses have been erected at Portland, Belfast, Mattawamkeag, Iceboro, Corinna, Great Works, Sebago Lake, Conway Centre, Redstone, Sawyer's River, Concord and Montreal Junction and Lancaster.

New Water Stations have been built at West Baldwin, Maidstone, Lancaster and Wright's Siding.

At Lancaster a new engine house has been erected and a new iron turn-table put in position.

A large amount of repairing has been done on Stations, Freight Houses and Platforms.

There have been supplied from the quarry at North Jay, owned by this Company, 6,021.5 cubic yards of granite, and this amount of stone has been used in the new masonry built at various points along the line.

The following materials were used for repairs and construction :

Steel Rails, - - - - -	3,580	<sup>1933</sup> / <sub>2240</sub>	Tons.
Iron Rails, - - - - -	506	<sup>1007</sup> / <sub>2240</sub>	"
Cross Ties, - - - - -	359,237		
Joint Plates, - - - - -	631,463		Pounds.
Track Bolts and Nuts, - - - - -	123,880		"
Track Spikes, - - - - -	453,375		"

## BRIDGES.

First-class Iron Spans have been erected as follows:

- MATTAWAMKEAG, - 3 spans, through iron riveted; total length, 426 feet, 10 inches.
- MOLUNKUS, - - - 1 span, through iron riveted; length over all, 105 feet.
- BANCROFT, - - - 2 spans, through iron riveted; total length, 243 feet, 9 inches.
- SEWALL'S CREEK, 1 span, deck, iron riveted; length over all, 104 feet, 11 1-2 inches.
- SABATTUS STREAM, 1 span, deck plate girder; length over all, 40 feet, 6 inches.
- LITTLE RIVER, - 1 span, through plate girder; length over all, 64 feet, 2 inches.
- PERLEY'S, - - - 1 span, riveted pony truss; length over all 74 feet, 5 inches.
- POOLE'S, - - - 1 span, riveted pony truss; length over all, 74 feet, 5 inches.
- GARDINER SLUICE, 1 span, through iron riveted for double track; length over all, 107 feet.
- GAMBO, - - - - 1 span, deck iron riveted; length over all, 104 feet, 11 1-2 inches.
- JOHN'S RIVER, - - 1 span, deck plate girder; length over all, 64 feet, 6 inches.
- HIRAM, - - - - 1 span, through pin connected bridge; length over all, 181 feet, 10 1-2 inches.

New Queen Truss Spans have been erected at Wytopitlock and Farmington, the latter replacing the spans destroyed in freshet of the spring of 1891.

Many smaller water-ways and openings formerly spanned by wooden structures have been replaced with iron girders.

Extensive repairs have been made on Farmington trestle, Temple Stream, Portland Y and Burnham Bridges, and Lewiston Bridge and Cathance Bridge have each received new wooden floors.

Appended to this report are tables showing the Freight and Passenger earnings in detail.

PAYSON TUCKER,

*Vice President and General Manager.*



NEW BRIDGES BUILT 1878 TO 1891, INCLUSIVE.

1878.

Sabattus, Webster  
 Clinton, Clinton  
 Temple Stream, West Farmington  
 Cathance, Iron, Topsham  
 Little Androscoggin, Iron, Auburn

1879.

Richmond Road, Richmond  
 Unity, Unity  
 Brooks, Brooks  
 City Point, Belfast  
 Shuy, East Livermore  
 East Wilton, East Wilton  
 Lewiston, Iron, (3 spans), Lewiston  
 Bates Canal, Iron, Lewiston, L. S.

1880.

Wescott Stream, No. 1, Waldo  
 " " " 2, "  
 Lowell's, West Farmington  
 Farmington, Farmington  
 Crowley's Y, Lewiston  
 Portland Street, Iron, (2 tracks), Portland  
 Androscoggin, Iron, Brunswick  
 Skowhegan, Iron, Skowhegan

1881.

Bowdoinham, No. 1, Bowdoinham  
 " " 2, "  
 Wilton, Wilton  
 Topsham Street, Iron, Topsham

*New Bridges (Continued.)*

1882.	Pearl Street, Iron, Augusta, Iron, (5 spans),	Brunswick Augusta	1885.	Sebasticook, Iron, Freeman's Creek, Iron, Lawrence Boom, Iron, Rolling Dam, Iron, Richmond Road, Iron, Yarmouth Road, Egery Mill Stream, Iron, Reed's Pond, Boggy Brook, No. 1, " " 2, Union River, Iron, (2 spans), Kilkenny, Iron, Carrying Place, Iron, Farmington Y,	Winslow Richmond Gardiner " " Richmond Yarmouth Dedham " " Ellsworth " " " " Hancock " " Farmington
1883.	Dead River, Iron, Sabattus Stream, Costigan, Finn Brook, Wytovitlock,	Leeds Lisbon Milford Reed Plantation " "	1886.	Augusta, Iron, (4 spans), Water Street, Iron, Olamon, Iron, Royal's River, Iron, Moody Brook, Felt Brook, Holden Brook,	Augusta " " Greenbush Yarmouth Lisbon Brewer Holden
1884.	Brewer Village, Fitz Pond, Union River, Mt. Desert Ferry,	Brewer Dedham Ellsworth Hancock			

*New Bridges (Continued.)*

1887.

Presumpscot, Iron, (1 span, 2nd track), Falmouth  
 Cobossecontee, Iron, Gardiner  
 Maranacook, Iron, Readfield  
 Belgrade Stream, Iron, Belgrade  
 Crummett's, Iron, Waterville  
 Benton Street, Iron, Benton  
 Pittsfield, Iron, (2 spans), Pittsfield  
 Newport, Iron, (2 spans), Newport  
 Damascus, Iron, Carmel  
 Sowadabscook, Iron, Carmel  
 Hermon Pond, Iron, (2 spans), Hermon  
 Hampden Road, Iron, Bangor  
 Vanceboro, Iron, Vanceboro  
 Orono, Iron, (3 spans), Orono  
 Oldtown, Iron, (1 span), Oldtown  
 Nason Stream, Newport

1888.

Yarmouth Road, Iron, Yarmouth  
 Bowdoinham, No. 2, Iron, Bowdoinham  
 Abagadassett, Iron, Bowdoinham  
 Seven Mile Brook, Iron, Vassalboro  
 Greeley Road, Iron, North Yarmouth  
 Danville, Iron, Auburn  
 Turner Street, Iron, Auburn  
 Oxford Street, Iron, Lewiston  
 Mt. Hope, Iron, Bangor  
 Orono (1 span), Iron, Orono  
 Passadumkeag, Iron, Passadumkeag

1889.

Bowdoinham, No. 1, Iron, Bowdoinham  
 Vaughan's Brook, Iron, (2 spans), Hallowell  
 Hallowell Street, Iron, Hallowell  
 Two Mile Brook, Iron, Augusta  
 Kenduskeag Draw Span, Iron, Bangor  
 Sunkhaze, Iron, Milford  
 Sabattus, Webster  
 Fitz Pond, Iron, Dedham  
 Union River, Iron, (1 span), Ellsworth  
 Centre Conway, Iron, (2 spans), Conway



## New Bridges (Continued.)

1890.		1891.	
Clinton, Iron,	Clinton	Mattawamkeag, Iron, (3 spans),	Mattawamkeag
Martin Stream, Iron,	Fairfield	Molunkus, Iron,	Kingman
Topsham Approaches, Iron, } (2 spans),	{ Brunswick and Topsham	Bancroft, Iron, (2 spans),	Bancroft
Lincoln Centre, Iron,	Lincoln	Sewall's Creek, Iron,	Bath
Crossuntic,	Kingman	Sabattus Stream, Iron,	Lisbon
Boggy Brook, No. 1, Iron,	Ellsworth	Little River, Iron,	"
" " 2,	"	Perley's, Iron,	Gray
Holden Brook, Iron,	Holden	Pool's, Iron,	"
Reed's Pond, Iron,	Dedham	Gardiner Sluice, Iron,	Gardiner
Felt Brook, Iron,	Brewer	Gambo, Iron,	Gorham and Windham
Piscataquis, Iron, (3 spans),	Dover and Foxcroft	John's River, Iron,	Dalton
Black Stream, Iron,	Dover	Hiram, Iron,	Hiram
Main Stream, Iron,	Dexter	Wytopitlock,	Reed Plantation
Dexter Pond, Iron,	"	Israel's River, Iron,	Lancaster
Depot Street, Iron,	"	Cemetery Road, Iron,	"
Lincoln Street, Iron,	"	Lancaster, Iron,	"
Dexter Trestle,	"	Guildhall, Trestle,	Guildhall
Nancy's Brook, Iron,	Hart's Location, N. H.	Stratford, Iron,	Stratford
Carroll Stream, Trestle,	Whitefield,		
Whitefield,	"		
Cemetery Street, Iron,	"		

STATEMENT OF THE  
Number of Passengers from Each Station

OCT. 1ST, 1890, TO SEPT. 30TH, 1891, INCLUSIVE,

—AND—

REVENUE DERIVED THEREFROM.

FROM.	NO. OF PASSENGERS.	EARNINGS.
Portland,	199,089	\$185,956 69
Woodford's,	8,418	5,651 69
Westbrook Junction,	7,589	6,415 41
West Falmouth,	2,206	763 51
Cumberland Junction,	7,439	2,341 93
Yarmouth Junction,	6,656	3,974 81
Freeport,	16,325	9,185 17
Brunswick,	66,505	39,129 97
Harding's,	3,147	898 32
Bath,	59,138	46,100 28
Topsham,	1,231	505 34
Bowdoinham,	9,083	5,176 67
Harward's Road,	1,820	791 58
Richmond,	18,802	1,242 45
Iceboro,	1,786	922 58
Dresden,	274	138 85
South Gardiner,	18,457	6,117 35
Gardiner,	68,279	38,637 07
Farmingdale,	834	104 03
Hallowell,	29,916	11,786 19
Augusta,	71,433	55,766 32
Riverside,	2,523	1,152 65
Vassalboro,	5,586	4,050 25
Winslow,	2,177	1,018 12
Waterville,	55,867	52,480 48

*Statement of Passengers Carried, &c., (Continued.)*

FROM.	NO. OF PASSENGERS.	EARNINGS.
Benton,	4,399	\$ 4.446 32
Clinton,	5,417	3,814 97
Burnham,	4,987	3,194 96
Unity,	2,858	2,305 35
Thorndike,	1,989	1,951 02
Knox,	657	446 39
Brooks,	3 450	2,785 83
Waldo,	576	523 99
City Point,	1,003	586 01
Belfast,	11,111	19 377 90
Pittsfield,	13,849	12,480 21
Detroit,	3,374	1,268 52
Newport,	8,897	7.112 07
Corinna,	4,765	4,016 44
Dexter,	12,364	14,194 46
Silver's Mills,	618	446 38
Dover and Foxcroft,	10,420	13,420 35
East Newport,	3,986	2,253 92
Etna,	3,455	3.077 80
Damascus,	598	207 95
Carmel,	3,225	2,304 90
Hermon Pond,	1,641	1,140 17
Hermon Centre,	855	698 96
Bangor,	78,412	112,918 68
Bangor, Exchange Street,	55,237	31,337 18
Veazie,	16,094	2,604 88
Basin Mills,	7,000	1.480 14
Orono,	26,867	8,757 83
Webster,	6,258	1,589 33
Great Works,	22,141	5,112 22
Oldtown,	40,070	19,737 98
Milford,	3,107	1,221 87
Costigan,	4,328	1,296 03
Greenbush,	1,930	922 55
Olamon,	2,448	1,919 57

*Statement of Passengers Carried, &c , (Continued.)*

FROM.	NO. OF PASSENGERS.	EARNINGS.
Passadumkeag,	3,442	\$ 2,694 21
Enfield,	3,173	3,239 11
Lincoln,	5,555	5,927 43
Lincoln Centre,	1,759	1,690 45
Winn,	4,721	4,947 21
Mattawamkeag,	4,763	8,210 85
Kingman,	3,952	3,700 97
Wytopotlock,	1,237	1,181 20
Bancroft,	196	141 65
Danforth,	4,082	5,152 69
Eaton,	440	253 45
Forest,	1,333	1,674 54
Lambert Lake,	1,879	709 10
Vanceboro,	7,086	10,725 25
Walnut Hill,	2,656	1,086 60
Gray,	3,730	2,087 97
New Gloucester,	5,229	2,318 61
Rowe's,	914	344 67
Danville Junction,	5,279	6,611 40
Auburn,	43,532	24,656 95
Lewiston, Upper,	52,618	43,679 58
Greene,	1,738	895 74
Leeds Junction,	2,525	1,928 07
Monmouth,	4,973	3,607 51
Annabessacook,	1,330	779 16
Winthrop,	7,927	7,142 82
Maranacook,	672	256 21
Readfield,	4,162	5,178 68
Belgrade,	1,863	1,995 04
North Belgrade,	847	796 94
Oakland,	13,196	9,409 13
Fairfield,	10,032	5,467 21
Shawmut,	6,874	1,898 36
Pishon's Ferry,	2,181	1,275 31
Skowhegan,	19,718	24,822 40

*Statement of Passengers Carried, &c., (Continued.)*

FROM.	NO. OF PASSENGERS.	EARNINGS.
Lisbon Falls,	19,088	\$ 8,079 28
Lisbon,	15,055	5,126 52
Crowley's,	2,499	687 57
Lewiston, Lower,	44,282	34,603 95
Sabattus,	3,363	1,485 24
Curtis' Corner,	789	507 78
Leeds Centre,	1,131	895 27
North Leeds,	1,572	1,268 21
Strickland's Ferry,	1,499	1,284 07
East Livermore,	2,057	1,594 41
Livermore Falls,	8,246	6,721 70
Jay Bridge,	1,417	944 45
North Jay,	3,386	3,216 27
Wilton,	4,023	4,257 34
East Wilton,	2,095	1,207 76
West Farmington,	2,003	2,635 30
Farmington,	11,293	16,316 01
Penobscot Junction,	4,319	2,629 58
Holden,	2,056	1,270 47
Reed's Pond,	860	509 15
Ellsworth Falls,	5,335	2,611 72
Ellsworth,	20,447	21,825 26
Franklin Road,	3,714	4,698 41
Hancock,	4,336	2,871 85
Mt. Desert Ferry,	4,298	4,080 33
Bar Harbor,	16,610	30,578 49
Sullivan,	1,174	1,702 45
Sorrento,	727	1,290 75
Brewer Village,	2,045	444 89
Orrington,	1,825	509 85
South Orrington,	2,878	799 60
Bucksport Centre,	1,526	702 33
Bucksport,	15,049	9,777 97
Cumberland Mills,	16,575	6,398 37
South Windham,	7,684	2,675 42

*Statement of Passengers Carried, &c., (Continued.)*

FROM.	NO. OF PASSENGERS.	EARNINGS.
Newhall,	3,996	\$ 1,288 57
White Rock,	2,413	1,025 65
Sebago Lake,	7,604	3,950 55
Steep Falls,	4,257	2,349 15
Mattocks',	2,454	1,352 65
Cornish,	8,334	6,602 15
West Baldwin,	1,526	1,139 96
Bridgton Junction.	952	644 46
Hiram,	3,777	2,327 80
Brownfield,	5,066	3,617 96
Fryeburg,	7,747	6,303 91
Conway Centre,	4,358	2,875 70
Redstone,	3,885	3,345 03
North Conway,	15,032	9,130 31
Intervale,	6,016	4,455 61
Glen,	7,997	6,653 14
Bartlett,	5,516	5,427 77
Sawyer's River,	1,451	1,636 01
Crawford's,	4,058	3,006 40
Mt. Pleasant House,	901	634 75
Fabyan's,	4,275	6,753 87
Zealand Junction,	1,172	674 53
Twin Mountain,	1,881	1,238 68
Quebec Junction,	88	41 35
Hazen's,	1,068	619 40
Whitefield,	5,050	3,855 16
Scott's Junction,	1,221	722 48
Lunenburg,	2,262	1,558 83
Jefferson,	1,461	1,426 69
Riverton,	251	151 11
Lancaster,	5,739	3,527 60
C. & M. Junction,	62	15 85
Guildhall,	262	188 57
North Stratford,	6,618	4,120 05
Colebrook,	7,743	5,177 33

*Statement of Passengers Carried, &c., (Continued.)*

FROM.	NO. OF PASSENGERS.	EARNINGS.
West Stewartstown,	5,237	\$ 3,225 83
Beecher Falls,	1,753	1,230 72
East Hereford,	286	261 40
Paquetteville,	410	354 75
Saint Malo,	534	457 52
Sawyerville,	2,148	1,194 39
Cookshire Junction,	1,832	1,171 59
Dudswell Junction,	633	409 60
Lime Ridge and Marbleton,	550	439 27
Conductor's Collections and Frenchman's Bay Steamers,	51,355	27,822 21
Foreign Companies and Agencies,	262,829	538,303 56
Total,	1,967,695	\$1,838,221 18



# STATEMENT OF FREIGHT BUSINESS

FOR THE YEAR ENDING SEPT. 30TH, 1891.

SHOWING THE NUMBER OF TONS AND M. C. EARNINGS ON  
SAME, TO AND FROM EACH STATION.

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
105,804	\$ 148,110	49 Portland,	184,373	\$322,236
400	857	84 Woodford's,	22	74
10,805	16,356	24 Westbrook Jct.,	14,028	23,145
592	476	12 West Falmouth,	100	206
395	513	48 Cumberland Jct.,	414	425
12,439	9,643	66 Yarmouth Jct.,	71,645	80,875
9,167	8,061	90 Freeport,	3,463	2,983
39,590	37,011	42 Brunswick,	22,727	20,722
23,899	32,513	47 Bath,	22,265	22,739
1,234	1,114	96 Topsham,	156	251
3,069	4,107	00 Bowdoinham,	7,375	10,320
108	184	02 Harward's,	198	327
4,113	6,551	23 Richmond,	4,570	6,966
161	331	63 Iceboro,	20	44
4,524	3,584	25 South Gardiner,	5,885	8,166
32,565	42,640	89 Gardiner,	35,055	48,137
3,739	7,585	71 Hallowell,	9,567	13,044
29,050	30,953	57 Augusta,	14,607	19,505
204	439	07 Riverside,	1,604	2,364
1,171	2,548	57 Vassalboro,	2,450	4,224
3,828	6,246	67 Winslow,	3,624	6,814
27,029	49,013	19 Waterville,	8,756	14,675
1,799	2,931	64 Benton,	2,073	3,794
2,790	6,153	78 Clinton,	4,022	7,543
760	1,744	59 Burnham,	1,469	2,689
1,052	2,646	38 Unity,	5,118	4,961
1,176	2,820	71 Thorndike,	1,987	4,239
151	294	48 Knox,	545	907
1,469	2,784	49 Brooks,	2,571	4,480



*Tonnage and Earnings (Continued.)*

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
30	\$ 95 25	Waldo,	309	\$ 437 97
156	262 32	City Point,	7,824	2,251 32
21,166	18,234 11	Belfast,	7,484	13,794 18
8,929	16,946 03	Pittsfield,	2,910	6,931 58
501	1,142 75	Detroit,	811	1,680 14
3,829	5,880 95	Newport,	1,234	2,612 10
1,797	4,436 06	Corinna,	2,819	7,878 21
9,015	22,319 62	Dexter,	5,182	13,996 62
135	109 59	Silver's Mills,	948	1,580 72
5,135	13,545 95	Dover & Foxcroft,	9,216	25,735 16
705	1,755 53	East Newport,	1,457	3,628 63
974	1,994 92	Etna,	1,764	3,851 90
392	723 54	Carmel,	1,446	2,702 46
170	235 95	Hermon Pond,	1,718	1,517 13
108,347	127,492 72	Bangor,	103,104	153,440 46
4,462	2,628 36	Penobscot Jct.,	3,252	1,987 80
1,923	1,588 05	Brewer Village,	5,362	6,440 43
147	151 20	Orrington,	45	66 53
175	182 12	South Orrington,	106	197 03
204	271 79	Bucksport Centre,	45	99 47
5,466	6,024 47	Bucksport,	3,789	3,647 27
308	376 00	Holden,	870	828 41
427	608 60	Green Lake,	1,194	865 13
1,003	2,107 82	Ellsworth Falls,	1,509	2,848 77
3,622	9,870 61	Ellsworth,	2,341	6,060 86
548	1,560 27	Franklin Road,	1,096	1,146 99
459	1,223 94	Hancock,	54	207 43
3,068	4,312 32	Mt. Desert Ferry,	1,247	1,219 78
302	864 47	Sullivan,		
184	572 48	Sorrento,	6	41 17
2,117	4,347 62	Bar Harbor,	172	954 19
		Fr'chman's Bay Strs.		564 35
640	470 47	Veazie,	2,709	1,538 42
1,682	1,865 38	Basin Mills,	4,764	8,652 84
3,783	4,891 19	Orono,	2,116	3,797 49

*Tonnage and Earnings (Continued.)*

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
	\$ 36	Stillwater,	14,432	\$ 10,764 84
9,830	8,626 18	Webster,	8,399	14,425 62
18,274	18,130 89	Great Works,	7,787	10,475 34
10,230	11,579 99	Oldtown,	13,542	19,939 43
5,143	1,785 07	Milford,	6,082	10,982 56
		Milford Mill,	2,705	271 00
875	1,923 11	Costigan,	693	1,158 86
100	226 82	Greenbush,	839	826 42
395	943 25	Olamon,	3,080	3,360 01
1,580	3,656 78	Passadumkeag,	1,949	2,471 96
4,502	7,797 86	Enfield,	16,808	24,035 48
2,192	5,302 16	Lincoln,	3,515	7,542 42
537	1,345 55	Lincoln Centre,	1,658	2,622 52
4,476	9,555 10	Winn,	1,795	4,654 58
6,249	16,554 09	Mattawamkeag,	3,153	6,404 19
4,565	9,412 81	Kingman,	3,630	11,015 49
544	1,587 35	Wytopitlock,	5,141	7,586 36
56	119 21	Bancroft,	105	295 18
1,560	5,191 51	Danforth,	5,158	12,152 60
36	120 72	Eaton,	39	59 54
1,119	4,107 22	Forest,	3,267	7,736 03
808	1,005 47	Lambert Lake,	1,202	3,175 32
2,345	5,718 72	Vanceboro,	2,458	5,278 13
580	499 37	Walnut Hill,	66	86 30
1,050	1,446 01	Gray,	3,074	2,768 49
1,193	1,448 37	New Gloucester,	4,944	1,881 95
16,846	21,327 54	Danville Junc.,	8,020	18,573 80
23,749	32,740 10	Auburn,	10,197	19,173 53
29,720	39,979 27	Lewiston, Upper,	12,153	19,903 33
469	626 29	Greene,	594	619 97
379	799 37	Leeds Junc.,	2,646	2,236 49
1,764	3,237 99	Monmouth,	3,111	3,428 22
1,033	1,659 00	Annabessacook,	463	1,002 84
11,469	17,971 01	Winthrop,	6,273	9,754 09
3,379	6,365 17	Readfield,	1,326	2,980 52

*Tonnage and Earnings (Continued.)*

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
1,039	\$ 2,178	54 Belgrade,	962	\$ 1,994 31
167	348	50 North Belgrade,	889	1,070 45
10,403	16,759	53 Oakland,	5,792	7,158 34
12,387	21,848	37 Fairfield,	17,922	29,309 25
950	2,267	22 Shawmut,	11,548	18,564 99
569	1,336	54 Pishons Ferry,	1,568	3,012 25
15,591	35,392	73 Skowhegan,	15,233	27,405 36
11,367	12,266	25 Lisbon Falls,	8,219	6,553 36
3,067	3,844	98 Lisbon,	976	1,169 87
40	77	06 Crowley's,	99	139 85
35,658	40,925	17 Lewiston, Lower,	20,730	28,376 60
3,369	4,183	51 Sabattus,	531	839 48
46	98	76 Curtis Corner,	253	270 71
791	1,247	04 Leeds Centre,	767	1,082 92
683	1,227	12 North Leeds,	851	1,033 15
604	1,132	58 Stricklands Ferry,	759	1,284 46
645	1,233	48 East Livermore,	605	1,088 34
9,119	13,331	15 Livermore Falls,	26,043	20,612 56
1,291	1,722	07 Jay Bridge,	7,972	8,083 48
973	2,462	50 North Jay,	12,083	8,588 28
2,018	4,881	62 Wilton,	2,018	4,202 75
1,012	1,692	37 East Wilton,	780	1,642 53
2,103	4,944	94 W. Farmington,	2,799	6,243 38
13,723	30,707	02 Farmington,	6,332	13,077 03
157,397	105,896	05 Portland, (P. & O. Div.)	116,163	91,737 79
78,232	35,327	55 Cumberland Mills,	6,629	4,959 21
7,617	5,292	88 South Windham,	2,239	2,121 92
1,175	1,193	80 White Rock,	923	1,024 90
2,161	2,976	28 Sebago Lake,	24,807	13,004 98
764	1,322	59 Steep Falls,	3,217	3,035 97
519	936	16 Mattocks',	2,038	2,013 55
3,130	5,725	02 Cornish,	3,105	4,748 25
227	473	81 West Baldwin,	449	614 05
3,873	3,245	24 Bridgton Junc.,	1,639	1,336 75
494	1,058	05 Hiram,	2,148	2,056 44

*Tonnage and Earnings (Continued.)*

RECEIVED.		STATIONS.	FORWARDED.	
TONS.	EARNINGS		TONS.	EARNINGS.
1,440	3,020	67 Brownfield,	4,122	5,120 90
2,374	5,099	51 Fryeburg,	4,488	6,214 94
1,633	1,334	98 Conway Centre,	1,448	1,328 78
710	1,406	93 Redstone,	10,797	5,661 60
28,324	17,695	11 No. Conway,	4,926	3,737 71
830	1,222	64 Intervale,	247	316 13
1,134	2,370	58 Glen Station,	4,400	3,629 57
9,525	6,335	82 Bartlett,	10,055	6,597 54
694	1,627	87 Sawyer's River,	19,133	10,872 72
212	375	96 Crawford's,	11	22 46
1,136	1,872	59 Fabyan's	14,415	4,323 74
23	68	09 Zealand,	1	5 58
167	266	73 Twin Mountain,	193	505 89
11,634	5,412	49 Hazen's Jct.,	311	263 41
606	1,178	53 Whitefield,	353	655 55
6,109	3,576	20 Scott's Jct.,	1,428	524 49
39,649	31,911	73 Lunenburg,	119,047	71,260 38
78	209	63 Jefferson,	189	119 05
2	3	62 Riverton,	81	66 74
7,688	8 890	16 Lancaster,	473	638 28
23	62	57 Guildhall,	136	175 16
17 195	14,600	95 No. Stratford,	7,843	7,645 81
10	5	00 Georges.	3,527	3,065 12
22,670	15,403	98 Colebrook,	4,640	5,916 27
3,117	5,521	48 W. Stewartst'n,	3,167	3,376 42
13,173	4,422	65 Beecher Falls,	4,155	3,758 92
48	97	70 E. Hereford,	358	138 98
616	891	12 Paquetteville,	28,319	12,018 97
280	445	05 Saint Malo,	8,031	2,573 21
1,158	933	45 Sawyerville,	11,205	11,535 18
9,944	2,967	87 Cookshire Jct.,	18,051	16,447 33
10,016	3,682	72 Dudswell Jct.,	7,374	4,840 49
5,117	2,050	84 Lime Ridge,	17,615	12,626 05
443,684	816,114	19 Foreign Co.'s,	316,632	574,581 73
1,706,155	\$2,269,739 50	Total,	1,706,155	\$2,269,739 50



## LEASE

—OF THE—

## KNOX &amp; LINCOLN RAILWAY

—TO—

## MAINE CENTRAL RAILROAD COMPANY.

THIS INDENTURE, made in duplicate by and between the Knox and Lincoln Railway, a corporation existing under the laws of Maine, party of the first part, and with its successors and assigns, hereinafter styled the lessor, and the Maine Central Railroad Company, a corporation also existing under the laws of Maine, party of the second part, and, with its successors and assigns, hereinafter styled the lessee,

*WITNESSETH:*

ARTICLE ONE. In consideration of the rent and covenants herein reserved and provided to be paid and performed by the lessee, the lessor does hereby demise and lease to the lessee all the railroad and ferry of the lessor located and constructed in the State of Maine, commencing at or near the west bank of the Kennebec river at Bath and running easterly to tide waters at Rockland.

Also all its rights to connect with, lease, operate, purchase or otherwise control, or to co-operate with any other railroad or other railroad corporation.

Also the franchises and rights of the lessor to extend its railroad, and to construct, operate and maintain any railroads whatsoever.

Also its rights to take tolls, its rights of way, side-tracks, branches, stations, station-grounds, bridges, rolling-stock, equipment, machinery, wharves, docks, piers, ferry-boats, and all other property whatsoever in any way appurtenant to the foregoing railroad and ferry, and all its franchises, rights, exemptions, immunities and privileges whatsoever.

The lessor hereby transfers and assigns to the lessee all its tools, supplies, cash, contracts, notes, accounts, claims, judgments and other choses in action, causes of action, appeals and rights of appeal, and all other property of every kind which it now has, or is entitled to have, or may hereafter have, except what is herein leased, to be held, used and applied by the lessee for its own benefit; and it hereby constitutes the lessee its attorney, during the continuance of this lease, with power in the name of the lessor or otherwise, but to the use and at the cost of the lessee, to demand, sue for, prosecute, enforce, satisfy, recover and enjoy all the matters and things in this instrument leased, transferred or assigned, the proceeds thereof to be applied as aforesaid to the benefit of the lessee.

All the premises are leased, assigned and transferred subject to all liens and incumbrances in any way lawfully existing upon any of the same.

To have and to hold all the leased premises, with the appurtenances thereof, to the lessee during the full term of one thousand years, commencing on the first (1) day of August, eighteen hundred ninety-one (1891).

**ARTICLE TWO.** The lessee covenants and agrees with the lessor, for and during the continuance of this lease, that it will pay all excises, duties, taxes and other charges, that have been or may hereafter be laid on or on account of the property, franchises or anything else hereby demised or transferred, or on the lessor or its stockholders on account thereof, or on or on account of the earnings, traffic, business, or franchises thereof, or on its capital stock or shares of its capital stock, or on or on account of the income to be derived from any of the foregoing, whether laid by the United States, or the State of Maine, or by any towns, cities or village corporations, or by any other political power or authority whatsoever; that it will indemnify and save harmless the lessor from all suits, damages and costs for any act done or omitted by the lessee, or for anything arising out of the demised premises in connection with the use, possession or operation thereof; and that it will make all returns required by law to be made by the lessee, and will furnish the lessor with all statements to enable it to make all returns required by law of the lessor.

**ARTICLE THREE.** The lessee further covenants and agrees with the lessor that it will assume, provide for, satisfy and fully discharge, as each comes due, all the present debts, liabilities and obligations of the lessor, and all which may hereafter, during this lease, be imposed by law upon the lessor by reason of, or in connection with its ownership of the demised premises without its voluntary act or fault, and all mortgages, liens and incumbrances on the demised estate.

And the lessee further covenants and agrees with the lessor that it will save the lessor harmless from all and singular said debts, liabilities and obligations, and from all cost, expense and other loss arising therefrom.

**ARTICLE FOUR.** The lessee further covenants and agrees with the lessor, that, during the continuance of this lease, it will maintain and operate the demised premises in furtherance of the objects contemplated

by all the laws affecting the same, and so as to promote the public convenience, and will maintain the same in good and substantial repair and condition, and will from time to time make such alterations, improvements and enlargements thereof as may be useful for the safe, convenient and regular transportation of passengers, freight and mails upon every part of the line; and that it will, at the termination of this lease, surrender the same in as good order and condition as they were at the inception hereof, with all additions thereto and improvements thereof.

ARTICLE FIVE. The lessee further covenants and agrees with the lessor, that it will, on or before the expiration of every year, during the term of this lease, pay the lessor two hundred (200) dollars, to be in full for the annual compensation of such officers as may be required for maintaining the organization of the company, for the annual incidental charges attending the holding of its directors' and corporate meetings, and for the annual doing of such other matters as the lessor agrees herein to do at its own cost and expense.

ARTICLE SIX. And the lessee further covenants with the lessor that it will, during the term aforesaid, pay annually as rent for the premises, in addition to the two hundred (200) dollars provided in Article Five, five (5) dollars upon each share of the capital stock of the lessor now outstanding, being in all two thousand (2,000) shares, in semi-annual installments of two and one-half (2 1-2) dollars upon each share, on the first days of February and August in each year, to the several persons owners of such shares, as so appear by the records of the lessor on the first day of the preceding month; and, in order that the lessee may be enabled to pay the rental as aforesaid, the treasurer of the lessor shall furnish the lessee, on or before the twenty-fifth days of January and July in each year, a list, duly certified by said treasurer, of the shareholders of the lessor entitled to receive the payments as aforesaid, giving the address of each and the number of shares owned by him on said first day of the said months of January and July as the case may be; and the lessee shall thereupon, on said first day of February and August in each year, pay the rental aforesaid by forwarding the check of the lessee to each person named on said list, to the address given therein and for the amount therein set out as payable to him; and upon said checks being duly honored, the payments so made in accordance with such lists shall be in full discharge of the semi-annual rentals which the same are intended to cover.

ARTICLE SEVEN. The lessor covenants and agrees with the lessee that, during the continuance of this lease, it will at its own expense maintain a lawful and beneficial corporate organization, and will at its own expense elect and appoint all the officers, agents or servants required or convenient for the purposes hereof, and will invest them with such powers and duties as may be incidental thereto; that it will at the cost of the lessee make all the returns required by law of the lessor; that it will at the cost of the lessee make any further assurances which from time to time may be



found useful to secure to the lessee all rights, powers and privileges under this lease according to its true intent; that it will, at the cost of the lessee, from time to time authorize and execute any conveyance of property which, under the terms hereof, the lessee is authorized to sell or otherwise dispose of; that it will, at the cost of the lessee, do any other act which may be necessary or convenient to enable the lessee to exercise any of the rights, powers and privileges hereby demised, or intended to be demised; and that it will, at the cost of the lessee, make all locations, commence and prosecute or defend all proceedings before any courts or other judicial tribunals, or official boards, commissioners and any officials whatever, make all petitions and other applications, and answers, pleas or other defenses, commence and enter all appeals, and other acts and things necessary, proper or convenient with reference to any of the same, and as incident thereto execute all appropriate bonds and other instruments: and the lessee herewith covenants and agrees with the lessor to hold the lessor harmless from all loss, damage or expense by reason of anything aforesaid to be done at the cost of the lessee.

And it hereby constitutes the lessee, its successors or assigns, and its and their officers, servants, agents and substitutes, its attorney or attorneys, with power irrevocable during the term of its lease, to do in the name of the lessor all things to be done by it in accordance with this lease.

**ARTICLE EIGHT.** The lessee may from time to time amend, repair, alter, replace, sell, lease, or otherwise dispose of any of the station grounds, or other lands, branches, sidings, wharves, docks, piers, ferry-boats, buildings, rails, equipment, or other appurtenances of the railroad or ferry hereby leased, or of any extension of said railroad, whether the same are now subject to this lease, or may hereafter become so subject, so far as the lessor might or may lawfully do the same, the lessee, nevertheless, keeping the leased premises as a whole up to their present standard and condition.

**ARTICLE NINE.** The lessor covenants and agrees with the lessee, that it will, at the request of the lessee, execute from time to time its scrip, bonds, or other obligations, and mortgages to secure the same, said mortgages to cover all the railroad, ferry, and other property and franchises, immunities and other matters and things hereby leased, or which may at any time hereafter be owned by the lessor, or held under this lease, or such portions thereof as the lessee may from time to time desire, such scrip, bonds, or other obligations to be used by the lessee for refunding, or otherwise providing for any of the indebtedness of the lessor, or any liens or incumbrances on the leased premises, or for improving the same, or any part thereof, or for constructing any railroad or other works which the lessor is authorized to construct, or for subsequently improving the same, or for repaying or otherwise making good to lessee, all or any sums paid by it for any of such purposes, and interest thereon, or for any purpose to which the lessor may lawfully apply its scrip, bonds or other obligations.

Provided further that said bonds, and all the coupons and interest coming due thereon, shall be always regarded and held as between the lessor and the lessee as the true debt or debts of the lessee, and shall be paid by it without cost to lessor.

Provided further that all matters and things done, or to be done under this article, shall be at the cost and expense of the lessee.

ARTICLE TEN. It is agreed that in extending the railroad hereby leased, the lessee may avail itself of the franchises and rights of the lessor, or may locate, construct and operate by virtue of its own franchises and rights upon or over the line, or any part thereof, upon or over which the lessor is now by law authorized to maintain, construct and operate a railroad.

ARTICLE ELEVEN. The lessee may assign its leasehold interests under this lease, and all its other rights thereunder, or any thereof, to any corporation whatsoever.

IN WITNESS WHEREOF, the Knox and Lincoln Railway, by F. H. Low, its Treasurer, with the countersign of Arthur Sewall, its President, and the Maine Central Railroad Company, by J. A. Linscott, its Treasurer, with the countersign of Arthur Sewall, its President, have hereunto set their respective hands and seals in duplicate, this twentieth day of July, eighteen hundred and ninety-one.

Signed, sealed and delivered  
in presence of

WM. L. WHITE.

KNOX AND LINCOLN RAILWAY.

By F. H. LOW,

Its Treasurer.

Countersigned by

JOSIAH H DRUMMOND.

ARTHUR SEWALL,

{ L. S. }

Its President.

MAINE CENTRAL RAILROAD COMPANY,

JOSIAH H. DRUMMOND.

By J. A. LINSOTT,

Its Treasurer.

Countersigned by

JOSIAH H. DRUMMOND.

ARTHUR SEWALL,

{ L. S. }

Its President.

At a meeting of the Directors of the Maine Central Railroad Company, held at Portland, on the twenty-third day of July, eighteen hundred ninety-one, a quorum being present,

*Voted*, That the lease from the Knox and Lincoln Railway to the Maine Central Railroad Company, dated the twentieth day of July, eighteen hundred ninety-one, signed by the Treasurers of the Knox and Lincoln Railway and this Company, and also countersigned by the Presidents of the Knox and Lincoln Railway and of this Company, be and the same hereby is ratified, accepted and approved as the act of this corporation; and the President and other executive officers of this corporation are directed to do all acts and things necessary for acquiring possession of the leased property and operating the same.

A true copy from the records of the Directors of the Maine Central Railroad Company.

Attest:

JOSIAH H. DRUMMOND,

*Clerk.*

PORTLAND, July 23d, 1891.

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At a meeting of the Directors of the Knox and Lincoln Railway, held at Portland, on the twenty-eighth day of July, eighteen hundred ninety-one, a quorum being present,

*Voted*, That the lease from the Knox and Lincoln Railway to the Maine Central Railroad Company, dated the twentieth day of July, eighteen hundred ninety-one, signed by the Treasurers of the Maine Central Railroad Company and of this Company, and also countersigned by the Presidents of the Maine Central Railroad Company and of this Company, be, and the same hereby is ratified, accepted and approved as the act of this corporation; and the President and other executive officers of this corporation are directed to do all acts and things necessary for delivering possession of the leased property to the Maine Central Railroad Company.

A true copy from the records of the Directors of the Knox and Lincoln Railway.

Attest:

DAVID W. SNOW,

*Clerk.*

PORTLAND, July 28th, 1891.

## STATE OF MAINE.

CUMBERLAND, SS.

On this twenty-third day of July, eighteen hundred ninety-one, personally appeared Arthur Sewall, President of the Maine Central Railroad Company, and J. A. Linscott, Treasurer of said corporation, and each severally acknowledged the foregoing lease by them subscribed in behalf of said corporation, to be the free act and deed of said corporation and of themselves its President and Treasurer.

Before me,

JOSIAH H. DRUMMOND,

*Justice of the Peace.*

## STATE OF MAINE.

SAGADAHOC, SS.

On this 29th day of July, eighteen hundred ninety-one, personally appeared Arthur Sewall, President of the Knox and Lincoln Railway, and F. H. Low, Treasurer of said corporation, and each severally acknowledged the foregoing lease by them subscribed in behalf of said corporation, to be the free act and deed of said corporation, and of themselves as its President and Treasurer.

Before me,

GEORGE E. HUGHES,

*Justice of the Peace.*

A true copy of record.

Attest:

JOSIAH H. DRUMMOND,

*Clerk.*







THIRTY-FIRST

ANNUAL REPORT

OF THE

MAINE CENTRAL



RAILROAD COMPANY.



PRESENTED AT THE ANNUAL MEETING,

DECEMBER 21st, 1892.





# ANNUAL REPORT

OF THE

## DIRECTORS

OF THE

# MAINE CENTRAL RAILROAD COMPANY

TO THE STOCKHOLDERS,

FOR THE YEAR ENDING SEPTEMBER 30TH, 1892.



PRESENTED AT THE ANNUAL MEETING, IN PORTLAND,  
DECEMBER 21ST, 1892.



PORTLAND, ME:  
PRINTED AT THE TUCKER PRINTING HOUSE,  
1892.

## DESCRIPTION OF ROAD.

<b>Portland to Vanceboro, via Augusta,</b>	<b>250.90</b>
<b>Cumberland Junction to Skowhegan,</b>	<b>91.20</b>
<b>Bath to Lewiston and Farmington,</b>	<b>76.30</b>
<b>Belfast Branch,</b>	<b>33.13</b>
<b>Dexter Branch,</b>	<b>30.77</b>
<b>Bucksport Branch,</b>	<b>18.05</b>
<b>Stillwater Branch,</b>	<b>3.01</b>
<b>Enfield Branch,</b>	<b>3.03</b>
<b>Mt. Desert Branch, (including Steam Ferry,)</b>	<b>49.80</b>
<b>Portland to Lunenburg,</b>	<b>109.10</b>
<b>Quebec Junction to Lime Ridge,</b>	<b>108.00</b>
<b>Bath to Rockland, (including Steam Ferry,)</b>	<b>48.96</b>
<b>Total Mileage,</b>	<b>822.25</b>

## BOARD OF DIRECTORS.

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ARTHUR SEWALL, PRESIDENT.

PAYSON TUCKER, VICE PRESIDENT.

FRANK JONES,	*HORATIO N. JOSE,
SAMUEL C. LAWRENCE,	AMOS PAUL,
JOSEPH S. RICKER,	JOHN WARE,
WILLIAM G. DAVIS,	THOMAS W. HYDE,
CHARLES A. SINCLAIR,	WILLIAM A. FRENCH,
WILLIAM T. HART.	

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JOSIAH H. DRUMMOND, CLERK.

\*Deceased.

# MAINE CENTRAL RAILROAD COMPANY.

## ANNUAL MEETING.

NOTICE is hereby given that the Annual Meeting of the Maine Central Railroad Company will be held at the Company's office in Portland, on *Wednesday, the twenty-first day of December, A. D. 1892*, at one o'clock in the afternoon, to act upon the following articles, to wit:

1. To hear the reports of the Directors and Treasurer and act thereon.
2. To fix the number of, and elect, Directors for the ensuing year.
3. To see if the stockholders will ratify the mortgage of that portion of the European and North American Railway which lies between Bangor and Winn, dated January 1, 1892, made jointly by the European and North American Railway, and this Company by its Directors in its behalf, to secure bonds to the amount of one million of dollars to be issued to retire the Bangor loan to the European and North American Railway Company due January 1, 1894.
4. To see if the stockholders will ratify the Agreement supplemental to the Lease of the Dexter and Piscataquis Railroad Company dated the twenty-ninth day of October, A. D. 1891, in relation to extending said railroad into Foxcroft, made by the Directors in behalf of the Company, and confirm the action of the Directors in carrying out the terms thereof.
5. To see if the stockholders will so amend the By-Laws of the Company as to authorize the Directors to fill any vacancies in the Board occurring between the annual meetings.
6. To act upon any other business that may legally come before said meeting.

Per order of the Directors,

JOSIAH H. DRUMMOND, *Clerk.*

PORTLAND, OCTOBER 28, 1892.

# THIRTY-FIRST ANNUAL REPORT.

The Directors of the Maine Central Railroad Company respectfully submit to its stockholders the following report of the business and condition of the Company :

*For twelve months, October 1st, 1891, to September 30th, 1892, inclusive.*

## INCOME.

Passenger Earnings,	\$2,011,311.81	
Freight Earnings,	2,514,633.86	
Mails,	138,802.05	
Express,	74,200.00	
Excess Baggage,	18,654.77	
		<hr/>
Total Transportation Earnings,		\$4,757,602.49
From Rents,	\$37,143.51	
From Miscellaneous,	23,673.94	
		<hr/>
Total Gross Income,		\$4,818,419.94

## OPERATING EXPENSES.

General Expenses,	\$ 1,303,401.86	
Taxes,	83,759.66	
Conducting Transportation,	708,631.63	
Maintenance of Equipment,	1,209,203.52	
Maintenance of Way and Structures,	756,793.77	
		<hr/>
Total Operating Expenses,		\$3,061,790.44
Net Income,		\$1,756,629.50
DEDUCTIONS FROM NET INCOME :		
Interest,	\$830,307.65	
Rentals of Leased Lines,	480,886.55	
		<hr/>
Surplus,		\$445,435.30
DIVIDENDS PAID ON STOCK :		
3 per cent. February 15, 1892,	\$134,148.00	
3 per cent. August 15, 1892,	134,337.00	
		<hr/>
Surplus after Payment of Dividends,		\$268,485.00
OF WHICH THERE HAS BEEN CREDITED TO		
New Equipment Fund,	\$125,000.00	
Personal Injury Fund,	40,000.00	
		<hr/>
Balance to credit of Profit and Loss,		\$165,000.00
		<hr/>
		\$11,950.30

Transportation Earnings, year ending Sept. 30th, 1892,	\$4,757,602.49	
Transportation Earnings, year ending Sept. 30th, 1891,	4,324,905.67	
Increase in Transportation Earnings,		\$432,696.82
Expenses, year ending Sept. 30th, 1892,	\$3,061,790.44	
Expenses year ending Sept. 30th, 1891,	2,942,377.96	
Increase in Expenses,		\$119,412.48
Net Income, year ending Sept. 30th, 1892,	\$1,756,629.50	
Net Income, year ending Sept. 30th, 1891,	1,421,602.03	
Increase in Net Income,		\$335,027.47
Rentals, year ending Sept. 30th, 1892,	\$480,886.55	
Rentals, year ending Sept. 30th, 1891,	360,093.05	
Increase in Rentals,		\$120,793.50
Interest, year ending Sept. 30th, 1892,	\$830,307.65	
Interest, year ending Sept. 30th, 1891,	828,189.46	
Increase in Interest,		\$2,118.19
Surplus, year ending Sept. 30th, 1892,	\$445,435.30	
Surplus, year ending Sept. 30th, 1891,	233,319.52	
Increase in Surplus,		\$212,115.78
Receipts from Freight, year ending Sept. 30th, 1892,	\$2,514,633.86	
Receipts from Freight, year ending Sept. 30th, 1891,	2,269,739.50	
Increase in Freight Receipts,		\$244,894.36
Receipts from Passengers, year ending Sept. 30th, 1892,	\$2,011,311.81	
Receipts from Passengers, year ending Sept. 30th, 1891,	1,838,221.18	
Increase in Passenger Receipts,		\$173,090.63

The net results of the financial year just closed show a surplus of \$176,950.30, after payment of all fixed charges and taxes, operating expenses and two semi-annual dividends of 3 per centum each.

The business of the last fiscal year of this Company shows a substantial increase and indicates that the growth of traffic over your road, which has been manifest in past years, has a solid foundation and promises a continuance for the future.

Your property is in a good physical condition. Many improvements of a permanent character and large additions to the equipment of the road have been made during the

past year, the cost of which has been charged to Operating Expenses.

For the details of the operation of the road you are respectfully referred to the reports of the General Manager and General Auditor herewith submitted.

By order of the Board,

ARTHUR SEWALL,

PRESIDENT.







**ANNUAL REPORT**  
—OF THE—  
**GENERAL MANAGER**  
—OF THE—  
**MAINE CENTRAL RAILROAD COMPANY,**

FOR THE FISCAL YEAR ENDING SEPTEMBER 30TH, 1892.

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The following report of the operations of the Maine Central Railroad Company for the fiscal year ending September 30th, 1892, is respectfully submitted.

The total number of Passengers transported for the year was 2,149,778.

The total amount of Freight transported for the year was 2,941,038 tons.

The earnings for Passengers were \$2,011,311.81. The earnings for transportation of Freight were \$2,514,633.86. The earnings for transportation of Mails, Baggage, Express, etc., were \$231,656.82. The total gross transportation earnings for the twelve months were \$4,757,602.49.

The number of miles run by Passenger Trains was 1,639,548; and by Freight Trains, 1,409,945; and by Working Trains, Switching, etc., 1,169,826; making the total number of miles run 4,219,319.

### EQUIPMENT.

The equipment has been increased during the past year by the purchase of

13 first-class Locomotives at a cost of	\$108,186.85
150 Platform Freight Cars at a cost of	49,864.20
100 Coal Cars.(capacity 20 tons) cost of	47,000.00
2 Baggage and Postal Cars at a cost of	5,350.00

Amounting in the aggregate to \$210,401.05, which amount has been charged to Operating Expenses.



The amount of coal and wood used is shown below:

Bituminous Coal, 110,166<sup>270</sup>/<sub>240</sub> tons. Of this amount 105,382<sup>840</sup>/<sub>2240</sub> tons were used for locomotives, and the remainder for engines in shops, water stations, for heating stations, and for steam ferry between Bath and Woolwich.

Anthracite Coal, 3,219<sup>1290</sup>/<sub>2240</sub> tons; 1,041<sup>1890</sup>/<sub>2240</sub> tons of this coal were used in heating passenger and freight stations; 1,599<sup>340</sup>/<sub>2240</sub> tons for steam ferry between Mt. Desert Ferry and Bar Harbor; 95<sup>1415</sup>/<sub>2240</sub> tons for warming passenger cars; the remainder for engine houses.

Wood, 1071 cords, distributed as follows: To locomotives 557.4 cords; to shops 18 cords; to passenger cars 10.2 cords, and the remainder to engine houses, water stations and freight trains.

## SIDE TRACKS CONSTRUCTED.

Side Tracks have been laid at the following places :

Portland,	636 feet.	Holden,	450 feet.
Bath Iron Works,	180 "	Ellsworth Gravel Pit,	1,200 "
Gardiner,	400 "	Newhall,	343 "
Walnut Hill,	850 "	Sticky River,	120 "
Freeport,	240 "	Thompson's Point,	200 "
Westbrook Junc.,	1,350 "	South Windham,	525 "
Harwards,	161 "	Mattocks',	150 "
Hallowell,	879 "	Sebago Lake,	150 "
Lewiston Upper Sta.,	1,694 "	Brownfield,	150 "
Winslow,	13,424 "	Bemis,	375 "
Rowe's,	1,740 "	Intervale,	960 "
Winthrop,	1,194 "	Fryeburg,	414 "
Otis' Falls,	891 "	Conway Center,	131 "
Silver's Mill,	600 "	Fabyan's,	900 "
Farmington,	590 "	West Stewartstown,	2,090 "
Waterville,	1,507 "	Bartlett,	1,685 "
Gray,	334 "	Columbia Valley,	1,400 "
Dexter,	660 "	The Narrows,	1,300 "
North Leeds,	220 "	Concord & Montreal Jc.,	180 "
Augusta,	348 "	Jefferson,	215 "
Lisbon Falls,	231 "	Stevens,	450 "
Belfast,	2,664 "	Guildhall,	630 "
Benton,	540 "	Auckland,	540 "
Newport,	1,324 "	Lancaster,	3,095 "
Fair Grounds,	900 "	Beatties,	465 "
Bangor,	2,129 "	Beecher Falls,	560 "
Webster,	1,000 "	Georges,	170 "
Mattawamkeag,	1,000 "	Cones,	330 "
Pearson's,	3,215 "	Allen's Siding,	565 "
Oldtown,	310 "	Georges' River,	705 "
Great Works,	408 "	Muscongus Bay,	100 "
Basin Mills,	800 "	Winslow's Mills,	972 "
Milford,	1,380 "	Woolwich,	119 "
Howland Mill,	4,310 "	Westport,	610 "
Kingman,	1,360 "	Wright's,	687 "
Mt. Desert Ferry,	315 "		

The aggregate amount of Side Tracks laid is Seventy-two thousand, seven hundred and twenty feet, which is equal to Thirteen and eight-tenths Miles.



Fifty and two-tenths miles of track have been ballasted, using Seventy-six thousand cubic yards of gravel.

### FENCE.

Thirty thousand and seventy-eight rods of fence have been built this year. Of this amount, twenty-six thousand five hundred and sixty-nine rods were barbed wire, three thousand, four hundred and sixteen rods were board, and ninety-three rods were cedar rail.

### BUILDINGS.

New Passenger Stations have been constructed at Rockland Wharf, Woolwich, Silver's Mill and Winn.

New Freight Houses have been erected at Hallowell, Rockland Wharf, Knox, South Lincoln, Bangor, Winn and Bath.

A New Water Station has been built at Bancroft and extensive repairs made on water stations at Newport and Mattawamkeag.

A large amount of repairing has been done on Stations, Freight Houses and Platforms.



There have been supplied from the quarry at North Jay, owned by this Company, 4,986 cubic yards of granite, and this amount of stone has been used in the new masonry built at various points along the line.

The following materials were used for repairs and construction :

Steel Rails, (new), . . . . .	3,243 <sup>215</sup> <sub>2241</sub>	Tons.
Steel Rails, (old), . . . . .	264 <sup>311</sup> <sub>2240</sub>	"
Iron Rails, . . . . .	588 <sup>798</sup> <sub>2240</sub>	"
Cross Ties, . . . . .	276,848	
Joint Plates, . . . . .	774,978	Pounds.
Track Bolts and Nuts, . . . . .	164,733	"
Track Spikes, . . . . .	424,938	"
Servis Tie Plates, . . . . .	175,400	

**BRIDGES.**

First-class Iron Spans have been erected as follows :

- COBBOSSECONTEE, 2d track, 2 spans, deck plate girders; length over all, 81 feet 10 inches.
- GARDINER TRESTLE, 2d track, 1 span, through riveted; length over all, 32 feet.
- HALLOWELL STREET, double track, 1 span, through riveted; total length 107 feet, 8 inches.
- KENDUSKEAG, . . . 2 spans, through riveted; length over all, each span 105 feet.
- BREWER DRAW, . . . 1 span, deck plate girder; length over all, 110 feet, 6 inches.
- OLDTOWN, . . . . 1 span, through riveted; length over all, 149 feet, 3 inches.
- MILFORD, . . . . 3 spans, 1 span deck plate girder, 2 spans through riveted; length over all, 387 feet, 6 inches.
- DANFORTH, . . . . 1 span, through riveted; length over all, 105 feet, 2 inches.
- BOG BROOK, . . . . 1 span, deck plate girder; length over all, 43 feet.
- TOMAH, . . . . . 1 span, deck plate girder; length over all, 45 feet, 3 inches.
- HOT BROOK, . . . . 1 span, deck plate girder; length over all, 44 feet.
- LAMBERT LAKE, . . . 1 span, deck plate girder; length over all, 44 feet, 6 inches,

A Double Track Wooden Trestle has been erected at Gardiner, replacing the single track trestle previously used.

Overhead Bridges at Belgrade and Hallowell have been re-built.

Many smaller water-ways and openings formerly spanned by wooden structures have been replaced with iron girders.

The Double Track between Gardiner and Augusta, a distance of 6.8 miles has been completed and was put in operation last June.

The extensive improvements for ferry service between Bath and Woolwich have been completed.

Appended to this report are tables showing the Freight and Passenger earnings in detail.

PAYSON TUCKER,

*Vice President and General Manager.*

# NEW BRIDGES BUILT 1878 TO 1892, Inclusive.

	1880.	
Sabattus,	Wescott Stream, No. 1,	Webster
Clinton,	“ “ 2,	Clinton
Temple Stream,	Lowell's,	West Farmington
Cathance, Iron,	Farmington,	Topsham
Little Androscoggin, Iron,	Crowley's Y,	Auburn
1879.	Portland Street, Iron, (2 tracks),	
Richmond Road,	Androscoggin, Iron,	Richmond
Unity,	Skowhegan, Iron,	Unity
Brooks,		Brooks
City Point,		Belfast
Shuy,		East Livermore
East Wilton,		East Wilton
Lewiston, Iron, (3 spans),		Lewiston
Bates Canal, Iron,		Lewiston, L. S.
	1881.	
	Bowdoinham, No. 1,	Bowdoinham
	“ “ 2,	“
	Wilton,	Wilton
	Topsham Street, Iron,	Topsham



## NEW BRIDGES — (Continued.)

1882.	Pearl Street, Iron, Augusta, Iron, (5 spans),	Brunswick Augusta	1885.	Sebasticoek, Iron, Freeman's Creek, Iron, Lawrence Boom, Iron, Rolling Dam, Iron, Richmond Road, Iron, Yarmouth Road, Egery Mill Stream, Iron, Reed's Pond, Boggy Brook, No. 1, " " 2, Union River, Iron, (2 spans), Kilkenny, Iron, Carrying Place, Iron, Farmington Y,	Winslow Richmond Gardiner " " Richmond Yarmouth Dedham " " Ellsworth " " " " Hancock " " Farmington
1883.	Dead River, Iron, Sabattus Stream, Costigan, Finn Brook, Wytopotlock,	Leeds Lisbon Milford Reed Plantation " "	1886.	Augusta, Iron, (4 spans), Water Street, Iron, Olamon, Iron, Royal's River, Iron, Moody Brook, Felt Brook, Holden Brook,	Augusta " " Greenbush Yarmouth Lisbon Brewer Holden
1884.	Brewer Village, Fitz Pond, Union River, Mt. Desert Ferry,	Brewer Dedham Ellsworth Hancock			

NEW BRIDGES — (Continued.)

1887.	Presumpscot, Iron, (1 span, 2nd track), Falmouth	Yarmouth Road, Iron, Yarmouth
	Cobbosseecontee, Iron, Gardiner	Bowdoinham, No. 2, Iron, Bowdoinham
	Maranacook, Iron, Readfield	Abagadassett, Iron, Bowdoinham
	Belgrade Stream, Iron, Belgrade	Seven Mile Brook, Iron, Vassalboro
	Crummett's, Iron, Waterville	Greeley Road, Iron, North Yarmouth
	Benton Street, Iron, Benton	Danville, Iron, Auburn
	Pittsfield, Iron, (2 spans), Pittsfield	Turner Street, Iron, Auburn
	Newport, Iron, (2 spans), Newport	Oxford Street, Iron, Lewiston
	Damascus, Iron, Carmel	Mt. Hope, Iron, Bangor
	Sowadabscook, Iron, Carmel	Orono, (1 span), Iron, Orono
	Hernon Pond, Iron, (2 spans), Hernon	Passadumkeag, Iron, Passadumkeag
	Hampden Road, Iron, Bangor	
	Vanceboro, Iron, Vanceboro	1889.
	Orono, Iron, (3 spans) Orono	Bowdoinham, No. 1, Iron, Bowdoinham
	Oldtown, Iron, (1 span), Oldtown	Vaughan's Brook, Iron, (2 spans), Hallowell
	Nason Stream, Newport	Hallowell Street, Iron, Hallowell
		Two Mile Brook, Iron, Augusta
		Kenduskeag Draw Span, Iron, Bangor
		Sunkhaze, Iron, Milford
		Sabattus, Iron, Webster
		Fitz Pond, Iron, Dedham
		Union River, Iron, (1 span), Ellsworth
		Centre Conway, Iron, (2 spans), Conway

## NEW BRIDGES — (Continued.)

1890.		1891.	
Clinton, Iron,	Clinton	Mattawamkeag, Iron, (3 spans),	Mattawamkeag
Martin Stream, Iron,	Fairfield	Molunkus, Iron,	Kingman
Topsham Approaches, Iron, } (2 spans),	{ Brunswick and Topsham	Bancroft, Iron, (2 spans),	Bancroft
Lincoln Centre, Iron,	Lincoln	Sewall's Creek, Iron,	Bath
Crossuntic,	Kingman	Sabattus Stream, Iron,	Lisbon
Boggy Brook, No. 1, Iron,	Ellsworth	Little River, Iron,	"
" " 2,	"	Perley's, Iron,	Gray
Holden Brook, Iron,	Holden	Poole's, Iron,	"
Reed's Pond, Iron,	Dedham	Gardiner Sluice, Iron, double track,	Gardiner
Felt Brook, Iron,	Brewer	Gambo, Iron,	Gorham and Windham
Piscataquis, Iron, (3 spans),	Dover and Foxcroft	John's River, Iron,	Dalton
Black Stream, Iron,	Dover	Hiram, Iron,	Hiram
Main Stream, Iron,	Dexter	Wytovitlock, *	Reed's Plantation
Dexter Pond, Iron,	"	Israel's River, Iron,	Lancaster
Depot Street, Iron,	"	Cemetery Road, Iron,	"
Lincoln Street, Iron,	"	Lancaster, Iron,	"
Dexter Trestle,	"	Guildhall Trestle,	Guildhall
Nancy's Brook, Iron,	Hart's Location, N. H.	Stratford, Iron,	Stratford
Carroll Stream Trestle,	Whitefield,		
Whitefield,	"		
Cemetery Street, Iron,	"		

NEW BRIDGES — (Continued.)

1892.	1892.
Cobbossecontee, second track, Iron,	Milford, (3 spans), Iron, Oldtown and Milford
Gardiner Trestle, double track,	Danforth, Iron, Danforth
Hallowell Street, double track, Iron,	Hot Brook, Iron, Bancroft
Kenduskeag, (2 spans), Iron,	Bog Brook, Iron, "
Brewer Draw, Iron,	Tomah, Iron, Forest
Oldtown, (1 span), Iron,	Lambert Lake, Iron, Lambert Lake Plantation



## REPORT OF THE GENERAL AUDITOR.

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MAINE CENTRAL RAILROAD,  
ACCOUNTING DEPARTMENT,  
PORTLAND, Nov. 10th, 1892.

*To the President and Directors of the Maine Central  
Railroad Company :*

GENTLEMEN :

I herewith transmit statements showing the results of the operation of the Maine Central Railroad for the fiscal year ending Sept. 30th, 1892.

The cash in hands of Treasurer at close of business Sept. 30th, 1892, as stated on balance sheet, was verified by me and found to be correct.

- No. 1. Result of business for year.
- No. 2. Transportation Earnings for year, by months.
- No. 3. Operating Expenses.
- No. 4. General Balance Sheet.
- No. 5. Profit and Loss Account.
- No. 6. Statement of Bonded Debt.
- No. 7. Performance of Locomotives.
- No. 8. Passenger Earnings, by stations.
- No. 9. Freight Earnings, by stations.

Respectfully,

WILLIAM W. COLBY,

*General Auditor.*

TABLE No. 1.

1891.	RESULT OF BUSINESS FOR YEAR.	1892.
	Earnings from Passengers,	\$2,011,311.81
\$1,838,221.18	"    "    Freight,	2,514,633.86
2,269,739.50	"    "    Express,	74,200.00
70,250.00	"    "    Mails,	138,802.05
131,189.61	"    "    Extra Baggage,	18,654.77
15,595.38		
\$4,324,995.67	Total Transportation Earnings,	\$4,757,602.49
39,074.32	Rents, Wharfage and Miscellaneous Earnings,	60,817.45
\$4,363,979.99	Total Gross Earnings,	\$4,818,419.94
2,942,377.96	Less Operating Expenses,	\$3,061,790.44
\$1,421,602.03	Net Earnings,	\$1,756,629.50
360,093.05	Less Rent of Leased Lines,	480,886.55
828,189.46	"    Interest,	830,307.65
215,628.00	"    Dividend on Stocks, 6 per cent.,	268,485.00
\$1,403,910.51	Total Payments from Net Earnings,	\$1,579,679.20
\$17,691.52	Surplus,	\$176,950.30
	Of which there has been credited to Equipment Fund, \$125,000.00 and to Injury Fund,	40,000.00
		\$165,000.00
	Balance,	\$11,950.30

TABLE No. 2.  
Transportation Earnings, Year Ending September 30th, 1892.

	PASSENGERS.		FREIGHT.		FROM OTHER SOURCES.			
	NUMBER.	EARNINGS.	TONS.	EARNINGS.	MAILS.	EXPRESS.	EXTRA BAGGAGE.	TOTALS.
<i>1891.</i>								
October, . . . . .	177,278	\$178,632 91	180,168	\$242,703 29	\$11,483 89	\$6,183 33	\$2,343 90	\$441,347 32
November, . . . . .	142,364	138,076 14	148,130	206,539 99	11,483 89	6,183 34	1,460 91	363,744 27
December, . . . . .	135,273	125,318 35	133,592	173,136 66	11,483 89	6,183 33	810 29	316,932 52
<i>1892.</i>								
January, . . . . .	124,136	114,883 51	126,145	163,966 85	11,735 12	6,183 34	874 25	297,643 07
February, . . . . .	130,285	110,344 24	160,652	188,764 63	11,483 89	6,183 33	1,257 17	318,033 26
March, . . . . .	154,207	135,018 72	174,324	233,786 05	11,483 89	6,183 33	1,860 62	388,332 61
April, . . . . .	166,516	144,577 27	167,571	221,013 60	11,731 93	6,183 33	1,586 39	385,092 52
May, . . . . .	151,595	138,568 50	169,611	218,725 85	11,483 90	6,183 34	1,179 69	376,141 28
June, . . . . .	161,964	161,078 96	165,203	209,763 02	11,731 93	6,183 33	1,495 46	390,232 70
July, . . . . .	235,820	220,024 39	152,308	202,390 86	11,483 89	6,183 33	1,117 66	441,200 13
August, . . . . .	282,173	280,676 68	175,644	220,073 92	11,483 89	6,183 33	2,198 09	520,615 91
September, . . . . .	288,167	264,112 14	187,690	233,769 14	11,731 94	6,183 34	2,470 34	518,266 90
	2,149,778	2,011,311 81	1,941,038	2,514,633 86	138,802 05	74,200 00	18,654 77	4,757,602 49



## TABLE No. 3.

STATEMENT OF OPERATING EXPENSES FOR YEAR ENDING  
SEPTEMBER 30TH, 1892.

## General Expenses.

Salaries of General Officers and Clerks.	\$44,431 59
Stationery and Printing for Offices.	7,106 70
General Office Expenses.	16,967 71
Legal Expenses.	10,030 59
Insurance Premiums.	9,175 00
Protection Against Fire.	480 10
Losses by Fire.	10,022 33
Taxes.	83,759 66
Tenement Expenses.	289 55
Injuries and Damages.	38,448 24
Telegraph Expenses—Salaries and Wages.	42,415 21
“ “ Stationery and Printing.	666 04
“ “ Supplies and Miscellaneous Expenses.	2,299 44
Wages of Crossing Tenders.	22,503 77
Fuel and Supplies for Crossings.	342 28
Wages of Signal Men.	7,345 12
Fuel and Supplies for Signal Men.	1,840 85
Wages of Switchmen.	39,959 09
Fuel and Supplies for Switchmen.	3,114 93
Wages of Watchmen.	5,357 33
Expenses of Ferry to Bar Harbor.	34,200 01
Removing Ice and Snow.	6,375 98
	<hr/>
	\$387,161 52

## Passenger Transportation Expenses.

Passenger Transportation—Gen'l Superintendence and Clerks.	\$10,904 61
“ “ Stationery and Printing.	2,478 24
“ “ Tickets and Baggage Checks.	4,958 91
“ “ General Office Expense.	414 04
Loss and Damage to Baggage.	682 09
Advertising.	17,336 65
Outside Agencies.	2,762 13
Making up and General Expense—Passenger Trains.	9,039 14
Wages Conductors and Train Men.	85,150 47
Lubricating Oil, Waste, Tallow.	4,069 24
Stationery and Printing.	1,715 36
Supplies for	18,989 52
Wrecking Expenses of	137 09
Agents and Station Labor—Passenger Stations.	77,314 91
Stationery and Printing.	3,107 82
Supplies and Miscellaneous Expenses—Passenger Stations.	41,431 37
Mail Expense.	10,114 02
Hire of Passenger Cars.	20,812 54
	<hr/>
	\$311,418 15

**Freight Transportation Expenses.**

Freight Transportation — Gen'l Superintendence and Clerks,	\$	14,682	01
“ “ Stationery and Printing,		1,360	31
“ “ General Office Expenses,		1,208	65
Advertising and Soliciting Freight,		673	01
Loss and Damage of Freight,		3,634	38
Making up and General Expense—Freight Trains,		24,175	12
Wages Conductors and Train Men,		106,040	72
Lubricating Oil, Waste, Tallow,		5,825	80
Stationery and Printing for		1,176	56
Supplies for		14,472	05
Wrecking Expenses of		1,883	08
Agents and Station Labor—Freight Stations,		136,758	22
Stationery and Printing for “ “		6,788	69
Supplies and Misc. Expenses of “ “		12,385	27
Hire of Freight Cars,		66,149	61
			\$397,213 48

**Motive Power Expenses.**

Motive Power—Superintendence and Clerks,	\$	5,832	10
“ “ Stationery and Printing,		483	11
“ “ Office and Miscellaneous Expenses,		22	45
“ “ Engine House and Watching Expense,		16,913	48
Repairs of Tools and Machinery,		5,817	32
Repairs of Locomotives,		150,670	73
New Locomotives,		108,186	85
Water Supply,		16,830	19
Wages of Engineers and Firemen—Passenger,		86,465	78
“ “ “ “ Switching,		9,116	87
“ “ “ Freight,		74,028	48
“ “ “ Switching,		44,245	14
Wiping Engines—Passenger,		13,396	09
“ “ Freight,		14,135	55
Head Light and Illuminating Oil,		1,002	90
Lubricating Oil, Waste and Tallow,		15,679	94
Lanterns, Tools and Small Stores,		1,684	67
Fuel for Passenger Locomotives,		133,097	72
“ “ Switching Locomotives,		7,694	19
“ Freight Locomotives,		159,803	32
“ “ Switching Locomotives,		55,454	60
			\$920,561 48

**Maintenance of Cars.**

Maintenance of Cars—Superintendence and Clerks,	\$	2,067	10
“ “ Stationery and Printing,		211	34
“ “ Office and Miscellaneous Expenses,		15	00
Repairs of Tools and Machinery,		4,812	89
Repairs of Passenger, Baggage, Mail and Express Cars,		71,448	37
New Passenger, Baggage, Mail and Express Cars,		5,350	00
Repairs of Pullman Cars,		272	36
Repairs of Freight and Saloon Cars,		72,552	98
New Freight and Saloon Cars,		96,864	20
Repairs of Construction and Tool Cars,		2,745	96
Repairs of Snow Plows and Scrapers,		2,681	89
Oiling, Cleaning and Inspecting Passenger Cars,		19,086	32
“ “ “ Freight Cars,		10,533	63
			\$288,642 04

**Maintenance of Way and Buildings.**

General Expenses — Maintenance of Way,	\$ 15,049 10
General Repairs of Track — Labor,	289,652 84
"    "    "    Material,	16,626 48
Working Train and Extra Crews,	83,550 72
Joint Fastenings,	13,887 66
Frogs and Switches,	11,171 80
Spikes,	7,760 69
Hand Cars and Tools,	10,175 27
Road Crossings,	6,430 57
Signs and Mile Posts,	1,895 17
Fencing,	23,557 25
Real Estate,	2,909 25
Steel Rails, 2,826 <sup>2145</sup> Tons,	38,262 71
Iron Rails, 401 <sup>1134</sup> Tons,	7,158 47
Cross Ties, 256,707 Ties,	48,726 42
Switch Ties,	1,695 63
Repairs of Bridges and Culverts,	35,261 02
New Bridges,	47,897 28
Shops and Storehouses,	5,045 50
Tools and Machinery,	6,787 78
Car Houses,	
Engine Houses and Turn Tables,	2,772 97
Water Tanks and Pumping Machinery,	5,920 82
Coal and Wood Sheds and Fixtures,	7,917 48
Station Buildings and Grounds,	56,738 35
Mast Signals, Signal and Section Houses,	6,668 16
Docks and Wharves,	1,876 79
Real Estate,	654 25
Construction Cars,	743 34
Total Expenses Maintenance of Way and Buildings,	<u>\$756,793 77</u>
Total Operating Expenses,	\$3,061,790 44



TABLE NO. 4.  
GENERAL BALANCE SHEET, SEPTEMBER 30th, 1892.

Cr.

Dr.

Construction.....	\$11,632,855 54	Capital Stock.....	\$ 4,489,600 00
Equipment.....	2,119,801 36	Stock Scrip.....	900 00
Augusta and Gardiner Double Track.....	171,247 43	Stock Bonds.....	11,000 00
Yarmouth Double Track.....	1,673 02	Maine Central Interest Scrip.....	8,992 00
New Main Line at Leeds Junction.....	4,675 38	Bonded Debt.....	16,966,000 00
Change of Line at Etna Bog.....	5,024 46	Interest and Rents Accrued, including those due Oct. 1.....	485,673 57
Addition to General Office Building.....	4,126 00	Notes Payable.....	378,000 00
Androscoggin Railroad Lease.....	768,333 33	Coupons and Dividends uncalled for.....	34,067 04
European & North American Railway Lease.....	1,016,091 57	Bills Audited, including September Pay-Roll.....	397,592 18
Portland & Ogdensburg Railway Lease.....	1,008,739 70	Traffic Balances and Accounts.....	64,664 81
Portland & Ogdensburg Railway Improvements.....	514,643 54	Equipment Fund.....	125,000 00
Portland & Ogdensburg Railway Extension.....	470,442 80	Injury Fund.....	40,000 00
Dexter & Piscataquis Railroad Lease.....	215,556 50	Profit and Loss.....	640,475 23
Hereford Railway Lease.....	821,531 63		
Upper Coos Railway Lease.....	369,009 97		
Upper Coos Extension.....	680,076 13		
Knox & Lincoln Railway Lease.....	1,612,429 18		
Penobscot Shore Line Railway Bonds.....	143,000 00		
Stocks of other Companies.....	527,475 97		
Sinking Funds.....	207,747 39		
Due from Agents.....	86,462 38		
Traffic Balances and Accounts.....	342,469 24		
Supplies and Materials on hand.....	510,036 65		
Cash.....	498,515 66		
	\$23,641,964 83		\$23,641,964 83

TABLE No. 5.  
**Dr. PROFIT AND LOSS ACCOUNT, YEAR ENDING SEPT. 30th, 1892. Cr.**

Operating Expenses.....	\$3,061,799 44	Balance of Account Sept. 30th, 1891.....	\$ 611,032 35
Interest.....	830,307 65	Gross Transportation Earnings.....	4,757,602 49
Rent of Leased Lines.....	480,886 55	Miscellaneous Earnings.....	60,817 45
Accounts of Previous Years.....	19,712 71	Premium on Bonds Sold.....	8,702 80
Dividend No. 20, Feb. 15th, 1892.....	134,148 00	Interest on Sinking Funds.....	8,892 49
Dividend No. 21, Aug. 15th, 1892.....	134,337 00	Premium on Dexter & Newport Stock sold.....	750 00
Carried to Equipment Fund.....	125,000 00	Increase in Value of St. John Bridge Stock.....	18,860 00
Carried to Injury Fund.....	40,000 00		
Balance.....	649,475 23		
	<b>\$5,466,675 58</b>		<b>\$5,466,675 58</b>

TABLE No. 6.

STATEMENT OF BONDED DEBT.

Androscoggin & Kennebec Railroad Loan,	\$ 4,800 00	
Maine Central Extension Loan,	496,500 00	
Maine Central 7 per cent. \$1,100,000 00 Loan,	756,800 00	
		\$1,258,100 00
Portland & Kennebec Consolidated Loan,		1,166,700 00
Androscoggin Railroad, City of Bath Loan,		26,500 00
Leeds and Farmington Railroad Loan,		633,000 00
Maine Central Railroad Consolidated Loan, Class A,	\$ 975,000 00	
" " " " " " B,	2,621,000 00	
" " " " " " C,	1,567,700 00	
" " " " " " D,	519,000 00	
		\$5,673,700 00
Maine Central Collateral Trust 5 per cent. Bonds,	\$687,000 00	
Maine Shore Line Railroad First Mortgage Bonds,	42,000 00	
		\$729,000 00
Maine Central Debenture Bonds, 5 per cent.,		58,000 00
Maine Central Sinking Fund Bonds,		600,000 00
Maine Central Railroad Improvement Bonds, Class A,	\$200,000 00	
" " " " " " B,	250,000 00	
		\$ 450,000 00
City of Bangor Loan,	\$965,000 00	
Maine Central Railroad Co. 40-year E. & N. A. Railway Mortgage Bonds,	35,000 00	
		\$1,000,000 00
Portland & Ogdensburg R. R. First Mortgage Bonds,	\$ 800,000 00	
Portland & Ogdensburg Ry Twenty Year Mortgage Bonds,	1,319,000 00	
		\$2,119,000 00
Dexter & Piscataquis R. R. Loan,		175,000 00
Hereford Railway Co. Forty Year Loan,		800,000 00
Upper Coos R. R. Forty Year Loan,		897,000 00
Penobscot Shore Line Ry Bonds,	\$1,300,000 00	
Knox & Lincoln Ry Bonds,	80,000 00	
		\$1,380,000 00
<b>Total Bonded Debt,</b>		<b>\$16,966,000 00</b>

The Principal and Interest of the several Bonded Loans fall due at the dates mentioned in the following Table:

LOANS.	AMOUNT.	WHEN DUE.	INTEREST PAYABLE.
And. & Ken. R. R. Loan,	\$ 4,800	Aug. 1, 1890 to Sept. 1, 1891	1st of each Month.
And. R. R., Bath Loan,	1,500	July 1, 1891	6s 1st of January and July
And. R. R., Bath Loan,	25,000	April 1, 1893	6s 1st of April and October
City of Bangor Loan,	965,000	Jan. 1, 1894	6s 1st of January and July
Me. Cent' 40-year E. & N. A. Bonds	35,000	Jan. 1, 1892	4s 1st of January and July
Maine Central Debentures,	58,000	Feb. 1, 1894	5s 1st of Feb'y and August
Portland & Kennebec Consols,	1,166,700	April 1, 1895	6s 1st of April and October
Leeds & Farmington,	633,000	July 1, 1896	6s 1st of January and July
Maine Central \$1,100,000 Loan,	756,800	July 1, 1898	7s 1st of January and July
Maine Central Extension, Gold,	496,500	Oct. 1, 1900	6s 1st of April and October
M. C. Sinking Fund Bonds,	600,000	Feb. 1, 1905	6s 1st of Feb'y and August
Maine Central Consols,	3,907,200	April 1, 1912	7s 1st of April and October
Maine Central Consols,	269,500	April 1, 1912	5s 1st of April and October
Maine Central Consols,	1,497,000	April 1, 1912	4 1/2s 1st of April and October
M. C. Improvement Bonds, A,	200,000	July 1, 1916	4 1/2s 1st of January and July
M. C. Improvement Bonds, B,	250,000	July 1, 1917	4 1/2s 1st of January and July
M. C. Collateral Trust Bonds,	687,000	June 1, 1923	5s 1st of June & December
Maine Shore Line 1st Mort. Bonds	42,000	June 1, 1923	6s 1st of June & December
Port. & Ogdensburg R. R. Bonds,	800,000	July 1, 1900	6s 1st of January and July
Port. & Ogdensburg Ry Bonds,	1,319,000	Nov. 1, 1908	5s 1st of May & November
Dexter & Piscataquis Loan,	175,000	July 1, 1929	4s 1st of January and July
Hereford Railway Bonds,	800,000	May 1, 1930	4s 1st of May & November
Upper Coos R. R. Bonds,	350,000	May 1, 1930	4s 1st of May & November
Upper Coos R. R. Bonds,	547,000	May 1, 1930	4 1/2s 1st of May & November
Penobscot Shore Line Ry Bonds,	1,300,000	Aug. 1, 1920	4s 1st of Feb'y and August
Knox & Lincoln Ry Bonds,	80,000	July 1, 1921	5s 1st of Feb'y and August

Coupons of the above Bonds will be paid at the National Revere Bank of Boston, the First National Bank of Portland, and at the Office of the Treasurer, Portland, except those of the City of Bangor, which are payable at Merchants National Bank, Boston.

TABLE No. 7.  
PERFORMANCE OF LOCOMOTIVES.

MILEAGE.

	1892.
Passenger Engines, . . . . .	1,639,548
Passenger Switching Engines, . . . . .	128,693
Freight Engines, . . . . .	1,409,945
Freight Switching Engines, . . . . .	831,505
Working Engines, . . . . .	209,628
Total Miles run, . . . . .	4,219,319

COST PER MILE RUN, IN CENTS.

	1892.
Oil Waste and Tallow, . . . . .	0.415
Fuel, . . . . .	9.031
Wages Engineers and Firemen, . . . . .	5.292
Wages Wipers, . . . . .	0.730
Repairs, . . . . .	3.571
Small Stores, . . . . .	0.039
Total cost per Mile run, . . . . .	19.078

	1892.
Miles run to ton of coal, . . . . .	40.04
Miles run to pint of Lubricating Oil, . . . . .	16.97
Miles run to pound of Waste, . . . . .	51.57

TABLE NO. 8.  
STATEMENT OF THE  
NUMBER OF PASSENGERS FROM EACH STATION  
Oct. 1st, 1891, to Sept. 30th, 1892, Inclusive,  
—AND—  
REVENUE DERIVED THEREFROM.

FROM	NO. OF PASSENGERS.	EARNINGS.
Portland,	248,217	\$231,125 20
Woodford's,	10,174	7,369 11
Westbrook Junction,	8,470	7,277 54
West Falmouth,	2,573	719 99
Cumberland Junction,	5,997	2,192 63
Yarmouth Junction,	6,024	3,881 63
Freeport,	18,614	10,383 69
Brunswick,	71,424	41,762 79
Harding's,	2,718	892 44
Bath,	63,063	47,313 14
Woolwich,	627	532 21
Wiscasset,	8,713	6,588 29
Newcastle,	9,582	9,129 87
Damariscotta Mills,	3,615	2,491 02
Waldoboro,	10,827	9,399 35
Warren,	5,625	4,421 22
Thomaston,	19,674	9,255 06
Rockland,	36,188	39,522 89
Topsham,	1,478	546 68
Bowdoinham,	9,192	5,562 93
Harward's Road,	1,814	916 98
Richmond,	16,998	11,463 11
Iceboro,	1,848	995 81
Dresden,	207	93 58
South Gardiner,	18,526	5,400 51
Gardiner,	63,166	36,372 19
Farmingdale,	833	132 50



*Statement of Passengers Carried, &c., (Continued.)*

FROM	NO. OF PASSENGERS.	EARNINGS.
Hallowell,	24,626	\$ 11,115 94
Augusta,	64,287	50,743 59
Riverside,	2,466	1,200 60
Vassalboro,	5,077	3,572 73
Winslow,	1,300	929 80
Waterville,	61,257	55,592 19
Benton,	4,176	3,905 03
Clinton,	6,183	4,266 19
Burnham,	5,581	3,544 81
Unity,	2,575	2,735 07
Thorndike,	2,491	2,453 57
Knox,	514	442 87
Brooks,	3,909	3,195 92
Waldo,	597	687 87
City Point,	1,646	687 10
Belfast,	12,670	19,561 17
Pittsfield,	17,134	15,756 97
Detroit,	3,394	1,280 27
Newport,	10,562	8,699 71
Corinna,	4,166	3,849 61
Dexter,	13,252	14,884 93
Silver's Mills,	855	808 38
Dover and Foxcroft,	12,375	14,640 07
East Newport,	3,578	2,165 26
Etna,	4,185	3,209 88
Damascus,	458	241 63
Carmel,	3,466	2,215 51
Hermon Pond,	1,699	1,118 72
Hermon Centre,	993	731 70
Bangor,	95,092	121,767 60
Bangor, Exchange Street,	52,728	27,235 65
Veazie,	14,141	2,256 21
Basin Mills,	8,149	1,875 71
Orono,	25,691	8,272 15
Webster,	6,227	1,591 64

*Statement of Passengers Carried, &c., (Continued.)*

FROM	NO. OF PASSENGERS.	EARNINGS.
Great Works,	21,583	\$ 4,681 11
Oldtown,	43,538	20,308 73
Milford,	2,887	1,026 73
Costigan,	3,724	1,121 60
Greenbush,	1,707	828 85
Olamon,	2,207	1,821 78
Passadumkeag,	2,460	2,029 75
Enfield,	2,756	3,083 02
Lincoln,	4,953	5,023 98
Lincoln Centre,	1,927	1,951 90
Winn,	4,501	4,787 33
Mattawankeag,	4,554	6,525 42
Kingman,	4,482	4,657 47
Wytopotlock,	1,339	1,313 03
Bancroft,	737	487 30
Danforth,	3,636	4,994 04
Eaton,	859	305 37
Forest,	1,331	1,699 82
Lambert Lake,	1,697	626 01
Vanceboro,	7,186	10,413 67
Walnut Hill,	2,853	1,043 35
Gray,	3,936	2,139 07
New Gloucester,	4,930	2,117 57
Rowe's,	1,035	529 18
Danville Junction,	6,362	7,269 51
Auburn,	44,505	26,169 39
Lewiston,	62,984	47,317 60
Greene,	2,324	992 40
Leeds Junction,	2,858	1,649 50
Monmouth,	5,476	3,642 43
Annabessacook,	1,293	865 99
Winthrop,	9,990	8,171 40
Maranacook,	290	189 65
Readfield,	4,678	5,032 46
Belgrade,	1,901	2,305 32

*Statement of Passengers Carried, &c., (Continued.)*

FROM	NO. OF PASSENGERS.	EARNINGS.
North Belgrade,	845	\$ 703 86
Oakland,	14,080	9,564 15
Fairfield,	9,389	4,889 21
Shawmut,	6,845	1,715 30
Pishon's Ferry,	2,097	1,308 69
Skowhegan,	18,608	21,678 37
Lisbon Falls,	22,205	8,969 43
Lisbon,	16,890	5,077 55
Crowley's,	2,630	597 29
Lewiston Lower,	49,632	36,641 80
Sabattus,	3,909	1,610 76
Curtis' Corner,	662	396 35
Leeds Centre,	1,461	955 63
North Leeds,	1,825	1,560 00
Strickland's Ferry,	1,280	1,179 31
East Livermore,	1,659	1,463 24
Livermore Falls,	10,431	8,093 68
Jay Bridge,	2,043	1,587 03
North Jay,	3,173	3,129 50
Wilton,	4,208	3,929 68
East Wilton,	2,400	1,403 48
West Farmington,	1,524	1,803 57
Farmington,	11,181	15,593 84
Penobscot Junction,	3,664	2,262 23
Holden,	1,905	1,100 82
Green Lake,	738	506 91
Ellsworth Falls,	4,810	1,906 55
Ellsworth,	18,641	18,986 06
Franklin Road,	3,842	4,264 41
Hancock,	4,701	2,938 88
Mt. Desert Ferry,	4,183	3,807 56
Bar Harbor,	18,522	34,922 22
Sullivan,	2,012	1,993 38
Sorrento,	692	1,292 20
Brewer Village,	1,747	444 79

*Statement of Passengers Carried, &c., (Continued.)*

FROM	NO. OF PASSENGERS.	EARNINGS.
Orrington,	1,748	\$ 434 19
South Orrington,	2,281	675 15
Bucksport Centre,	1,452	680 22
Bucksport,	13,714	9,266 49
Cumberland Mills,	10,574	5,111 88
South Windham,	7,623	2,494 78
Newhall,	3,081	971 05
White Rock,	2,299	1,029 81
Sebago Lake,	5,963	3,182 38
Steep Falls,	4,510	2,556 26
Mattocks',	2,852	1,446 32
Cornish,	8,287	6,430 91
West Baldwin,	1,508	1,100 14
Bridgton Junction,	792	547 60
Hiram,	3,217	2,097 56
Brownfield,	4,631	3,750 66
Fryeburg,	6,690	5,710 24
Conway Centre,	2,738	2,303 71
Redstone,	2,876	2,002 46
North Conway,	8,897	7,239 14
Intervale,	4,244	4,067 35
Glen,	7,098	6,027 20
Bartlett,	6,085	5,139 26
Sawyer's River,	1,348	1,254 04
Crawford's,	3,833	2,651 70
Mt. Pleasant House,	761	708 11
Fabyan's,	6,020	5,647 08
Zealand Junction,	2,622	2,192 23
Twin Mountain,	2,100	1,184 82
Quebec Junction,	609	361 23
Hazen's,	901	342 18
Whitefield,	7,297	4,970 56
Scott's Junction,	559	146 79
Lunenburg,	2,705	1,987 74
Jefferson,	2,151	1,690 66

*Statement of Passengers Carried, &c., (Continued.)*

FROM	NO. OF PASSENGERS.	EARNINGS.
Riverton,	965	\$ 250 23
Lancaster,	15,086	9,855 72
C. & M. Junction,	857	941 96
Guildhall,	2,132	954 63
North Stratford,	7,186	4,845 67
Colebrook,	7,925	6,162 09
West Stewartstown,	5,800	3,647 09
Beecher Falls,	2,353	1,822 22
East Hereford,	358	276 64
Paquetteville,	432	274 34
Malvina,	281	244 20
St. Malo,	542	351 61
Clifton,	1	1 45
Sawyer ville,	2,482	1,380 75
Cookshire Junction,	1,929	1,333 23
Dudswell Junction,	682	917 96
Lime Ridge and Marbleton,	708	491 29
Conductor's Collections,	52,322	24,826 24
Foreign Companies and Agencies,	252,071	566,954 72
Total,	2,149,778	\$2,011,311 81



TABLE NO. 9.  
STATEMENT OF  
FREIGHT BUSINESS

FOR THE YEAR ENDING SEPT. 30th, 1892.

**Showing the Number of Tons and Maine Central Earnings on  
same, to and from each Station.**

FREIGHT RECEIVED.		STATIONS.	FREIGHT FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
120,669	\$169,029 24	Portland,	215,329	\$355,120 10
419	1,031 56	Woodford's,	68	92 87
9,615	13,842 35	Westbrook Jct.,	9,231	21,261 32
495	494 27	West Falmouth,	227	283 04
405	508 21	Cumberland Jct.,	420	389 49
21,368	16,209 48	Yarmouth Jct.,	69,128	84,175 66
7,585	6,328 15	Freeport,	3,749	3,381 30
47,949	41,383 92	Brunswick,	31,697	25,929 34
19,199	26,648 12	Bath,	27,562	25,959 28
216	359 88	Woolwich,	43	68 25
3,000	4,869 18	Wiscasset,	2,074	3,244 69
1,835	4,311 94	Newcastle & Dam'a,	679	1,731 88
913	1,367 31	Damariscotta Mills,	1,255	2,087 60
476	603 71	Nobleboro,	471	512 64
73	138 98	Muscongus,	721	676 36
6,610	10,460 16	Waldoboro,	9,431	7,373 02
2,528	4,814 96	Warren,	5,480	8,378 67
4,698	6,836 30	Thomaston,	2,175	5,051 37
18,680	28,007 93	Rockland,	10,449	21,974 20
1,413	1,277 79	Topsham,	265	305 99
2,533	3,519 48	Bowdoinham,	7,122	9,916 37
125	217 70	Harwards,	252	377 53
4,224	6,545 66	Richmond,	4,454	6,455 06
245	428 66	Iceboro,	28	69 75

*Tonnage and Earnings (Continued.)*

FREIGHT RECEIVED.		STATIONS.	FREIGHT FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
6,619	\$ 6,090 81	South Gardiner,	7,240	\$ 9,457 88
25,878	35,641 92	Gardiner,	34,094	45,343 27
4,265	7,827 56	Hallowell,	11,359	14,321 25
28,603	41,338 85	Augusta,	17,028	22,235 77
193	420 94	Riverside,	1,682	2,470 70
1,203	2,567 22	Vassalboro,	3,230	5,522 91
4,294	7,250 50	Winslow,	3,352	6,321 47
39,874	57,929 58	Waterville,	8,930	15,129 52
2,501	3,812 14	Benton,	3,308	4,949 38
3,433	7,359 79	Clinton,	4,023	7,604 49
948	2,226 86	Burnham,	1,813	3,415 21
1,180	3,022 75	Unity,	1,907	3,750 95
1,278	3,143 81	Thorndike,	2,640	5,368 93
144	303 40	Knox,	824	1,413 67
1,756	3,255 12	Brooks,	3,020	5,919 74
28	76 86	Waldo,	318	575 69
94	163 53	City Point,	4,895	1,449 18
14,609	16,828 36	Belfast,	8,752	16,214 06
13,595	21,271 13	Pittsfield,	4,076	8,961 56
402	943 47	Detroit,	766	1,656 71
4,215	6,882 41	Newport,	1,742	4,022 08
1,746	4,318 82	Corinna,	2,974	8,426 13
10,168	24,405 03	Dexter,	5,146	13,808 03
80	192 34	Silver's Mills,	2,559	4,163 58
5,944	16,466 48	Dover and Foxcroft,	10,199	27,991 90
800	1,917 92	East Newport,	2,155	5,184 68
830	1,663 97	Etna,	2,463	5,322 72
518	887 50	Carmel,	1,604	3,034 85
180	324 62	Hermon Pond,	1,999	2,311 54
114,027	133,484 16	Bangor,	98,066	145,404 66
5,790	2,296 69	Penobscot Jct.,	3,603	2,541 52
2,519	1,651 07	South Brewer,	8,972	11,232 21
146	134 58	Orrington,	19	56 71

*Tonnage and Earnings (Continued.)*

FREIGHT RECEIVED.		STATIONS.	FREIGHT FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
115	\$ 134 64	South Orrington,	206	\$ 311 90
235	284 34	Bucksport Centre,	101	127 63
3,328	4,242 70	Bucksport,	1,806	2,046 13
177	329 68	Holden,	1,158	1,165 76
77	177 71	Green Lake,	1,127	914 77
846	2,038 19	Ellsworth Falls,	1,797	2,740 09
4,099	9,670 30	Ellsworth,	1,826	4,848 24
434	1,431 38	Franklin Road,	969	887 96
453	1,067 01	Hancock,	29	111 34
2,424	3,857 53	Mt. Desert Ferry,	1,517	1,619 34
249	838 69	Sullivan,	1	81
179	522 53	Sorrento,	23	104 31
2,369	4,543 89	Bar Harbor,	137	744 38
		Fr'chman's Bay Strs.		624 02
720	592 89	Veazie,	2,734	1,076 61
8,855	6,465 46	Basin Mills,	11,442	18,214 59
2,764	3,154 23	Orono,	2,946	2,646 75
15	7 75	Stillwater,	16,933	13,894 96
19,365	12,767 04	Webster,	13,647	20,126 34
19,573	19,544 93	Great Works,	11,208	13,187 67
12,257	12,437 94	Oldtown,	19,720	18,581 99
1,320	1,257 90	Milford,	4,797	5,112 76
788	1,454 82	Costigan,	1,150	1,683 65
117	231 60	Greenbush,	1,106	912 27
368	845 36	Olamon,	2,232	2,165 56
1,248	3,372 19	Passadumkeag,	4,876	7,021 45
4,248	8,163 34	Enfield,	31,777	38,773 63
3,340	5,335 82	Lincoln,	3,414	7,105 62
500	1,302 34	Lincoln Centre,	3,476	3,397 35
5,473	8,525 86	Winn,	4,086	10,288 45
5,116	13,892 28	Mattawankeag,	3,294	8,286 85
5,305	9,953 88	Kingman,	7,308	18,749 87
526	1,411 99	Wytopotlock,	4,613	6,851 03



*Tonnage and Earnings (Continued.)*

FREIGHT RECEIVED.		STATIONS.	FREIGHT FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
245	\$ 621 79	Bancroft,	554	\$ 1,056 36
1,426	5,174 63	Danforth,	7,264	15,658 12
30	80 15	Eaton,	219	243 11
924	3,699 63	Forest,	2,269	5,490 80
503	840 60	Lambert Lake,	2,052	3,495 41
2,978	4,668 53	Vanceboro,	2,681	4,318 01
826	814 72	Walnut Hill,	517	382 62
1,532	1,781 95	Gray,	3,698	3,140 99
963	1,297 36	New Gloucester,	2,073	2,225 68
27,899	32,488 17	Danville Jct.,	11,083	26,993 30
37,246	38,892 78	Auburn,	12,757	23,189 36
44,616	49,213 93	Lewiston, Upper,	18,515	27,599 38
538	690 74	Greene,	670	698 61
488	1,168 99	Leeds Jct.,	2,844	2,508 35
1,923	3,443 63	Monmouth,	1,332	2,584 06
680	1,080 42	Annabessacook,	606	1,138 44
13,883	17,890 28	Winthrop,	6,573	9,576 34
		Maranacook,	5,039	1,896 66
3,055	5,908 75	Readfield,	1,839	3,786 32
1,397	2,463 09	Belgrade,	1,264	2,468 56
133	329 83	North Belgrade,	452	764 57
10,640	16,470 41	Oakland,	15,864	10,706 57
15,609	20,898 96	Fairfield,	19,754	31,187 71
339	960 37	Shawmut,	11,466	18,412 98
474	1,228 31	Pishon's Ferry,	1,659	3,021 27
13,873	33,401 61	Skowhegan,	18,183	32,530 84
17,786	18,834 76	Lisbon Falls,	14,614	11,194 27
4,305	4,967 97	Lisbon,	1,177	1,419 64
96	171 67	Crowley's,	144	207 65
34,145	42,462 35	Lewiston, Lower,	20,582	27,504 02
3,150	3,978 58	Sabattus,	577	959 27
60	122 11	Curtis Corner,	257	263 77
734	1,230 10	Leeds Centre,	775	1,181 82

*Tonnage and Earnings (Continued.)*

FREIGHT RECEIVED.		STATIONS.	FREIGHT FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS
648	\$ 1,331 37	North Leeds,	1,192	\$ 1,432 38
652	1,238 39	Strickland's Ferry,	615	1,041 30
625	1,244 42	East Livermore,	457	866 95
14,289	19,134 68	Livermore Falls,	31,603	24,338 95
3,488	5,265 43	Jay Bridge,	8,897	9,051 02
917	2,398 76	North Jay,	13,522	9,253 00
2,450	5,765 24	Wilton,	1,934	3,998 68
1,479	2,057 86	East Wilton,	722	1,562 16
2,287	5,197 40	West Farmington,	2,482	5,505 55
13,436	31,725 28	Farmington,	7,394	13,899 80
176,890	121,531 45	Portland, (P. & O. Div.)	119,442	101,385 55
70,630	35,596 63	Cumberland Mills,	6,391	5,199 41
14,054	11,681 42	South Windham,	3,675	3,084 53
2,819	2,721 61	White Rock,	1,561	1,690 26
1,830	2,472 18	Sebago Lake,	24,755	10,976 57
858	1,525 53	Steep Falls,	6,782	5,090 56
386	788 94	Mattocks',	2,304	2,173 71
3,102	6,571 63	Cornish,	5,492	6,878 31
263	582 05	West Baldwin,	427	672 38
3,760	3,188 56	Bridgton Jct.,	1,547	1,320 09
681	1,360 04	Hiram,	1,614	2,401 76
1,581	3,146 09	Brownfield,	3,376	4,375 23
2,569	5,456 63	Fryeburg,	5,087	7,395 48
1,526	1,318 48	Conway Centre, N.H.	802	1,059 05
682	1,063 80	Redstone, "	8,563	3,637 02
23,669	12,082 85	North Conway, "	3,931	2,682 66
7,892	4,838 60	Intervale Jct. "	628	628 97
1,446	2,869 51	Glen Station, "	5,451	3,127 21
6,789	5,342 67	Bartlett, "	14,282	8,200 73
1,442	2,271 07	Sawyer's River, "	19,751	11,150 35
224	367 08	Crawford's, "	357	133 79
971	1,233 14	Fabyan's, "	3,643	1,917 44
69	215 56	Zealand, "	26	30 14

*Tonnage and Earnings (Continued.)*

FREIGHT RECEIVED		STATIONS.	FREIGHT FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
274	\$ 351	44 Twin Mt.,	24	\$ 71 87
4	10	11 Quebec Jct.,	1	2 35
181	310	55 Hazen's,	313	129 13
1,091	1,858	37 Whitefield,	298	649 92
10,140	3,488	75 Scott's Jct.,	182	143 17
45,350	32,414	18 Lunenburg,	129,029	74,552 21
284	580	85 Jefferson,	227	178 53.
44	63	90 Riverton,	463	185 70
15,334	13,008	21 Lancaster,	2,075	2,108 54
		C. & M. Jct.,	3,615	482 00
339	747	48 Guildhall,	1,912	1,240 66
7,882	5,932	02 N. Stratford,	16,633	11,373 10
		Georges,	3,715	3,585 19
13,701	8,508	67 Colebrook,	8,335	8,832 79
28,839	13,857	90 W. Stewartst'n	7,418	7,134 27
9,918	4,161	83 Beecher Falls,	6,024	5,406 63
49	101	71 East Hereford,	1,916	499 61
247	388	85 Paquetteville,	19,366	3,867 00
213	281	76 Malvina,	6,193	2,098 39
175	289	76 St. Malo,	9,709	3,944 95
802	820	48 Sawyerville,	9,344	9,207 97
2,922	1,387	48 Cookshire Jc.,	16,716	18,906 63
8,823	3,366	35 Dudswell Jct.,	5,229	5,272 49
3,525	1,426	42 Lime Ridge,	18,859	15,865 09
503,935	895,223	87 Foreign Co.'s,	346,858	590,207 01
1,941,038	\$2,514,633	86 Total,	1,941,038	\$2,514,633 86





THIRTY-SECOND . . . . .

ANNUAL REPORT 

. . . . OF THE . . . .

**MAINE CENTRAL**

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**RAILROAD COMPANY.**

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PRESENTED AT THE ANNUAL MEETING,

DECEMBER 20th, 1893 



# ANNUAL REPORT

OF THE

## DIRECTORS

OF THE

# MAINE CENTRAL RAILROAD COMPANY

TO THE STOCKHOLDERS,

FOR THE YEAR ENDING SEPTEMBER 30TH, 1893.

PRESENTED AT THE ANNUAL MEETING, IN PORTLAND,  
DECEMBER 20TH, 1893.

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PORTLAND, ME:

PRINTED AT THE TUCKER PRINTING HOUSE,

1893.



## DESCRIPTION OF ROAD.

Portland to Vanceboro, via Augusta,	250.90
Cumberland Junction to Skowhegan,	91.20
Bath to Lewiston and Farmington,	76.30
Belfast Branch,	33.13
Dexter Branch,	30.77
Bucksport Branch,	18.05
Stillwater Branch,	3.01
Enfield Branch,	3.03
Mt. Desert Branch (including Steam Ferry,)	49.80
Portland to Lunenburg,	109.10
Quebec Junction to Lime Ridge,	108.00
Bath to Rockland, (including Steam Ferry,)	48.96
<b>Total Mileage,</b>	<b>822.25</b>

## BOARD OF DIRECTORS.

ARTHUR SEWALL, PRESIDENT.

PAYSON TUCKER, VICE-PRESIDENT.

FRANK JONES,	WILLIAM T. HART,
SAMUEL C. LAWRENCE,	CHARLES A. SINCLAIR,
GEORGE M. PULLMAN,	THOMAS W. HYDE,
WILLIAM G. DAVIS,	JOHN WARE,
JOSEPH S. RICKER,	FRANKLIN A. WILSON,
LEWIS C. LEDYARD,	AMOS PAUL,
FRANCIS W. HILL.	

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JOSIAH H. DRUMMOND, CLERK.

# MAINE CENTRAL RAILROAD COMPANY.

## ANNUAL MEETING.

NOTICE is hereby given that the Annual Meeting of the Maine Central Railroad Company will be held at the Company's office in Portland, on *Wednesday, the twentieth day of December, A. D., 1893*, at one o'clock in the afternoon, to act upon the following articles, to wit:

1. To hear the report of the Directors, and act thereon.
2. To fix the number of, and elect, Directors for the ensuing year.
3. To see if the Stockholders will ratify the mortgage of that portion of the European & North American Railway which lies between Bangor and Winn, dated January 2, 1893, made jointly by the European & North American Railway and this Company, by its Directors in its behalf, to secure bonds to the amount of one million of dollars to be issued to retire the Bangor loan to the European & North American Railway Company, due January 1, 1894, and confirm the action of the Directors in carrying out the terms thereof.
4. To act upon any other business that may legally come before said meeting.

Per order of the Directors,

JOSIAH H. DRUMMOND, *Clerk.*

PORTLAND, Nov. 29, 1893.

# THIRTY-SECOND ANNUAL REPORT.

The Directors of the Maine Central Railroad Company respectfully submit to its stockholders the following report of the business and condition of the Company :

*For twelve months, October 1st, 1892, to September 30th, 1893, inclusive.*

## INCOME.

Passenger Earnings,	\$2,031,011 47	
Freight Earnings,	2,682,324 55	
Mails,	146,737 17	
Express,	74,200 00	
Excess Baggage,	17,561 45	
Total Transportation Earnings,		\$4,951,834 64
From Rents,	\$38,094 47	
From Miscellaneous,	21,740 32	
		\$59,834 79
Total Gross Income,		\$5,011,669 43

## OPERATING EXPENSES.

General Expenses,	\$346,143 86	
Conducting Transportation,	766,800 54	
Maintenance of Equipment,	1,305,768 65	
Maintenance of Way and Structures,	827,485 97	
Total Operating Expenses,		\$3,246,199 02
Net Income,		\$1,765,470 41

### DEDUCTIONS FROM NET INCOME :

Taxes,	\$ 95,325 90	
Interest,	829,936 00	
Rentals of Leased Lines,	483,195 83	
		\$1,408,457 73
Surplus,		\$357,012 68

### DIVIDENDS PAID ON STOCK :

1½ per cent. October 1, 1892,	\$67,183 50	
1½ per cent. January 1, 1893,	67,222 50	
1½ per cent. April 1, 1893,	67,222 50	
1½ per cent. July 1, 1893.	74,619 00	
		\$276,247 50

Surplus after Payment of Dividends, \$80,765 18

### OF WHICH THERE HAS BEEN CREDITED TO

Bridge Fund for Purchase of New Iron Bridges,	\$60,000 00	
Personal Injury Fund,	10,000 00	
		\$70,000 00

Balance to Credit of Profit and Loss, \$10,765 18

The receipts of the Company from traffic in the latter part of the last fiscal year showed a diminution, as compared with the corresponding months of the previous year, caused by the general business depression which has prevailed throughout the country. It is confidently expected, however, that our receipts will show a gratifying increase with the return of business prosperity. The past history of the Maine Central Railroad Company has shown how quickly it responds in increased revenue to any improvement in the general welfare of the State, and the recent depression has given a satisfactory test of its capabilities in times of financial stringency.

In January, 1893, your Directors voted to issue five thousand shares of capital stock at the par value of one hundred dollars each, in all five hundred thousand dollars, for the purpose of providing for the cost of double tracking a portion of your road and for contemplated improvements. The right to subscribe for one new share of stock at par for each nine shares of capital stock standing to their names was offered to stockholders of record at the close of business on the 10th of February, 1893, and the stock so offered, with the exception of fifty-seven shares, was subscribed for and accordingly issued, and the proceeds from the sale of this stock have been expended in double tracking and other improvements.

During the last fiscal year many permanent improvements have been made, and the condition of your entire property is better than ever before. I would respectfully call your attention to the certificate of the

Railroad Commissioners of Maine, appended to this report, relative to the physical condition of your property.

For details of the operation of the road, you are respectfully referred to the report of the Vice President and General Manager, and for the financial condition of the Company to the report of the Treasurer.

By order of the Board,

ARTHUR SEWALL,

PRESIDENT.



ANNUAL REPORT OF THE TREASURER  
OF THE  
MAINE CENTRAL RAILROAD COMPANY.

*To the President and Directors of the Maine Central  
Railroad Company :*

GENTLEMEN :

I have the honor to submit statements showing the financial condition of the Maine Central Railroad Company September 30th, 1893.

- No. 1. Comparative statement of business.
- No. 2. General Balance Sheet.
- No. 3. Profit and Loss Account.
- No. 4. Statement of Bonded Debt.

Very respectfully,

GEORGE W. YORK,

*Treasurer.*

PORTLAND, November 10th, 1893.



## TABLE No. 1.

1892.	COMPARATIVE STATEMENT OF BUSINESS.	1893.
\$2,011,311.81	Earnings from Passengers.	\$2,031,011.47
2,514,633.86	"    "    Freight,	2,682,324.55
74,200.00	"    "    Express,	74,200.00
138,802.05	"    "    Mails,	146,737.17
18,654.77	"    "    Extra Baggage.	17,561.45
\$4,757,602.49	Total Transportation Earnings.	\$4,951,834.64
60,817.45	Rents, Wharfage and Miscellaneous Earnings.	59,834.79
\$4,818,419.94	Total Gross Earnings,	\$5,011,669.43
2,978,030.78	Less Operating Expenses.	3,246,199.02
\$1,840,389.16	Net Earnings,	\$1,765,470.41
83,759.66	Less Taxes.	95,325.90
480,886.55	"    Rent of Leased Lines.	483,195.83
830,307.65	"    Interest,	829,936.00
268,485.00	"    Dividend on Stock, 6 per cent.,	276,247.50
\$1,663,438.86	Total Payments from Net Earnings.	\$1,684,705.23
\$176,950.30	Surplus	\$80,765.18
	Of which there has been credited to Bridge Fund, for	
	purchase of new iron bridges,	\$60,000
	And to Injury Fund,	10,000
		\$70,000 00
	Balance,	\$10,765 18

# TABLE NO. 2.

## GENERAL BALANCE SHEET, SEPTEMBER 30th, 1893.

Dr.

GENERAL BALANCE SHEET, SEPTEMBER 30th, 1893.

Cr.

Construction .....	\$11,972,262 14	Capital Stock .....	\$4,983,300 00
Equipment.....	2,119,801 36	Stock Scrip.....	1,500 00
Freeport Double Track.....	33,732 06	Stock Bonds.....	11,000 00
Poland Spring Junction.....	6,926 83	Maine Central Interest Scrip.....	8,992 00
Androscoggin Railroad Lease .....	768,333 33	Bonded Debt.....	16,966 800 00
European & North American Railway Lease.....	1,016,091 57	Interest and Rents Accrued, including those due Oct. 1,	485,460 47
Portland & Ogdensburg Railway Lease.....	1,068,739 70	Notes Payable.....	388,000 00
Portland & Ogdensburg Railway Improvements.....	598,602 05	Coupons and Dividends uncalled for.....	35,102 29
Portland & Ogdensburg Railway Extension.....	470,616 26	Audited Bills, including September Pay-Roll.....	431,644 80
Dexter & Piscataquis Railroad Lease.....	215,556 50	Traffic Balances and Accounts.....	122,970 55
Hereford Railway lease.....	879,007 02	Equipment Fund.....	125,000 00
Upper Coos Railroad Lease.....	422,749 47	Injury Fund.....	50,000 00
Upper Coos Railroad Extension.....	714,548 97	Bridge Fund.....	60,000 00
Knox & Lincoln Railway Lease.....	1,743,721 36	Profit and Loss.....	701,397 41
Penobscot Shore Line Railway Bonds.....	138,000 00		
Stocks of other Companies.....	527,475 97		
Sinking Funds.....	238,388 79		
Due from Agents.....	88,266 77		
Traffic Balances and Accounts.....	416,585 22		
Supplies and Materials on Hand.....	577,868 16		
Cash.....	423,893 99		
	\$24,371,167 52		\$24,371,167 52

TABLE No. 3.

Dr. PROFIT AND LOSS ACCOUNT, YEAR ENDING SEPT. 30th, 1893. Cr.

Operating Expenses.....	\$3,246,199 02	Balance of Account Sept. 30th, 1892.....	\$ 640,475 23
Taxes.....	98,325 90	Gross Transportation Earnings.....	4,951,834 64
Interest.....	829,936 00	Miscellaneous Earnings.....	59,834 79
Rent of Leased Lines.....	483,198 83	Premium on Bonds Sold.....	1,512 30
Accounts of Previous Years.....	1,288 11	Interest on Sinking Funds.....	9,022 51
Dividend No. 22, Oct. 1, 1892.....	67,183 50	Miscellaneous Items.....	505 30
" No. 23, Jan. 1, 1893.....	67,222 50	Sale of Wild Lands.....	40,405 00
" No. 24, April 1, 1893.....	67,222 50		
" No. 25, July 1, 1893.....	74,619 00		
Bridge Fund.....	60,000 00		
Injury ".....	10,000 00		
Balance.....	701,397 41		
	\$5,703,589 77		\$5,703,589 77

TABLE No. 4.  
STATEMENT OF BONDED DEBT.

Audroscoggin & Kennebec Railroad Loan,	\$ 2,600 00	
Maine Central Extension Loan,	496,500 00	
Maine Central 7 per cent. \$1,100,000.00 loan,	756,800 00	
		\$1,255,900 00
Portland & Kennebec Consolidated Loan,		1,166,700 00
Audroscoggin Railroad, City of Bath Loan,		3,500 00
Leeds and Farmington Railroad Loan,		633,000 00
Maine Central Railroad Consolidated Loan, Class A,	\$ 975,000 00	
" " " " " " B,	2,633,000 00	
" " " " " " C,	1,567,700 00	
" " " " " " D,	531,000 00	
		\$5,706,700 00
Maine Central Collateral Trust 5 per cent. Bonds,	\$679,000 00	
Maine Shore Line Railroad First Mortgage Bonds,	42,000 00	
		\$721,000 00
Maine Central Debenture Bonds, 5 per cent.,		58,000 00
Maine Central Sinking Fund Bonds,		600,000 00
Maine Central Railroad Improvement Bonds, Class A,	\$200,000 00	
" " " " " " B,	250,000 00	
		\$450,000 00
City of Bangor Loan,	\$910,000 00	
Maine Central Railroad Co. 40-year E. & N. A. Railway Mortgage Bonds,	38,000 00	
		\$948,000 00
Portland & Ogdensburg R. R. First Mortgage Bonds,	\$ 800,000 00	
Portland & Ogdensburg Ry 20-year Mortgage Bonds,	1,319,000 00	
		\$2,119,000 00
Dexter & Piscataquis R. R. Loan,		175,000 00
Hereford Railway Co. Forty Year Loan,		800,000 00
Upper Coos R. R. Forty Year Loan,		916,000 00
Penobscot Shore Line Ry Bonds,	\$1,300,000 00	
Knox & Lincoln Ry Bonds,	114,000 00	
		\$1,414,000 00
<b>Total Bonded Debt.</b>		<b>\$16,966,800 00</b>

The Principal and Interest of the several Bonded Loans fall due at the dates mentioned in the following Table:

LOANS.	AMOUNT.	WHEN DUE.	INTEREST PAYABLE.
And. & Ken. R. R. Loan,	\$ 2,600	Aug. 1, 1890 to Sept. 1, 1891	68 68
And. R. R., Bath Loan,	1,500	July 1, 1891	68
And. R. R., Bath Loan,	2,000	April 1, 1893	68
City of Bangor Loan,	910,000	Jan. 1, 1894	68
Me. Cent' 140-year E. & N. A. Bonds	38,000	Jan. 1, 1932	45
Maine Central Debentures,	58,000	Feb. 1, 1894	58
Portland & Kennebec Consols,	1,166,700	April 1, 1895	68
Leeds & Farmington,	633,000	July 1, 1896	68
Maine Central \$1,100,000 Loan,	756,800	July 1, 1898	78
Maine Central Extension, Gold,	496,500	Oct. 1, 1900	68
M. C. Sinking Fund Bonds,	600,000	Feb. 1, 1905	68
Maine Central Consols,	3,907,200	April 1, 1912	78
Maine Central Consols,	269,500	April 1, 1912	58
Maine Central Consols,	1,520,000	April 1, 1912	4½ S
Maine Central Consols,	10,000	April 1, 1912	48
M. C. Improvement Bonds, A,	200,000	July 1, 1916	4½ S
M. C. Improvement Bonds, B,	250,000	July 1, 1917	4½ S
M. C. Collateral Trust Bonds,	679,000	June 1, 1923	58
Maine Shore Line 1st Mort. Bonds	42,000	June 1, 1923	68
Port. & Ogdensburg R. R. Bonds,	800,000	July 1, 1900	68
Port. & Ogdensburg Ry Bonds,	1,319,000	Nov. 1, 1908	58
Dexter & Piscataquis Loan,	175,000	July 1, 1929	48
Hereford Railway Bonds,	800,000	May 1, 1930	48
Upper Coos R. R. Bonds,	350,000	May 1, 1930	48
Upper Coos R. R. Bonds,	566,000	May 1, 1930	4½
Penobscot Shore Line Ry Bonds,	1,300,000	Aug. 1, 1920	48
Knox & Lincoln Ry Bonds,	114,000	July 1, 1921	58

Coupons of the above Bonds will be paid at the National Revere Bank of Boston, the First National Bank of Portland, and at the Office of the Treasurer, Portland, except those of the City of Bangor, which are payable at the Merchants National Bank, Boston.



**REPORT OF THE GENERAL AUDITOR.**

MAINE CENTRAL RAILROAD,  
ACCOUNTING DEPARTMENT,  
PORTLAND, NOV. 10th, 1893.

*To the President and Directors of the Maine Central  
Railroad Company:*

GENTLEMEN:

The books and accounts of your Treasurer, showing the receipts and expenditures of the Company for the year ending September 30th, 1893, have been examined by me and found to be correctly cast and properly vouched.

The cash in hands of Treasurer at close of business Sept. 30th, 1893, as stated on balance sheet, was verified by me and found to be correct.

Respectfully,

WILLIAM W. COLBY,

*General Auditor.*



**ANNUAL REPORT**  
—OF THE—  
**GENERAL MANAGER**  
—OF THE—  
**MAINE CENTRAL RAILROAD COMPANY,**

FOR THE FISCAL YEAR ENDING SEPTEMBER 30TH, 1893.

The following report of the operations of the Maine Central Railroad Company for the fiscal year ending September 30th, 1893, is respectfully submitted.

The total number of Passengers transported during the year was 2,313,941.

The total amount of Freight transported during the year was 2,263,573 tons.

The earnings from Passengers were \$2,031,011.47. The earnings from transportation of Freight were \$2,682,324.55. The earnings from transportation of Mails, Baggage and Express, were \$238,498.62. The total gross transportation earnings for the twelve months were \$4,951,834.64.

The number of miles run by Passenger Trains was 1,787,625; and by Freight Trains, 1,541,714; and by Working Trains, Switching, etc., 1,316,502; making the total number of miles run 4,645,841.



**EQUIPMENT.**

The equipment has been increased during the past year by the purchase of

- 11 Locomotives.
- 371 Platform Freight Cars.
- 3 Combination Cars.
- 8 Baggage Cars.
- 23 Passenger Cars.

The amount of coal and wood used is shown below:

Bituminous Coal,  $123,834\frac{2150}{2240}$  tons. Of this amount  $117,606\frac{921}{240}$  tons were used for locomotives, and the remainder for engines in shops, water stations, for heating stations, and for steam ferry between Bath and Woolwich.

Anthracite Coal,  $4,760\frac{45}{240}$  tons;  $2,206\frac{105}{240}$  tons of this coal were used in heating passenger and freight stations;  $1,737\frac{221}{240}$  tons for steam ferry between Mt. Desert Ferry and Bar Harbor;  $54\frac{1000}{240}$  tons for warming passenger cars; the remainder for engine houses.

Wood, 1395 cords, distributed as follows: To locomotives  $552\frac{2}{8}$  cords; to shops 18 cords; to passenger cars  $10\frac{3}{8}$  cords, and the remainder to engine houses, water stations and freight trains.

**SIDE TRACKS CONSTRUCTED.**

Side Tracks have been laid at the following places:

Portland,	3,063 feet.	North Jay,	1,410 feet.
Westbrook Junction,	490 "	Brooks,	300 "
Yarmouth Junction,	1,092 "	Belfast,	168 "
Richmond,	5,500 "	Camp Benson,	307 "
Augusta,	150 "	Dexter,	220 "
Winslow,	500 "	Foxcroft,	480 "
Burnham Junction,	3,641 "	Bucksport Centre,	215 "
Newport Junction,	608 "	Thompson's Point,	900 "
Hermon Pond,	1,043 "	Cumberland Mills,	307 "
Bangor,	3,770 "	Brownfield,	550 "
Exchange Street,	450 "	Lovell's,	1,715 "
Webster,	2,622 "	Fryeburg,	1,880 "
Great Works,	1,126 "	North Conway,	2,714 "
Milford,	1,000 "	Bartlett,	1,300 "
Lincoln,	2,456 "	Stevens,	746 "
Bancroft,	400 "	North Stratford,	203 "
Auburn,	690 "	Colebrook Gravel Pit,	575 "
Leeds Junction,	4,980 "	Narrows,	900 "
Shawmut,	3,799 "	West Stewartstown,	265 "
Thomaston,	649 "	Beecher Falls,	438 "
Woolwich,	840 "	Lawton's,	282 "
Bath,	910 "	Gendron's,	250 "
Cooks,	1,428 "	Upper Dam,	1,000 "
Pejepscot,	7,945 "	Auckland,	300 "
Crowley's,	257 "	Cookshire Junction,	220 "
Otis Falls,	825 "	Brookbury,	250 "

The aggregate amount of Side Tracks laid is sixty-eight thousand, one hundred and twenty-nine feet, which is equal to twelve and nine-tenths miles.

Thirty and twenty-five hundredths miles of track have been ballasted, using sixty-four thousand cubic yards of gravel.

**FENCE.**

Twenty-one thousand, five hundred and two rods of fence have been built this year. Of this amount, eighteen

thousand, nine hundred and eight rods were barbed wire, one thousand, one hundred and thirty-three rods were board, one thousand, four hundred and fourteen rods were snow fence and forty-seven rods were cedar rail.

### BUILDINGS.

New Passenger Stations have been constructed at Bowdoinham, Winslow, Burnham, Brooks, Hermon Centre, Hermon Pond, Fryeburg and Bridgton Junction.

New Freight Houses have been erected at Portland, Bowdoinham, Burnham, Brooks, Rockland, Winslow, Hermon Pond, Hermon Centre, Rowe's, Bridgton Junction, North Conway and Fabyan's.

A New Engine House and Iron Turn Table have been built at North Conway, and new Iron Turn Tables have been placed at Bucksport and Woolwich.

Many of the stations have been equipped with Semaphore Signals.

There have been supplied from the quarry at North Jay, owned by this Company, 5,357 cubic yards of granite, and this amount of stone has been used in the new masonry built at various points along the line.

The following materials were used for repairs and construction :

Steel Rails, (new), . . . .	3,680 <sup>288</sup> <sub>2240</sub>	Tons.
Steel Rails, (old), . . . .	927 <sup>318</sup> <sub>2240</sub>	"
Iron Rails, . . . .	241 <sup>758</sup> <sub>2240</sub>	"
Cross Ties, . . . .	354,005	
Joint Plates, . . . .	954,243	Pounds.
Track Bolts and Nuts, . . . .	108,325	"
Track Spikes, . . . .	634,384	"
Servis Tie Plates, . . . .	46,840	

**BRIDGES.**

The following new and extra heavy Iron Spans have been erected the past year :

- FRANKENSTEIN, . . . . Iron viaduct, length 518 feet.
- SHEEPSCOT, . . . . . Pin connected steel spans ; total length  
4 spans 612 feet, 9 inches.
- MOODY BROOK, . . . . . 1 span deck plate girder ; length over  
all 33 feet.
- WILTON, . . . . . 1 span deck plate girder ; length over  
all 33 feet.
- LIBBY'S MILL, . . . . . 1 span deck plate girder ; length over  
all 42 feet, 6 inches.
- NASON STREAM, . . . . . 1 span deck plate girder ; length over  
all 32 feet, 6 inches.
- CORINNA, . . . . . 1 span deck plate girder ; length over  
all 39 feet.
- HOBSON'S, No. 1, . . . . . 1 span deck plate girder ; length over  
all 47 feet, 4 inches.
- HOBSON'S, No. 2, . . . . . 1 span deck plate girder ; length over  
all 47 feet, 4 inches.
- TWENTY-FIVE MILE STREAM, 1 span deck plate girder ; length over  
all 55 feet, 6 inches.
- YARMOUTH ROAD, . . . . . Double track, through plate girder ;  
length over all 32 feet.
- ROYALS RIVER, . . . . . 2nd track, deck riveted span, 82 feet  
over all.

New Floors have been laid on Topsham Street, Ticonic, Kennebec, Skowhegan, Costigan and Nequasset Bridges.

East Wilton Trestle has been partially rebuilt and New Trestles erected at Otis Falls, Kingman and Lincoln.

Overhead Bridges have been rebuilt at Sodom Road, Brewer, South Gardiner, Montsweag, Newcastle, Stroudwater, Dole's Grade and Crawford's.

New Track Scales have been placed at Belfast, Crowley's, Lewiston Upper Station and Cumberland Mills.

Four miles of Second Track extending from Cumberland Junction to Yarmouth, have been completed and work commenced on the extension of this track to Freeport and Brunswick.

Three and one-half miles of Second Track have also been constructed on the Mountain Division, extending from Thompson's Point to Cumberland Mills.

The operation of the Maine Central line has been accomplished with freedom from serious accident the past year and I take pleasure in recording the efficiency of officers and employes.

Statements are appended showing in detail:

- A. Transportation Earnings for the year, by months.
- B. Operating Expenses.
- C. Passenger Earnings, by stations.
- D. Freight Earnings, by stations.
- E. Description of Rolling Stock.
- F. Performance of Locomotives.
- G. New Bridges, built 1884 to 1893, inclusive.

PAYSON TUCKER,

*Vice-President and General Manager.*

**A**  
**Transportation Earnings by Months, for Year Ending September 30th, 1893.**

	PASSENGERS.			FREIGHT.			FROM OTHER SOURCES.		
	NUMBER.	EARNINGS.	TONS.	EARNINGS.	MAILS.	EXPRESS.	EXTRA BAGGAGE.	TOTALS.	
<b>1892.</b>									
October.	186,857	\$179,444.96	299,441	\$269,952.09	\$11,517.84	\$6,183.33	\$1,865.43	\$468,963.65	
November.	171,728	159,081.71	186,732	232,917.84	11,454.13	6,183.33	1,236.48	401,873.49	
December.	153,829	135,750.74	190,614	226,020.50	11,620.71	6,183.34	822.38	380,397.67	
<b>1893.</b>									
January.	145,676	122,020.64	183,815	208,283.24	11,454.13	6,183.33	1,186.80	349,128.14	
February.	133,946	107,004.80	163,710	195,255.86	11,454.13	6,183.33	1,455.34	321,353.46	
March.	179,120	136,369.85	231,655	274,169.25	11,688.44	6,183.34	1,659.30	439,070.18	
April.	187,033	156,950.55	186,102	225,742.82	11,454.13	6,183.33	1,453.33	401,784.16	
May.	175,354	151,026.40	186,928	220,943.00	11,454.13	6,183.33	1,238.51	390,845.37	
June.	186,986	172,035.15	184,212	219,935.28	11,472.29	6,183.34	1,309.47	410,935.53	
July.	260,523	232,149.13	172,932	199,639.41	14,206.16	6,183.33	1,449.37	453,627.40	
August.	285,483	258,051.85	184,743	198,707.03	14,476.26	6,183.33	1,650.12	479,068.59	
September.	256,406	230,125.69	182,689	210,758.23	14,484.82	6,183.34	2,234.92	463,787.00	
Total.	2,313,941	\$2,031,011.47	2,263,573	\$2,682,324.55	\$146,757.17	\$74,200.00	\$17,561.45	\$4,951,834.64	

**B****OPERATING EXPENSES FOR YEAR ENDING SEPTEMBER 30TH, 1893.****General Expenses.**

Salaries of General Officers and Clerks.	\$51,049 35
Stationery and Printing for Offices.	6,111 18
General Office Expenses.	15,389 11
Legal Expenses.	17,640 27
Insurance Premiums.	9,050 00
Protection Against Fire.	70 00
Losses by Fire.	8,405 77
Tenement Expenses.	1,849 95
Injuries and Damages.	23,964 14
Telegraph Expenses—Salaries and Wages.	50,329 24
"    "    Stationery and Printing.	891 72
"    "    Supplies and Miscellaneous Expenses.	2,449 66
Wages of Crossing Tenders.	26,483 80
Fuel and Supplies for Crossings.	323 41
Wages of Signal Men.	8,017 56
Fuel and Supplies for Signal Men.	2,460 65
Wages of Switchmen.	45,971 09
Fuel and Supplies for Switchmen.	2,590 46
Wages of Watchmen.	6,479 40
Expenses of Ferry to Bar Harbor.	50,801 58
Removing Ice and Snow.	15,815 52
	<hr/>
	\$346,143 86

**Passenger Transportation Expenses.**

Passenger Transportation—Gen'l Superintendence and Clerks.	\$11,183 88
"    "    Stationery and Printing.	2,576 45
"    "    Tickets and Baggage Checks.	4,435 53
"    "    General Office Expenses.	609 86
Loss and Damage to Baggage.	667 30
Advertising.	18,118 19
Outside Agencies.	4,457 46
Making up and General Expense—Passenger Trains.	6,008 17
Wages Conductors and Train Men.	93,710 30
Lubricating Oil, Waste, Tallow.	4,092 77
Stationery and Printing.	1,317 91
Supplies for	17,398 59
Wrecking Expenses of	157 82
Agents and Station Labor—Passenger Stations.	85,508 78
Stationery and Printing.	2,507 19
Supplies and Miscellaneous Expenses—Passenger Stations.	46,389 26
Mail Expense.	10,808 30
Hire of Passenger Cars.	21,466 35
	<hr/>
	\$331,414 11

**Freight Transportation Expenses.**

Freight Transportation—Gen'l Superintendence and Clerks,	\$16,750 88	
"    "    Stationery and Printing,	1,559 13	
"    "    General Office Expenses.	705 05	
Loss and Damage of Freight,	4,206 06	
Making up and General Expense—Freight Trains,	25,886 08	
Wages Conductors and Train Men, " "	115,771 19	
Lubricating Oil, Waste, Tallow, " "	5,749 90	
Stationery and Printing for " "	1,196 62	
Supplies for " "	17,691 60	
Wrecking Expenses of " "	1,879 71	
Agents and Station Labor—Freight Stations,	139,375 69	
Stationery and Printing for " "	7,420 21	
Supplies and Miscellaneous Expenses of Freight Stations,	14,572 91	
Hire of Freight Cars, " "	82,621 40	
		\$435,386 43

**Motive Power Expenses.**

Motive Power—Superintendence and Clerks,	\$ 5,859 10	
"    "    Stationery and Printing,	623 44	
"    "    Office and Miscellaneous Expense,	15 07	
"    "    Engine House and Watching Expense,	20,341 04	
Repairs of Tools and Machinery,	6,339 03	
Repairs of Locomotives,	134,420 56	
New Locomotives,	81,212 80	
Water Supply,	17,099 41	
Wages of Engineers and Firemen—Passenger,	100,646 48	
"    "    "    "    Switching,	10,356 97	
"    "    "    "    Freight,	85,318 33	
"    "    "    "    Switching,	47,681 33	
Wiping Engines—Passenger,	14,589 63	
"    "    Freight,	15,519 46	
Head Light and Illuminating Oil,	1,058 48	
Lubricating Oil, Waste and Tallow,	15,572 01	
Lanterns, Tools and Small Stores,	2,169 43	
Fuel for Passenger Locomotives,	161,394 55	
"    "    Switching Locomotives,	9,271 40	
"    "    Freight Locomotives,	169,328 06	
"    "    Switching Locomotives,	62,765 16	
		\$961,581 74

**Maintenance of Cars.**

Maintenance of Cars—Superintendence and Clerks,	\$ 2,108 60	
"    "    Stationery and Printing,	241 41	
"    "    Office and Miscellaneous Expenses,	6 23	
Repairs of Tools and Machinery,	3,329 94	
Repairs of Passenger, Baggage, Mail and Express Cars,	90,169 56	
New Passenger, Baggage, Mail and Express Cars,	50,749 36	
Repairs of Pullman Cars,	291 70	
Repairs of Freight and Saloon Cars,	74,601 98	
New Freight and Saloon Cars,	80,819 53	
Repairs of Construction and Tool Cars,	7,094 38	
Repairs of Snow Plows and Scrapers,	3,297 57	
Oiling, Cleaning and Inspecting Passenger Cars,	20,845 35	
"    "    "    Freight Cars,	10,631 30	
		\$344,186 91



**Maintenance of Way and Buildings.**

General Expenses—Maintenance of Way.	\$ 15,195 45
General Repairs of Track—Labor.	287,492 41
"    "    "    Material.	8,520 31
Working Trains and Extra Crews.	78,048 70
Joint Fastenings.	13,104 42
Frogs and Switches.	14,837 57
Spikes.	9,913 89
Hand Cars and Tools.	7,700 38
Road Crossings.	11,431 80
Signs and Mile Posts.	2,156 58
Fencing.	23,004 44
Real Estate.	1,917 95
Steel Rails, 3,097 <sup>1917</sup> Tons.	38,452 87
Iron Rails. 241 <sup>758</sup> Tons.	4,840 25
Cross Ties, 319,593 Ties.	61,881 49
Switch Ties.	18,464 93
Repairs of Bridges and Culverts.	40,214 96
New Bridges.	6,931 76
Shops and Storehouses.	3,351 97
Tools and Machinery.	10,001 60
Engine Houses and Turn Tables.	14,787 00
Water Tanks and Pumping Machinery.	14,011 43
Coal and Wood Sheds and Fixtures.	6,625 38
Station Buildings and Grounds.	110,848 79
Mast Signals, Signal and Section Houses.	16,082 49
Docks and Wharves.	6,914 43
Real Estate.	459 50
Construction Cars.	293 22
	<hr/>
	\$827,485 97
Total Operating Expenses.	\$3,246,199 02

## C

## NUMBER OF PASSENGERS FROM EACH STATION

Oct. 1st, 1892, to Sept. 30th, 1893, Inclusive,

—AND—

## REVENUE DERIVED THEREFROM.

FROM	NO. OF PASSENGERS.	EARNINGS.
Portland,	286,005	\$236,946 27
Woodford's,	10,527	6,957 54
Westbrook Junction,	10,248	8,162 58
West Falmouth,	3,740	950 22
Cumberland Junction,	6,758	2,377 20
Yarmouth Junction,	5,314	3,894 95
Freeport,	23,872	11,321 91
Brunswick,	72,354	42,070 36
Harding's,	2,752	761 42
Bath,	60,772	44,518 18
Woolwich,	792	603 63
Wiscasset,	8,383	5,766 46
Newcastle,	9,174	8,242 60
Damariscotta Mills,	3,394	2,886 35
Waldoboro,	10,687	8,482 95
Warren,	6,649	4,851 63
Thomaston,	17,638	8,493 74
Rockland,	42,100	43,626 40
Topsham,	1,354	509 72
Bowdoinham,	9,452	5,656 41
Harward's Road,	1,375	602 87
Richmond,	16,974	10,780 16
Iceboro,	2,387	951 46
Dresden,	352	132 16
South Gardiner,	21,885	5,626 75
Gardiner,	57,943	32,823 11
Hallowell,	26,008	10,690 01

*Statement of Passengers Carried, &c., (Continued.)*

FROM	NO. OF PASSENGERS.	EARNINGS.
Augusta,	71,175	\$ 55,064 58
Riverside,	2,238	995 86
Vassalboro,	5,763	3,815 19
Winslow,	975	749 51
Waterville,	68,509	57,955 62
Benton,	3,803	3,188 41
Clinton,	6,643	4,370 30
Burnham Junction,	4,755	3,212 74
Unity,	3,075	2,846 11
Thorndike,	2,493	2,249 07
Knox,	541	458 22
Brooks,	4,628	3,432 94
Waldo,	618	571 85
City Point,	1,274	600 63
Belfast,	13,717	19,619 97
Pittsfield,	20,919	17,491 24
Detroit,	2,403	1,113 33
Newport Junction,	12,382	9,072 15
Corinna,	4,731	3,738 92
Dexter,	14,587	14,987 83
Silver's Mills,	752	539 39
Dover and Foxcroft,	17,150	15,745 93
East Newport,	3,251	2,294 44
Etna,	3,853	2,713 01
Damascus,	349	150 02
Carmel,	4,034	2,368 40
Hermon Pond,	1,801	1,070 16
Hermon Centre,	1,169	786 61
Bangor,	106,285	120,867 05
Bangor, Exchange Street,	56,440	30,170 79
Veazie,	11,592	1,871 20
Basin Mills,	8,992	1,659 83
Orono,	25,081	8,192 21
Webster,	6,141	1,300 00
Great Works,	19,739	3,642 23

*Statement of Passengers Carried, &c., (Continued.)*

FROM	NO. OF PASSENGERS.	EARNINGS.
Oldtown,	47,699	\$ 22,653 53
Milford,	2,322	915 30
Costigan,	4,931	1,373 31
Greenbush,	2,264	881 70
Olamon,	2,825	2,026 01
Passadumkeag,	2,883	1,895 75
Enfield,	3,197	3,348 42
Lincoln,	6,684	5,643 04
Lincoln Centre,	1,464	1,047 40
Winn,	5,752	4,943 18
Mattawamkeag,	6,554	8,335 40
Kingman,	3,930	4,378 95
Wytopitlock,	1,424	1,346 51
Bancroft,	681	381 65
Danforth,	4,583	5,096 33
Eaton,	366	149 54
Forest,	1,527	1,434 42
Lambert Lake,	1,435	508 75
Vanceboro,	7,980	10,679 41
Walnut Hill,	3,006	1,096 74
Gray,	4,057	2,187 62
New Gloucester,	4,894	2,147 20
Rowe's,	944	410 14
Danville Junction,	7,021	7,351 29
Auburn,	44,681	26,457 71
Lewiston,	65,091	48,381 47
Greene,	2,780	1,015 85
Leeds Junction,	2,394	1,520 29
Monmouth,	5,593	3,423 03
Annabessacook,	1,401	909 46
Winthrop,	9,937	7,774 12
Maranacook,	212	149 19
Readfield,	4,516	4,608 33
Belgrade,	1,751	1,788 78
North Belgrade,	882	700 75

*Statement of Passengers Carried, &c., (Continued.)*

FROM	NO. OF PASSENGERS.	EARNINGS.
Oakland,	18,350	\$ 11,202 39
Fairfield,	9,872	5,408 46
Shawmut,	7,630	1,952 21
Pishon's Ferry,	2,449	1,242 16
Skowhegan,	22,837	21,893 98
Lisbon Falls,	23,765	8,890 10
Lisbon,	18,936	5,329 17
Crowley's Junction,	2,391	519 17
Lewiston Lower,	58,668	41,110 04
Sabattus,	4,901	1,823 75
Wales,	200	78 66
Curtis' Corner,	852	445 72
Leeds Centre,	1,556	1,045 50
North Leeds,	2,080	1,625 10
Strickland's Ferry,	1,375	1,178 88
East Livermore,	1,768	1,498 63
Livermore Falls,	11,263	8,515 74
Jay Bridge,	3,378	1,939 26
North Jay,	3,767	3,283 40
Wilton,	5,131	4,098 63
East Wilton,	3,401	1,791 93
West Farmington,	1,736	1,813 91
Farmington,	15,885	16,438 78
Penobscot Junction,	4,096	2,338 20
Holden,	2,218	1,173 45
Green Lake,	981	609 55
Ellsworth Falls,	5,497	2,057 47
Ellsworth,	20,964	19,050 23
Franklin Road,	3,354	3,560 44
Hancock,	6,860	3,491 68
Mt. Desert Ferry,	3,990	3,226 51
Bar Harbor,	21,093	34,484 73
Sullivan,	1,693	1,595 45
Sorrento,	2,926	1,687 95
South Brewer,	1,667	444 80

*Statement of Passengers Carried, &c., (Continued.)*

FROM	NO. OF PASSENGERS.	EARNINGS.
Orrington,	1,643	432 70
South Orrington,	2,722	716 95
Bucksport Centre,	1,060	482 09
Bucksport,	15,235	10,127 15
Cumberland Mills Junction,	9,226	4,982 30
South Windham,	6,007	1,940 19
Newhall,	2,396	703 73
White Rock,	1,831	751 83
Sebago Lake,	5,731	2,767 30
Steep Falls,	3,652	1,770 17
Mattocks',	2,717	1,234 81
Cornish,	8,500	5,987 11
West Baldwin,	1,423	1,077 36
Bridgton Junction,	902	562 35
Hiram,	3,338	2,082 38
Brownfield,	4,437	3,129 83
Fryeburg,	5,957	4,845 94
Conway Centre,	2,504	1,939 06
Redstone,	3,423	2,408 93
North Conway,	9,580	6,137 87
Intervale Junction,	4,139	3,314 06
Glen,	6,792	4,273 64
Bartlett,	8,167	5,751 06
Sawyer's River,	1,002	789 54
Carrigain,	1,472	823 96
Crawford's,	2,483	1,623 44
Mt. Pleasant House,	503	417 00
Fabyan's,	5,096	4,349 00
Zealand,	697	308 57
Twin Mountain,	1,607	882 86
Quebec Junction,	460	258 89
Hazen's Junction,	983	286 44
Whitefield,	8,156	4,996 12
Scott's Junction,	683	198 37
Lunenburg,	3,624	2,543 54

*Statement of Passengers Carried, &c., (Continued.)*

FROM	NO. OF PASSENGERS.	EARNINGS.
Jefferson,	1,835	1,238 62
Riverton,	290	79 37
Lancaster,	18,203	11,054 31
C. & M. Junction,	554	547 53
Guildhall,	1,896	656 47
North Stratford Junction,	4,692	3,321 67
Colebrook,	9,905	6,811 95
West Stewartstown,	6,659	5,058 46
Beecher Falls,	2,173	1,483 26
East Hereford,	332	310 19
Paquetteville,	396	239 42
Malvina,	704	439 84
St. Malo,	487	312 53
Clifton,	592	245 70
Sawyer ville,	2,604	1,393 81
Cookshire Junction,	3,229	2,140 31
Dudswell Junction,	1,098	858 49
Lime Ridge and Marbleton,	800	654 70
Conductor's Collections,	86,574	27,456 31
Foreign Companies and Agencies,	236,832	570,512 51
Total,	2,313,941	\$2,031,011 47

**D**

**FREIGHT BUSINESS**

FOR THE YEAR ENDING SEPT. 30th, 1893.

Showing the Number of Tons and Maine Central Earnings on same, to and from each Station.

FREIGHT RECEIVED.		STATIONS.	FREIGHT FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
126,888	\$184,249 45	Portland,	243,752	\$397,071 64
554	1,109 32	Woodford's,	105	132 33
7,973	10,647 69	Westbrook Jct.,	4,803	9,827 33
595	666 83	West Falmouth,	192	267 22
376	571 09	Cumberland Jct.,	419	410 10
25,120	15,005 67	Yarmouth Jct.,	69,621	83,858 95
7,883	6,406 87	Freeport,	2,826	2,620 20
55,273	47,863 56	Brunswick,	36,562	26,169 51
19,546	26,779 91	Bath,	29,411	24,416 55
188	307 67	Woolwich,	245	399 31
6,365	7,000 81	Wiscasset,	3,018	2,657 12
2,212	4,486 81	Newcastle & Dam'a,	939	1,610 37
1,112	1,507 84	Damariscotta Mills,	2,304	2,530 21
599	655 15	Nobleboro,	383	474 48
39	79 59	Muscongus,	991	974 97
7,776	10,502 32	Waldoboro,	9,722	6,641 25
5,359	7,624 67	Warren,	7,609	11,128 81
4,887	6,433 80	Thomaston,	1,714	3,547 06
24,909	34,618 40	Rockland,	15,240	24,495 52
1,355	1,279 74	Topsham,	118	187 20
2,595	3,453 03	Bowdoinham,	11,936	10,159 49
59	144 12	Harward's,	122	191 11
4,325	6,531 93	Richmond,	3,472	3,780 84
256	447 73	Iceboro,	38	72 52



*Tonnage and Earnings (Continued.)*

FREIGHT RECEIVED.		STATIONS.	FREIGHT FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
10,388	\$ 6,387 73	South Gardiner.	10,494	\$ 10,135 18
31,345	38,569 56	Gardiner,	50,626	51,582 95
4,645	8,091 17	Hallowell,	12,971	14,064 34
32,178	42,736 22	Augusta,	14,403	20,745 09
225	486 84	Riverside,	607	742 49
1,259	2,553 31	Vassalboro,	1,586	2,992 01
5,947	8,102 10	Winslow,	5,993	6,829 31
42,478	64,685 04	Waterville,	12,346	18,175 07
4,202	4,900 94	Benton,	3,079	3,986 27
3,547	7,446 79	Clinton,	2,974	5,269 75
1,473	2,903 64	Burnham Jct.,	2,114	2,711 33
1,498	3,483 65	Unity,	1,877	3,200 52
1,510	3,497 99	Thorndike,	1,938	3,765 65
193	352 31	Knox,	560	806 81
2,365	3,605 26	Brooks,	2,397	4,598 90
76	174 95	Waldo,	494	748 18
8	25 98	City Point,	4,676	1,425 71
17,887	20,686 71	Belfast,	10,136	18,391 34
13,474	24,503 93	Pittsfield,	3,233	7,085 53
455	1,128 08	Detroit,	483	864 92
6,406	12,036 02	Newport Jct.,	1,947	4,777 11
2,141	5,108 91	Corinna,	2,792	6,852 86
10,756	25,944 84	Dexter,	4,863	11,927 08
30	99 98	Silver's Mills,	1,239	1,541 14
7,364	18,338 73	Dover and Foxcroft,	8,360	18,448 79
1,075	2,469 75	East Newport,	894	2,285 12
865	1,653 22	Etna,	1,432	2,618 12
689	1,190 82	Carmel,	1,558	2,282 99
58	110 11	Hermon Pond,	1,351	1,243 38
125	157 55	Hermon Centre,	112	245 04
129,331	143,955 48	Bangor,	117,249	154,760 03
6,248	2,828 15	Pencbscot Jct.,	4,009	4,175 65
4,000	2,734 06	South Brewer,	11,317	12,393 97

*Tonnage and Earnings (Continued.)*

FREIGHT RECEIVED.		STATIONS.	FREIGHT FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
90	\$ 94 80	Orrington,	32	\$ 47 47
134	156 54	South Orrington,	215	322 99
245	324 11	Bucksport Centre,	384	229 13
7,325	8,076 47	Bucksport,	1,972	2,501 06
785	850 21	Holden,	2,595	1,457 68
238	377 28	Green Lake,	1,110	708 29
780	1,807 55	Ellsworth Falls,	2,406	3,034 10
4,581	11,508 93	Ellsworth,	2,074	4,595 64
627	1,998 05	Franklin Road,	307	620 59
560	1,349 94	Hancock,	55	267 00
3,079	4,733 42	Mt. Desert Ferry,	2,445	2,219 54
309	994 82	Sullivan,	2	11 97
140	466 63	Sorrento,	23	107 26
3,562	6,436 96	Bar Harbor,	268	1,127 59
		Fr'chman's Bay Strs.		544 04
1,122	977 54	Veazie,	3,464	1,238 31
8,399	5,508 86	Basin Mills,	12,913	17,511 13
3,532	2,976 89	Orono,	3,180	4,283 14
173	137 98	Stillwater,	11,742	7,697 10
21,118	14,007 91	Webster,	15,815	21,302 10
24,901	21,984 47	Great Works,	10,609	13,143 52
26,341	18,513 20	Oldtown,	20,705	19,737 82
621	981 38	Milford,	6,335	7,079 48
981	1,875 48	Costigan,	1,219	1,366 96
120	249 15	Greenbush,	1,094	673 81
521	1,161 62	Olamon,	5,496	4,264 26
491	1,238 76	Passadumkeag,	6,136	6,402 41
6,430	11,557 22	Enfield,	16,564	18,581 15
		Montague,	24,925	24,174 50
5,733	7,688 06	Lincoln,	8,472	10,352 07
582	1,364 02	Lincoln Centre,	1,965	2,601 09
1,898	4,870 86	Winn,	5,203	7,815 53
6,652	17,799 96	Mattawamkeag,	4,178	7,034 47

*Tonnage and Earnings (Continued.)*

FREIGHT RECEIVED.		STATIONS.	FREIGHT FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
7,180	\$ 11,347 87	Kingman,	10,856	\$ 20,111 39
629	1,658 45	Wytotitlock,	5,386	6,990 82
211	482 21	Bancroft,	6,136	2,700 14
4,958	5,957 86	Danforth,	10,495	15,536 82
35	68 46	Eaton,	64	139 59
982	3,683 07	Forest,	3,728	6,970 50
251	431 85	Lambert Lake,	1,558	2,421 06
2,510	4,356 05	Vanceboro,	846	2,114 23
753	857 02	Walnut Hill,	325	275 88
1,713	1,828 60	Gray,	4,361	3,106 51
886	1,224 37	New Gloucester,	5,192	3,580 92
27,076	29,219 52	Danville Jct.,	7,499	17,827 60
28,987	38,786 26	Auburn,	16,834	29,149 68
54,070	57,020 90	Lewiston, Upper,	20,101	26,175 35
807	978 47	Greene,	1,331	1,219 69
669	1,236 32	Leeds Jct.,	3,389	2,692 18
2,326	3,839 26	Monmouth,	1,792	3,401 84
901	1,246 21	Annabessacook,	631	1,253 19
13,574	18,251 04	Winthrop,	7,021	10,476 55
3,886	7,142 77	Readfield,	2,452	4,187 70
1,890	2,973 76	Belgrade,	892	1,772 02
250	540 42	North Belgrade,	542	1,047 94
8,402	12,669 68	Oakland,	8,152	8,271 42
18,353	21,445 94	Fairfield,	22,883	29,873 95
403	882 56	Shawmut,	25,821	20,035 02
597	1,383 30	Pishon's Ferry,	1,498	2,132 05
16,217	38,039 66	Skowhegan,	19,439	26,254 41
23,630	22,857 08	Lisbon Falls,	15,691	13,081 21
3,266	3,830 07	Lisbon,	1,120	1,183 29
98	143 43	Crowley's Jct.,	41	47 55
39,919	47,536 94	Lewiston, Lower,	21,238	26,081 14
4,158	5,190 75	Sabattus,	562	900 18
223	281 42	Curtis' Corner,	679	476 91

*Tonnage and Earnings (Continued.)*

FREIGHT RECEIVED.		STATIONS.	FREIGHT FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
809	\$ 1,228 46	Leeds Centre,	1,367	\$ 1,659 13
887	1,706 41	North Leeds,	1,519	1,618 58
904	1,545 88	Strickland's Ferry,	981	1,313 71
762	1,346 86	East Livermore,	543	1,051 64
14,887	16,353 70	Livermore Falls,	35,120	32,660 12
6,070	8,631 74	Jay Bridge,	10,940	11,942 81
1,554	3,214 78	North Jay,	13,332	8,335 58
2,941	6,209 50	Wilton,	3,464	4,103 94
1,007	1,690 95	East Wilton,	773	1,752 31
3,130	6,486 32	West Farmington,	3,761	7,006 05
15,430	31,808 96	Farmington,	6,895	13,219 88
211,186	129,371 70	Portland, (P. & O. Div.)	131,237	108,120 85
97,924	48,117 26	Cumberland M'ls Jct.	12,544	13,196 68
12,095	11,849 90	South Windham,	3,435	2,754 86
3,247	3,166 05	White Rock,	1,707	1,656 40
2,469	3,417 69	Sebago Lake,	29,039	11,819 73
639	1,477 57	Steep Falls,	3,285	2,701 22
426	844 23	Mattocks',	2,185	1,656 10
3,007	6,153 40	Cornish,	9,389	8,532 00
267	533 62	West Baldwin,	335	485 30
3,272	3,217 40	Bridgton Jct.,	1,468	1,071 11
657	1,409 82	Hiram,	1,885	2,419 20
1,138	2,912 82	Brownfield,	6,902	6,312 71
3,946	7,060 39	Fryeburg,	7,448	7,520 14
429	931 21	Conway Centre,	1,048	1,177 99
1,070	1,493 04	Redstone,	10,620	4,082 87
1,490	2,976 86	North Conway,	4,718	763 48
25,122	10,365 60	Intervale Jct.,	2,449	1,411 84
1,221	2,505 07	Glen Station,	4,218	2,253 72
7,801	8,720 06	Bartlett,	18,817	12,747 88
766	1,435 11	Sawyer's River,	11,162	8,517 19
599	937 76	Carrigain,	416	1,710 01
147	234 32	Crawford's,	13	30 45

*Tonnage and Earnings (Continued.)*

FREIGHT RECEIVED.		STATIONS.	FREIGHT FORWARDED.	
TONS.	EARNINGS.		TONS.	EARNINGS.
894	\$ 1,091	51 Fabyan's,	2,227	\$ 1,230
6	18	49 Zealand,	1	1
206	387	64 Twin Mt.,	248	177
1		63 Quebec Jct.,	53	31
293	387	72 Hazen's Jct.,	260	292
885	1,748	48 Whitefield,	285	662
2,560	2,048	88 Scott's Jct.,	268	136
42,153	30,772	92 Lunenburg,	136,028	76,009
158	392	55 Jefferson,	721	445
10	14	18 Riverton,	251	69
24,069	12,623	56 Lancaster,	3,786	3,720
		C. & M. Jct.,	8,110	1,163
337	600	51 Guildhall,	11,708	5,196
		Maidstone,	402	380
10,650	8,286	89 N. Stratford Jc.	30,305	19,244
		George's,	3,832	3,347
5,028	7,533	62 Colebrook,	8,251	9,590
43,327	20,386	56 W. Stewartst'n	4,718	4,703
11,205	5,293	51 Beecher Falls,	7,266	5,546
85	122	57 East Hereford,	1,435	334
333	436	20 Paquetteville,	20,232	6,704
336	528	95 Malvina,	18,833	6,205
267	399	80 St. Malo,	5,655	2,722
42	59	59 Clifton,	7,451	2,869
958	1,045	29 Sawyerville,	6,483	6,741
6,854	3,131	59 Cookshire Jc.,	18,320	21,051
9,215	3,561	50 Dudswell Jct.,	7,920	7,136
1,492	974	37 Lime Ridge,	21,621	19,054
622,545	912,337	14 Foreign Co.'s,	445,777	692,109
2,263,573	\$2,682,324	55 Total,	2,263,573	\$2,682,324

**E**

**ROLLING STOCK.**

DESCRIPTION.	LOCOMOTIVES.	NUMBER.
Passenger, . . . . .		64
Freight, . . . . .		70
Switching, . . . . .		20
Total Number of Locomotives, . . . . .		154

**PASSENGER EQUIPMENT.**

Passenger Cars, . . . . .		135
Emigrant " . . . . .		6
Directors' " . . . . .		1
Baggage " . . . . .		32
Mail " . . . . .		5
Baggage, Mail and Express Cars, . . . . .		16
Baggage and Mail " . . . . .		4
Postal and Express " . . . . .		2
Combination " . . . . .		16
Total Passenger, Baggage, Mail and Express Cars, . . . . .		217

**FREIGHT EQUIPMENT.**

Caboose Cars, . . . . .		57
8 Wheel Box Cars, . . . . .		965
4 " " " . . . . .		14
8 " Stock " . . . . .		81
8 " Platform Cars, . . . . .		1842
4 " " " . . . . .		23
8 " Coal " . . . . .		250
4 " Dump " . . . . .		70
8 " Express Freight Cars, . . . . .		6
8 " Refrigerator " . . . . .		15
Total Freight Cars, . . . . .		3323

**TOOL AND OTHER CARS.**

8 Wheel Tool Cars, . . . . .		30
8 " Boarding Cars, . . . . .		51
8 " Derrick " . . . . .		8
Other Cars, . . . . .		32
Total Tool and Other Cars, . . . . .		121
Snow Plows on Wheels, . . . . .		33

**F****PERFORMANCE OF LOCOMOTIVES.**

YEAR ENDING SEPT. 30, 1893.

**MILEAGE.**

Passenger Engines, . . . . .	1,787,625
Passenger Switching Engines, . . . . .	138,539
Freight Engines, . . . . .	1,541,714
Freight Switching Engines, . . . . .	930,756
Working Engines, . . . . .	<u>247,207</u>
Total Miles run, . . . . .	4,645,841

**COST PER MILE RUN, IN CENTS.**

Oil, Waste and Tallow, . . . . .	0.39
Fuel, . . . . .	9.15
Wages Engineers and Firemen, . . . . .	5.33
Wages Wipers, . . . . .	0.76
Repairs, . . . . .	2.90
Small Stores, . . . . .	<u>0.05</u>
Total cost per Mile run, . . . . .	18.58

Miles run to ton of coal, . . . . .	39.50
Miles run to pint of Lubricating Oil, . . . . .	17.81
Miles run to pound of Waste, . . . . .	49.39

## NEW BRIDGES BUILT 1884 TO 1893, Inclusive.

1884.

Brewer Village,  
Fitz Pond,  
Union River,  
Mt. Desert Ferry,

Brewer  
Dedham  
Ellsworth  
Hancock

1885.

Sebasticook, Iron,  
Freeman's Creek, Iron,  
Lawrence Boom, Iron,  
Rolling Dam, Iron,  
Richmond Road, Iron,  
Yarmouth Road,  
Egery Mill Stream, Iron,  
Reed's Pond,

Boggy Brook, No. 1,  
" " 2,  
Union River, Iron, (2 spans),  
Kilkenny, Iron,  
Carrying Place, Iron,  
Farmington Y,  
Farmington  
Ellsworth  
" "  
" "  
Hancock  
" "  
Farmington

1886.

Augusta, Iron, (4 spans),  
Water Street, Iron,  
Olamon, Iron,  
Royal's River, Iron,  
Moody Brook,  
Felt Brook,  
Holden Brook,

Augusta  
" "  
Greenbush  
Yarmouth  
Lisbon  
Brewer  
Holden

1887.

Presumpscot, Iron, (1 span, 2nd track),  
Cobosseecontee, Iron,  
Maranacook, Iron,  
Belgrade Stream, Iron,  
Crummett's, Iron,  
Benton Street, Iron,  
Pittsfield, Iron, (2 spans),  
Newport, Iron, (2 spans),  
Damascus, Iron,  
Sowadabscook, Iron,  
Hermon Pond, Iron, (2 spans),  
Hamptden Road, Iron,  
Vanceboro, Iron,  
Orono, Iron, (3 spans),  
Oldtown, Iron, (1 span),  
Nason Stream,

Falmouth  
Gardiner  
Readfield  
Belgrade  
Waterville  
Benton  
Pittsfield  
Newport  
Carmel  
" "  
Hermon  
Bangor  
Vanceboro  
Orono  
Oldtown  
Newport





NEW BRIDGES — (Continued.)

1891.		1892.	
Mattawamkeag, Iron, (3 spans), Molunkus, Iron, Bancroft, Iron, (2 spans), Sewall's Creek, Iron, Sabattus Stream, Iron, Little River, Iron, Perley's, Iron, Poole's, Iron, Gardiner Sluice, Iron, double track, Gambo, Iron, John's River, Iron, Hiram, Iron, Wytopotlock, Israel's River, Iron, Cemetery Road, Iron, Lancaster, Iron, (2 spans), Guildhall Trestle, Stratford, Iron, (2 spans),	Mattawamkeag Kingman Bancroft Bath Lisbon " Gray " Gardiner Gorham and Windham Dalton, N. H. Hiram Reed's Plantation Lancaster, N. H. " " Guildhall, Vt. Stratford, N. H.	Cobbossecontee, second track, Iron, Gardiner Trestle, double track, Hallowell Street, double track, Iron, Kenduskeag, (2 spans), Iron, Brewer Draw, Iron, Oldtown, (1 span), Iron, Milford, (3 spans, Iron), Danforth, Iron, Hot Brook, Iron, Bog Brook, Iron, Tomah, Iron, Lambert Lake, Iron,	Gardiner " Hallowell Bangor " Oldtown Oldtown and Milford Danforth Bancroft " Forest Lambert Lake Plantation

## NEW BRIDGES — (Continued.)

1893.		1893.	
Frankenstein, Iron,	Hart's Location, N. H.	Corinna, Iron,	Corinna
Sheepscot, Steel, (4 spans),	Wiscasset	Hobson's, No. 1, Iron,	Wiscasset
Moody Brook, Iron,	Lisbon	" " 2, "	"
Wilton, Iron,	Wilton	Twenty-five Mile Stream, Iron,	Burnham
Libby's Mill, Iron,	Corinna	Yarmouth Road, double track, Iron,	Yarmouth
Nason Stream, Iron,	Newport	Royal's River, 2nd Track, Iron,	"

**STATE OF MAINE.****RAILROAD COMMISSIONERS' CERTIFICATE.**

OFFICE OF RAILROAD COMMISSIONERS,  
AUGUSTA, November 7th, 1893.

We the undersigned, Board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the Maine Central Railroad, as required by law, and find the condition of said road and rolling stock to be as follows:

1. Road Bed, Track, Etc.

**PORTLAND TO BANGOR.**

The road bed and track of this part of the Maine Central system are in first class condition. The best of modern approved materials are in use and the track is maintained in a manner highly creditable to those in charge of the several departments. A second track has been constructed between Cumberland Junction and Yarmouth Junction during the past year.

**BANGOR TO VANCEBORO.**

This line is in good condition. The track is of heavy pattern steel rails, in good line and surface, well ditched and fairly ballasted. Much has been done to improve it during the year.

**CUMBERLAND JUNCTION TO WATERVILLE VIA LEWISTON.**

What is said of the road bed and track from Portland to Bangor is true of this line.

**BANGOR TO MT. DESERT FERRY.**

The road bed and track are in good condition; though the rails are not as heavy as those in use on most of the main line, they are kept in good line and surface and reflect credit upon those who have the line in charge.

**BATH TO LEWISTON AND FARMINGTON.**

The road bed and track on this line are in good condition, well maintained, and the work of improvement is constantly going on.

**BREWER TO BUCKSPORT.**

The road bed and track are in good condition, especially good when it is considered that the rails are of the oldest on the system. New ties have been put in where needed.

**WATERVILLE TO SKOWHEGAN.**

The road bed and track are in good condition and it is well kept up.

**BURNHAM JUNCTION TO BELFAST.**

The road bed and track are in good condition. All iron rails have been replaced with steel from the main line. A marked improvement is apparent.

**NEWPORT JUNCTION TO FOXCROFT.**

The road bed and track are in good condition. It is well lined, surfaced, ditched, and other respects well maintained.

**MOUNTAIN DIVISION.**

The road bed and track are in good condition in all respects. A second track from Portland to Cumberland Mills has been built during the year.

**KNOX AND LINCOLN BRANCH.**

The road bed and track on this branch have been so much improved that it is now well up to the standard of the Maine Central Railroad.

## 2. Bridges, Viaducts and Culverts.

**PORTLAND TO BANGOR.**

The bridges are of iron and the best of modern structures, except the wooden trestle at Gardiner, which is first class of its kind. The wooden bridge at Etna Bog is now abandoned, the trains running over the new line built to avoid the line crossing the bog.

**BANGOR TO VANCEBORO.**

The bridges are mostly of iron, built upon the best modern plan. Several wooden structures have been replaced with iron, and all are in first class condition.

**CUMBERLAND JUNCTION TO WATERVILLE VIA LEWISTON.**

The bridges and culverts on this line are mostly model structures, comparing favorably with those on other portions of the main line.

**BANGOR TO MT. DESERT FERRY.**

The bridges and culverts on this line are in the best of condition. Considerable has been done during the past year in the way of improvement by new masonry and in rebuilding culverts and other openings.

**BATH TO LEWISTON AND FARMINGTON.**

The bridges and culverts, as a whole, are in good condition. Improvements, by substituting iron for wooden structures have been made, and in several places good, substantial masonry has been built.

**BANGOR TO BUCKSPORT.**

The bridges and culverts on this line are in good condition, though mainly wooden structures. They are carefully maintained.

**WATERVILLE TO SKOWHEGAN.**

The bridges and culverts on this line are well kept up and in good repair. The bridges being substantial iron structures.

**BURNHAM JUNCTION TO BELFAST.**

The bridges on this line are mostly of iron and in good condition. Considerable has been done to improve them.

**NEWPORT JUNCTION TO FOXCROFT.**

The bridges on this line are first class. Wooden have been replaced with modern iron structures until now nearly all are iron. The culverts are good and well kept up.

**MOUNTAIN DIVISION.**

The bridges on this line are nearly all of iron, and whether of wood or iron, they are substantial structures and are well maintained.

**KNOX AND LINCOLN BRANCH.**

The bridges on this branch are constantly being improved. At Sheepscot River a steel bridge (the best of modern design) has been erected and the piers further strengthened. The filling of Hobson's Bridge has been completed and that at Wiscasset partly filled, yet a good deal remains to be done. All wooden bridges have been repaired, some rebuilt in a very substantial manner. The high trestle at Marsh's River now being under process of reconstruction. The management of the road are to be congratulated upon the

condition of these bridges as compared with their condition in years before they came under their care.

3. Rolling Stock, Station Buildings, Etc.

The rolling stock of the Maine Central Railroad is in all respects first class. None better can be found on any road nor any kept in better condition. Large additions of the best to be procured have been made in cars and motive power, during the year. The station buildings are models in design, comfort, convenience and general appearance.

IN WITNESS WHEREOF, we have set our hands this seventh day of November, A. D. 1893.

[Signed.]

D. N. MORTLAND,

A. W. WILDES,

BENJ. F. CHADBOURNE,

) *Railroad*  
) *Commissioners*  
) *of Maine.*