**MAINE RAILROADS - from Chase. 1926**

**General:**

Most men active in railroad affairs concerned primarily with local issues; only John Poor looked at a regional plan, saw maine in its geographic location a solution to international commerce; he was a builder, not an operator; as soon as Atlantic & St. Lawrence completed his activities were directed to his original plan for a railroad to St. John and Halifax [Chase, 1926 p. 26]

Post Civil War period - little building of railroads in Maine during the Civil War; after the war an era of railroad building in Maine

1.] prosperity of the railroads during the war

2.] European capital available in large amounts

3.] law of 1867 - allowed cities and towns to raise by tax or loan any amount up to 5% of assessed valuation to aid construction of any railroad in Maine provided two-thirds of the voters should so vote [Chase, 1926 p.45]

1865-1870 construction of new railroads in Maine in these years brought to the front the question of gauges; it was never demonstrated the superiority of one gauge over another but the vital question of gauges should be settled before more construction [Chase, 1926 p.71]

- also unity of operation becoming apparent:

1.] financial losses already incurred

2.] economic wastes of different gauges

3.] power of Boston road over its small feeders

4.] constant quarreling of Maine railroads

all these factors led majority to believe consolidation of the Maine railroad system absolutely essential [Chase, 1926 p.71]

- only railroad company displaying any outstanding ability in railroad management was the Portland & Kennebec, Richard D. Rice, president [Chase, 1926 p.71-72]

1860's - LATE 1860s to EARLY 1870's - 1873 a period of national enthusiasm for railroad building with attention especially directed to building railroads to the Pacific; direct financial aid given by the government but more popular form was land grants with about 240,000 square miles given, an area about eight times as large as Maine; this enthusiasm continued until the early 1870s. About 1870 a wave of discontent and agitation came out against the railroads mainly in the granger movement in the west; the opponents of railroads had their ammunition, many scandals [Chase, 1926 p. 77]

- the amount of railroad construction was beyond the resources of the nation to finance; a large part of investment in American railroads was European capital; that supply ceased at the time of the Franco-Prussian War in 1871; there was a condition of national disorder

1.] intensified by popular agitation against capital

2.] aggravated by railroad wars

3.] increased by the conversion of liquid capital into fixed assets in the form of railroads

4.] finally culminated in the Panic of 1873 [Chase, 1926 p. 77]

1870 May 1870 - directors of the Portland & Kennebec and Maine Central executed a lease of the Portland & Kennebec to the Maine Central; those favoring consolidation believed the situation warranted desperate measures - the lease included an assignment of the Portland & Kennebecs 999 year lease of the Somerset & Kennebec [Chase, 1926 p.72]

- also of that date a contract:

1.] four directors of the MEC would resign or at least four directors and the election of four of the Portland & Kennebecs directors in their place

2.] lease would become void in event of a court decision against the Portland & Kennebec stockholders with respect to title to the property

3.] gauge of the Maine Central would be changed to standard and a standard gauge line would be built from Danville to connect with the Portland & Kennebec line near Yarmouth [Chase, 1926 p.72]

1870-1873 the period in which the Eastern gained control of the Portland, Saco and Portsmouth and also the Maine Central; the Boston and Maine built its own line into Portland - details in chronology

- railroads in Maine beginning to produce a large amount of traffic and with more lines building there was the promise of more business; control of the Portland, Saco & Portsmouth essential to any road that wanted the Maine business and fully recognized by the owners

1870 - November 1870 -gauge from Waterville to Bangor changed to standard; through trains began running from Bangor to Boston; freight formerly requiring four days in transit now made it in one [Chase, 1926 p.73]

1871 - November 1871 - extension Danville to Cumberland Junction completed; in the same month gauge on the entire Maine Central became standard [Chase, 1926 p.73]

1872 as of this year only broad gauge roads remaining were:

Atlantic & St. Lawrence

European and North American

Bangor & Piscataquis

Portland & Oxford Central

Somerset

within a few years all would become standard [Chase, 1926 p.74]

1873 Boston and Maine completed line to Portland; B&M having reached Portland a contract made with Maine Central but the Eastern had all the important advantages [Chase, 1926 p.75-76]

1873 March 1873 - Eastern gained control of the Maine Central

1870's - early Quebec railroad virus an insidious and often fatal idea that has run through Maine railroad from the beginning; in the early 1870's several railroad projects presented early part of one plan - clear that the parties had definitely established a community interest on a working basis - that grand plan was a railroad from Wiscasset to Quebec [Chase, 1926 p.67]

- the British contemplated making Wiscasset the principal naval base in North America; in the early days of railroads Wiscasset along with Portland and Belfast considered one of the possible termini for a railroad to Quebec; with the Knox and Lincoln Railroad Wiscasset gained railroad facilities at a large financial loss but never abandoned its larger ambition; in the 1870s some citizens made efforts to establish Wiscasset as the coast terminus of a railroad to the interior [Chase, 1926 p.68]

1873 Panic of 1873 - 1873-1879 substantially no improvement to business conditions; railroad construction was a a standstill during these years; many receiverships and reorganizations; as of 1874 over $500,000,000 par value of American railroad bonds in default [Chase, 1926 p. 77-78]

Conditions in Maine in this period despite all of the above:

1.] war of the gauges fought and won

2.] direct trains running Bangor to Boston

3.] railroad service in Maine better than ever before

4.] more reasons for peace than ever before

but in the revulsion of popular consideration these results seem to have been ignored; in Maine resentment against the railroads appeared

1.] original stockholders of the Kennebec & Portland wiped out

2.] Androscoggin & Kennebec had never paid a dividend

3.] Penobscot & Kennebec had defaulted on its bonds

4.] Androscoggin had swallowed the entire fortunes of some of its promoters

5.] Knox & Lincoln had cost nearly twice the estimate

6.] Portland & Ogdensburg and also the Portland & Rochester in serious difficulties

7.] Maine Central disclosed no prospect of a dividend

1874 Maine legislature imposed franchise tax on the railroads [Chase, 1926 p. 79]

late 1870's-

- due to curtailment of railroad operations and consequent loss of steady work by railroad men there were strikes in different parts on the country; none on Maine railroads but there was a strike on the B&M; Maine Central operating department then controlled from Boston and results seriously felt on Maine railroad traffic [Chase, 1926 p. 80-81]

1879 substantial improvement in business; resumption of specie payments helped in restoration of confidence; capital again available for new enterprises; construction soon returned on western railroads; in Maine ice business of the Kennebec fluorishing; train loads of ice went as far as St. Louis [Chase, 1926 p. 81]

???? the McDonald plan - announced a few years ago [prior to 1926] contemplated purchase of road Portland to Worcester to give Maine Central a direct connection to the New York central [Chase, 1926 p.54]

**Chronology:**

1832 most of the important railroads in Massachusetts and New Jersey were begum [Chase, 1926 p.2]

two railroad charters granted in Maine:

1.] Calais Railway Company - later built and operated as a horse railway two miles long from Calais to Milltown [Chase, 1926 p.2]

2.] Oldtown Railway Company - for construction of a railroad company from Bangor to Oldtown; graded a portion of the right of way, built piers for bridges [Chase, 1926 p.2]

1833 Bangor & Piscataquis Canal and Railroad Company chartered to build a railroad Bangor to the slate quarries around Williamsburg in Piscataquis County [Chase, 1926 p.2]

1833 Boston and Eastern Mill and Land Company organized for doing a general lumber business in Whitneyville [the Middle Falls [Chase, 1926 p.6]

1835 Boston and Lowell, the first railroad in New England running Boston to Lowell [Chase, 1926 p.2]

Oldtown Railway Company sold franchise to Bangor & Piscataquis Canal and Railroad Company, a rival enterprise [Chase, 1926 p.2]

Bangor & Piscataquis Canal and Railroad Company bought franchise of the Oldtown Railway Company [Chase, 1926 p.2]

1836 second railroad operated in New England - Bangor & Piscataquis Canal and Railroad Company opened Bangor to Oldtown; promoted by Edward and Samuel Smith of Bangor, financed and controlled by Boston capitalists details of location and track structure; ran via Upper Stillwater, into Bangor via Harlow and Exchange Streets to the wharves [Chase, 1926 p.2-3]

1830s-mid early plans contemplated for a railroad to Quebec from some Maine seaport, Portland, Wiscasset and Belfast suggested [Chase, 1926 p.3]

Belfast envisioned becoming a railroad center; charters granted for a railroad Belfast to Gardiner, for a railroad Belfast to Bangor; no names or dates given; combined with the Kennebec and Portland would form a line from Portland to Bangor [Chase, 1926 p.3-4]

1836 charter granted to Belfast and Quebec Railroad; Canadian Parliament granted a charter to a Canadian company to build from Quebec to Maine state line [Chase, 1926 p.3-4]

1836 - Belfast and Quebec Railroad survey - route established through Unity to Skowhegan, up Kennebec and Dead Rivers into the valley of the Moose Rive and west to state line to where met Canadian survey in the valley of the Chaudiere River [Chase, 1926 p.4]

1836 charter granted to and renewed several times to the Kennebec & Portland Railroad to build Portland to Augusta via Yarmouth, Freeport, Brunswick, Topsham and Gardiner; promoted by the citizens of Gardiner; original plan to build a railroad Portland to Gardiner and a railroad or a canal to Winthrop; opposition of Augusta to the proposal made it necessary to make Augusta the terminus of the proposed route; project in a fair way to die altogether when enlivened by Poor and friends of the Androscoggin & Kennebec project *[not until 1845 or so-see 1845*] [Chase, 1926 p.18-19]

1836 - Eastern Railroad of New Hampshire incorporated 1836 to build from Massachusetts state line to Portsmouth [Chase, 1926 p.7]

1837 1837 - representatives of the Belfast & Quebec Railroad at state legislature looking for state assistance; Maine constitution prohibited a direct loan of its credit for such a purpose; private initiative and capital lacking [Chase, 1926 p.4]

Portland, Saco and Portsmouth chartered, 1837, the first important railroad in Maine; to build Portland to Portsmouh there to connect with the line to Boston; conceived by and always partially or controlled by the Eastern Railroad during that roads active life [Chase, 1926 p.6]

Panic of 1837 - sort of ended many of these hoped for early plans; result of over-expansion in internal improvement and investments in turnpikes and canals in late 1820's and early 1830's; resulted in increases in state debts from:

$13,000,000 in 1820

$200,000,000 in 1840

many states unable to pay interest and several repudiated their debts - Mississippi, Indiana, Michigan, Louisiana, Pennsylvania [Chase, 1926 p.5]

by the time Maine became converted to the railroad idea the theory of state assistance an anathema; from an uncertain date until 1861 Maine gave no important assistance to railroads and in 1861 only in one notable instance [Chase, 1926 p.5]

1839 Eastern Railroad of New Hampshire during construction leased its line to the Eastern Railroad of Massachusetts for 99 years [Chase, 1926 p.76]

1840 December 31, 1840 Eastern Railroad of New Hampshire [along with Eastern Railroad of Massachusetts] opened Boston to Portsmouth [Chase, 1926 p.7]

during time Eastern terminated at Portsmouth the Eastern operated steamer lines from there to Portland and Kennebec River points; after completion to Portland trains connected with steamers running to Kennebec and Penobscot River points, Eastport, St. John and Halifax [Chase, 1926 p.7,8]

1840 no important railroad construction in Maine prior to this year [Chase, 1926 p.3]

Maine slow to get interested in railroad building - as of 1840 the only outstanding in Maine were agriculture, lumbering, fisheries, shipping and shipbuilding - all relied on water transportation. With the Panic of 1837 there were no funds for railroad building; Maine capital largely invested in shipping, timbering and timberlands [Chase, 1926 p.9]

Did Maine tardiness in railroad development affect the current [1920s] development of the state? The increase in population after 1850 at a much lower rate than in the first half of the century; in early decades Maine had grown faster than Massachusetts despite the large and constant emigration to the west [Chase, 1926 p.9]

In Massachusetts there was a gradual development of manufacturing establishments fostered and protected by the American System of protective tariffs sponsored by Henry Clay and later assisted by the development of railroad transportation facilities; in contrast Maine slow [Chase, 1926 p.9,10]

1841 Machiasport Railroad started building the railroad Machiasport to Whitneyville [Chase, 1926 p.6]

1842 Machiasport Railroad finished; standard gauge, strap iron rails on a wood structure [details on p. 6]; first engine the Phoenix built in England, leased from the Eastern Railroad [Chase, 1926 p.6]

1842-1866 Machiasport Railroad yearly traffic substantial - see p. 6 for details, then declined [Chase, 1926 p.6]

1842 late 1842 the Portland, Saco and Portsmouth opened to Portland; cost about $1,1 97,240 [Chase, 1926 p.7]

about two months after completion leased its property jointly to the Boston & Maine and the Eastern at an annual rental of 6% and a $200,000 penalty on either part for breach of contract [Chase, 1926 p.8]

1844 tremendous change in sentiment towards railroads took place in Maine about this time; Panic of 1837 and subsequent deflation had run its course - money now available; enthusiasm of Maines leading men directed towards railroad building; John A. Poor the leader [Chase, 1926 p.10]

- John A. Poor: born in Andover Maine; practicing law in Bangor when the Bangor and Piscataquis Canal and Railroad Company open in 1836; had great interest in rs; had gone to Boston to witness the opening of the Boston and Lowell; believed in Maine as the shipping center for commerce of Canada and Great Lakes district but could make little headway in combating the anti-railroad sentiment existing in Maine until the early 1840s [Chase, 1926 p.10-11]

- at this time no important railroad had been built or was being built in Canada; total population of Canada about 1,500,000; the commerce of the country moved on the Great Lakes and the St. Lawrence River; navigation made possible by the construction of canals, especially the Welland; as of 1845 cheapest route Ohio to England was via this water route; the big problem was winter closure [Chase, 1926 p.11]

- concept of Maine harbors as an outlet for Canadian goods not new; Belfast abd Quebec Railroad of 1836; idea had also been expressed by Champlain, founder of French colonization in America; this destiny had been stymied by political barrier - Poor the first to prove that barrier not economic [Chase, 1926 p.11-12]

- Poor explored the country between the St. Lawrence and Maine to satisfy himself of the practicability of a railroad [Chase, 1926 p.12]

- in 1844 he appeared in Portland with a delegation if citizens from interior towns - made public his plans for a railroad system for the State of Maine urging upon the citizens of Portland the wisdom of granting assistance to the enterprise [Chase, 1926 p.12]

- Poor contemplated immediate construction of a railroad Portland to Montreal for purpose of diverting the commerce of Canada and the Great Lakes country [Chase, 1926 p.12]

- then another railroad from a junction with the Portland-Montreal line through Lewiston to Gardiner, up the Kennebec to Waterville and east to St. John and Halifax - would be a trunk line connecting the US with Maritime Canada; branches would radiate from the line [Chase, 1926 p.12]

- concept of a railroad Portland to Montreal supported by the leading citizens of Portland; organized the movement made for the project; Montreal people favorable to the idea of an Atlantic railroad [Chase, 1926 p.12-13]

- as of December 1844 a preliminary survey with the road through Dixville notch seemed feasible; estimated cost of building to the Canadian border $2,500,000 [Chase, 1926 p.12-13]

1845 charter for Belfast & Quebec Railroad revived; enthusiasm in Quebec had disappeared [Chase, 1926 p.4]

general of the time: in early days of Maine railroad planning Canadian connections considered but concept abandoned when the Atlantic & St. Lawrence started construction - see Androscoggin Railroad and Franklin and Kennebec Railroad - 1847 [Chase, 1926 p.37] - also a proposed line Bath to Franklin County, no name given; no capital available for either road and plans collapsed [Chase, 1926 p.37]

1845 application made to the Maine legislature which convened January 1845 for a charter to build road from Portland to the Canadian boundary in the general direction of Sherbrooke to Montreal; charter granted February 10, 1845 in the name of Atlantic and St. Lawrence Railroad [Chase, 1926 p.12-13]

rivalry between Portland and Boston for being the terminus of a railroad from Montreal; Montreal people not particularly concerned which; had been leaning toward Boston [Chase, 1926 p.13-14]

February 1845 - Poor made his trip from Portland to Montreal in time to sway the Board of Trade to defer their decision; days late Preble arrived with the newly granted Maine charter in hand; the Portland railroad grew in favor, was soon started [Chase, 1926 p.13-14]

- stock subscriptions in the Atlantic and St. Lawrence received during 1845, results encouraging [Chase, 1926 p.13-14]

- September 1845 - Atlantic and St. Lawrence organized; decided against the Dixville Notch route, ordered a second survey resulting in present location of the line, estimated cost higher but people of Portland committed to the enterprise with cost a minor consideration [Chase, 1926 p.13-14]

1845 Androscoggin & Kennebec Railroad chartered to build and operate a railroad from some point of intersection on the Atlantic and St. Lawrence easterly to some pont on the Kennebec River between northerly line of Waterville and southerly line of Hallowell [Chase, 1926 p.18]

Penobscot & Kennebec chartered to build and operate a railroad from Bangor to some point on the Kennebec River between northerly line of Waterville and southerly line of Gardiner [Chase, 1926 p.18] - see Penobscot & Kennebec for details of delay in building the road

both the A&K and the P&K charters sponsored by the same group, both charters part of the same plan [Chase, 1926 p.18]; P&K an essential part of the overall plan of John Poor [Chase, 1926 p.24]

*[the following taken from Chase, 1926 p.19-20 - no dates given and may have spread over more than just 1845*] as of 1836 charter granted to and renewed several time to the Kennebec & Portland Railroad to build Portland to Augusta via Yarmouth, Freeport, Brunswick, Topsham and Gardiner; promoted by the citizens of Gardiner; original plan to build a railroad Portland to Gardiner and a railroad or a canal to Winthrop; opposition of Augusta to the proposal made it necessary to make Augusta the terminus of the proposed route; project in a fair way to die altogether when enlivened by Poor and friends of the Androscoggin & Kennebec project *[not until 1845 or so-see 1845*] [Chase, 1926 p.18-19] -repeat from 1836

- Augusta group came into conflict with the Portland, Lewiston and Waterville groups - four groups in all - Augusta, Portland, Lewiston, Waterville; started a railroad war lasting 25 years generally described as the War of the Gauges but causes deeper [Chase, 1926 p.19]

- Portland group heavily invested in Atlantic & St. Lawrence - wanted the main line through Maine to connect with the Montreal road and bring it traffic [Chase, 1926 p.19]

- promoters of the Androscoggin & Kennebec originally contemplated a line from Lewiston to Gardiner, Hallowell or Augusta but Waterville group wanted terminus in Waterville [Chase, 1926 p.19]

- Augusta group wanted railroad terminus in Augusta and favored the Kennebec & Portland; also wanted a road connecting to the Boston road involving gauges but the question of gauge not a vital matter at the time [Chase, 1926 p.19-20]

- impossibility of an amicable adjustment of the differences of the contending factions led to decision by the promoters of the Androscoggin & Kennebec to ignore Augusta and locate their railroad from Danville Jct. Through Lewiston, Monmouth and Winthrop to Waterville [Chase, 1926 p.20]

1846 - April 1846 - [Atlantic & St. Lawrence] convention agreed upon by American and Canadian companies; July 4, 1846 - construction started; trouble selling stock; the ill feeling in Boston helped undermine public faith in the undertaking [Chase, 1926 p.15]

1846 the controversy with the A&K regarding route to Waterville and Bangor stimulated renewed interest in the Kennebec & Portland and aroused promoters to action; organized late 1846; original subscription for stock totalling about $625,000 [Chase, 1926 p.22]

1846 York and Cumberland chartered with right to build from Portland through Westbrook, Gorham, Buxton, Hollis, Sanford and other towns to South Berwick or Berwick with connect with a road to Boston, presumably the B&M with at that time a terminus at South Berwick - one emphasized advantage of the road was its interior routing of military importance [Chase, 1926 p.51]

1847 Penobscot Steam Navigation Company organized 1847 to operate steamers Portland to Bangor; both Eastern and Boston & Maine owned a substantial interest; Bangor not reached by rail until 1855 [Chase, 1926 p.8]

as of 1847 lease of Portland, Saco & Portsmouth to Boston & Maine and Eastern modified so that Eastern and Boston & Maine shared equally in PS&P profits over and above the guaranteed rental; both Eastern and B&M had equal rights under the lease but the Eastern seems to have had the greater influence - for several years the officers of the Eastern held the same offices in the PS&P [Chase, 1926 p.8]

A&K - early 1847 stock subscriptions secured in the necessary amount - road organized; construction started later in the year; road put under construction in three sections all to be completed by July 1849; original cost estimate of $1,000,000 as probable cost of road, less than half of actual cost; difficulty of securing additional funds delayed construction; expensive methods of funding increased the cost, necessary to mortgage two sections to pay for rails [Chase, 1926 p.20-21]

Franklin Company started operation in Lewiston developing water power for cotton mills as soon as a railroad was assured and grew up immediately after railroad was built [Chase, 1926 p.10]

1847 Kennebec & Portland- early in 1847 the line from Yarmouth to Augusta with a branch to Bath was located; June 1847 construction started on Bath branch; estimated cost for the entire road was about $1,635,000

1847 - Franklin and Kennebec chartered to build from Farmington to some point on the Kennebec River near Gardiner no capital available, efforts collapsed [Chase 1926, p. 37]

1847 - Buckfield Branch Railroad chartered to build from Mechanic Falls to Buckfield and to extend to Canton [Chase, 1926, p.102]

1848 July 4, 1848; Kennebec & Portland opened Bath to Yarmouth Jct connecting at Yarmouth with the Atlantic and St. Lawrence; because of the gauge difference this was an unsatisfactory connection [Chase, 1926 p.22]

- December 4, 1848 - Atlantic and St. Lawrence opened to Danville Jct.; there a connection with the Androscoggin & Kennebec already in process of construction [Chase, 1926 p.15]

December 1848 A&K opened to Lewiston [Chase, 1926 p.21

1848 Androscoggin Railroad chartered to build from some point on the Androscoggin and Kennebec in Greene or Monmouth northerly through intervening towns to Jay Bridge [Chase, 1926 p.36]

1849 Androscoggin Railroad charter amended to build as far north as Philips [Chase, 1926 p.36]

1849 Buckfield Branch Railroad opene d to Buckfield [Chase, 1926, p.102]

1849 - February 4, 1849 - Atlantic and St. Lawrence opened to Mechanic Falls [Chase, 1926 p.15]

- July 1849 A&K opened to Winthrop [Chase, 1926 p.21

- October 1849 - Atlantic and St. Lawrence opened to Oxford [Chase, 1926 p.15]

- December 5, 1849 A&K opened to Waterville [Chase, 1926 p.21]

- Kennebec and Portland backed by Augusta interests had as of 1849 at time of completion of and &Kennebec to Waterville built only as far as Brunswick and Bath; completion of the A&K to Waterville considered a great victory [Chase, 1926 p.21]

- no date given; Kennebec and Portland had tried to obtain a charter to build a narrow gauge road to Waterville and Bangor but the Penobscot & Kennebec had the right of location in the Kennebec valley as far south as Gardiner maintained to December 31, 1852 [Chase 1926, p. 23]

- in 1849 a tremendous impetus from the repeal of the Corn Laws of England with consequent opening of the English market to American and Canadian breadstuffs [Chase, 1926 p.15]

- A&SL - road had already cost nearly as much as estimated for the entire line; company had neither funds nor credit but faith still abundant in its promoters [Chase, 1926 p.15]

- contract with Wood, Block and Company for construction from South Paris to Canadian boundary @$26,200/mile; half in cash, quarter in stock, quarter in bonds [Chase, 1926 p.15]

- City f Portland authorized to loan its credit to extent of $1,000,000; about $400,000 advanced before contract with Wood, Block & Company; legislation for City of Portland to advance additional funds [Chase, 1926 p.15-16]

- under the contractors construction advanced rapidly [Chase, 1926 p.16]

1840's-late question of gauge became a vital matter; St. Lawrence & Atlantic adopted broad gauge of 56; convinced the Canadian authorities to revoke their selection of narrow gauge - only fifteen miles of railroad had been built in Canada at that time [Chase, 1926 p.23]; the Androscoggin & Kennebec adopted the broad gauge in order to connect with the St. Lawrence & Atlantic

1848 Somerset and Kennebec chartered to build down the Kennebec River from a point near Carratunk to connect with Androscoggin & Kennebec at or near Waterville and Kennebec & Portland at Augusta within time limits of its charter, originally December 31, 1850 but extended to December 31, 1852 [Chase, 1926 p. 23]

1849 - charter of Penobscot & Kennebec Railroad Company; immediate confusion with the name granted to road to build Waterville to Bangor recognized; legislature changed the name to the Penobscot, Lincoln and Kennebec Railroad - charter kept alive by legislative enactments [Chase, 1926 p.59]

1849 Calais Railway Company became the Calais and Baring Railroad Company; road extended to Baring [not stated what year] [Chase 1926, p. 97]

1850 Atlantic & St. Lawrence provided Androscoggin & Kennebec a connection in Portland with the Boston road - no through traffic possible because of difference in gauges [Chase, 1926 p.21]

K&P extension made to Deering Jct to connect with the York & Cumberland Railroad - soon after with the assistance of the PS&P which purchased $100,000 in stock at par value the road was extended from York and Cumberland station at Portland to Cape Elizabeth [now South Portland [Chase, 1926 p.22]

1850 1850 - Penobscot & Kennebec organized; shortly after the Androscoggin & Kennebec opened to Waterville; original stock subscription was 4066 shares with 2000 shares each subscribed by Francis O. J. Smith and John M. Wood with early construction of the road thus expected [Chase, 1926 p.24-25]

- 1850 - John Poor presented his European & North American Railway project at a convention in Portland; intense interest locally and also in New Brunswick and Nova Scotia; arrangements undertaken for the Canadian portion of the line [Chase, 1926 p.27]

- European & North American Railway - 1850 - chartered to build a railroad from Bangor to eastern boundary of Maine connecting with a railroad to be built to St. John; the tremendous influence of this project advanced by John Poor on contemporary enterprises entitles the European & North American Railway to a place in Maine railroad history nearly twenty years before the road was actually built [Chase, 1926 p.27]

- see European & North American Railway for details of failure to get road going

- 1850 - construction of the York and Cumberland Railroad started [Chase, 1926 p. 51]

1851 January, K&P opened Brunswick to Richmond [Chase, 1926 p.22]

March 1851 - Atlantic and St. Lawrence had reached Bethel [Chase, 1926 p.16]

July 1851 - Atlantic and St. Lawrence had reached Maine-New Hampshire state line [Chase, 1926 p.16]

1852 K&P opened to Augusta; as for most early roads cost was far in excess of estimate; serving the towns along the route considered more important than easy gradients [Chase, 1926 p.22

1852 - Androscoggin Railroad - construction went rapidly; road opened to Livermore Falls November 1852 [Chase, 1926 p.39]

1852-53 Penobscot and Kennebec Railroad - 1852-1853 - built a broad gauge road between Waterville and Kendalls Mills, Now Fairfield [Chase, 1926 p.30]

1853 February 1853 Atlantic and St. Lawrence reached Canadian boundary [Chase, 1926 p.16]

- Canadian company soon completed its road [Chase, 1926 p.16]

- July 1853 whole line opened Portland to Montreal [Chase, 1926 p.16]

- August 5, 1853 Atlantic and St. Lawrence leased to Grand Trunk Railway of Canada for 999 years - at that time:[Chase, 1926 p.16]

capitalization $3,494,000 in funded debt

$2,494,000 par value stock

total cost nearly $6,000,000

by terms of lease Grand Trunk assumed all ebts, guaranteed 6% return on stock

- City of Portland had loaned its credit to the Atlantic and St. Lawrence to extent of $2,000,000; this amount repaid in full after the successful completion of the undertaking [Chase, 1926 p.16]

- railroad had made Portland into a port of first significance; a line of winter steamers to Liverpool established as soon as the road opened; a large expenditure in terms of facilities; Marginal Way [now Commercial Street] built along the water front at the head of the wharves [Chase, 1926 p.17]

1853 - Somerset and Kennebec Railroad construction started; financial assistance from towns enabled a contract; while under construction Somerset and Kennebec Railroad leased to the Kennebec and Portland Railroad under an operating contract [Chase, 1926 p.34]

1854 General Samuel Veazie - one of the largest timber operators on Penobscot waters acquired the Bangor & Piscataquis Canal and Railroad Company property; operated it until 1868; built a railroad bridge at Milford, planned extension along the rive - no dates given [Chase, 1926 p.3]

1854 Lewys Island Railroad incorporated [Chase, 1926 p.97]

1855 Bangor & Piscataquis Canal and Railroad Company name changed to Bangor, Oldtown and Milford Railroad [Chase, 1926 p.3]

- only in 1855 after lease of Atlantic & St. Lawrence to the Grand Trunk was the Androscoggin & Kennebec able to secure a definite and satisfactory contract for division of rates [Chase, 1926 p.21]

- Bangor reached by rail [Chase, 1926 p.8;August 1855 Penobscot and Kennebec Railroad opened to Bangor [Chase, 1926 p.33]

- 1855 Somerset and Kennebec Railroad opened Augusta to Fairfield [Chase, 1926 p.34]

1856 Penobscot and Kennebec Railroad leased to the Androscoggin & Kennebec for four sevenths of net earning; remainder insufficient to pay interest charges; Penobscot and Kennebec Railroad defaulted on third mortgage loans, later on second mortgage [Chase, 1926 p.33]

- December 1856 Somerset and Kennebec Railroad opened Fairfield to Skowhegan [Chase, 1926 p.34]

1856 Lewys Island Railroad opened Baring to Princeton; City of Calais loaned this company $150,000 secured by mortgage; mortgage defaulted; City of Calais took possession of the road [Chase, 1926 p.97]

1856-1862 Penobscot and Kennebec Railroad operated by the Androscoggin & Kennebec until the two roads merged to form the Maine Central - [Chase, 1926 p.33

1856 - legislature authorized consolidation of the Androscoggin and Kennebec Railroad and Penobscot and Kennebec Railroad but the narrow gauge interests, the Kennebec and Portland Railroad and Somerset and Kennebec Railroad had inserted into the new law the Ninth section which provided that passengers traveling between Fairfield and Portland entitled to travel over either route at the same rate of fare; Androscoggin and Kennebec Railroad and Penobscot and Kennebec Railroad refused to consolidate under this law; Penobscot and Kennebec Railroad leased to the Androscoggin and Kennebec Railroad placing both the roads under one management [Chase, 1926 p.42]

-intersection of the roads at Fairfield [Androscoggin and Kennebec Railroad, Penobscot and Kennebec Railroad, Somerset and Kennebec Railroad] caused keen competition in the passenger business; narrow gauge roads had the advantage of a direct connection to Boston in Portland

1857 - unsuccessful effort to repeal the Ninth section[Chase, 1926 p.42]

- Androscoggin and Kennebec Railroad using various ploys to secure passengers from east of Fairfield [details in Chase, 1926 p. 43]

1858 - the narrow gauge interest [Somerset and Kennebec Railroad and Kennebec and Portland Railroad secured passage of an act intended to compel connections between trains at Fairfield and establish a board of railroad commissioners with power to establish terms, times and rates for connecting railroads when parties in interest unable to agree [this the start of the Board of Railroad Commissioners in existence 1858-1915][Chase, 1926 p.43]

1858 start of the Board of Railroad Commissioners in existence 1858-1915][Chase, 1926 p.43]

- dates uncertain - Androscoggin and Kennebec Railroad refused to comply claiming law in conflict with original charters; commissioners called upon to fix terms, times; the superintendent of Androscoggin and Kennebec Railroad arrested for violating the law; Maine Law Court rendered a decision that charters were contracts; legislature had no power to impair [Chase, 1926 p.43]

1862 decision led to repeal of the Ninth section[Chase, 1926 p.43]

1859 - Maine legislature passed an act authorizing cities and towns along the route to grant financial assistance [restricted to Kennebec and Portland or state wide? - K&P got about $750,000 securities in this manner]

1859 - Androscoggin Railroad - more financial difficulties caused further delay; road not completed until June 1859; section Livermore Falls to Farmington cheaply built with many defects in engineering gradually partially repaired [Chase, 1926 p.39]

1859-1861 Aroostook Railroad incorporated [date not given]; two acts, 1859 and 1861 to give aid, both failed; nothing came of this project; to build from Mattawamkeag to Houlton connecting with the European & North American Railway at Mattawamkeag or if the European & North American Railway project abandoned to build from the terminus of the existing railhead at Milford [Chase, 1926 p.48]

1860 - legislature authorized the Androscoggin Railroad to build a line to Gardiner or Brunswick; Brunswick the more favored; an attempt to buy the Bath branch of the Kennebec & Portland

1860 Poor in 1860 secured repeal of a law which forbade extension of the broad gauge by laying a third rail west of Portland in order to appease Massachusetts assistance to the European & North American Railway on account of this unfriendly act

1860 the Somerset Railroad chartered to build a railroad in Kennebec valley from Waterville to Carrratunk Falls through fairfield, Norridgewock, Anson and other towns; proposed route followed original line of the Somerset & Kennebec Railroad charter that company never having built beyond Skowhegan [Chase, 1926 p.66]

1861 by the time Maine became converted to the railroad idea the theory of state assistance an anathema; from an uncertain date until 1861 Maine gave no important assistance to railroads and in 1861 only in one notable instance [Chase, 1926 p.5]

1861 Androscoggin Railroad completed to Brunswick, narrow gauge with the intent to change the gauge from Leeds Jct. To Farmington to narrow; kept secret. When the A&K found out got a court injunction to prevent the change; changed anyway [Chase, 1926 p.40]

1862 - August 1862 the directors of the Androscoggin and Kennebec and the Penobscot and Kennebec agreed on articles of consolidation subsequently approved by the stockholders consolidating the two roads under the neme of Maine Central Railroad assuming all the properties, rights, privileges and franchises and assumed all obligations and liabilities of the former companies [Chase, 1926 p.43-44]

- October 1862 Maine Central organized; Maine Central stock issued share for share of the stock of the consolidated companies [Chase, 1926 p.44]

1863 European & North American Railway bought out the Penobscot Railroad which had partially graded a line Bangor to Milford [Chase, 1926 p.50]

1864 - Portland and Kennebec Railroad organized as a reorganization of the Kennebec and Portland Railroad by second mortgage bondholders finally took possession [Chase, 1926 p.34] - Kennebec and Portland for some details of financial woes

1864 charter of Penobscot, Lincoln & Kennebec amended changing name to Knox and Lincoln Railroad Company; authorized a route from Rockland through counties of Knox and Lincoln to a point on the west side of the Kennebec River between south line of Bath and north line of Richmond to connect with the Portland and Kennebec [Chase, 1926 p.59]

1864 Bangor & Piscataquis Railroad chartered to build from Old Town to Moosehead Lake [Chase, 1926 p.69]

1865 - holders on mortgage of the road Leeds Jct to Farmington obtained title by foreclosure, organized a new company by name of Leeds and Farmington Railroad Company; leased its property to the Androscoggin Railroad for fifty years; road operated by he Androscoggin Railroad [Chase, 1926 p.41]

1865 - bondholders of York & Cumberland organized a new railroad, the Portland and Rochester which took over the property of the York and Cumberland consisting of eighteen miles of track in bad condition; had estimated value of $200,000, a book value of $5,600,000 [Chase, 1926 p.51-52]

Post Civil War period: - little building of railroads in Maine during the Civil War; after the war an era of railroad building in Maine

1.] prosperity of the s during the war

2.] European capital available in large amounts

3.] law of 1867 - allowed cities and towns to raise by tax or loan any amount up to 5% of assessed valuation to aid construction of any railroad in Maine provided two-thirds of the voters should so vote [Chase, 1926 p.45]

1867 law of 1867 - allowed cities and towns to raise by tax or loan any amount up to 5% of assessed valuation to aid construction of any railroad in Maine provided two-thirds of the voters should so vote; greatly aided railroad financing [Chase, 1926 p.45]

1867 - Portland & Ogdensburg RR incorporated; rejected offer by City of Portland to loan $700,000 on same terms as offered to the Portland & Rochester [Chase, 1926 p.55]

1868 Portland & Ogdensburg instead by an act of the legislature in 1868 followed by a city election the City of Portland purchased $714,300 par value of capital stock; road received $335,000 from other sales of stock [Chase, 1926 p.55-56]

1868 end of operation of the Bangor, Oldtown and Milford Railroad by Veazie [Chase, 1926 p.3]

1868 the old Penobscot Railroad partially graded line Bangor to Milford completed and opened by the European & North American Railway in 1868 [Chase, 1926 p.50]

1868 - Portland, Rutland, Oswego and Chicago Railway incorporated by John Poor et al; nothing came of this venture [Chase, 1926 p.45]

1868 Dexter & Newport opened in 1868 [Chase, 1926 p.65-66]

1869 - Portland & Ogdensburg RR put under construction [Chase, 1926 p.56]

1869 - after Belfast company had apparently abandoned to build to Newport the Dexter & Newport leased to the Maine Central; leased later renewed for 999 years - road originally broad gauge [Chase, 1926 p.65-66]

1869 European & North American opened to Mattawamkeag [Chase, 1926 p.50]

1869 charter granted to Penobscot Bay and River Railroad to build from Rockland to Bangor [Chase, 1926 p.61]

1869 Bangor and Piscataquis opened to Dover, built as a broad gauge road connecting at Old Town with the European and North American [Chase, 1926 p.69

1870 - Portland & Ogdensburg RR completed to West Baldwin; [Chase, 1926 p.56]

1870 European and North American Railway purchased Bangor, Oldtown and Milford Railway from the Veazie heirs; discontinued operation [Chase, 1926 p.3]

1870 May 1870 - directors of the Portland & Kennebec and Maine Central executed a lease of the Portland & Kennebec to the Maine Central; those favoring consolidation believed the situation warranted desperate measures - the lease included an assignment of the Portland & Kennebecs 999 year lease of the Somerset & Kennebec [Chase, 1926 p.72]

- also of that date a contract:

1.] four directors of the MEC would resign or at least four directors and the election of four of the Portland & Kennebecs directors in their place

2.] lease would become void in event of a court decision against the Portland & Kennebec stockholders with respect to title to the property

3.] gauge of the Maine Central would be changed to standard and a standar gauge line would be built from Danville to connect with the Portland & Kennebec line near Yarmouth [Chase, 1926 p.72]

1870 - Portland, Saco & Portsmouth cancelled its lease ; the owners of the Portland, Saco & Portsmouth dissatisfied with the terms of their lease to the B&M and eastern because their 6% dividend was being paid in depreciated currency rather than in gold; decided to pay the stipulated penalty for breach on contract and to cancel the lease [Chase, 1926 p.74]

- railroads in Maine beginning to produce a large amount of traffic and with more lines building there was the promise of more business; control of the Portland, Saco & Portsmouth essential to any road that wanted the Maine business and fully recognized by the owners; it had been said the cancellation of the Portland, Saco & Portsmouth lease promoted by the Maine Central offering a rental of 5% in gold instead of the 6% being paid in currency; this at variance with Rices report to the stockholders [Chase, 1926 p.74-75]

- with the lease cancellation the owners of the Portland, Saco & Portsmouth were free to trade with three railroads, the Maine Central, the B&M and the Eastern; they traded successfully [Chase, 1926 p.74-75]

1870 - November 1870 -gauge from Waterville to Bangor changed to standard; through trains began running from Bangor to Boston; freight formerly requiring four days in transit now made it in one [Chase, 1926 p.73]

1870 name of Calais and Baring Railroad Company was changed to St. Croix and Penobscot Railroad Company [Chase, 1926 p.97]

1870 City of Calais sold the Lewys Island Railroad to the St. Croix and Penobscot Railroad [Chase, 1926 p.97]

1870 Portland & Oxford Central Railroad [a reorganization of the Buckfield Branch Railroad] opened to Canton [Chase, 1926, p.102]

1871 both the Androscoggin Railroad and the Leeds and Farmington Railroad Company leased to the Maine Central, subsequently merged [Chase, 1926 p.41]

1871 - Belfast & Moosehead Lake leased to the MEC for fifty years after defects in construction partially remedied at an annual rental of $36,000; cost of road about $850,000 [Chase, 1926 p.64-65]

1871 - Portland & Ogdensburg RR opened to North Conway; all proceeds from sale of srocks and bonds expended, company heavily in debt [Chase, 1926 p.56

1871 - European & North American Railway completed to Vanceboro; in the same year the European & North American Railway of New Brunswick completed making a through line Bangor to St. John; President Grant and the Governor General of Canada and many other notables present at the opening; John Poor had died six weeks before [Chase, 1926 p.51]

1871 - when the European & North American Railway was practically complete a charter secured for the Penobscot and Lake Megantic Railroad on a route closely following line of present [in 1926] Canadian Pacific; before and work done on this charter there was an opportunity to lease the Bangor & Picataquis [Chase, 1926 p.81-82]

- program of the European & North American Railway included construction of a r from the Penobscot River toward Lake Megantic creating a direct route for commerce between Quebec and New Brunswick and Nova Scotia [Chase, 1926 p.81]

1871 Portland, Saco & Portsmouth leased to the Eastern at 10%; with that the eastern refused to allow the B&M to operate its trains over the line [Chase, 1926 p.74-75]

Eastern having secured control of the Portland, Saco & Portsmouth made a contract with the Maine Central for the entire western business - contrary to the intention and expectations of he Eastern management the contract became onerous upon the Eastern especially in the item of car demurrage that Lothrup, the new eastern president, having been unable to get the contract amended conceived idea of buying control f the Maine Central - see 1873[Chase, 1926 p.75]

1871 - November 1871 - extension Danville to Cumberland Junction completed; in the same month gauge on the entire Maine Central became standard [Chase, 1926 p.73]

1872 -European and North American Maine and New Brunswick divisions consolidated under one management; mortgage created covering all the property subject to $2000,000 in bonds on the New Brunswick division and $3,000,000 in Maine division some of the bonds secured by this consolidation sold [Chase, 1926 p.81]

1872 Knox and Lincoln Railroad completed; total cost $2,700,000 or $55,000 a mile [Chase, 1926 p.62]

- no date; an attempt to lease the Knox and Lincoln Railroad to the Maine Central but the MECs best offer was to operate road at cost for five years - independent operation continued under a board of directors representing the cities and towns from which among them held a majority of the stock [Chase, 1926 p.62]

1872 as of this year only broad gauge roads remaining were:

Atlantic & St. Lawrence

European and North American

Bangor & Piscataquis

Portland & Oxford Central

Somerset

within a few years all would become standard [Chase, 1926 p.74]

1873 - European & North American Railway leased the Bangor and Piscataquis; extended road from Dover to Abbott 1872 [Chase, 1926 p.81]

- no specific date - program of expansion of the European & North American Railway soon abandoned because of financial difficulty [Chase, 1926 p.82-83]

1873 Boston and Maine completed line to Portland; B&M having reached Portland a contract made with Maine Central but the Eastern had all the important advantages [Chase, 1926 p.75-76]

1873 March 1873- by 1873 Eastern had purchased 7619 shares of Maine Central stock at an average cost of about $70/share *[$533,330]* sufficient to enable the Eastern to control the election of directors at the March 1873 meeting; Eastern continued purchase of Maine Central stock to 1875 with a final total of $15,274 shares costing $1,220,000 [Chase, 1926 p.76]

June 1873 - the new Maine Central board dominated by Eastern interest amended contract of 1871 annulling car demurrage charge; there were other traffic contracts in 1873, 1874 and 1875 [Chase, 1926 p.76]

1873 - Somerset Railroad opened to Norridgewock [Chase, 1926 p.66-67]

1873 Panic of 1873

1874 - contractors had built Portland & Ogdensburg as far as Crawford Notch; then contractors failed [Chase, 1926 p.57]

1874 - Mesalonskee and Kennebec chartered to build Augusta to West Waterville to connect with the Somerset road; Somerset authorized to extend to the Canadian line; this another link in the railroad to Quebec

1874 -Bucksport and Bangor leased to the European & North American Railway - date of building not given but probably just prior to the leasing [Chase, 1926 p.82]

1874 first results of agitation against railroads in Maine; legislature imposed on the railroads a tax of 1.5% on value of corporate franchise and required Maine railroad companies to make a detailed return of the results of their operations to the railroad commissioners; value of franchise determined by:

market value of stock

minus assessed value taxed by the cities and towns

this the so-called franchise tax; the right of the sate to levy such a tax the subject of much debate; Governor Nelson Dingley owner of a newspaper engaged in criticism of Maine Central management considered the matter of sufficient import to justify special mention in his annual message [Chase, 1926 p. 79]

- Maine Central refused to pay the franchise tax; claimed in violation of original charters; these charters were contracts between the state and railroad companies which could not be changed; all the old charters similar - clauses relating to taxation:

real estate taxed locally

shares of stock taxable to the owner

when net income exceeds 10% of the cost the legislature can take for the state any portion of the excess

**and that no other tax shall ever be assessed on said corporation or any of its privileges or franchises** [Chase, 1926 p. 79-80]

question in litigation for several years - decided against the Maine Central in 1878; although the Maine Centrals earnings insufficient to pay fixed charges had to pay five years back taxes [Chase, 1926 p. 80]

1875 August 1875 - Portland & Ogdensburg reached Fabyans after the P&O took charge of construction [Chase, 1926 p.57]

December 1875 - P&O established a connection with the Vermont division by an arrangement with the BC&M [Chase, 1926 p.57]

1875 - Somerset Railroad opened to Madison - gradually extended up the river, built as a broad gauge [Chase, 1926 p.66-67]

1875 earnings of the Maine Central declined because of the Panic of 1873 and continued to decline for four years

1874 gross earnings in excess of $2,000,000

1878 gross earnings less than $1,500,000 [Chase, 1926 p. 80]

1875 - European & North American Railway defaulted on consolidated mortgage; trustee Benjamin E. Smith took possession of the road and operated it for about a year [Chase, 1926 p.82-83]

July 1875 - interest was defaulted on the City of Bangor mortgage [Chase, 1926 p.83]

1876 -first mortgage on the New Brunswick property was defaulted; trustees of that property took possession; title to this property prior to consolidation with resultant legal dissolution between the Maine and New Brunswick companies; New Brunswick company later reorganized as the St. John and Mane Railway [Chase, 1926 p.83]

- due to the action on the New Brunswick division the holders of the $2,000,000 bond issue on the Maine property requested the trustees to take possession of the Maine division; trustees operated it for several years; under their management earnings devoted to improvement of the railroad property and it was put into excellent condition [Chase, 1926 p.83]

- leases of the Bangor & Piscatquis and also of the Bucksport and Bangor Railroads promptly terminated - no year given - 1876 or possibly later?[Chase, 1926 p.83]

1877 - gauge of the European & North American Railway changed to standard [Chase, 1926 p.83]

- gauge of the Bangor & Piscataquis changed to standard [Chase, 1926 p.83

- no date but about this time - gauge of the Bucksport & Bangor changed to 3 [Chase, 1926 p.83

- September 1877 the trustees of the European & North American Railway initiated proceedings for foreclosure [Chase, 1926 p.84]

1877 Somerset Railroad had built Oakland to Madison in the early 1870's; to North Anson as of 1877 [Chase, 1926, p.100]

1877 an amendment to the Constitution of Maine - limited the debt of cities and towns to 5% of assessed valuation except for war purposes or on loans in anticipation of taxes - tis a result of the unfortunate experience in railroad building by the towns with substantial losses [Chase, 1926 p. 93]

1880 - September 1880 European & North American Railway bondholders organized a new company of the same name receiving stock in exchange for the $2,000,000 par value of bonds and unpaid coupons; the $1,000,000 mortgage to the City of Bangor remained undisturbed [Chase, 1926 p.84]

1881 Maine Shore Line Railroad incorporated; charter gave permission to build a railroad from St. Croix River to Bangor [Chase, 1926 p. 84]

1881 reorganization of the Portland & Rochester RR; holders of bonds received stock in new company capitalized at $600,000; the stock held by the City of Portland sold, passed to the hands of the B&M; the B&M acquired stock control; line continued to be operated independently, management retained [Chase, 1926 p.54]

1881 - Bangor & Katahdin Iron Works Railroad built [Chase, 1926, p. 125]

1882 - European & North American Railway leased to the Maine Central for 999 years; Maine Central system now included 470 miles of railroad [Chase, 1926 p.84]

1882 - Maine Central earnings steadily improving; August 1882 the first fividend of 2% paid on the stock [Chase, 1926 p.84]

- no date - Maine Central proposal to lease the Knox & Lincoln presented to the owners but defeated by the popular vote in the coast towns which controlled the road [Chase, 1926 p.84]

- no date - Bucksport & Bangor passed into the hands of the bondholders - reorganized to form the Eastern Maine Railway

1883 - Eastern Maine Railway [ the reorganized Bucksport & Bangor] leased to the Maine Central [Chase, 1926 p.84]

1883 line of Maine Shore Line Railroad from Brewer to Mount Desert Ferry put into construction [Chase, 1926 p. 84]

1884 line of Maine Shore Railroad Brewer to Mount Desert Ferry opened; road built by Maine Central under terms of a perpetual lease; company later merged with the Maine Central [Chase, 1926 p. 84-85]

1884 - as of 1884 there were 524 miles under Maine Central operation, the largest mileage under one management in New England; improvements in earnings continued, a 6% stock dividend paid that year [Chase, 1926 p. 84-85]

1884 - Monson Railroad opened to the quarries in Monson; provided Bangor & Piscataquis with up to 100 cars of slate a week [Chase, 1926, p. 126] *[not clear - was this 100 Monson Railroad narrow gauge cars or 100 cars shipped out by the B&P in standard gauge cars?]*

1884 - Bangor & Piscataquis completed extension between Blanchard and Greenville; along with the Bangor & Katahdin Iron Works Railroad lease about 95 miles in operation [Chase, 1926, p. 125-126]

1880's - mid 1880s - the popular agitation against the railroads had continued; the tremendous losses in the reorganization of the Maine railroads seems to have aroused more derision than sympathy; franchise taxation never abandoned since the right was confirmed but several variations in determining the value of the corporate franchise [Chase, 1926 p. 85]

- in the period the Eastern Railroad was gaining control of the Maine Central the Eastern management came under considerable criticism on account of expenditures made for;

a.] expenditures for improvements to its Boston terminal properties

b.] acquisition of many small properties including the Portland, Bangor and Machias Steamboat Company [Chase, 1926 p. 85]

- these expenditures on the part of the eastern Railroad examples of other injudicious actions which resulted in financial difficulties [Chase, 1926 p. 85]

- a reorganization of the Eastern Railroad made - a consolidation with the Boston & Maine; also at this time a proposal to lease the Maine Central; caused great indignation among Maine people and this proposal seems to have been dropped rather abruptly [Chase, 1926 p. 86]

- also in the mid 1880's the Boston & Maine was committed to a policy of expansion; appears to have contemplated control of all railroad traffic in New England; as the system grew in mileage and earnings its influence increased; this influence an important factor in legislation; the extent of railroad political activities may have been two pronged:

1.] inspired by ambition and selfishness

2.] were necessary in self defense against popular agitation [Chase, 1926 p. 87]

- railroad interests in Maine had important influence on legislation but there was no condition of corruption such as existed in Massachusetts and New Hampshire [Chase, 1926 p. 87]

1880 - Sandy River Railroad opened Farmington to Phillips [Chase, 1926 p. 107]

1881 - Bridgton and Saco River built from a junction with the Ogdensburg road to Bridgton; later extended to Harrison *[year??]* - on the whole a paying proposition [Chase, 1926 p. 107]

1885 the B&M leased the Worcester, Nashua & Rochester; it was expected that he Portland & Rochester Railroad would also be leased and operated as a part of the B&M system but that not done, company directed by [Chase, 1926 p.54]

1886 International Railway of Maine sold its property and franchise to the Atlantic and Northwest Railway which promptly leased it to the Canadian Pacific [Chase, 1926 p. 95]

1887 - federal regulation of the railroads adopted as a necessary compromise between government ownership and unrestrained private enterprise

Interstate Commerce Act enacted by Congress - law provided:

1.] all charges should be just and reasonable

2.]forbade discrimination in the form of special rates and rebates

3.] forbade discrimination between localities and classes of freight

4.] forbade a higher charge for a short haul than for a long haul

5.] prohibited pooling

6.] ordered publication of all rates and fares [Chase, 1926 p. 87-88]

- law not a final solution to the problem and supplementary legislation gradually increased the powers of the Interstate Commerce Commission [Chase, 1926 p. 88]

- in Maine adjustment to the new conditions more difficult account of the competition of water transportation which remained unregulated [Chase, 1926 p. 88]

- Maine Railroad Commissioners frank in expression of opinion that attempts to regulate businesses unwise and in most cases unwarranted [Chase, 1926 p. 88]

1888 - Portland & Ogdensburg Railway leased to Maine Central for 999 years some of the terms of the lease:

1.] obligation to make effort to secure western business and especially mentioned securing traffic from the Canadian Pacific

2.] Maine Central guaranteed the bonds

3.] to pay dividends on the stock at 1% annually for three years and at 2% annually thereafter [Chase 1926, p. 90]

- after acquiring the road the Maine Central extended the line from Fabyans to Scott Jct. - completed the road to the western line of New Hampshire and established connection with the St, Johnsbury and Lake Champlain; $1,008,000 bonds issued in the name of the Portland & Ogdensburg guaranteed by the Maine Central to finance construction - exact year not specified][Chase 1926, p. 90]

1888 Dexter and Piscataquis leased to the Maine Central for 999 years; at same time lease of the Dexter and Newport renewed for 999 years [Chase, 1926 p. 92]

1889 - Canadian Pacific completed the railroad; opened to Mattawamkeag [Chase, 1926 p. 95]

1889 Dexter and Piscataquis opened [Chase, 1926 p. 92]

1890 - Canadian Pacific leased the New Brunswick Railway which controlled the St, John and Maine Railway; contract made between Maine Central and Canadian Pacific [no date given] for CPR to use the European & North American Railway route from Mattawamkeag to Vanceboro [Chase, 1926 p. 95]

1890 - this division [the now leased Portland & Ogdensburg] extended by lease of the Upper Coos Railroad from North Stratford to the Canadian border and the Hereford Railway from the Canadian border to Lime Ridge [Chase 1926, p. 91]

1890 operation of Machiasport Railroad ceased [Chase, 1926 p.6]

1891 - 20 miles built by Maine Central from Quebec Jct. To North Stratford after Maine Central leased the Upper Coos Railroad and Hereford Railway; opened 1891

1891 - Penobscot Shore Line Railroad Company name again changed to Knox and Lincoln Railway; property leased to the Maine Central with lessee assuring its bonds of $1,380,000 and agreeing to pay an annual rental of 5% on 2000 shares of stock [Chase, 1926 p. 93]

1892 Bangor and Aroostook RR began its activities by leasing the Bangor and Piscataquis and Katahdin Iron Works Railroads [Chase, 1926 p. 95]

1892 Portland & Rumford Falls [a reorganization of earlier roads] extended to Rumford falls [Chase, 1926, p.103]

1893 Bangor and Aroostook RR built to Houlton *[all in the next year?]* [Chase, 1926 p. 95]

1893 - construction of Bangor & Aroostook started from Brownville toward Houlton [Chase, 1926, p. 127]

1893 Washington County Railroad incorporated to build a railroad from Calais to a connection with the Maine Central in Hancock County with a branch to Eastport [Chase, 1926 p.97-98]

1894 - January 1, 1894 - Bangor & Aroostook reached Houlton [Chase, 1926, p. 127]

1894 in Maine business depressed [1893 in other parts of the country - Maine not until 1894]; lumber business depressed because of decrease in construction; ice business in decline [Chase, 1926, p.92]

1894 - Wiscasset & Quebec Railroad - construction started [Chase, 1926 p. 108]

1895 - Bangor & Aroostook extended to Caribou and Fort Fairfield [Chase, 1926, p. 127];

- branch Ashland Jct. to Ashland [Chase, 1926, p. 127]

1895 -Wiscasset & Quebec Railroad - rails laid to Albion [Chase, 1926 p. 108]

1895-1896 - Patten and Sherman Railroad built independently by Albert A. Burleigh; - no date other than a few years later [from 1899] the Bangor & Aroostook purchased the Patten & Sherman Railroad [Chase, 1926, p. 127]

1896 Whitneyville Agency successor of Boston and Eastern Mill and Land Company which was dissolved; Sullivan family of Whitneyville succeeded to ownership of the entire property [Chase, 1926 p.6]

1897 - Bangor & Aroostook Railroad branch Caribou to Limestone [Chase, 1926, p. 127]

1898? Declaration of war with Spain caused a sudden decrease in manufacturing in *Maine [WHY??]*  - caused a sharp dcline in the gross earnings of the Maine Central but comparatively little change in net earnings; textile and lumber mills curtailed operations for a few months but prosperity soon restored [Chase, 1926 p. 96]

1899 - Washington County Railroad completed, opened throughout

1899 - Bangor & Aroostook Railroad main line extended to Van Buren [Chase, 1926, p. 127]

- Bangor & Piscataquis Railroad bonds reached maturity; Bangor & Aroostook bought the line outright from the owners [Chase, 1926, p. 127]

- no date other than a few years later [from 1899] the Bangor & Aroostook purchased the Patten & Sherman Railroad [Chase, 1926, p. 127]

1900 Portland & Rochester RR merged into the B&M; with this merger and lease of the Worcester, Nashua &Rochester the B&M came into possession of the entire line of road originally intended as a through line Portland to New York and connection with western roads but such a destiny never achieved [Chase, 1926 p.54]

1901 - Knox and Lincoln Railway merged into the Maine Central [Chase, 1926 p. 93]

1901 - Wiscasset, Waterville and Farmington Railroad organized - from the Wiscasset & Quebec [Chase, 1926 p. 108]

1902 - Fish River Railroad built Ashland to Fort Kent [Chase, 1926, p. 127]

1903 - Fish River Railroad sold to the Bangor & Aroostook having been built for and as a part of the Bangor & Aroostook system [Chase, 1926, p. 127]

1904 Maine Central acquired control of the Washington County Railway [Chase 1926, p. 97]

1905 until 1905 the Bangor and Aroostook RR connected with the Maine Central at Old Town; quite a bit of business for the Maine Central at this point [Chase, 1926 p. 95]

1905 Northern Maine Seaport Terminal line built South Lagrange south to connection with Maine Central at Northern Maine Jct and on to Searsport; new line advantage to both the Bangor & Aroostook and the Maine Central by eliminating a large amount of traffic on the steep grade out of Bangor [Chase, 1926, p.100]

1905 - Northern Maine Seaport Terminal built by the Aroostook Construction Company in 1905; opened the same year; leased to the Bangor & Aroostook which owned the stock of the terminal company until merger in 1919 [Chase, 1926, p. 130]

1905-1912 new construction on Bangor & Aroostook almost continuous [Chase, 1926, p. 131] - no year [1905-1907 range?] - extension of Great Northern Paper Company to East Millinocket; a 9 mile branch to Medway; the Schoodic Stream Railway, later merged into Bangor & Aroostook [Chase, 1926, p. 131]

1907 - Bangor & Aroostook - low grade Medford-Cut-Off] - 28 miles Packards to South Lagrange; this line combined with the Northern Maine Seaport Terminal made possible an increase from 25-30 loaded cars on old lne to 100 loaded cars on new line [Chase, 1926, p. 131]

1907 June 1907 - the NYNH&H secured control of the B&M and with that also of the Maine Central [Chase, 1926 p. 105

1907 Maine Central purchased control of the Somerset Railway [Chase, 1926, p.100]

1910 -Bangor & Aroostook Railroad - Washburn Extension - 55 miles - completed; principal purpose was to improve grade for south bound lumber out of Van Buren; when opened train load increased 60% [Chase, 1926, p. 131-132]

1910 - Bangor & Aroostook Railroad - St. John Extension - Van Buren to Fort Kent to St. Francis [Chase, 1926, p. 132]

1910 - Bangor & Aroostook Railroad - survey for the Allagash Extension from Seebois, by Chesuncook and Chamberlain lakes down Allagash valley to St. Francis; no work evr done on this line [Chase, 1926, p. 1321]

- with completion of these extensions Bangor & Aroostook construction practically ceased [Chase, 1926, p. 132]

1911 Maine Central leased the Portland and Rmford Falls Railway - Rumford Jct to the Rangeley Lakes [Chase, 1926, p.102]

1911 - Washington County Railway merged into the Maine Central Railroad Company [Chase 1926, p. 98]

1911 by legislative act three controlled railroads merged with the Maine Central:

Washington County Railway

Somerset Railway

Sebasticook and Moosehead Railroad [Chase, 1926 p. 106]

1911 Maine Central bought stock of the Sandy River & Rangeley Lakes Railroad [Chase, 1926, p. 107]

1912 - Maine Central purchased stock of the Bridgton & Saco River; as of 1926 Maine Central still operated the road but Maine Central management recently announced intention to abandon the operation [Chase, 1926 p. 107]

1912 - Aroostook Construction Company had completed its job; about 600 miles of Bangor & Aroostook Railroad built [Chase, 1926, p. 125]

1913 Morris McDonald replaced Charles S. Mellen as Maine Central president [Chase, 1926 p. 110]

1913 - Van Buren Bridge Company incorporated as a subsidiary to the Bangor & Aroostook [Chase, 1926 p. 134]

1914 Rangeley Lakes & Megantic became the property of the Maine Central - Oquossuc to Kennebago; Maine Central already owned the stock which had financed construction [Chase, 1926 p. 104]

1914 B&M insolvent; arrangements made by Maine Central to purchase the controlling stock interest held in the Maine Central by the B&M - details in Maine Central chronology [Chase, 1926 p. 110]

1915 - Van Buren Bridge Company opened connection to Canadian Railway lines in New Brunswick by construction of international bridge at Van Buren; added considerable traffic to the Bangor & Aroostook ; shortened distance Campbelton to Boston by about 200 miles; Bangor & Aroostook gained about 500 cars a month [Chase, 1926 p. 134]

1918 - January 1, 1918 - Federal control of the railroads took effect [Chase, 1926 p. 112]

1919 Bangor & Aroostook Railroad and Northern Maine Seaport Terminal merged [Chase, 1926, p. 130]

1920 - March 1, 1920 - railroads returned to owners - the government had guaranteed a Standard Return equal to average annual railway operating income for the three years ending June 30, 1917 [Chase, 1926 p. 112] - *see Maine Central for more details*

1921 - original lease of B&ML to MEC expired; was renewed subject to termination by either party with six months notice [Chase, 1926 p.65] 1871-1925B&ML operated as part of the MEC system [Chase, 1926 p.65]

1922 - first evidence of organized opposition to Maine Central management upon announcement by Maine Central management of the intention to cease paying interest on the bonds of the Sandy River & Rangeley Lakes Railroad and to abandon the road; bonds owned in large amounts by many savings banks; they also had substantial holdings of Maine Central stock; negotiations failed to secure any compromise; SR&RL defaulted on its bonds and went into the hands of receivers who continued to operate a portion of the road [Chase, 1926 p.115-116]

1925 - July, 1935 - MEC management gave notification to terminate the B&ML lease effective January 1, 1926 [Chase, 1926 p.65]

1925 - at annual meeting Maine Central directors formally presented a plan for buying the stock of the Hereford Railway in order to rid the Maine Central of the burden of the lease; road for many years a losing proposition; operating deficit and part of fixed charges could be saved by cancelling the lease and abandoning the road with the saving being a very substantial return on the money required to buy the stock; plan approved by the Maine Central stockholdyers; later in 1925 Hereford stock purchased, lease cancelled, road abandoned [Chase, 1926 p.117]