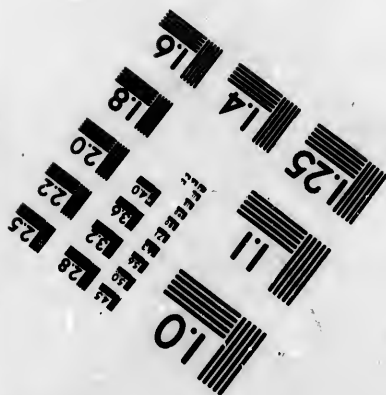
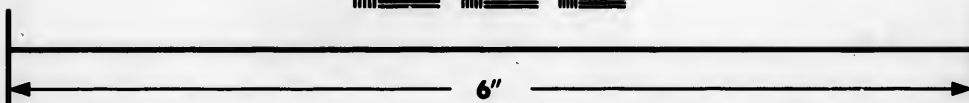
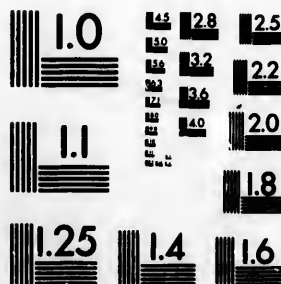


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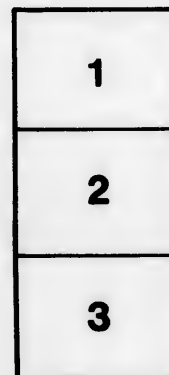
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REPORT

OF THE

DIRECTORS, TREASURER,

AND

ENGINEER,

OF THE



ANDROSCOGGIN RAIL ROAD COMPANY.

PORTLAND:
HARMON & WILLIAMS, PRINTERS.
1851.

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REPORT

OF THE

DIRECTORS OF THE ANDROSCOGGIN RAIL ROAD COMPANY,

SUBMITTED TO THE STOCK-HOLDERS AT THEIR
ANNUAL MEETING, DEC. 2, 1850.

To the Stockholders of the Androscoggin Rail Road :

THE DIRECTORS RESPECTFULLY REPORT—At the time of your last Annual Meeting, that portion of your road between the junction at Leeds and Livermore Falls, a distance of twenty miles, had already been located and put under contract upon such terms as were in the main deemed satisfactory. Since that period the work of Grading has progressed without interruption. The whole work, as estimated, to be performed on this portion of the road, at the prices contracted to be paid, amounted to \$49,750 00. Of this amount, orders have been drawn for work already completed, exclusive of what was done in the month of November, which has not as yet been estimated, for \$27,033 27. Of this amount Messrs. Myers & Sherrill have been allowed \$18,959 20. Messrs. Cushman & Currier, \$7,394 75, and Messrs. Boothby & Ridley, \$679,32, making in all as before stated, \$27,033 27. The amount of labor performed during the past month, and not yet estimated, will not fall short, it is supposed, of \$2,000 00; leaving an amount yet to be performed to complete the grading of this portion of the Road of about \$20,000 00 upon the basis of the original estimates. Owing however

to some changes in the location of the line upon Sections 11, 17 and 18, a saving has been effected of some 28,745 yards of earth excavation, which at the prices paid, amounts to \$3,811 75; thus reducing the actual amount of labor yet to be performed to within a fraction of \$17,000. This amount includes the expense for constructing the bridge over Dead River, which has not as yet been commenced, but which will be completed in season to prevent any delay in the laying of the track. The grading of the first ten sections is entirely finished, and mainly that upon sections 12, 15 and 16. The grading and masonry upon all the remaining sections can be completed in a very short period. It has not been deemed advisable, however, to urge the contractors beyond their convenience, inasmuch as the laying of the track cannot be commenced before the opening of the spring.

At a meeting of the Stockholders, holden at Haines' Corner, on the 16th of May last, the Directors were authorized and instructed to issue bonds not exceeding one hundred thousand dollars, for the purpose of securing the iron and superstructure of the road. Negotiations were immediately commenced with iron dealers in various places, and resulted in closing a contract with Messrs. Wainwright & Tappan, of Boston, agents of Bailey, Brothers & Co., of Liverpool, for 1650 tons of iron, to be delivered in Portland, free from all expenses save the duty, for \$32,50 per ton. This iron is to weigh 49 to 50 lbs. to the linear yard, and to be of the H pattern, the most approved now in use. This contract was closed on the 8th of October, and the iron will be shipped in the months of March, April and May. Should no accident occur, the first cargo may be looked for during the month of May, and the laying of the track may undoubtedly be commenced as early as the first of June.

By the terms of the contract with Messrs. Wainwright & Tappan, \$26,812 50, will become due and payable on the arrival of the iron, and about \$13,000 for the duty, making in all about \$40,000, which must be provided for during the next six months, either by the sale

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of Bonds or from subscriptions to the stock. The latter method is undoubtedly preferable, as it relieves the company from all further responsibility, and the Directors are extremely anxious that the whole amount may be realized from this source. The remaining \$26,812 50, likewise becomes due in September, 1852, and must be met at that time. The Directors presume that the amount necessary to meet these respective sums, may be raised by the sale of the Bonds with Coupons annexed, secured as they will be by a mortgage upon the road-bed and superstructure.

They trust however, that the Stockholders will not permit such a result; but by prompt and effective subscriptions, secure to themselves all the advantages to be derived from a sole and exclusive ownership. Statistical facts, carefully collected, and which will be laid before you at no distant day, prove conclusively that as an investment, the stock of no road offers greater inducements. As yet the financial affairs of the Company are perfectly untrammelled. Not a dollar has been paid by way of bonus or extra interest. The grading of the road will be completed at a price, below all precedent,—and running as it does into a rich agricultural country, commanding the entire business and travel of some 40,000 people, free from all competition and ever destined to be so, it must command the early attention of all having funds at their disposal and at all aware of the true position of its affairs. It is hoped that the Stockholders will not suffer themselves to be deprived of real advantages for the want of a little timely exertion.

In the present state of the subscriptions to the Stock of the Company, the Directors have not felt themselves at liberty to put any further portion of the road under contract, although they deem it desirable to do so whenever the amount of subscriptions will warrant it. In anticipation of a speedy consummation of their wishes in this respect, they have ordered a survey of that portion of the road between Livermore Falls and Farmington Centre, and the following abstract of the result of that survey, submitted by the res-

ident engineer, will show the distance and practicability of the route.

"The distance from Livermore Falls to Jay Bridge is 2 1-4 miles; from Jay Bridge to Bartlett's Corner 3 1-2 miles; from Bartlett's Corner to East Wilton 6 miles, and from thence to Farmington Centre 4 3-4 miles, making the whole distance from Livermore Falls to Farmington Centre, 16 1-2 miles. It is probable that a locating survey would decrease the distance to 15 miles or less. Of this distance, three fourths consists of straight lines. The remainder consists of curves, generally of 5,000 or 10,000 feet radius, but in no case will a shorter radius than 2,000 feet be requisite.

On the present line it is found necessary to adopt an inclination of 50 feet per mile, for the distance of two miles, in ascending the elevated lands dividing the waters of the Androscoggin and Sandy Rivers—but from a careful reconnoissance made since the present line was run, it is not doubted that a locating survey may reduce the inclination to 39.6 per mile.

The remaining grades are 4 miles level, 2 miles from 10 to 20 feet per mile, 4 miles from 20 to 30 feet per mile, and the remainder from 31 to 39.6 per mile."

No estimate has as yet been completed, but enough is known to satisfy the engineer that it can be constructed at a very moderate expense. We have reason to believe that the length of the line, when located, will not exceed fifteen miles between the two points, and that the cost for grading will fall considerably below the average of New England roads.

The accompanying Report of the Treasurer exhibits the resources of the Company, and the amount actually received and paid out by him. An examination of this report shows that the entire resources of the Company up to this period, have been \$66,087 80.

To wit: from Stock subscriptions,	\$51,700 00.
From Loan from citizens of Portland,	
at 6 per ct. payable in two years,	10,000 00.
From temporary loans,	4,387 80.

\$66,087 80.

DIRECTORS' REPORT.

7

Of this amount there have been received into the hands of the Treasurer, \$29,551 06
 Leaving an unexpended balance to meet the present liabilities of the Company, and for further expenditures, of 36,536 74.

Amounting in all as before stated, to \$66,087 80

The cost of constructing that portion of your road now under contract, as nearly as can be calculated, basing the estimates as far as possible upon the actual contracts, will be as follows:

For Grading and Masonry,	\$50,000 00
" Land damages,	4,540 00
" Fencing,	12,000 00
" Engineering and Incidental Expenses,	10,000 00
" Rails, including duty,	66,000 00
" Chairs, Spikes, &c.,	8,000 00
" Transportation of materials, crossings, cattle guards and signs, side tracks, &c., &c.,	8,442 00
" Sleepers,	10,000 00
" Laying Track,	5,000 00
" Graveling,	7,500 00
" Depots, Water Fountains, &c.,	10,000 00

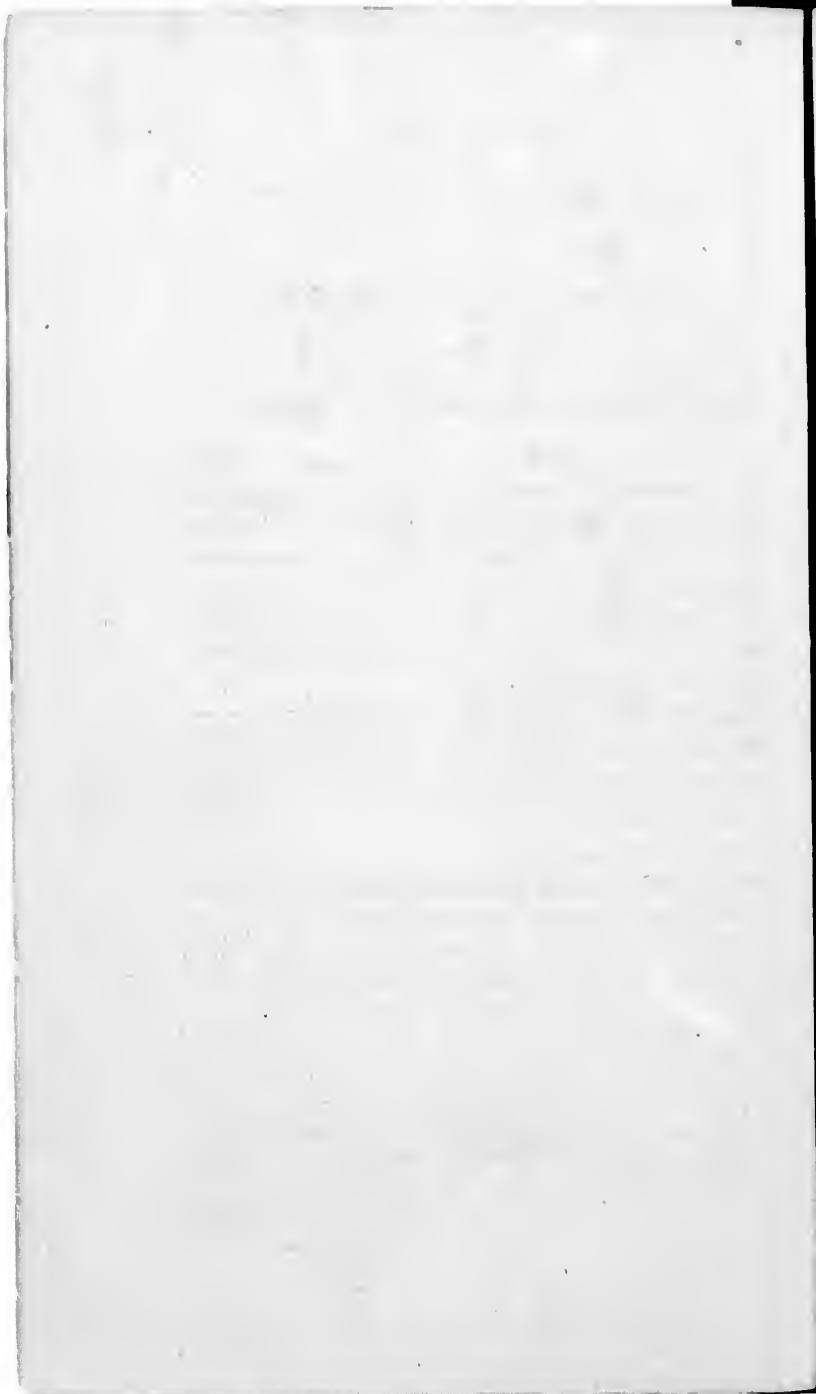
Making in the aggregate, \$191,462 00

By the report of the Treasurer it appears that the land damages already settled, amount to only \$1,838 35, but this only shows the amount of orders actually paid, but from a statement of the Committee on land damages, recently submitted to the Directors, it appears that obligations have been taken, amounting to \$3,695 00, and which are to be cancelled mainly by an issue of Certificates of Stock, leaving a balance unsettled, estimated at less than \$1,000.

In behalf of the Directors,

ALONZO GARCELON, PRESIDENT.

December 2, 1850.



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TREASURER'S REPORT.

To the Stockholders of the Androscoggin Rail Road :

In compliance with the bye-laws of the Corporation, I herewith submit a statement of the transactions of the Treasury department, during the year ending November 30, 1850, which will exhibit the amount received for assessments on stock and other sources, the liabilities and resources of the Company, and the expenditures of the different departments, so far as orders have been presented to the Treasury, and including the reserved quarter to contractors, for which orders have not been drawn.

During the last year, the receipts into the Treasury have been from the following sources, to wit:

From assessments on the Stock of the Company,	19,871 27
From individuals on temporary loans,	4,387 80
From a loan from citizens of Portland,	5,625 00
	\$29,884 07

Amount of payments during same period, 29,551 06

The liabilities of the Company are as follows, to wit:

On notes to individuals on short time,	2,110 00
Interest on do. to Dec. 1, 1850,	44 25
On orders presented to the Treasurer, and amount due for reserved quarter on contracts, for which no orders have been drawn,	8,786 11
	\$10,940 36

The assets of the Company are as follows, to wit:—

Balance due for assessments on stock of the Company,	31,828 73
Balance due for subscription in Portland,	4,375 00
Cash on hand,	333 01
	\$36,536 74

TREASURER'S REPORT.

A Schedule shewing the amount expended for the different departments so far as the amount is known, which will include nearly all that has been expended.

Preliminary expenses and before organization,	\$1,051 00
Expenses in 1849, and after organization, viz:—	
For Engineering and Engineering expenses, 1,550 00	
Paid Directors, Clerk, &c.,	670 00
Incidental, including Stationery, &c.	143 00
	<u>2,363 00</u>
Expenses in 1850,	
For Engineering and Engineering expenses, 1,081 38	
Paid Directors, Treasurer, &c.,	1,216 00
Incidental expenses, including collection,	745 00
	<u>3,042 38</u>
Earth excavation,	21,346 70
Rock "	505 00
Culvert masonry,	5,181 57
	<u>27,033 27</u>
Lead damage,	1,838 35
Fencing,	309 00
Sleepers,	47 75
	<u>\$35,684 75</u>

JOHN GILMORE, TREASURER.

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TREASURER.

ENGINEER'S REPORT.

ENGINEER'S OFFICE,
PORTLAND, February 17th, 1851. }

*To the President and Directors of the
Androscoggin Rail Road Company.*

GENTLEMEN:

I have the honor to submit a Report, descriptive of the characteristics of your road, its cost and present condition, together with some general observations relative to its business prospects.

The line of your road diverges from the Androscoggin and Kennebec Rail Road in the town of Leeds, a distance of 17 1-2 miles from the junction of the latter with the Atlantic and St. Lawrence Rail Road, and 44 1-2 miles from the City of Portland.

It pursues a northerly course through the town of Leeds, gradually approaching the Androscoggin valley, till it reaches the South line of East Livermore, thence it follows the East side of this valley to Livermore Falls.

This point is a distance of 20 miles from Leeds station on the Androscoggin and Kennebec Rail Road, and 64 1-2 miles from Portland. The line of your road is definitely located to this point, the whole is under contract and a large amount of work is completed.

The country is of the most favorable character for the cheap construction of a rail road, permitting the adoption of moderate grades and curvatures, and abounding with suitable building materials.

The elevation of the southern terminus of your road is 264 feet above tide water, and that of the present northern terminus is 345 feet. The lowest intermediate point is 275 feet above tide water.

The following is a statement of the grades:—

Level Road,	4 1-4 miles.
Grades from 5 to 10 feet per mile,	1 1-4 do
“ “ 10 to 20 “ “ “	2 do
“ “ 20 to 30 “ “ “	4 1-2 do
“ “ 30 to 40 “ “ “	7 1-4 do
“ of 53 “ “ “	3-4 do

The allinement of the road is as follows:

Length of line, curved to a radius of 1200 feet,	0.2 miles.
“ “ “ “ “ “ “ 2000 feet,	0.5 do
“ “ “ “ “ “ “ 3000 feet,	0.4 do
“ “ “ “ “ “ “ 4000 feet,	1.1 do
“ “ “ “ “ “ “ of 5000 ft. and upwards,	2.2 do

Length of straight line 15.6 miles, or 78 per cent of the whole distance.

The soil is generally of a sandy and gravelly character, which will reduce the expenditure necessary for ballasting the track. There is but one bridge on the whole line, and that is a cheap pile bridge of 180 feet in length. Wherever the road is in the vicinity of the Androscoggin River, it is not in the least exposed to damage from floods. The small amount of perishable material required in the road, and its safe position will render the cost of maintenance much below that of ordinary roads. The larger portion of the road will be on embankments and the cuttings being light, no difficulties can be apprehended from slides, imperfect drainage or snow.

The road bed has a width of 25 feet in cuttings, and 15 feet on embankments.

COST OF THE ROAD.

Your Engineer has furnished me with data for an estimate of the cost of the road, which is based principally upon contract prices. The

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ENGINEER'S REPORT.

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grading is so far advanced towards completion, as to admit of no doubt as to its final cost. The work is generally light, and the material to be removed, is mostly sand and gravel. The total amount of earth excavation on the 20 miles under contract, is 276,287 cubic yards, averaging but 13,814 yards per mile, and the rock excavation on the whole line, does not exceed 1000 cubic yards. Of this work, there have been 184,000 yards of earth, and 650 yards of rock removed. There is an aggregate of 4,059 cubic yards of masonry, of which, 2795 yards are completed.

There are now 16 miles nearly graded, and this can soon be prepared to receive the track.

A large number of sleepers are contracted for.

All the iron required for the 20 miles of road, is contracted for at the low rate of \$32,50, per ton, delivered in Portland.

The following is the estimated cost of the line under contract.

For Grading, Bridging, &c., &c.,	\$57,322
For Track, including side track, and ballasting,	106,700
For Land, Fence, Buildings and General Expenses,	27,460

Total cost,	\$191,482
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Average cost, \$9,575 per mile.

There has been expended up to the first of January,	42,929
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Which being deducted, leaves	\$148,553
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as the amount of expenditure yet to be made to complete the 20 miles of road now under contract.

The above estimate includes every item of expense necessary to complete the road, and put it in operation, except machinery. This is not included, from the fact that it is believed an arrangement may be made with the Androscoggin and Kennebec Rail Road Company, for operating your road, which will prove mutually beneficial. Should it however, be necessary to operate your own road, the total cost, with machinery to commence business with, will not probably exceed \$215,000, or 10,750 per mile.

This estimate embraces a liberal allowance for buildings, contingencies, &c., and the final cost of the road is more likely to fall below, than to exceed this sum.

From Livermore, the present terminus of your road, a line of survey has been extended through Wilton, to Farmington Village, which is the shire town of Franklin County. The distance to this point is about 16 1-2 miles, giving 36 1-2 miles as the total length of road to be built to reach this place, and making the total distance from Portland to Farmington by railway, 81 miles.

This line in crossing from the valley of the Androscoggin to that of Sandy River, passes through a section of country of a more irregular surface, requiring heavier grades and heavier work, than are necessary for the portion of the road now located. The soil is less favorable and there are more indications of rock.

A more thorough examination of the country, it is believed, will enable you to reach the valley of Sandy River with grades, curvatures and cost, not materially greater than for that portion of the road now in progress.

BUSINESS PROSPECTS OF THE ROAD.

Having presented the general features of the road, and its estimated cost, the questions as to the amount of business that may be anticipated, and the revenue to be derived therefrom, remain yet to be considered.

There is a highly cultivated and fertile section of this State, which no projected railway communication has yet reached. This section embraces the county of Franklin, the south-west portion of Somerset, and a few of the northern towns of the county of Oxford.

This district of country is watered by several of the largest rivers of Maine, whose valleys open up and combine in one body an extent of fertile country, probably equal to nearly all the other streams within the State.

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The Androscoggin river which has a volume of water nearly equal to any river in New England, and the Kennebec, the next in size, have their sources in the northern portion of the counties of Franklin and Oxford, and both flowing southerly, following a circuitous course, the former bearing westerly and the latter easterly, till the greatest distance between them is 75 miles; thence they converge and finally unite at the point where their waters empty into the ocean.

These rivers from their extreme sources to their junction, traverse a distance of about 200 miles each, and receive the drainage of a district of country equal to about 10,000 square miles. By reference to the map of Maine, it will be observed that the waters of these rivers, enclose a territory of an extent nearly equal to the whole State of Massachusetts.

This may be regarded as the most fertile portion of the State, possessing great resources and a large and enterprising population.

Numerous and valuable tributary streams traverse the country embraced by these rivers, which annually add to the fertility and native richness of the intervalles, and furnish almost an endless amount of water power. Among the larger and more important of these streams are Dead river, Sandy river, and Twelve Mile stream, as it is called. These streams have their sources in the elevated section of country in the interior, and running southerly and easterly through Franklin and Somerset counties, empty into the Kennebec river.

The section of country drained by the latter two streams, is in a high state of cultivation and not surpassed in fertility by any portion of New England. In fact, the district known as the Sandy river country, is proverbial for the richness of its soil, its wealth and resources. The country traversed by Dead river, does not, perhaps, fall below the others in fertility, but is less advanced in cultivation.

The system of railways projected, and so far as at present carried out in this State, is calculated only partially to accommodate and

develop the trade of that portion of the State included between the Androscoggin and Kennebec rivers.

The southern portion of it, which is of a wedge shape, is traversed by the Kennebec and Portland road.

Further in the interior, the Androscoggin and Kennebec road, leaving the Montreal road near the former stream, crosses this district of country in an easterly and westerly direction.

The Portland and Montreal road has a north-westerly direction, and skirts along the western border of the section of country referred to. From this hasty sketch of this portion of the State, it will appear that the roads thus far built, run eastwardly and nearly parallel with the coast, and westerly in the direction of the upper St. Lawrence, while the great extent of country above described, remains as yet without the facilities of communication and market.

Railways running easterly and westerly, can never fully meet the requirements, and develop the resources of this section of the State. The trade of this district, like its rivers and its roads, tends southerly to the ocean.

Its geographical position with reference to the chief commercial city of the State, its topography and business relations require that a road having for its object the accommodation of the trade of this important section of the State, should occupy a northerly and southerly position coincident with the general course proposed for your road.

With a view to exhibit more clearly the situation and extent of the country which is to contribute to the business of your road, and the relative position of the main lines of road in connection with yours, I have prepared a map of this part of the State, upon which these lines are delineated and to which I beg leave to refer.

Portland being the chief commercial city of the State, is, of course, the best market, and from her natural advantages alone, she could always maintain this ascendancy. But for her present prosperity she is chiefly indebted to her great lines of railways, which

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we may be allowed to say, are but just begun, and yet have added largely to her business, wealth and population. With these great lines completed, and all converging to Portland as a center, her progress will be vastly accelerated, and the time is not far distant when she will rival Boston as a market.

A line of railway therefore, which is to connect the richest agricultural portion of the State, with its commercial capital by the shortest and most direct route, it appears if economically built, must prove remunerative as an investment and add largely to the wealth and prosperity of the community in which it is located.

It will be perceived by reference to the annexed map, that the Portland and Montreal road has a general Northerly course to a point 27 miles from Portland where it bends Westerly. It is at this point that the Androscoggin and Kennebec road diverges from the former and bears Northeast, crossing the Androscoggin River at Lewiston, it passes through the north easterly corner of Leeds, where an unusually feasible and direct route offers itself for a road which may penetrate the interior in a northerly direction. The deviation of the two roads, forming the line to this point, from a general northerly course, is so slight as to form no material objection, even though the original object had been to reach the south easterly corner of the County of Franklin, by the most direct route from Portland.

Starting with this advantage, your road follows up the Androscoggin valley to a point which effectually secures to it, the trade of a number of towns on each side of the river above, which are too remote from the Montreal road, or the Buckfield Branch to be essentially accommodated by it.

While it accomplishes this desirable object, it also approaches sufficiently near to that rich and fertile section of country lying to the north of the Androscoggin valley, to secure a large and valuable portion of its trade. This result is obtained by the construction of only 20 miles of road at the low average cost of \$9,575 per mile.

Names of Towns.	Population in 1850.	Value in 1850.	No. of Borses.	No. of Mills.	No. of Saw Mills.	No. of Tanneries.	Banks of Ponds.	Banks of Gravel.	Banks of Corn.	Pounds of Wool.	Tons of Hay.	No. of Horses.	No. of Cattle.	No. of Sheep.	No. of Swine.	Pounds of Butter.	Pounds of Cheese.
Avon,	710	134,803	2	1	2	1	7,901	5,802	2,570	6,211	1,901	114	1,475	1,452	141	30,750	1,955
Cheshire,	430	83,102	2	2	2	4	13,710	8,116	4,305	1,901	48	113	1,162	816	57	13,975	4,660
Greenfield,	1,120	156,770	19	3	6	4	9,396	4,116	6,825	4,923	2,569	402	1,162	1,707	110	31,135	10,070
Farmington,	2,725	716,770	19	3	6	4	10,354	25,177	15,938	21,868	7,860	402	2,930	6,959	859	63,285	13,490
Industry,	762	206,400	4	3	1	2	7,708	2,972	3,533	1,755	1,059	109	888	2,978	126	18,665	4,788
Jay,	1,041	257,573	3	3	2	1	8,719	10,638	5,292	14,010	3,165	109	1,427	2,978	126	18,665	4,788
Kingfield,	1,729	261,946	3	1	3	2	21,876	24,375	11,532	3,045	1,725	329	4,427	2,411	511	57,639	29,915
Keegan,	682	231,934	2	1	2	1	3,382	2,653	2,419	4,065	97	29	655	1,617	101	11,859	1,440
New Vernon,	1,734	323,559	4	1	3	1	22,961	19,474	9,469	11,651	4,331	218	1,948	576	71	10,875	10,475
New Windsor,	635	200,400	5	1	1	2	14,431	14,776	2,178	18,255	1,680	64	632	3,683	167	45,115	10,475
Phillips,	1,673	231,000	1	1	1	1	14,431	14,776	2,178	18,255	1,680	64	632	3,683	167	45,115	10,475
Salem,	454	62,000	1	1	1	1	18,071	4,582	7,234	14,109	169	17	1,782	4,968	59	15,551	2,299
Strom,	1,008	238,932	1	1	1	1	18,071	4,582	7,234	14,109	169	17	1,782	4,968	59	15,551	2,299
Temple,	905	175,355	1	1	1	1	9,325	6,276	3,370	6,566	2,681	117	1,428	4,375	135	30,517	6,990
West,	1,599	201,438	1	1	1	1	11,817	12,359	7,947	3,497	2,558	134	1,428	2,794	161	39,280	6,720
Windsor,	1,632	265,682	4	1	3	4	11,817	12,359	7,947	3,497	2,558	134	1,428	2,794	161	39,280	6,720
Yerkes,	1,592	234,203	4	1	3	4	12,005	12,005	6,700	3,435	2,558	134	1,428	2,794	161	39,280	6,720
E. Livermore,	1,704	422,289	9	1	3	2	12,005	12,005	6,700	3,435	2,558	134	1,428	2,794	161	39,280	6,720
Canter,	1,292	234,203	5	2	1	4	11,641	11,641	6,173	3,725	2,106	127	1,704	4,968	59	15,551	2,299
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Windsor,	1,292	234,203	5	2	1	4	11,641	11,641	6,173	3,725	2,106	127	1,704	4,9			

From the preceding tabular statement, it appears that the towns whose trade will pass over your road, contain over 36,000 inhabitants.

This population will rely solely on your road as the most natural and economical channel through which they will receive their supplies, and forward their productions to market. There is also a large population in the city of Portland and the intermediate country, amounting probably to 45,000 inhabitants, who will also contribute more or less to its business.

There is a large amount of travel at the present time to and from this section of country. There are lines of stages running southerly from Phillips, New Portland, Anson, Farmington, Wilton and Dixfield.

Probably the annual travel in private conveyances is equal to that in the stages. With the more rapid and direct communication afforded by your road, these lines will be concentrated upon it and new lines extended farther into the interior in different directions, which will draw to it a large amount of travel.

The freight business of your road, will compare favorably with that of other roads in this State, now in operation. It extends into one of the richest and most fertile agricultural districts in the State, and although it is at present in a high state of cultivation, the opening of a cheap and expeditious communication will more fully develop its resources. Manufactures and various branches of industry will receive an impetus, and new sources of wealth and trade will be opened.

The roads with which yours is connected, carry a large number of cattle and other animals to market. This will constitute an important branch of your freight business.

It is estimated by competent judges that there are annually driven or slaughtered and transported to market from Franklin County, 9,000 cattle and 25,000 sheep and swine. That the value of articles annually manufactured in this county, is three hundred thousand

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dollars, and that the estimated amount of merchandise transported at the present time to and from tide water, is upwards of 9,000 tons. From other towns in Oxford and Kennebec counties, there will be a large amount of freight, which will find its way to and from market over your road.

To and from the town of Wayne alone there are several thousand tons of freight now transported annually. A large portion of this is for the Wayne scythe manufactory, which is probably the most extensive establishment of the kind in the United States. This business will probably mostly pass over your road.

In the town of Leeds, there is found a very superior quality of granite, large quantities of which have been transported by teams to the junction of your road with the Androscoggin and Kennebec road, and thence by the latter to Lewiston, where it is used in the erection of the large manufacturing buildings now in progress at that place. As soon as your road is in operation, this granite when forwarded to market, will all pass over it, wherever its destination may be, and will form an important item of trade.

Some descriptions of grain, potatoes and hay, will be forwarded to market on your road, and in return, flour, salt, lime, fish and other articles of merchandise will reach the consumers through the same channel.

Among other items of trade, may be noticed those of fire wood, ship timber and lumber. These articles are often transported great distances on rail roads, and fire wood is now carried a distance of over 70 miles over railways, to the city of Portland. The great abundance of these articles in the towns tributary to your road, and the superior facilities which you can offer for cheap transportation, will ensure a large amount of this description of freight.

An immense quantity of lumber in logs, annually goes down the Androscoggin River. This manner of transporting lumber to market is attended with great losses and a considerable deterioration in value. In addition to this, there is great embarrassment and loss

sustained from the time consumed in transporting the timber to market. Two years are usually consumed before returns are made for lumber forwarded to market by the river and sometimes a greater length of time elapses before the money is realized for it. With railway communication, lumber will be manufactured in the interior and forwarded expeditiously to market, in the best condition, thus not only avoiding losses, but enhancing the value materially above the ordinary mode of transportation, and realizing this increased value immediately.

The total amount of freight, estimated for all the towns embraced in the tabular statement, as deduced from census returns and other reliable sources, is 14,000 tons. In estimating the revenue to be derived from the business of your road, it would perhaps be more satisfactory, and safe to compare it with a corresponding length of road under similar circumstances.

That portion of the Portland and Montreal Rail Road extending from the Danville junction to Paris station, its present terminus, is the same length as your road.

The character of the country through which it passes, is similar, yet not in that advanced state of cultivation. The country beyond its terminus embraced in a circuit of 20 miles, is generally far below, in point of fertility and cultivation, that of Franklin county which is to become one of the principal sources of trade for your road. If we extend our comparison of the country contributing to the trade of the Montreal road, so far as to include the Androscoggin valley above Bethel, and the Connecticut valley above Lancaster, we should embrace a larger extent of fertile cultivated country than is at present drawn to the support of your road, yet the population is about the same, and the distance to be travelled by this population to reach that road, is more than double that to be travelled by the same number of inhabitants to reach your road. With the present terminus of the Montreal road, there is a large amount of trade and travel from this population which is beyond its influence, and which now passes down the Connecticut valley, but will soon be secured to that road by its extension.

We have made these observations with a view to show that although the Montreal road is at present doing a very large business, yet when it shall have been extended further into the interior there will be a vast increase in its local trade from the population which now contributes indirectly to its support, and also to show that if we

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take the trade of the upper division of that road, and the population which makes up its trade, as the basis of an estimate of revenue from nearly the same population, but under rather more favorable circumstances on your road, that it would appear entirely safe.

Our allusion to the above mentioned road, is simply with reference to the local or way trade for the upper division, which in many respects resembles yours, but it is proper to remark that when that road shall have been completed, and its connections formed, there will scarcely be a road in the Union, which will exceed it in the magnitude of its results. Comparing the present business on the upper division of that road with the number of inhabitants, we find that the passengers carried, reduced to through passengers, are more than equal to the population. That the freight transported is equal to half a ton to each inhabitant. This is the most unfavorable view of the case, from the fact that the whole population is embraced, while the road with its present terminus does not secure all the business from this population, which its extension is sure to accomplish. Your road probably can never have a successfully competing line, if continued on a judicious location, and therefore the whole trade of its population can be relied on.

I know of no reason why the same proportion of business to population, should not be expected on your road. The character and productions of the country, and the number and pursuits of the inhabitants, are nearly the same. This proportion would give not less than 30,000 through passengers and over 18,000 tons of freight for your road annually. In order however, not to over estimate the business of your road, we will place the number of passengers at 20,000 and the freight at 12,000 tons annually, which is very considerably below the actual business on the upper division of the Portland and Montreal road from a less population.

With this data, the revenue of your road will be nearly as follows:—

20,000 passengers at 60 cents,	-	-	-	\$12,000
12,000 Tons freight at \$1.25 per ton,	-	-	-	15,000
Mail,	-	-	-	2,000
				<hr/>
Total,	-	-	-	\$29,000
Deduct for expenses, 45 per cent.,	-	-	-	13,000
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Net Revenue,	-	-	-	\$16,000

which is over 7 per cent on \$220,000, the cost of the road, fully equipped.

I have deducted 45 per cent of the gross receipts for expenses, which is a larger per centage than is required on the Portland and Montreal Road, and others in this vicinity.

On the latter, the expenses for the year 1850, amounted to 41 per cent of the receipts, and on the Portland, Saco and Portsmouth Road, for several years past, the expenses have ranged from 36 to 40 per cent of the receipts. It is believed therefore, that the expenses of operating your road, if judiciously managed, will not exceed the sum named.

Relative to the amount of business which is estimated to pass over it, I may remark that it is possible that it may not reach the amount for the first year or two, but there can be little doubt of its finally exceeding the preceding estimate.

The exceedingly low cost of your road, and its favorable position, are considerations which entitle it to much confidence, and appear to leave no room to doubt its success.

The business of the section of the State which it is designed to accommodate, will doubtless soon require its extension. Certain it is, that there is no natural obstacle of a serious character, in the way of such extension, but on the contrary, the shape of the ground and the course of the streams, greatly facilitate the undertaking. This may be accomplished at about the same cost per mile as that portion now in progress, and if *judiciously located*, will place your road in a position to command the whole trade of the Upper Kennebec and its tributaries.

On careful consideration of the subject, with the knowledge and experience I have in such matters, I am entirely satisfied that your road, if built and extended as proposed, will not only be a good paying road to the stockholders, but next to the Atlantic and St. Lawrence road, it is the enterprize which ought to command the attention and patronage of the business men and capitalists of Portland.

I have the honor to be

Gentlemen,

Your obedient servant,

A. C. MORTON,

Consulting Engineer.

27 Apr., 1852.

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