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6-19-1851

The Eastern Mail (Vol. 04, No. 48): June 19, 1851

Ephraim Maxham

Daniel Ripley Wing

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The Eastern Mail.

WATERVILLE, JUNE 19, 1851.

AGENTS FOR THE MAIL.

E. R. SIMMONS, General Newspaper Collecting Agent...

A. B. LONGFELLOW, of Palermo, is Agent for the Eastern Mail...

S. M. FITZESSELL, General Newspaper Agent, No. 10 State St., Boston...

The New Law.

In our extra sheet this week we give to our readers the new law for the suppression of the sale of intoxicating liquors.

Recreation—Boothbay—the Clinton.

This seems to be the season for visiting the various places of resort with which almost every section of our country is supplied.

We are informed that the A. & K. Railroad will convey persons who wish to attend the State Conference of the Congregational Churches in Yarmouth, next week, for half fare.

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We invite particular attention to the article of our correspondent "Ticonic."

We regret that we are compelled to defer to next week an article on the same subject by another writer—

Noiseless Wheels—a New Invention.

In this instance the invention consists in the application of a solid band of vulcanized india rubber over the iron tire of the wheel.

Diplomatic Correspondence.

Mr. Buggins's compliments to Mr. Muggins, and requests that Mr. M. will take measures to prevent his pigs from trespassing any further on the grounds of Mr. Buggins.

To the Stockholders of the Androscoggin and Kennebec Railroad.

GENTLEMEN:—I have recently received through the Post Office a copy of the Eastern Argus, containing some five articles concerning the A. & K. Railroad and its relations with the At. & St. L. Railroad.

The first general principle I lay down is, that in bearing the expenses and dividing the profits of the connecting business of a trunk road and its branches, the trunk and each branch should be considered taken together as one road.

First. To pay the running expenses of the connecting business, to be ascertained on each road by deducting from the whole running expenses on that branch, such amount as may justly appertain to its local or other connecting business on other roads.

Second. This being done, the balance ascertained, that balance, being the profit of the whole business taken together, to be divided according to the length of the respective roads.

What would be the operation and result of the application of this rule it is unnecessary to demonstrate as predicated on the business heretofore done, or on any estimate of future earnings.

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to draw the uninitiated into such enterprises by holding out to them promises of great advantages. The men of Portland saw clearly the great importance to them of securing the construction of the A. & K. road and its connection with the Atlantic road at Danville.

The aggregate proceeds of the connecting business should be treated as the Fund, to be drawn on as follows, viz: First. To pay the running expenses of the connecting business, to be ascertained on each road by deducting from the whole running expenses on that branch, such amount as may justly appertain to its local or other connecting business on other roads.

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is equitable and right between the parties, nor to allow either party to select just what is most favorable to themselves, and reject all that may have a less favorable bearing upon their interests.

Another thing kept out of view by "Stockholder" is the fact that the charge for car hire at 1-2 a cent per mile on a passenger or a ton of freight is no more than a fair compensation for the use of the cars, affording no profit, otherwise in the arrangement made by the Directors of the two roads great injustice has been done to the At. & St. L. road by adding 1-3 to this allowance.

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of overreaching, in selecting referees whose interests in other roads might bias them against very. They reasoned, that the proposition of the Committee being in itself fair, and such an impartial and intelligent referees, thoroughly acquainted with the subject would approve, on an open submission of the whole matter, they might gain something in adjusting the terms of submission or the selection of referees.

But I contend, if my view of the gross amt allowed the A. & K. road, as not yielding any profit in itself and as a part of the expenditure on the common business, which the Atlantic road was bound to make before they would justly claim their third of the gross proceeds, is correct, then that item cannot properly be taken into the account at all, in an exhibit of the operation of the proposed arrangement on the interests of the respective roads.

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The committee understood this matter well, as well as any referees could be made to understand it. They knew what was the farthest point of extortion to which the A. & K. road could submit and save itself from bankruptcy.

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