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SIXTH ANNUAL REPORT

OF THE

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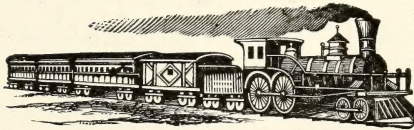
RAILROAD COMMISSIONERS

OF

NORTH CAROLINA,

FOR THE

Year Ending December 31, 1896.



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**North Carolina Railroad Commission.**

JAMES W. WILSON, CHAIRMAN;  
EUGENE C. BEDDINGFIELD,  
S. OTHO WILSON.

HENRY C. BROWN, CLERK.

# STATE OF NORTH CAROLINA.

## OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS.

RALEIGH, December 31, 1896.

To His Excellency ELIAS CARR,  
*Governor of North Carolina.*

SIR:—In compliance with law the Railroad Commissioners respectfully submit this their Sixth Annual Report.

Since our last report the mileage in the State has been increased as follows :

Caldwell and Northern.....	10.60 Miles.
Hendersonville and Brevard.....	21.60 “
Aberdeen and West End.....	7.25 “
Total Main Line mileage in North Carolina.....	3,445.43 “

The taxable property was increased during the year \$1,491,548. Prior to the organization of the Commission as a Board of Appraisers the valuation of the railroad property in the State was placed at \$12,424,540. The valuation for the year 1896 is \$26,576,096.99, an increase since the establishment of the Commission of \$14,151,556.99.

From this it appears that about one-eighth of the taxes of the State is paid by the railroad companies.

All complaints, however trivial, have been adjusted by the Commission to the satisfaction of the complainants as well as to the corporations, as is shown by the fact that no appeal has ever been taken from its rulings. The number of complaints have been very small, considering the vast amount of business done by the parties interested, and in no case was it shown that the matter complained of resulted from an intentional disregard of the laws of the State or the rules of the Commission, but simply clerical errors.

The business of the country was during the year greatly disturbed by a war of rates. As a general rule these reduced rates applied to competitive points outside of this State only. To prevent this discrimination the Railroad Commission had notices served upon all the companies having a cut rate in force, to appear before it and show cause why these low rates should not cover all points in this State on the respective roads and be made permanent, and also to reduce the local rates in this State in the same proportion. From



investigation made, it appeared to the Commission that the rates now in force were "just and reasonable," and such as were contemplated in the Act creating the Commission, and that the continued war meant only ruin to their respective corporations.

The following tables, compiled from the reports of the Inter-State Commission and such State reports as were accessible, are given, showing the basis from which our conclusions were drawn :

### STATEMENT OF PASSENGER EARNINGS.

Passengers carried One Mile, Average Earnings per Passenger per Mile, and Average Passenger Earnings and Traffic per Mile of Railroad operated by Southern Railway, Atlantic Coast Line, Seaboard Air-Line and Cape Fear and Yadkin Valley Railway System of Roads in the State of North Carolina for year ending June 30, 1896, as compared with similar statistics for railroads in various sections of the United States, as shown in the latest reports of the Inter-State Commerce Commission and in the latest Annual Reports of the various Railroad Companies :

	Miles Operated.	Earnings From Passengers.	Passengers One Mile.	Average Receipts Per Passenger Per Mile.	Average Number of Passengers Carried One Mile Per Mile of Road.	Average Passenger Receipts Per Mile of Railroad.
Atlantic Coast Line in N.C.	2,730	\$ 2,187,860	98,964,586	\$ 2.21	36,250	\$ 801 41
So. Railway Lines in N. C.						
Seaboard Air-Line in N. C.						
C. F. & Yadkin Val. in N.C.						
Inter State Commerce Commission Report:						
Group I. ....	7,647	33,818,010	1,840,255,488	1.838	240,642	4,422 00
Group II. ....	20,365	66,316,844	3,630,186,756	1.818	178,248	3,256 00
Group III.....	22,923	37,116,919	1,755,513,456	2.082	76,582	1,663 00
Group IV.....	10,676	9,020,326	384,104,655	2.362	35,978	845 00
Group V.....	18,944	16,777,222	700,953,004	2.364	37,001	886 00
Group VI.....	41,333	43,715,287	1,919,267,555	2.198	46,321	1,057 00

#### DEFINITION OF TERRITORIAL GROUPS, AS ABOVE :

- Group I. New England States.
- Group II. Middle States, North of Ohio River and East of the Alleghany Mountains.
- Group III. Middle Western States, North of Ohio River and East of Illinois.
- Group IV. Virginia, North Carolina, South Carolina and part of West Virginia.
- Group V. All other Southern States South of the Ohio and East of the Mississippi River.
- Group VI. Illinois, Wisconsin, Minnesota, Iowa and parts of Missouri and of the Dakotas.

It is clear, from the above statement, that railroads comprising Group IV. (within the States of Virginia, part of West Virginia, and North and South Carolina) handled a very much smaller passenger business per mile of railroad than the railroads in any other section of the United States east of the Mississippi and Missouri rivers. On the other hand, the average receipts per passenger per mile in Group IV. are only slightly in excess of the receipts in other sections of the country where the volume of traffic per mile of road is from two to seven times as great as in Group IV.

The same conclusion applies to the passenger earnings of the lines of the three leading systems in North Carolina, the average rate per passenger per mile obtained being somewhat less than the average rates upon all railroads in Group IV.

It must be borne in mind that in arriving at the average rates in Groups I., II., III. and VI. there is included a very large amount of commutation passenger business between large cities and their suburbs at very low rates. Eliminating this class of business, the averages would be much higher than those shown.

A statement which follows shows local rates in different States, varying from 4 cents per mile in Florida to 3 cents in Pennsylvania and  $2\frac{3}{4}$  cents in Massachusetts. When it is considered that the population in Massachusetts is 309 per square mile and of Pennsylvania 123 per square mile, as compared with a population of only 33 per square mile in North Carolina, the established rates of  $3\frac{1}{4}$  first-class and  $2\frac{3}{4}$  cents second-class in this State are certainly relatively very much lower than the rates of 3 cents and  $2\frac{3}{4}$  cents respectively in Pennsylvania and Massachusetts.

Comparing the passenger traffic of important railroads of the North and West with the traffic of the roads in North Carolina, it will be seen that the passenger rates charged in this State are now very much lower, in proportion to the volume of traffic, than the rates in other sections of the country.

The roads of Southern Railway, Atlantic Coast Line, Seaboard Air-Line and Cape Fear and Yadkin Valley in North Carolina during the year 1895-6 handled 36,250 passengers per mile of road, from which the earnings were \$801.41 per mile of road, and the average rate of fare 2.21 cents per mile.



The Pennsylvania Railroad Division of the Pennsylvania Railroad Company carried 205,211 passengers per mile of road, or nearly six times as many as the roads in North Carolina, and earned from this source \$4,118 per mile of road, or five times as much as the roads in North Carolina. Yet in spite of the enormous volume of traffic handled by the Pennsylvania Railroad the latter company receives a local rate of fare between Philadelphia and New York of 2.778 cents per passenger per mile, which is in excess of the second-class local rate charged in North Carolina. There is no second-class rate in Pennsylvania.

The rate between Washington and New York, a distance of 225 miles, is \$6,50, or 2.876 cents per mile.

The average rate obtained for the carriage of all passengers, including suburban and commutation passengers, on the Pennsylvania Railroad Division, for the year 1895, was 2 007 cents, which is only about 10 per cent. less than the average obtained by the railroads in North Carolina, while the volume of traffic handled by the Pennsylvania Railroad, as above stated, was five times as great per mile of road as the volume handled by the roads in North Carolina.

The New York Central Railroad, while on its main line a local rate of two cents per mile is charged, is able to earn from passenger business \$5,722 per mile of road, or nearly six times as much as the roads mentioned above, and handles an average of 302,000 passengers per mile of road, which is seven times the volume of passenger business handled by these companies.

The Chicago, Milwaukee and St. Paul Railway, operating 6,150 miles of railroad, earned last year from passengers \$6,147,878, carried 260,821,497 passengers one mile, being 42,410 passengers per mile of road, and about \$1,000 earnings per mile of road, the last two items being more than the traffic and earnings per mile of road of the roads in North Carolina. The average rate per passenger per mile, however, obtained by the Chicago, Milwaukee and St. Paul was 2.357 cents, or nearly 7 per cent. more than the average rates obtained by the railroads in North Carolina.

## PASSENGER RATES ON THE LARGE SYSTEMS IN DIFFERENT STATES.

ALABAMA.	Louisville & Nashville R. R.	3c.
	Memphis & Charleston.	3c.
	Central of Georgia.	3c.
ARKANSAS.	St. L., I. M. & S. Ry.	3c.
	St. Louis Southwestern Ry.	3c.
	Little Rock & Memphis.	3c.
FLORIDA.	Plant System.	4c.
	Florida Central & Peninsular.	4c.
	Florida East Coast.	4c.
GEORGIA.	Western & Atlantic.	3c.
	Central of Georgia.	3c.
	Plant System.	3c.
ILLINOIS.	Illinois Central.	3c.
	Wabash R. R.	3c.
	Vandalia Line.	3c.
IOWA.	Iowa Central R. R.	3c.
	Chicago & Northwestern.	3c.
	Chicago, Rock Island & Peoria.	3c.
KENTUCKY.	Louisville & Nashville.	3c. and 4c. some parts.
	Cinti., New Orleans & Texas Pac.	3c.
	Chesapeake & Ohio.	3c.
LOUISIANA.	So. Pacific.	3c. and 4c. and 5c. on branches.
	Texas & Pacific Ry.	3c.
	New Orleans & Northwestern.	3c.
MASSACHUSETTS.	Fitchburg Ry.	2½c. and 2¼c.
	Boston & Albany.	2¼c.
	N. Y., N. H. & H. R. Ry.	2½c.
MISSISSIPPI.	Illinois Central.	3c.
	New Orleans & Northwestern.	3c.
	Mobile & Ohio.	3c.
NORTH CAROLINA.	Southern Railway.	3¼ 1st class, 2¾ 2nd class.
	Seaboard Air-Line.	3¼ 1st class, 2¾ 2nd class.
	Atlantic Coast Line.	3¼ 1st class, 2¾ 2nd class.
	C. F. & Y. V.	3¼ 1st class, 2¾ 2nd class.
OHIO.	Baltimore & Ohio.	3c.
	Pennsylvania Co.	3c.
	Cinti., Hamilton & Dayton.	3c.



## PENNSYLVANIA.

Pennsylvania R. R.	3c.
Baltimore & Ohio.	3c.
Philadelphia & Reading.	3c.

## SOUTH CAROLINA.

Florida Central & Peninsular.	3¼ 1st class, 2¼ 2nd class.
South Carolina & Augusta.	3¼ 1st class, 2¼ 2nd class.
Seaboard Air-Line.	3¼ 1st class, 2¼ 2nd class.

## TENNESSEE.

Illinois Central.	3c.
Louisville & Nashville.	3c.
Nashville, Chattanooga & St. Louis.	3c.

## TEXAS.

Texas & Pacific.	3c.
Southern Pacific.	3c.
Houston & Texas Central.	3c.

## VIRGINIA.

Norfolk & Western.	3c. and 3½c.
Chesapeake & Ohio.	3c.
Rich., Frederick. & Potomac.	3c.

In our former reports the attention of your Excellency has been called to some decisions of the Supreme Court, rendering some amendments to the Act creating the Commission absolutely necessary for the proper enforcement of the law.

All the decisions, rendered since our last report, together with the orders and circulars issued, appear herewith; also the valuation of the railroads, under the Act constituting the Commission a Board of Appraisers.

Respectfully submitted,

J. W. WILSON, *Chairman*,  
 E. C. BEDDINGFIELD,  
 S. OTHO WILSON,  
*Commissioners.*

H. C. BROWN, *Clerk.*

# RAILROAD COMMISSION ACT.

[AS AMENDED.]

**AN ACT TO PROVIDE FOR THE GENERAL SUPERVISION OF RAILROADS, STEAMBOAT OR CANAL COMPANIES, EXPRESS AND TELEGRAPH COMPANIES DOING BUSINESS IN THE STATE OF NORTH CAROLINA.**

*The General Assembly of North Carolina do enact :*

SECTION 1. That there shall be three Commissioners elected by the General Assembly to carry out the provisions of this act, and no member of this General Assembly shall be eligible for the position of Railroad Commissioner. The term of office of said Commissioners shall begin on the first day of April next after their election and shall continue for six years, but the terms of office of the Commissioners first elected, which shall be by the General Assembly, shall be as follows: one for two years, one for four years and one for six years. The General Assembly next preceding the expiration of the term of office of any of said Commissioners shall elect his successor. In case of vacancy the Governor shall appoint to such vacancy, and his appointee shall hold until the qualification of his successor, who shall be elected by the General Assembly that convenes next after the vacancy has taken place, and the person then chosen shall hold the office for the unexpired term. The said Commissioners, in addition to the oath to support the Constitution and laws of the United States and the Constitution and laws of the State of North Carolina, shall take, to be administered by one of the Judges of the Supreme Court, the following oath of office, which oath shall be signed by said Commissioner and attested by said Judge and recorded in the office of the Secretary of State: "I do solemnly swear (or affirm) that I am not the owner of any steamboat or of any stock or bond of any railroad or other transportation company, express or telegraph company, or the agent or attorney or employee of such com-

General Assembly to elect three Commissioners. Member of General Assembly ineligible.

Term of office.

Vacancies.

Oath.



pany; that I have no interest in any way in any such company, and that I will well and faithfully execute the duties of my office of Railroad Commissioner to the best of my knowledge and ability, without fear, favor or malice, or reward or hope of reward: so help me God."

Qualifications of Commissioners.

Said Commissioners shall not jointly, or severally, or in any way, be the holder of any stock or bond, or be the agent or attorney or employee of any such company, or have any interest in any way in such company, and shall so continue during the term of his office, and in case any Commissioner shall as distributee or legatee, or in any other way, have or become entitled to any stock or bonds or interest therein of any such company he shall at once

Suspension from office by Governor.

dispose of the same; and in case any Commissioner shall fail in this, or in case any one of them shall become disqualified to act, then it shall be the duty of the Governor to suspend him from office, and to report the fact of his suspension, together with the reason therefor, to the next General Assembly, and the question of his removal from office shall be determined by a majority of the General Assembly in joint session. In any case of suspension the

Vacancy.

General Assembly to determine question of suspension.

Governor shall fill the vacancy, and if the General Assembly shall determine that the Commissioner suspended shall be removed, then the appointee of the Governor shall hold until his successor is elected and qualified as hereinbefore provided, but if the General Assembly shall determine that the suspended Commissioner shall not be removed from his office, then the effect shall be to reinstate him in said office. The person discharging the duties of said office shall be entitled to a salary for the time he is so engaged, but a Commissioner who is suspended shall be allowed the salary during his suspension in case he should be reinstated by the next General Assembly: *Provided*, that no person is eligible as such

Reinstatement.

Salary during term of suspension.

Commissioner who shall have been an attorney of any such company within twelve months next preceding his election to such office.

Attorneys of companies ineligible.

SEC. 2. That the salary of the Commissioners shall be Salary of Commissioners. two thousand dollars per annum, payable annually by the public Treasurer on the warrant of the Auditor, and they may employ a Clerk whose salary shall be twelve hundred dollars, which shall be paid quarterly on the warrant of the Auditor out of any funds not otherwise appropriated. The office of said Commissioners shall be kept in Raleigh, and they shall be furnished with an office, necessary furniture and stationery, which shall be paid for by the public Treasurer on the warrant of the Auditor. Clerk. Any one of said Commissioners shall have power to administer an oath or affirmation in any and all matters relating to their official duties. Office to be in Raleigh. The General Assembly shall designate the chairman of said Commissioners, and in the event of the vacancy or the absence of the chairman, the Board of Commissioners shall fill the vacancy Commissioners authorized to administer oaths *pro tem*. Any two Commissioners shall constitute a General Assembly to designate chairman. quorum for the transaction of business. Quorum.

SEC. 3. That from and after the passage of this act if any railroad doing business in this State, or any such company organized under the laws of any other State and doing business in this State, shall charge, collect, demand or receive more than a fair and reasonable rate of toll or compensation for the transportation of passengers or freight of any description, or for the use and transportation of any railroad car upon its track, or any of the branches thereof, or upon any railroad in this State which has the right, license or permission to use, operate or control the same, shall be deemed guilty of extortion, and upon conviction thereof shall be fined not less than five hundred nor more than five thousand dollars, to be Railroad company charging unreasonable rates, &c., guilty of extortion. recovered as provided for in section seven of this act. Penalty.

SEC. 4. That if any common carrier subject to the provisions of this act shall directly or indirectly, by any special rate, rebate, drawback or other device, charge, demand, collect or receive from any person or persons a greater or less compensation for any service rendered or Common carriers demanding, &c., greater or less compensation for transportation from one person than another, guilty of unjust discrimination.



to be rendered in the transportation of passengers or property subject to the provisions of this act than it charges, demands or collects or receives from any other person or persons for doing for him or them a like and contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions, such common carrier shall be deemed guilty of unjust discrimination, which is hereby prohibited and declared to be unlawful. That it shall be unlawful for any common carrier subject to the provisions of this act to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation or locality, or any particular description of traffic in any respect whatsoever, or to subject any particular person, company, firm, corporation or locality, or any particular description of traffic to any undue or unreasonable prejudice or disadvantage in any respect whatsoever, and any person, persons, company or corporation violating the provisions of this section shall be, upon conviction thereof, fined not less than one thousand nor more than five thousand dollars for each and every such offence.

Unlawful to give undue preference, &c.

Penalty.

Commissioners to make rates of freight and passenger tariff, etc.

SEC. 5. That the said Commissioners appointed as hereinbefore provided, shall, as hereinafter provided, make reasonable and just rates of freight and passenger tariffs, or cause the same to be furnished by any railroad company, and the same, when approved by said Commissioners, shall be observed by such company or companies doing business in this State; and in making said rates they shall, unless such railroad company or companies shall fail to furnish the needed information, consider, as far as practicable, the actual value of the employed capital of the corporation, the earnings of the railroad and the cost of operating the same, the competition of rival lines of water and railroad transportation companies within the State, and any and all other matters proper

What to consider in making rates.

to be considered by them; shall make reasonable and just rules and regulations to be observed by all railroad companies doing business in this State as to charges at any and all stations for the necessary handling and delivering of freight; shall make such just and reasonable rules and regulations as may be necessary for preventing the careless handling of and damage to any parcel of baggage to which a check may be affixed as provided in section 1970 of *The Code* of North Carolina, unjust discrimination in the transportation of freight and passengers on the railroads in the State; shall make reasonable and just rates of charges for use of railroad cars carrying any and all kinds of freight and passengers on said railroad, no matter by whom owned or carried; and shall make just and reasonable rules and regulations to be observed by said railroad companies on said railroads to prevent the giving, paying or receiving of any rebate or bonus directly or indirectly, and from misleading or deceiving the public in any manner as to the real rates charged for freight or passengers; and may make or cause to be furnished by the several roads joint through rates upon the railroads of the State; and shall make all just and reasonable rules, regulations and orders as may be necessary for carrying into effect the provisions of this act. Any company refusing to comply with any rule, regulation or order of the said Railroad Commission made in pursuance of this section, shall incur a penalty, to be fixed as provided in section 20 of said Act of 1891, and all penalties fixed by the Railroad Commission in any case shall be recovered as provided in the tenth section of said Act of 1891. Whenever an action is instituted by the said Railroad Commission against any company, the cause shall be entitled, "State of North Carolina on the relation of the Railroad Commission against said company," and whenever such action is instituted upon the complaint of any injured person or corporation the case shall be entitled,

To make rules as to charges for handling freight and baggage.

As to unjust discriminations.

As to charges for carrying freight and passengers.

To prevent giving rebate, &c.

Joint through rates.

Penalty for violation of this section.



“State of North Carolina on the relation of the Railroad Commission, upon the complaint of such injured person or corporation against said company.”

Unlawful to charge more for shorter than long distance, &c.

SEC. 6. That it shall be unlawful for any common carrier, subject to the provisions of this act to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kind of property under substantially similar circumstances and conditions, for a shorter than for a longer distance over the same line, in the same direction, the shorter being included within the longer distance; but this shall not be construed as authorizing any common carrier within

Not to charge as much for short as long distances.

Special cases.

the terms of this act to charge and receive as great compensation for a shorter as for a longer distance: *Provided, however*, that upon application to the Commission appointed under the provisions of this act such common carrier may, in special cases, after investigation by the Commission, be authorized to charge less for longer than for shorter distances for the transportation of passengers or property; and the Commission may, from time to time, prescribe the extent to which such designated common carrier may be relieved from the operation of this section of this act: *Provided*, that nothing in this act contained shall be taken as in any manner abridging

Relief from operation of this section.

Inter-State transportation of freight.

or controlling the rates of freight charged by any railroad in this State for conveying freight which comes from or goes beyond the boundaries of the State, and on which freight less than local rates on any railroad carrying the same are charged by such railroads, but said railroad companies shall possess the same power and right to charge such rates for carrying such freight as they possessed before the passage of this act: *Provided further, however*, that upon the complaint of any person or persons, corporation or corporations, to said Commissioners of any unjust discrimination in carrying freight which comes from or goes beyond the boundaries of the State by any railroad company, whether organized

To investigate complaints as to Inter-State rates of freight, and bring to attention of Inter-State Commerce Commission.



under the laws of this State or organized under the laws of another State and doing business in this State, the said Commissioners shall investigate said complaint, and, if the same be sustained, it shall be the duty of said Commissioners to bring said complaint before the Interstate Commission for redress in accordance with the provisions of the act of Congress establishing said Interstate Commerce Commission: *Provided further*, that the Railroad Commissioners conjointly with such companies shall have authority to make special rates for the purpose of developing all manufacturing, mining, milling and internal improvements in the State: *Provided further*, that nothing in this act shall prohibit railroad or steamboat companies from making special passenger rates with excursion or other parties, also rates on such freights as are necessary for the comfort of such parties, subject to the approval of the Commissioners.

Special rates for development of manufacturing, &c., improvements.

Special excursion rates, &c.

SEC. 7. That the said Commissioners are hereby authorized and required to make for each of the said companies doing business in this State, as soon as practicable, just and reasonable rates of charges for transportation of passengers and freights and cars on each of the railroads, or cause the same to be made by said companies, and the schedule containing said rates shall, in suits brought against any such company wherein is involved the charges of any such company for the transportation of any passenger or freight or cars, or unjust discrimination in relation thereto, be taken in all Courts of this State as *prima facie* evidence that the rates therein fixed are just and reasonable rates of charges for the transportation of passengers and freights and cars upon the railroads; and said Commissioners shall from time to time, and as often as circumstances may require, change and revise or cause to be changed and revised said schedules. When any schedule shall have been made or revised as aforesaid it shall be the duty of all such companies to post at all their respective stations

Commissioners to make rates of charges for transportation of passengers and freight.

Schedule to be *prima facie* evidence of justice and reasonableness of rates.

Change of schedules.

Companies to post schedules at stations.

Schedules to be *prima facie* evidence, &c.

Appeal by company.

Exceptions to be filed.

Notice of appeal.

Commissioners to transmit record, &c.

Appeal to have precedence.

How tried.

Appeals heard in chambers by consent.

in a conspicuous place a copy of said schedule for the information of the people. All such schedules as aforesaid shall be received and held in all such suits as *prima facie* evidence the schedules of said Commissioners, without further proof than the production of the schedules desired to be used as evidence, with a certificate of the Commissioners that the same is a true copy of the schedule prepared or approved by them for the railroad company or corporation therein named: *Provided*, that any company may appeal to the Judge of the Superior Court in term-time and thence to the Supreme Court from any determination of the Board fixing or refusing to change the rate of freight or fare; but before such company shall be allowed to exercise this right of appeal, it shall, within ten days after notice of the rates fixed by the Commissioners, file with the Board exceptions to the particulars that it objects to, and the grounds thereof, and within ten days after filing such exception the Commissioners shall hear the same, and if they shall overrule any one of said exceptions, then such corporation, if it desires to appeal to said Superior Court, shall, within ten days thereafter, give notice of appeal to said Superior Court, and the said Commissioners shall thereupon transmit to the Superior Court of some county most convenient to all parties interested in said appeal a record of their determinations of the rates of said corporation, with the exception of the company and their decisions thereon, and all the papers and evidence considered by them in making their decision. The said cause shall be placed on the civil issue docket of said Court and shall have precedence of other civil actions, and shall be tried under the same rules and regulations as are prescribed for the trial of other civil causes, except that the rates fixed by the Commissioners shall be *prima facie* just and fair: *Provided*, the appeal may, by consent of the Commissioners and the company,



be heard and determined in chambers before any Judge of a district through or into which the railroad may extend, or any Judge holding Court therein. The cause shall be entitled "State of North Carolina on the relation of the Railroad Commissioners against such company." Either party may appeal to the Supreme Court from the judgment of the Superior Court under the same rules and regulations as prescribed by law for appeal, except that the State of North Carolina, if it shall appeal, shall not be required to give an undertaking or make any deposits to secure the cost of such appeal; and such Court may advance the cause on their docket so as to give the same a speedy hearing: *Provided*, that the rates of freight and fare fixed by the Commissioners shall be and remain the established rates, and shall be so observed and regarded by such corporations, until the same shall be changed, reversed or modified by the judgment of the Superior Court, unless the railroad company shall, within fifteen days, file with said Commissioners a justified undertaking (in a sum to be fixed by said Commissioners) conditioned to pay into the Treasury of North Carolina the difference between the aggregate freights charged or received and those fixed by said Commissioners, and to make a report of freights charged or received every three months during the pendency of such appeal, and whenever the aforesaid difference in freights equals or exceeds the penalty of such undertaking or undertakings, said Commissioners may require another to be executed and filed with them. From the time the undertaking first mentioned is filed as aforesaid, the judgment appealed from shall be vacated, but a failure for ten days to file any additional undertaking required as aforesaid by said Commissioners shall *eo instanti* revive such judgment. Out of the funds paid into said Treasury under this section shall be refunded to shippers the overpaid freight ascertained by the final

Title of cause.

Appeal to Supreme Court.

Advancement of cause on docket.

Rates fixed by Commissioners to remain until reversed on appeal, unless company files undertaking, &amp;c.

Additional undertaking.

Judgment vacated on filing of undertaking.

Judgment revived on failure to file additional undertaking.

Refunding to shippers.

determination of the appeal, on the recommendation of said Commissioners: *Provided*, application therefor is made within one year from such final determination.

Proviso. Said undertaking shall be payable to the State of North Carolina and sued on as other undertakings which are payable to said State: *And provided further*, that such rates fixed by the Commissioners, when approved or confirmed by the judgment of the Superior Court, shall be and remain the established rates and shall be so observed and regarded by such corporation until the same shall be changed, revised or modified by the final judgment of the Supreme Court if there shall be an appeal thereto. No Judge shall grant an injunction, restraining order or other process staying or affecting, during the pending of such appeal, the enforcement of any such determination of the said Board fixing rates or fares without requiring as a condition precedent the executing and filing with said Board a justified undertaking in the sum of not less than twenty-five thousand dollars for all companies whose road is of less length than fifty miles and fifty thousand dollars for companies whose road is over fifty miles in length, conditioned that the company will make and file with said Board a sworn statement every three months, during the pending of said appeal, of the items of freight, with names of shippers, carried over said company's road within the preceding ninety days, showing the freights charged and those fixed by said Board, and that in the event the determination of said Board appealed from is affirmed in part or in whole the said company shall within thirty days pay into the Treasury of North Carolina the aggregate difference between the freights collected and those fixed by the final determination of the matter appealed. Whenever the aggregate difference between the freights collected and those fixed by the Board shall equal or exceed the sum specified in said undertaking, the said Board shall notify the appellant or appellants that

Suit on undertaking.

Rates, when approved on appeal to Superior Court to be established rates, until reversed on appeal to Supreme Court.

No Judge to grant injunction unless requiring undertaking to be filed with Commissioners, &c.

Conditions of undertaking.

Additional undertaking.



another justified undertaking in like sum and with the same conditions as aforesaid is required to be executed and filed with said Board. A failure to file with said Board the sworn statement provided for in this section or any one of them when more than one is required or asked for, or a failure to give an additional undertaking when required within fifteen days from notice so to do, shall vacate and render null and void any restraining order, injunction or other process to stay the enforcement of any determination of said Board as to schedules of rates, etc. When any of the conditions of such undertaking or undertakings are broken the said undertaking or undertakings may be sued on and enforced in the name of the State of North Carolina on the relation of the Attorney General by summons returnable to the Superior Court of any county in the State at a regular term thereof. In cases where the sworn statements herein required to be made are not made, the whole penalty of the undertaking or undertakings shall be enforced and paid into the State Treasury. The sums paid into the Treasury under the provisions of this section shall be used to reimburse the shippers of freights for the excess of freights paid over what should have been paid, such reimbursements to be made on recommendation of said Board: *Provided*, application therefor is made within one year after the determination of the appeal in which the undertaking or undertakings were given. The recovery in each undertaking shall be applied as aforesaid to such excess of freights as is paid during the period covered by such undertaking. The Solicitor of the district shall prosecute the action in his Court on behalf of the State, and shall be allowed such fees, to be taxed in the bill of costs, as the Court may order; and the Attorney General shall prosecute on appeal to the Supreme Court on behalf of the State and shall be allowed such fees, to be taxed in the bill of

When injunction to be deemed vacated, &c.

Action on undertaking.

Reimbursement of shippers.

Proviso.

Application of recovery on undertaking.

Solicitor to prosecute action.

Attorney General to prosecute on appeal to Supreme Court.



Companies to file schedule of rates with Commissioners within thirty days after organization.

Commissioners to publish.

Duties of Commissioners.

Empowered to examine officers &c., under oath, &c.

Contracts between railroad companies as to rates to be submitted to Commissioners, &c.

costs, as the Court shall allow. Each railroad corporation or other company as hereinbefore named shall, within thirty days after the organization of the Commissioners, file with said Commissioners a schedule of their rates of charges for freight and passenger tariffs, and the said Commissioners are authorized and required to publish the said rates or a summary thereof in some convenient form for the information of the public and quarterly thereafter the changes made in said schedules if they deem it advisable.

SEC. 8. That it shall be the duty of said Commissioners in the discharge of their duties under this act to investigate the books and papers of all the railroad companies doing business in the State, to ascertain if the rules and regulations aforesaid have been complied with and to make personal visitations of railroad offices, stations and other places of business for the purpose of examination and to make rules and regulations concerning such examinations, which rules and regulations shall be observed and obeyed as other rules and regulations. Said Commissioners shall have full power and authority to examine all officers, agents and employees of said railroad companies and other persons, under oath or otherwise, in order to procure the necessary information to make just and reasonable rates of freight and passenger tariffs and to ascertain if such rules and regulations are observed or violated, and to make necessary and proper rules and regulations concerning such examinations, and which rules and regulations herein provided for shall be obeyed and enforced as all other rules and regulations provided for in this act.

SEC. 9. That all contracts and agreements between railroad companies doing business in this State as to rates of freight and passenger tariffs shall be submitted to said Commissioners for inspection and correction that it may be seen whether or not they are a violation of law or of the provisions of this act, or of the rules and

regulations of said Commissioners; and all arrangements and agreements whatever as to the division of earnings of any kind by competing railroad companies doing business in this State shall be submitted to said Commissioners for inspection and approval in so far as they affect rules and regulations made by said Commissioners to secure to all persons doing business with said companies just and reasonable rates of freight and passenger tariffs, and said Commissioners may make such rules and regulations as to such contracts and agreements as may then be deemed necessary and proper, and any such agreements not approved by such Commissioners, or by virtue of which rates shall be charged exceeding the rates fixed for freight and passengers, shall be deemed, held and taken to be violations of this act and shall be illegal and void.

Arrangements, &c., for division of earnings to be submitted, &c.

Commissioners to make necessary rules, &c.

Agreement not approved by Commissioners to be deemed violation of this act.

SEC. 10. That if any railroad company doing business in this State by its agents or employees shall be guilty of a violation of the rules and regulations provided and prescribed by said Commissioners, and if, after due notice of such violation, given to the principal officer thereof, if residing in the State, and if not, to the manager, or superintendent, or secretary, or treasurer, if residing in the State, and if not, then to any local agent thereof, ample and full recompense for the wrong or injury done thereby to any person or corporation as may be directed by said Commissioners shall not be made within thirty days from the time of such notice, such company shall incur a penalty for each offence of not less than fifty dollars nor more than five thousand dollars, to be fixed by the judge of the court in which such action shall be tried. An action for the recovery of such penalties shall lie in any county in the State where such violation has occurred or wrong has been perpetrated, and shall be in the name of the State of North Carolina. The Commissioners shall institute such action through the Attorney General or Solicitor

Penalty against company violating rules and failing to make recompense.

Action to recover penalty.

Commissioners to institute action.



Fees of Attorney General or Solicitor. of the judicial district in which violation has occurred, whose fees shall be fixed by the judge of the court in which said action shall be determined, and said fees shall be taxed in the bill of costs.

Action by person injured by violation by railroad company of rules provided by Commissioners. SEC. 11. That if any railroad company doing business in this State shall, in violation of any rule or regulation provided by the Commissioners aforesaid, inflict any wrong or injury on any person, such person shall have a right of action and recovery for such wrong or injury in the county where the same was done or where the plaintiff resides, in any court having jurisdiction thereof, and the damages to be recovered shall be the

Exemplary damages. same as an action between individuals, except that in case of wilful violation of law such railroad companies shall be liable to exemplary damages: *Provided*, that

Suits to be brought within twelve months. If person killed, time when no administration not to be counted, if letters of administration taken out in one year. all suits under this act shall be brought within twelve months after the commission of the alleged wrong or injury: *Provided further*, that if an individual is killed, the time during which there is no administration shall not be counted: *Provided*, letters of administration are taken out within one year from the killing.

Rules of evidence SEC. 12. That in all cases under the provisions of this act the rules of evidence shall be the same as in civil actions, except as provided by this act. All fines

Fines payable into State Treasury. recovered under the provisions of this act shall be paid into the State Treasury to be used for such purposes as the General Assembly may provide. The remedies

Remedies cumulative. hereby given the persons injured shall be regarded as cumulative to the remedies now given or may be given by law against railroad corporations, and this act shall not be construed as repealing any statute giving such remedies.

No statutes giving remedies against railroads repealed.

Meaning of "such companies" and "railroad company." SEC. 13. That the terms "such companies" or "railroad company" contained in this act shall be deemed and taken to mean all corporations, companies or individuals now owning or operating, or which may hereafter own



or operate, any railroad, steamboat, canal, express business or telegraph and telephone line, in whole or in part in this State, and the provisions of this act shall apply as far as applicable to all persons, firms and companies, and to all associations or persons, whether incorporated or otherwise, that shall do business as common carriers in this State (street railways excepted) the same as railroad corporations hereinbefore mentioned.

To whom provisions of this act applicable.

SEC. 14. That all railroad companies in this State shall, on demand, issue duplicate freight receipts to shippers, in which shall be stated the class or classes of freight shipped, the freight charges over the road giving the receipt, and, so far as practicable, shall state the freight charges over the roads that carry such freight. When the consignee presents the railroad receipt to the agent of the railroad that delivers such freight, such agent shall deliver the articles shipped upon payment of the rate charged for the class of freight mentioned in the receipt. If any railroad company shall violate the provisions of this statute, not otherwise provided for, such railroad company shall incur a penalty, to be fixed and collected as provided in section ten of this act.

Railroad companies to give duplicate freight receipts.

What to contain.

To deliver freight shipped.

Penalty for violation of this section.

SEC. 15. That it shall be the duty of the Commissioners herein provided for to make to the Governor annual reports of the transactions of their office, and to recommend, from time to time, such legislation as they may deem advisable under the provisions of this act, and the Governor shall have one thousand copies of such report printed for distribution.

Commissioners to make annual reports to Governor.

One thousand copies to be printed.

SEC. 16. That said Railroad Commissioners in making any examination for the purpose of obtaining information pursuant to this act shall have power to issue subpoenas for the attendance of witnesses by such rules as they may prescribe; and said witness shall receive for such attendance two dollars per day and five cents

Commissioners empowered to subpoena witnesses.

Witness fees.

per mile traveled by the nearest practicable route in going to and returning from the place of meeting of said Commissioners, to be ordered paid by the Governor upon presentation of subpoenas sworn to by the witnesses, as to the number of days served and miles traveled, before the Clerk of said Commissioners, who is hereby authorized to administer oaths. In case any person shall wilfully fail or refuse to obey such subpoenas, the Commissioners shall have power to issue an attachment for such witness and compel him to attend before the Commissioners and give his testimony upon such matters as shall be lawfully required by such Commissioners; and said Commissioners shall have power to punish, for contempt, as in other cases of refusal to obey the process and order of any court. The Clerk of said Commissioners may serve any notice issued by them, and his return thereof shall be evidence of said service; and it shall be the duty of the Sheriffs in the State to serve any process, subpoenas and notices issued by said Commissioners, and they shall be entitled therefor to the same fees as are prescribed, or may be prescribed, for serving summons issuing from the Superior Court, and they shall be liable to the same fines and penalties for failure to discharge their duties on that behalf.

**SEC. 17.** That every officer, agent or employee of any railroad company who shall wilfully neglect or refuse to make and furnish any report required by the Commissioners for the purpose of this act, or who shall wilfully or unlawfully hinder, delay or obstruct said Commissioners in the discharge of the duties hereby imposed upon them, shall forfeit and pay a sum not less than one hundred and not more than five thousand dollars for each offence, to be recovered in an action in the name of the State. A delay of ten days to make and furnish such report shall raise the presumption that the same was wilful.

**How paid.**

**Attachment against witness failing to attend.**

**Punishment for contempt.**

**Service of notices by Clerk.**

**Duty of Sheriffs to serve process.**

**Fees.**

**Liability to fines, &c.**

**Penalty against officer, &c., of railroad company wilfully failing to make report, &c.**

**How recovered.**

**Presumption of wilful failure.**



SEC. 18. That section one thousand nine hundred and sixty-one of The Code be amended by striking out all after the word "road" in the third line thereof, and all other laws and parts of laws which allow any railroad to charge [a greater] rate for freight or fare than shall be fixed by the said Commissioners are hereby repealed, and all laws and parts of laws inconsistent with the provisions of this act are hereby repealed.

Code, section 1961, amended.  
 Law prohibiting reduction of rates reducing profits to less than six per cent. repealed.  
 All laws allowing railroads to charge other rates than those fixed by Commissioners repealed.  
 Conflicting laws repealed.

SEC. 19. The Commissioners, whenever in their judgment any corporation has violated or neglected in any respect to comply with the terms of the act by which it was created, or with the provisions of any law of the State not provided for in this act, shall give notice thereof in writing to such corporations, and if the violation or neglect is continued after such notice, shall forthwith present the facts to the Attorney General, who shall take such proceedings thereon as he may deem expedient.

Commissioners to notify companies violating, &c., terms of this act, to present facts to Attorney General.

SEC. 20. The Commissioners, whenever they deem that repairs are necessary upon any railroad, or an addition to or change of its station or station-houses is reasonable and expedient in order to promote the security, convenience and accommodation of the public, shall in writing inform the corporation of the improvement and changes which it considers to be proper, and upon the failure or refusal of said corporation to comply with said requirement the said corporation shall be liable to the penalty of not less than fifty dollars nor more than two thousand dollars, in the discretion of said Commissioners.

Commissioners to notify companies in writing of necessary repairs, change of station, &c.

Penalty for failure to comply.

SEC. 21. A railroad corporation which has established and maintained for a year a passenger station or freight depot at a point upon its road shall not abandon such station or depot nor substantially diminish the accommodation furnished by the stopping of trains, except by consent of a majority of the Commissioners.

Railroad not to abandon station, &c., established for a year, &c., without consent of majority of Commissioners.



Railroad may relocate station, &c., with written approval of Commissioners.

SEC. 22. A railroad corporation may relocate passenger or freight depots with the approval, in writing, of the Commissioners.

Commissioners may require separate and equal accommodations for white and colored.

SEC. 23. That said Commissioners shall have power, whenever they deem it expedient and practicable, to require any railroad corporation operating a railroad or part of a railroad in this State to provide separate and equal accommodations for the white and colored races on the passenger trains, and also at the passenger stations or waiting-rooms in this State, and for failure to comply with the orders of said Commissioners made under this section the penalty prescribed in section twenty of this act shall be imposed.

Penalty for failure.

Common carriers to afford facilities for interchange of traffic, &c.

SEC. 24. All common carriers subject to the provisions of this act shall, according to their powers, afford all reasonable, proper and equal facilities for the interchange of traffic between their respective lines and for the forwarding and delivering of passengers and freights to and from their several lines and those connecting therewith, and shall not discriminate in their rates and charges against such connecting lines, and connecting lines shall be required to make as close connection as practicable for the convenience of the traveling public.

Connecting lines to make close connection.

To obey rules relating to trackage.

And said common carriers shall obey all rules and regulations made by said Commissioners relating to trackage. Any violation of the provisions of this section shall be punished at the discretion of said Commissioners by a fine of not less than five hundred dollars or exceeding five thousand dollars for each and every offence.

Penalty for violation of this section.

Carriage, &c., of property free or at reduced rates for United States State, &c., not prohibited.

SEC. 25. That nothing in this act shall prevent the carriage, storage or handling of property free or at reduced rates for the United States, State or municipal governments, or for charitable purposes, or to or from fairs or exhibitions for exhibition thereat, or the free carriage of destitute and homeless persons transported by charitable societies and the necessary agents employed

in such transportation, or the free transportation of persons traveling in the interest of orphan asylums or any department thereof, or the issuance of mileage, excursion or commutation passenger tickets; nothing in this act shall be construed to prohibit any common carrier from giving reduced rates to ministers of religion, or to municipal governments for the transportation of indigent persons, or to inmates of national homes or State homes for disabled volunteer soldiers and of soldiers and sailors' orphan homes, including those about to enter and those returning home after discharge, under arrangements with the boards of managers of said homes; nothing in this act shall be construed to prevent railroads from giving free carriage to their own officers and employees, or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers or employees; and nothing in this act contained shall in any way abridge or alter the remedies now existing at common-law or by statute, but the provisions of this act are in addition to such remedies: *Provided*, that the Commissioners shall have power to suspend any or all the provisions of this section after thirty days' notice to any company.

Mileage tickets, &c.  
Reduced rates to certain persons.

Free carriage to own officers, &c.

Interchange of passes.

Remedies at common law or by statute not abridged.

Commissioners empowered to suspend this section, &c.

SEC. 26. That said Commissioners are hereby authorized and required to make or cause to be made just and reasonable rates of charges for the transportation of packages by any express company or companies doing business in the State; also make or cause to be made just and reasonable rates of charges for the transmission of messages by any telegraph or telephone line or lines doing business in the State, and any such express or telegraph companies charging a higher rate than that fixed or approved by said Commissioners shall incur a penalty for each offence of not less than fifty dollars nor more than five hundred dollars for each offence,

Commissioners to make rates for transportation of packages by express companies.

To make rates for transmission of messages by telegraph lines.

Penalty for charging higher rates.



Action to recover penalty. and actions for the recovery of such penalties may be brought as provided for in section seven of this act, with reference to penalties incurred by railroad companies; that the provisions of section seven of this act in relation to the publication of schedules, the regulations governing the right of appeal, the regulations as to evidence with reference to railroad companies shall apply to express and telegraph companies.

Provisions of section 7 applicable to express and telegraph companies.

Subpœnas and notices, how issued and served.

SEC. 27. That all subpœnas for witnesses to appear before said Commissioners or before any one or more of said Commissioners, and notice to persons or corporations shall be issued by one of said Commissioners and be directed to any sheriff, constable or marshal of any city or town who shall execute the same in his bailiwick and make due return thereof as directed therein under the penalties prescribed by law for a failure to execute and return the process of any court; and if any person duly summoned to appear and testify before said Commissioners shall fail or refuse to testify without a lawful excuse, or shall refuse to answer any proper question propounded to him by said Commissioners in the discharge of duty, or shall conduct himself in a rude, disrespectful or disorderly manner before said Commissioners, or any of them, deliberating in the discharge of duty, such person shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be fined not less than fifty nor more than one thousand dollars.

Misdemeanor to fail to appear when summoned, &c., &c.

Penalty.

Expenses of Commissioners, how paid.

SEC. 28. That all the expenses of the Commissioners except as hereinbefore provided, including all necessary expenses for transportation incurred by the Commissioners or by their employees under their orders in making any investigation, or upon official business, or for any other purposes necessary for carrying out the provisions of this act shall be allowed, and the Auditor shall issue his warrant upon presentation of itemized vouchers therefor approved by the chairman of the Commission: *Pro-*

*vided*, that the expenses allowed under this section shall not exceed two thousand dollars annually: *And provided further*, whenever by reason of extraordinary efficiency or fitness that may be required to discharge the duties of the office of the clerk properly, efficiently and satisfactorily to the Commissioners, and the amount provided for in section two of this act should be inadequate to obtain this service, and not otherwise, the Commissioners may allow and pay to the clerk of said Commission out of the remainder of said fund an extra allowance not exceeding twenty-five per centum above his regular salary in such manner as in their judgment they may deem expedient.

Not to exceed \$2,000 annually.

SEC. 29. That the fiscal year to which all reports shall be made which may be required of any railroad or transportation company by the Commissioners under this act shall be the thirtieth of June, as now fixed by law by the Interstate Commission of the United States: *Provided*, that from all decisions or determinations arising under the operation or enforcement of this act the party or corporation affected thereby shall be entitled to appeal therefrom as provided in section seven of this act, and when no exception is made to the facts as found by the Railroad Commission, then the appeal shall be taken direct to the Supreme Court.

Fiscal year.

Right of appeal.

When to be taken to Supreme Court.

SEC. 30. The Commissioners may investigate the causes of any accident on a railroad resulting in the loss of life, and of any accident, not so resulting, which they may deem to require investigation.

Commissioners authorized to investigate causes of railroad accidents.

SEC. 31. Whenever any company or corporation embraced in this act has a controversy or controversies with another such company or corporation, or person or persons, and all the parties to such controversy agree in writing to submit such controversy to the Railroad Commissioners aforesaid as arbitrators, said Commissioners shall act as such, and after due notice to all parties

Arbitration of controversies by Commissioners.



interested shall proceed to hear the same, and their award shall be final. Said award, in cases where land or an interest in land is concerned, shall immediately be certified to the Clerk of the Superior Court of the county in which said land is situated and shall by such Clerk be docketed in the judgment docket for said county, and from such docketing shall be a judgment of the Superior Court of such county. Before such arbitrators parties may appear in person or by attorney.

Award to be final  
To be docketed  
and have force of  
judgment.

Parties to arbitration  
may appear by attorney.

Inconsistent  
laws repealed.

SEC. 32. That all laws and clauses of [laws] inconsistent with the provisions of this act are hereby repealed.

When act to  
take effect.

SEC. 33. That this act shall go into effect on and after the first day of April, eighteen hundred and ninety-one. Ratified the 5th day of March, A. D. 1891.

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#### ASSESSMENT ACT—CHAPTER 119, LAWS 1895.

Railroad Commissioners to  
constitute Board  
of Appraisers for  
railroad, telegraph,  
&c., companies.

SECTION 42. The Commissioners elected from time to time under the authority of "An act to provide for the general supervision of railroads, steamboat and canal companies, express and telegraph companies doing business in the State of North Carolina," shall constitute a board of appraisers and assessors for railroad, telegraph, canal and steamboat companies.

President or  
other officer to  
make returns to  
board.

SEC. 43. The president, secretary, superintendent or other principal accounting officer within this State of every telegraph and railroad company, whether incorporated by any law of this State or not, shall return to said Commissioners for assessment and taxation, verified by the oath or affirmation of the officer making the return, all the following described property belonging to such corporation on the first day of June of each year within this State, viz., the number of miles of such telegraph and railroad lines in each county in this State and the total number of miles in the State, including the road-bed, right-of-way and superstructures thereon,

What property  
to be listed.

main and side tracks, depot buildings and depot grounds, section and tool houses, rolling stock and personal property necessary for the construction, repairs or successful operation of such telegraph and railroad lines, including also all Pullman or sleeping-cars owned by them or operated over their lines: *Provided, however,* that all machine and repair shops, general office buildings, storehouses, and also all real and personal property outside of said right-of-way and depot grounds as aforesaid, of and belonging to any such railroad and telegraph companies, shall be listed for purposes of taxation by the principal officers or agents of such companies with the list-takers of the county where said real or personal property may be situated, in the manner provided by law for the listing and valuation of real and personal property. It shall be the duty of the list-takers, if required so to do by the said Commissioners, to certify and send to the Commissioners on or before the third Monday in June in each year a statement giving the description of the property mentioned in the foregoing proviso, and showing the assessed valuation thereof. The list-taker shall also, on or before the same day, send to the Auditor of State a like certificate of the assessed valuation and character of said property. The list-takers and assessors shall also certify to the Commissioners the local rate of taxation for county purposes as soon as the same shall be determined, and such other information obtained in the course of the performance of the duties of their office as the said Commissioners shall require of them, and the mayor of each city or town shall cause to be sent to the said Commissioners the local rate of taxation for municipal purposes.

What property to be listed with county list-takers.

List-takers to send statement to board if required.

To send statement to auditor.

To send local rate of taxation to board.

Mayors to send rate of municipal taxation.

SEC. 44. The movable property belonging to a railroad company shall be denominated for the purpose of taxation, "rolling stock." Every person, company or corporation owning, constructing or operating a railroad

Rolling stock, when and how listed.



in this State shall, in the month of June annually, return a list or schedule to the Commissioners, which shall contain a correct detailed inventory of all the rolling stock belonging to such company, and which shall distinctly set forth the number of locomotives of all classes, passenger cars of all classes, sleeping and dining cars, horse cars, cattle cars, coal cars, platform cars, wrecking cars, pay cars, hand cars and all other kinds of cars, and the value thereof. And a statement or schedule as follows :

Schedule.

(1.) The amount of capital stock authorized and the number of shares into which such capital is divided.

(2.) The amount of capital stock paid up.

(3.) The market value, or if no market value, then the actual value of the shares of stock.

(4.) The length of line operated in each county and the total in the State.

(5.) The total assessed valuation of all its tangible property in this State.

(6.) And all the information heretofore required to be annually reported by section nineteen hundred and fifty-nine of The Code. Such schedules shall be made in conformity to such instructions and forms as may be prescribed by the Commissioners and with reference to amounts and values on the first day of June of the year for which the return is made.

Board to pre-  
scribe instruc-  
tions and forms.

Method of valua-  
tion by board.

SEC. 45. The said Commissioners shall first determine the value of each railroad, rolling stock, and all other property, ascertaining such value from the earnings as compared with the operating expenses, and taking into consideration the value of the franchise as well as other conditions proper to be considered in arriving at the true value of the property, as in the case of private property, and the aggregate value thus determined shall be apportioned in the same proportion that the length of such road in each county bears to the entire length thereof; and the Commissioners shall certify to

Duty of board.

the chairman of County Commissioners and the mayor of each city or incorporated town the amount apportioned to his county, city or town, and the Commissioner shall make and forward a like certificate, together with all the reports of the various railroad officers or copies thereof, and other papers and evidence which formed the basis of the valuation, to the Auditor of the State. All taxes due the State from any railroad company, except the tax imposed for school purposes, shall be paid by the treasurer of each company directly to the State Treasurer within thirty days after the first day of July of each year, and upon failure to pay the State Treasurer as aforesaid he shall institute an action to enforce the same in the county of Wake or any county in which such railroad is located. The Board of County Commissioners of each county through which said railroad passes shall assess against the same only the tax imposed by the State for school purposes and those imposed for county purposes.

Taxes due State,  
how paid.

When treasurer  
to institute  
action.

What taxes to be  
assessed by county  
commissioners.

SEC. 46. When any railroad has part of its road in this State and part thereof in any other State, the Commissioners shall ascertain the value of railroad track, rolling stock and shares of capital stock of such company, and divide it in the proportion the length of such road in this State bears to the whole length of such road, and determine the value of such railroad track, rolling stock and shares of capital stock in this State accordingly.

Railroad partly  
in this State and  
partly in another,  
how assessed.

SEC. 47. Any railroad company claiming exemption from taxation under this act by reason of any contract with the State shall, together with and in addition to the return required by the last section, make a further return specifying the act or acts of the General Assembly by which such contract is claimed to have been created, and also specifying what portion of the property of said railroad company is claimed to be exempt from taxation under this act, and the particulars as to char-

Railroad claim-  
ing exemption  
from taxation to  
make return.

What return to  
show.



acter, location and value of property, if any, admitted to be liable under this act. Such returns shall be in no manner conclusive as to any of the facts therein stated, but said Commissioners shall investigate and determine whether any, and if any, what portion of the property of such company is beyond the power of the State to tax under this act. The residue of said property, after deduction of that which is exempt, shall be taxed pursuant to the provisions of this act. After the first Monday in July the Commissioners shall give a hearing to all companies interested touching the valuation and assessment of their property. The Commissioners may, if they see fit, require all arguments and communications to be presented in writing.

Board to investigate, &c.

Taxation of residue.

Board to give hearing, &c.

Leased roads, how assessed.

SEC. 48. If the property of any railroad company be leased or operated by any other corporation, foreign or domestic, the property of the lessor or company whose property is operated shall be subject to taxation in the manner hereinbefore directed, and if the lessee or operating company, being a foreign corporation, be the owner or possessor of any property in this State other than that which it derives from the lessor or company whose property is operated, it shall be assessed in respect of such property in like manner as any domestic railroad company.

Board empowered to summon witnesses, &c.

SEC. 49. The Commissioners shall have power to summon and examine witnesses and require that books and papers shall be presented to them for the purpose of obtaining such information as may be necessary to aid in determining the valuation of any railroad property. Any president, secretary, receiver or accounting officer, servant or agent of any railroad or steamboat company having any portion of its property or roadway in this State who shall refuse to attend before the Commissioners when required to do so, or refuse to submit to the inspection of said Commissioners any books or papers of such railroad company in his possession, cus-

Refusal of officer to attend, &c., a misdemeanor.

tody or control, or shall refuse to answer such questions as may be put to him by said Commissioners, or order touching the business, property, moneys and credits and the value thereof of said railroad company, shall be guilty of a misdemeanor, and on conviction thereof before any court of competent jurisdiction shall be confined in the jail of the county not exceeding thirty days and be fined in any sum not exceeding five hundred dollars and costs; and any president, secretary, receiver, accounting officer, servant or agent aforesaid so refusing as aforesaid shall be deemed guilty of contempt of such Commissioners and may be confined by order of said Commissioners in the jail of the proper county until he shall comply with such order and pay the cost of his imprisonment.

Penalty

Proceeding for contempt.

SEC. 50. The value of the shares of capital stock of any canal company, the property of all canal and steamboat companies in this State shall be assessed for taxation as above provided for railroads. In case any officer fails to return the property as provided in this section, the Commissioners shall ascertain the length of such property in this State and shall assess the same in proportion to length at the highest rate at which property of that kind is assessed by them.

Stock in canal company, how assessed.

On failure of officer to return property, board to assess.

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**AN ACT TO MAKE THE RAILROAD COMMISSION A COURT OF RECORD.**

*The General Assembly of North Carolina do enact:*

SECTION 1. That the Railroad Commissioners elected at this General Assembly, and successors in office, be and they are hereby created and constituted a Court of Record inferior to the Supreme Court, and shall be known as the Board of Railroad Commissioners, and as such shall have all the powers and jurisdiction of a



Court of general jurisdiction as to all subjects embraced in the act creating such Railroad Commission heretofore passed, and shall have a common seal.

SEC. 2. This act shall be in force from and after the first day of April, 1891.

AN ACT TO AMEND CHAPTER FORTY-NINE OF THE CODE.

*The General Assembly of North Carolina do enact :*

Railroad Commissioners authorized to allow railroad companies to run fast mail trains.

SECTION 1. That the Board of Railroad Commissioners of North Carolina are hereby empowered, whenever it shall appear wise and proper so to do, to authorize, allow and permit any railroad company operating in this State to run one or more fast mail trains over its road which shall only stop at such stations on the line of the road as may be designated by the company: *Provided*, that in addition to such fast mail train said railroad shall run at least one passenger train in each direction over its road on every day except Sunday, which shall stop at every station on the road at which passengers may wish to be taken up or put off: *Provided*, nothing in this act shall be construed to authorize any company, persons or corporations to run any trains over the Petersburg Railroad between Weldon and the State line after the expiration of the extension of the charter granted to that company by this State in one thousand eight hundred and ninety-one, unless and until the charter of said Petersburg Railroad shall be renewed by this General Assembly: *Provided further*, that nothing in this act shall be construed as preventing the running of local passenger trains on Sunday.

Proviso.

Proviso.

Proviso.

SEC. 2. That this act shall be in force from and after its ratification.

Ratified the 9th day of February, A. D. 1893.

**AN ACT IN REGARD TO THE DELIVERY OF FREIGHT.**

*The General Assembly of North Carolina do enact :*

SECTION 1. That whenever any goods, articles of freight of any kind shall be received by any common carrier in this State to be delivered to any consignee in this State, and a portion of the same shall not have been received at the place of destination, it shall not be lawful for the carrier to demand any part of the charges for freight or transportation due for such portion of the shipment as shall not have reached the place of destination. The carrier shall be required to deliver to the consignee such portion of the consignment as shall have been received upon the payment or tender of the freight charges due upon such portion. But nothing in this act shall be construed as interfering with or depriving a consignor, or other person having authority, to his rights of stoppage *in transitu*.

On partial delivery of freight to consignee by common carrier, not lawful to demand freight charges on undelivered portion, &c.

Stoppage *in transitu*.

SEC. 2. The Railroad Commissioners shall enforce the enforcement of the provisions of this act by appropriate regulations, and this act shall be in force from and after its ratification.

Railroad Commissioners to enforce act.

Ratified the 6th day of March, A. D. 1893.

**AN ACT TO AMEND SECTION ONE THOUSAND NINE HUNDRED AND FIFTY-NINE OF THE CODE, REQUIRING RAILROAD COMPANIES TO RENDER ANNUAL REPORTS TO THE GOVERNOR OF THE OPERATIONS FOR THE YEAR.**

*The General Assembly of North Carolina do enact :*

SECTION 1. That section one thousand nine hundred and fifty-nine of The Code be and the same is hereby amended by adding the following at the end of said section: "*Provided*, that if the report herein mentioned shall be made to the Board of Railroad Commissioners instead of to the Governor, it shall be deemed a sufficient compliance with the requirements of this section."

Code, section 1959, amended.

Annual reports of railroad companies may be made to Railroad Commissioners.

SEC. 2. That this act shall be in force from and after its ratification.

Ratified the 14th day of February, A. D. 1893.



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# RULES OF PRACTICE

## IN

# CASES AND PROCEEDINGS

[AS AMENDED.]

## BEFORE THE COMMISSION.

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### PUBLIC SESSIONS.

1. The general sessions of the Commission for the hearing of contested cases will be held at its office in the Agricultural Building, Raleigh, N. C., on such days and at such hours as the Commission may designate. Sessions for receiving, considering and acting upon petitions, communications and applications relating to business before the Commission, and also for considering and acting upon any business of the Commission other than contested cases, will be held, unless otherwise directed, at its said office in Raleigh, at 11 o'clock A. M., on Wednesday of every week. When special sessions are held at other places such regulations as may be necessary will be made by the Commission.

### PARTIES.

2. Where a complaint concerns anything done or omitted to be done by only a single carrier no other need be made a party, but if it relates to joint tariffs, or matters in which two or more carriers doing business under a common control, management or arrangement for a continuous carriage or shipment are interested, all the carriers constituting such line must be made parties. A complaint may embrace several carriers, or lines of carriers, operated separately, in the same proceeding, when the subject-matter of the complaint involves substantially the same alleged violation of the law by the several carriers or lines. Persons or carriers not parties may apply, in any pending case or proceeding, for leave to intervene and to be heard upon the questions involved.



## GENERAL RULES.

### PROCEEDINGS BEFORE THE COMMISSION.

3. All petitions and complaints made before the Commission for redress of alleged grievances, must plainly and distinctly set forth the grounds of complaint; the items being numbered and objections all set forth in writing. In like manner all defences must be distinctly set forth in writing, and the items numbered as above stated. These specifications, whether of complaint or defence, may be accompanied, if the parties desire, by an explanation or argument, or by any suggestion as to the proper remedy of policy, and may be verified by the affidavit of the party complaining or petitioning, taken before any person authorized to administer oaths in North Carolina, and when the complaint or petition is verified, then the answer thereto shall be verified, and the verification shall conform to the rules prescribed in The Code of North Carolina for the verification of pleadings. The parties may also be heard in person or by attorney, or by written argument, upon such written statement being first filed.

4. If a carrier complained against shall deem the complaint insufficient to show a breach of legal duty, it may, instead of filing an answer, serve on the complainant notice for a hearing of the case on the complaint; and in case of the service of such notice, the facts stated in the complaint will be taken as admitted. A copy of the notice must at the same time be filed with the Commission. The filing of an answer will not be deemed an admission of the sufficiency of the complaint, but a motion to dismiss for insufficiency may be made at the hearing.

### SERVICE OF PAPERS.

5. Copies of notices or other papers must be served upon the opposite parties to the proceeding, personally or by mail, and when any party shall have appeared by attorney the service upon the attorney shall be deemed proper service upon the party.

### AMENDMENTS.

6. Upon application by any petitioner or party, amendments may be allowed by the Commission, in its discretion, to any petition, answer, or other pleading in any proceeding before the Commission.

**ADJOURNMENT AND EXTENSION OF TIME.**

7. Adjournment and extension of time may be granted upon the application of parties in the discretion of the Commission.

**STIPULATIONS.**

8. Parties to cases and proceedings before the Commissioners may, by stipulation, duly signed by them and filed with the Secretary, agree upon the facts, or any portion of the facts, they deem to be involved in the controversy, which agreed statement shall be regarded and used as evidence. It is desirable that the facts be thus agreed upon whenever practicable.

**HEARINGS.**

9. Upon issue being joined by the service of answer, the Commission will assign a time and place for hearing the same, which will be at its office in Raleigh, N. C., unless otherwise ordered. Witnesses will be examined orally before the Commission, unless testimony be taken or facts agreed upon as otherwise provided in these rules. The petitioner or complainant must in all cases prove the existence of the facts alleged to constitute a violation of the act, unless the carrier complained of shall admit the same, or shall fail to answer the complaint. Facts alleged in the answer must also be proved by the carrier, unless admitted by the petitioner. In cases of failure to answer, the Commission will take such proof of the charge as may be deemed reasonable and proper, and make such order thereon as the circumstances of the case appear to require.

**WITNESSES AND DEPOSITIONS.**

10. Subpœnas requiring the attendance of witnesses will be issued by any member of the Commission in all cases and proceedings before it, and witnesses will be required to obey the subpœnas served upon them requiring their attendance or the production of any books, papers, tariffs, contracts, agreements or documents relating to any matter under investigation or pending before the Commission. When a subpœna is desired for the production of books, papers or other documentary evidence, special application must be made to the Commission therefor, specifying the documentary evidence desired. When a cause is at issue on petition and answer, each party may proceed at once to take depositions of witnesses in the



manner provided by Section 1357 of The Code of North Carolina, and transmit them to the Secretary of the Commission without making any application to or obtaining any authority from the Commission for that purpose.

**PROPOSED FINDINGS OF FACT.**

11. Upon the final submission of a case to the Commission either party may submit proposed findings of fact for the consideration of the Commission, which findings must embrace only the material facts of the case supposed to be established by the testimony.

**REPORTS.**

12. Each railroad company doing business within the State of North Carolina shall file in the office of the Commissioners quarterly reports of its gross earnings upon a printed form (B).

**POSTING TARIFFS.**

13. Each railroad company doing business within the State of North Carolina shall post, and keep posted, at each of its respective stations, in a conspicuous place, a copy of the schedules of freight and passenger rates prescribed for said road by the Commission, together with a copy of the Commissioners' Classification, and a table of distances between stations, giving name of each station. And when any change in said schedule of rates or classification is made, either by the Commission or by any railroad company, a copy of said change shall be immediately furnished the office of the Commissioners, and shall also be posted in the same manner as the above.

14. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

# STANDARD FREIGHT AND PASSENGER TARIFFS.

## STANDARD PASSENGER TARIFF.

	<i>First Class.</i>	<i>Second Class.</i>
Twelve years and older.....	3½c. per mile.	2½c. per mile.
Over 5 and under 12 years of age.....	One-half first-class fare.	

## RULES GOVERNING THE TRANSPORTATION OF PASSENGERS.

1. Each passenger shall be entitled to baggage not exceeding one hundred and fifty pounds.

2. No more than the schedule of passenger rates shall be charged where the ticket office at any station shall not have been open for a reasonable time before the departure from a station of the train upon which the passenger intends to be transported.

3. At junction points, where the incoming trains arrive so near the leaving time of the out-going train that it is not practicable for a passenger to procure a ticket, no more than the schedule of passenger rates shall be charged.

4. Railroad companies are authorized to collect the exact mileage for passenger fares if they shall make the necessary change to enable them to do so; but, if not, no more than the nearest amount ending in 5 or 0 shall be charged.

5. No railroad company shall be allowed to charge more than ten cents for full or half-rate between regular stations when the fare would be less than that amount: *Provided*, where the distance is not greater than two miles or under, the maximum charge for first-class tickets shall be ten cents, and five cents for second-class tickets.

6. No more than the standard passenger tariff shall be charged passengers from flag stations or other stations where tickets are not kept on sale.

7. When, in consequence of the uncertain time of arrival or departure of a delayed train, it is impracticable for tickets to be purchased, no more than the regular standard passenger tariff shall be charged.

8. Where a railroad company has provided agents and offices, ready and open for the sale of tickets, and the passengers, for want



of proper diligence, fail to supply themselves therewith, before getting on the train, then ten cents additional for each passenger twelve years old and over may be demanded and collected for all distances not greater than ten miles, and twenty cents in like manner for all distances not less than ten nor greater than twenty miles, and thirty cents in like manner for all distances over twenty miles. Half these rates for each passenger over five years old and under twelve years may in like manner be demanded and collected: *Provided, however,* offices at way stations may be closed one minute before the arrival of trains.

9. The Commission will consider applications for an advance or reduction in the standard tariff for the transportation of passengers, but no change of rates shall be of effect or put in force until ratified by the Commission: *Provided,* that this rule shall not be construed as placing any restriction on the privilege of railroad companies to make special rates on excursion trains, or to issue what are called "commutation or mileage tickets:" *Provided,* no unjust discrimination is practiced.

10. Tickets on sale at any office in a city must be kept on sale at the depot ticket-office of the same railroad at the same prices.

11. That all connecting railroads which are under the management and control by lease, ownership or otherwise, of one and the same company, or at connection with a different company, shall be required to make close connection whenever practicable.

12. The fare in sleeping cars shall not exceed \$1.00 for 100 miles or less. From 100 to 150 miles, \$1.50; between 150 and 200 miles, \$2.00. When a lower berth with the upper berth not lowered is desired, this is subject to special contract.

13. Railroad companies in computing passenger rates between stations where fractions of a mile are to be considered, will calculate for the nearest even number of miles. Example: For a distance of 10.49 miles or under, charge for ten miles; for 10.50 miles or over, charge for eleven miles, and so on.

14. It shall be the duty of each Railroad Company to bulletin at every telegraph station along its line, and other stations if possible, ten minutes in advance of the schedule time of arrival of its trains,

whether such train is on time, and if behind its schedule time to state, as near as can be approximated, the time of its arrival.

15. On all mixed trains, carrying passengers, where two coaches are attached, first and second-class tickets must be sold.

Where only one coach is attached, only second-class rates shall be charged, unless the coach has separate apartments, then first and second-class rates may be charged.

16. That all common carriers subject to the supervision of the Railroad Commission shall provide such means or appliances as may be necessary to secure the careful handling of and to prevent injury to any parcel of baggage to which a check may be affixed, as provided in Section 1970 of The Code.

That at all minor stations, where no proper appliances are supplied, and no regular depot hand is employed, the train hands shall be required to assist the baggage-master, and lift with care all baggage from the car doors.

17. All Railroad Companies, in addition to the usual bell cord, shall place a safety cord in each coach of the regular passenger trains, running through the entire length of the same.

## **RULES GOVERNING THE TRANSPORTATION OF FREIGHT.**

1. All connecting railroads, which are under the management and control, by lease, ownership or otherwise, of one and the same company, shall, for purposes of transportation, in applying this tariff, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise specified.

### **DISTANCES.**

2. Since a separate rate cannot be conveniently given for every possible distance, the law authorizes the Commission "to ascertain what shall be the limits of longer and shorter distances." Five (5) miles has, accordingly, been fixed as the limit for a change of freight rates for all distances less than one hundred miles; and ten (10) miles for all distances over one hundred miles. The Commissioners reserve the right, however, to correct the charge in extreme cases which work hardship, although the same may not violate the letter of our rules.



3. For all distances over five (5) miles and under one hundred (100) miles, the following rule will apply: When the mileage does not end in 0 or 5 the nearest mileage so ending shall govern the rate. Illustration: For a distance of twenty-seven miles charge for twenty-five miles, for a distance of twenty-eight miles charge for thirty miles.

4. When freight is transported any distance greater than one hundred miles, if the mileage does not end in 0, then next ten (10) miles group above shall govern the rate. Illustrations: For one hundred and twenty-one miles charge for one hundred and thirty.

5. For distances under twenty miles or over two hundred and fifty miles, a reduction of rates may be made without making a change at all stations short of two hundred and fifty miles: *Provided, however*, that when any railroad shall make a reduction of rates for distances over two hundred and fifty miles, the same shall apply to similar distances on all the roads controlled by the same company, and in no case shall more be charged for a less than a greater distance.

#### REGULATIONS CONCERNING FREIGHT RATES.

6. The freight rates prescribed by the Commission are maximum rates, which shall not be transcended by the railroads. They may carry, however, at less than the prescribed rates: *Provided*, that if they carry for less for one person, they shall for the like service carry for the same lessened rate for all persons except as mentioned hereafter; and if they adopt less freight rates from one station, they shall make a reduction of the same per cent. at all stations along the line of the road so as to make no unjust discrimination as against any person or locality. But when there are between any two points in this State two or more competing roads not under the same management or in the same system, then the longer line or lines, in order to give said points the benefit of competition, may reduce the rates between said two points below the standard tariff, without making a corresponding reduction at all stations along the lines of said roads: *Provided*, said reduction shall not make the rates less than the standard tariff rates for the shortest line between

said points: *Provided, further*, that before taking effect, the proposed change of rates shall be submitted to and approved by the Commission.

7. The rates charged for freight service by regular passenger trains may be one and a-half miles that for first-class freight by ordinary freight trains.

8. No railroad company shall, by reason of any contract with any express, or other company, decline or refuse to act as a common carrier, to transport any article proper for transportation by the train for which it is offered.

9. Railroad companies may collect twenty-five (25) cents as a minimum charge on a single shipment, however small.

10. No railroad company doing business in this State shall permit a blockade of any class of freights on account of any arrangement existing between it and other railroad companies as to the transportation of freight according to percentages or otherwise.

11. There shall be no secret reduction of rates, nor shall any bonus be given, or any rebate paid to any person, but the rates shall be uniform to all, and public.

12. The rates specified for Ores, Sand, Clay, Rough Stone, Common Brick, Bone, Lumber, Shingles, Laths, Staves, Empty Barrels, Wood, Straw, Shucks, Hay, Fodder, Corn in ear, Tan-bark, Turpentine, Rosin, Tar, Household Goods, are maximum rates, but the roads are left free to reduce them at discretion, and all such rates are exempt from the operation of Rule 6. All complaints as to such rates will, on presentation, be duly considered.

13. When railroad companies are required to load or unload car-load shipments of classes L, M, N, O and P, or to load car-load shipments of naval stores, the actual cost of such service shall be paid by shippers.

14. EXTRA HANDLING.—The charge for handling extra heavy articles, may be as follows, viz.:

Under 2,000 pounds, no charge for extra handling.

For 2,000 lbs. and under 3,000 lbs., \$ 3 00 for extra handling.

For 3,000 " " " 4,000 lbs., 5 00 for extra handling.

For 4,000 " " " 5,000 lbs., 7 00 for extra handling.



For 5,000 “ “ “ 6,000 lbs., 8 00 for extra handling.

For 6,000 “ “ “ 7,000 lbs., 10 00 for extra handling.

For 7,000 and over in proportion.

15. FERTILIZERS.—This term embraces the following and like articles, when intended to be used as fertilizers: Ammonia Sulphate, Bone Black, Bones ground or dissolved, Castor Pomace, or Fish Scrap Guanos, Alto Vella, Fish, Navassa, Navassa Lump, Peruvian Soluble Pacific, Nitrate Cake, Plaster of Paris, Potash—German Salts of, Muriate of, Sulphate of—Salt Cake, Lump and Ground Phosphate, Soda—Nitrate of and Sulphate of—Tank Stuff, etc.


16. Vehicles designed for transportation at carrier's risk must be properly protected by the shipper with sufficient covering or packing from all liabilities to injure from fire, weather, chafing, or other injury.

17. In no case shall the amount collected on L. C. L. shipments exceed the charge per car load for the same class of goods.

18. Railroad companies are not required to receive cotton or other merchandise and warehouse the same unless the articles offered are in good shipping condition, well prepared by the shipper with proper packing and intelligent, plain marking, and accompanied with orders for immediate shipping.

19. CAR-LOAD RATES apply to a shipment of a car load or more made by one shipper, at one time, to one and the same point of delivery, to the same consignee.


### ESTIMATED RATES.

20.  Lumber, Coal, Lime, Brick, Stone, and all articles for which estimated weights are given in Classification (except Live Stock, Ale and Beer, and empty Ale and Beer packages, L. C. L.), will be taken at actual weight when the weight can be ascertained, but when the weight cannot be ascertained, will be charged at the following estimated weights. This is not to interfere, however, with the duty of Receiving Agent to weigh, if possible, and correct to actual weight:

*To be used when actual weights cannot be ascertained.*

	Per 1,000 ft.		Per Car.
White Pine and Poplar, thoroughly seasoned.....	3,000 lbs.	Shingles, green.....per 1,000	350 lbs.
White Pine and Poplar, green.....	4,000 "	Shingles, dry.....	300 "
Yellow Pine, Black Walnut, Ash seasoned.....	4,000 "	Laths, green.....	530 "
Yellow Pine, Black Walnut, Ash green.....	4,500 "	Laths, dry.....	450 "
Oak, Hickory, Elm, seasoned.....	4,500 "	Tan Bark, green.....per cord	2,600 "
Oak, Hickory, Elm, green.....	6,000 "	Tan Bark, dry.....	2,000 "
All other kinds Lumber, seasoned.....	4,000 "	Fence Posts and Rails and Telegraph Poles.....	3,500 "
All other kinds Lumber, green.....	6,000 "	Clay.....per cubic yard	3,000 "
Hoop-poles, Staves and Heading dry, car loaded to depth of 50 inches.....	24,000 lbs.	Sand.....	3,000 "
Hoop-poles, Staves and Heading, green, car loaded to depth of 43 inches.....	24,000 lbs.	Gravel.....	3,200 "
		Stone, undressed.....per cubic ft.	160 "
		Lime.....per bushel,	80 "
		Coal.....	80 "
		Coke.....	40 "
		Portland Cement per barrel.....	400 "
		Other Cements.....	300 "

21. In cases in which the classification of any article is lowered by a percentage, railroad companies which are allowed an increase on the standard tariff shall apply the increase allowed to the reduced classification; but in cases in which the classification of any article is raised by percentage, railroad companies which are allowed an increase on the standard tariff shall not apply said increase to the already increased classification, but only to the standard tariff.

22.  When any article is too bulky to put in a box car, it shall be subject to special contract.

23. A ton of all articles is 2,000 pounds. A car load is 20,000 pounds, unless otherwise specified. For loads above 20,000 pounds, *pro rate* at car-load rates charged. A car load of green wood is eight cords. A car load of dry wood is nine cords. A car load of lumber (and all articles embraced in lumber) is 24,000 pounds. A car load of any article enumerated in Class P, except wood and lumber and articles included in lumber, is 25,000 pounds—shippers to load and unload: *Provided*, that when a car is loaded over its marked capacity by the shipper, the railroad companies are left free to charge for the excess a rate that will effectually stop a practice fraught with so much danger to life and property.

24. The regulations of the railroads as to demurrage or detention of cars are matters of police, with which the Commission will only interfere upon complaint of abuse.

25. All roads under the same or different management shall make



just and reasonable rates for switching and exchange of business at connecting points. Rates now in force are continued. Any proposed change must first be submitted to the Commission. Any charge now in force and shown to work a hardship will be corrected.

26. All depots situated in incorporated towns and cities in this State must be kept open each day (Sundays excepted) for the receiving and delivery of freight as follows: From April 1 to September 30, between the hours of 7 o'clock A. M. and 6 o'clock P. M. From October 1st to March 31st, 7:30 A. M. and 5 o'clock P. M., with an intermission in each case of one hour, from 12 o'clock noon to 1 o'clock P. M.

27. Railroad companies whose lines do not exceed ten miles in length may charge from any point on their road the rates prescribed for ten miles.

28. On all shipments of freights not governed by Rule 1, originating and terminating in this State, which shall pass over the whole or portions of two or more roads, not under the same control, the maximum rates charged on such shipments shall not be greater than the sum of the local rates on such freights, less ten (10) per cent., for the distance hauled over each road. The total rate thus ascertained on such freights, from the point of shipment to the point of destination, shall be divided in such proportions between the roads over which such freights pass, so as to give to each road interested in the shipment its local rate, less ten (10) per cent., for the distance such shipment is hauled. Nothing in this rule shall be construed to prevent the total of any joint rate made under this rule from being divided in such proportions between the roads interested in the same as they may agree upon, but a failure to so agree between the roads interested shall in no way affect the total joint rate to be charged and collected on, or work delay in the transportation of such freights, or be a subject of appeal to the Commission by the roads at interest.

29. When railroad rates are affected by water competition, the railroads may reduce their rates between points so affected without being required to reduce intermediate rates: *Provided, however,* that if complaint is made that such competition rates unjustly dis-

criminate against other places or persons, the Commissioners will investigate and rule in each case.

30. Whenever any goods, or articles of freight of any kind, shall be received by any common carrier in this State to be delivered to any consignee in this State, and a portion of same shall not have been received at the place of destination, the carrier shall not demand any part of the charges for freight or transportation due for such portion of the shipment as shall not have reached the place of destination. The carrier shall be required to deliver to the consignee such portion of the consignment as shall have been received, upon the payment or tender of freight charges due upon such portion, as provided by Chapter 495, Laws 1893.

31. No common carrier shall, for any cause, subject any article of freight to unreasonable delay in receiving, delivering or forwarding the same to its destination.

32. When a shipment is offered at a point where there are two routes over connecting lines to destination, it shall be the duty of the railroad company making shipment to forward same by the shortest route, unless the rate charged over the longer route does not exceed that of the shorter; or unless otherwise ordered by the shipper.

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The regulations in regard to freight rates, as well as the per cent. above Standard Tariff, must not be enforced to their full limit in any case, or on any class, if it would thereby cause a rate in excess of that existing May 20, 1891.

All specials less than our standard rates heretofore granted by carriers within the jurisdiction of the Commission, and which do not conflict with the law preventing unjust discrimination, until further orders, will be enforced.

### **EXPLANATORY NOTE.**

In the "Commissioners' Standard Freight Tariff," under the class opposite to the distance, if it ends in 0 (and if not then opposite the next greater distance), will be found the rate required. Example: To find the rate for 247 miles on a box of clothing, weighing 100 pounds, opposite the word clothing, in the classification, is seen its class, 1; in the freight tariff under Class 1, opposite the next greater distance, 260 miles, is seen the rate 65 cents; in the column "Miles," 5 signifies five miles or under; 20, twenty miles or over 15, and so on.



### EXPLANATION OF CHARACTERS.

<p>1 stands for First class.          2 stands for Second Class.          3 stands for Third Class.          4 stands for Fourth class.          5 stands for Fifth Class.          6 stands for Sixth Class.          1½ stands for 1½ times First Class.          D1 stands for Double First Class.          3T1 stands for Three Times First Class.</p>	<p>4T1 stands for Four times First Class.          A,B,C,D,E,F,H &amp; K stand for Classes          A,B,C,D,E,F,H and K respectively.          S stands for Special.          L.C.L. stands for Less than Car Load.          C.L. stands for Car Load.          N.O.S. stands for Not Otherwise Specified.</p>
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Articles not enumerated will be classed with similar or analagous articles.

### RULES FOR COMPUTING FRACTIONS.

When any rate in any Class in the Standard Tariff is raised or lowered by a per cent. the following rules must be observed :

FIRST.—If the rate thus raised or lowered is in either of Classes C, D, F, J or K, the fraction of a half cent must be retained, as the following examples will indicate :

<p>Ex. 1.—Standard Rate.....6.5          25 per cent. added.....1.6  <hr style="width: 10%; margin-left: auto; margin-right: 0;"/>         Total.....8.1</p>	<p>From which deduct fraction, leaving desired rate of 8 cents.</p>
<p>Ex. 2.—Standard Rate.....9.5          20 per cent. added.....1.9  <hr style="width: 10%; margin-left: auto; margin-right: 0;"/>         Total.....11.4</p>	<p>Substituting 5 for the fraction, the desired rate is 11.5 cents.</p>
<p>Ex. 3.—Standard Rate.....8          20 per cent. added.....1.6  <hr style="width: 10%; margin-left: auto; margin-right: 0;"/>         Total.....9.6</p>	<p>Substituting 5 for the fraction, the desired rate is 9.5 cents.</p>
<p>Ex. 4.—Standard Rate.....5.5          25 per cent. added.....1.3  <hr style="width: 10%; margin-left: auto; margin-right: 0;"/>         Total.....6.8</p>	<p>Adding a unit instead of a fraction, the desired rate is 7 cents.</p>

SECOND.—If the rate thus raised or lowered be in any other Class than those already mentioned, omit fraction of less than half a cent and estimate half a cent or more as one cent, thus:

Ex. 1.—Standard Rate.....17  
 20 per cent. added.... 3.4  
 Total.....21.6

Deducting the fraction, the desired rate is 20 cents.

Ex. 2.—Standard Rate.....18  
 20 per cent. added.... 3.6  
 Total.....21.6

Estimating the fraction as a unit, the desired rate is 22 cents.

THIRD.—In making reductions, observe the same manner of placing figures before deducting the percentage.

Narrow-gauge railroads, in fixing rates on all freights where a rate per car load is given, will count 15,000 pounds for a car load, and estimate their charge *pro rata* with rate allowed on standard gauge.

### RULES GOVERNING ERECTION AND LOCATION OF DEPOTS.

FIRST.—From and after Wednesday, the first day of April, 1891, no change of freight or passenger depots or flag stations from their present location, nor the suspension of the sale of tickets, or the receiving or forwarding of freights from stations now in use for such purposes, will be permitted without the consent of this Commission published in accordance with law.

SECOND.—Application for the location of depots and the construction of depot building must be filed in the Railroad Commission office, with all information needed for a full and proper understanding of all interests to be affected thereby.

### RULES AND REGULATIONS GOVERNING THE TRANSPORTATION OF LIVE STOCK.

The weights given below are *estimated* and not actual, and are used simply to get the rating on Live Stock. To illustrate: One Horse, Mule or Horned Animal is estimated at the same rate as 2,000 pounds of any kind of second-class freight at carrier's risk and fourth-class at owner's risk. Therefore, the freight charges for fifty miles on one Horse, Mule or Horned Animal is the same as on 2,000 pounds of second-class freight, and would be, according to the Standard Tariff, carrier's risk, 28 cents per 100 pounds, or \$5.60, and at owner's risk, 20 cents per 100 pounds, or \$4.00.



	EACH.		EACH.
One Horse, Mule or Horned Animal.....	2,000 lbs.	Calves and Sheep in lots of or more .....	150 lbs.
Two Horses, Mules, or Horned Animals.....	3,500 lbs.	Lambs.....	100 lbs.
Each additional Horse, Mule or Horned Animal.....	1,000 lbs.	Lambs in lots of five or more.....	75 lbs.
Stallions, Jacks and Bulls.....	3,000 lbs.	Hogs for market.....	350 lbs.
Yearling Cattle.....	1,000 lbs.	Pigs and Stock hogs.....	125 lbs.
Calves and Sheep.....	175 lbs.	Pigs, Hogs, Sheep, etc., boxed actual weight.	

The rates on Live Stock as given in this Tariff are based on the following maximum valuations :

Horses and Mules not over.....	\$120 00 each.
Horned Cattle not over.....	50 00 each.
Stallions, Jacks and Bulls not over.....	150 00 each.
Fat Hogs and Fat Calves not over.....	15 00 each.
Lambs, Stock Hogs, Stock Calves not over....	5 00 each.

Race Horses, Stallions, Jacks, Bulls, and other high-priced animals, when shippers are not willing to have the same transported at above valuations, will be taken only at the following rates on valuation given :

Value from \$150 00 to \$400 00 add to regular rate 30 per cent.
Value from 400 00 to 600 00 add to regular rate 40 per cent.
Value from 600 00 to 800 00 add to regular rate 60 per cent.
Value from 800 00 to 1000 00 add to regular rate 100 per cent.
Over \$1,000, subject to special rate by contract.

Live Stock will be taken at the released or owner's risk rate only when contract is executed by shipper and Station agent.

Mixed shipment of Cattle, Hogs, Lambs, etc., will be taken in car loads at car-load rates for cattle, but carrier will be released from damage to animals caused by their own acts, or to each other, and from escape, if not haltered, suffocation, exhaustion from heat or cold.

Sucking Calves accompanying Cows will be charged for at rate for single Calves.

Sucking Colts accompanying Mares will be charged for at double the rate for single Calves.

The word "calves" used in these Rules and Regulations applies only to calves under nine months old; and the words "Yearling Cattle" to cattle over nine months and under eighteen months old.

Pigs, Hogs, Calves, etc., boxed, crated, or in portable pens, taken at actual weight, carrier's risk, first-class; owner's risk, second-class.

In no case shall the charge for less than a Car Load of Live Stock exceed the charge for a Car Load.

Shippers will be expected to feed, water and care for Stock at their own expense. When food is furnished by Carrier, a charge will be made for the same and collected from Consignee.

One Two or Three cars of Live Stock will entitle the owner or his agent to be carried free to point of destination of consignment, on the train with the Stock to care for the same. Four to seven cars inclusive, belonging to one owner, two men in charge; and eight cars or more belonging to one owner, three men in charge, which number is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners, agents or attendants.



## STANDARD FREIGHT TARIFF--CLASSES.

Dis- TANCE. Miles	PER 100 POUNDS.											PER BBL.	PER 100 LBS.		PER TON.		PER CAR LOAD.		
	1	2	3	4	5	6	A	B	C	D	E	F	H	K	L	M	N	O	P
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
5	12	10	8	6	6	5	5	5	5	4	6	10	6	4	60	85	9 00	8 00	5 00
10	18	13	11	9	8	7	6	6	6	5	8	12	9	5	70	95	10 00	9 00	6 50
15	21	16	14	11	9	7½	6½	7	7	6	9	14	11	5½	75	1 00	11 00	10 00	7 50
20	24	18	16	13	10	8	7	8	8	7	10	16	12	6	80	1 05	12 00	10 00	8 50
25	27	20	18	14	12	9	8	9	9	8	12	18	14	6½	90	1 15	14 00	11 00	9 50
30	30	24	20	16	13	10	8	10	10	8	13	20	16	7	1 00	1 25	16 00	12 00	10 50
35	33	26	22	18	14	11	9	11	10	9	14	20	18	7½	1 10	1 35	18 00	14 00	11 50
40	33	26	22	18	14	11	9	11	10½	9	14	21	18	8	1 20	1 35	18 00	14 00	12 00
45	36	28	24	20	15	12	10	12	10½	9	15	21	20	8	1 20	1 45	20 00	16 00	12 00
<b>50</b>	<b>36</b>	<b>28</b>	<b>24</b>	<b>20</b>	<b>15</b>	<b>12</b>	<b>10</b>	<b>12</b>	<b>11</b>	<b>9</b>	<b>15</b>	<b>22</b>	<b>20</b>	<b>8</b>	<b>1 20</b>	<b>1 45</b>	<b>20 00</b>	<b>16 00</b>	<b>12 00</b>
55	39	30	26	21	16	13	11	13	11	10	16	22	21	8	1 30	1 55	22 00	17 00	13 00
60	39	30	26	21	16	13	11	13	11½	10	16	23	21	9	1 30	1 55	22 00	17 00	13 00
65	42	32	28	21	17	14	12	14	11½	10	17	23	21	9	1 30	1 60	24 00	17 00	13 00
70	42	32	28	21	17	14	12	14	12	10	17	24	21	9	1 30	1 60	24 00	17 00	14 00
75	44	34	30	22	18	15	13	15	12	10	18	24	22	9½	1 40	1 65	26 00	18 00	14 00
80	44	34	30	22	18	15	13	15	13	11	18	26	22	9½	1 40	1 65	26 00	18 00	14 00
85	46	36	31	22	19	15	13	16	13	11	19	26	22	9½	1 40	1 70	28 00	18 00	15 00
90	46	36	31	22	19	15	13	16	13½	11	19	27	22	9½	1 40	1 70	28 00	18 00	15 00
95	48	38	32	24	20	16	14	16	13½	11	20	27	24	10	1 50	1 75	29 00	19 00	15 00
<b>100</b>	<b>48</b>	<b>38</b>	<b>32</b>	<b>24</b>	<b>20</b>	<b>16</b>	<b>14</b>	<b>17</b>	<b>14</b>	<b>12</b>	<b>20</b>	<b>28</b>	<b>24</b>	<b>10</b>	<b>1 50</b>	<b>1 75</b>	<b>29 00</b>	<b>19 00</b>	<b>16 00</b>
110	50	40	33	25	20	16	14	17	14	12	20	28	25	10	1 55	1 80	30 00	19 00	16 00
120	52	42	34	25	21	17	15	18	15	13	21	30	25	10½	1 60	1 85	31 00	20 00	17 00
130	54	44	35	26	21	17	15	18	16	13	21	32	26	10½	1 65	1 90	32 00	20 00	18 00
140	56	46	36	26	22	18	16	19	16	14	22	32	26	10½	1 70	1 95	33 00	21 00	18 00
<b>150</b>	<b>58</b>	<b>48</b>	<b>37</b>	<b>27</b>	<b>22</b>	<b>18</b>	<b>16½</b>	<b>19</b>	<b>17</b>	<b>14</b>	<b>22</b>	<b>34</b>	<b>27</b>	<b>11</b>	<b>1 75</b>	<b>2 00</b>	<b>34 00</b>	<b>21 00</b>	<b>19 00</b>
160	59	49	39	29	24	19	16½	20	17	15	24	34	29	11	1 80	2 05	34 00	24 00	19 00
170	60	50	41	31	26	20	17	20	18	15	26	36	31	12	1 85	2 10	35 00	25 00	20 00
180	61	51	42	32	28	21	17	21	18	15½	28	36	32	12	1 90	2 10	35 00	26 00	20 00
190	62	52	43	33	29	22	17½	21	19	15½	29	38	33	12	1 90	2 15	37 00	27 00	21 00
<b>200</b>	<b>63</b>	<b>53</b>	<b>44</b>	<b>34</b>	<b>30</b>	<b>23</b>	<b>17½</b>	<b>22</b>	<b>19</b>	<b>16</b>	<b>30</b>	<b>38</b>	<b>34</b>	<b>13</b>	<b>1 95</b>	<b>2 20</b>	<b>38 00</b>	<b>28 00</b>	<b>21 00</b>
210	63	53	44	34	30	23	17½	22	20	16	30	40	34	13	1 95	2 20	38 00	28 00	22 00
220	64	54	45	35	31	24	18	23	20	17	31	40	35	13	2 00	2 25	39 00	29 00	22 00
230	64	54	45	35	31	24	18	23	21	17	31	42	35	14	2 00	2 25	39 00	29 00	23 00
240	65	55	45	35	32	25	19	24	21	18	32	42	36	14	2 05	2 30	40 00	30 00	23 00
<b>250</b>	<b>65</b>	<b>55</b>	<b>45</b>	<b>36</b>	<b>32</b>	<b>25</b>	<b>19</b>	<b>24</b>	<b>22</b>	<b>18</b>	<b>32</b>	<b>44</b>	<b>36</b>	<b>14</b>	<b>2 05</b>	<b>2 30</b>	<b>40 00</b>	<b>30 00</b>	<b>23 00</b>
260	65	55	46	36	32	25	20	25	23	19	33	45	37	15	2 10	2 35	41 00	31 00	24 00
270	66	56	46	36	33	26	20	25	23	19	33	45	37	15	2 10	2 35	41 00	31 00	24 00

**STANDARD PASSENGER TARIFF.**

	<i>First Class.</i>	<i>Second Class.</i>
Twelve years and older.....	3½c. per mile.	2½c. per mile.
Over 5 and under 12 years of age....	One-half first class fare.	

**STANDARD TELEGRAPHIC RATES.**

Ten body words or under .....	Twenty-five cents.
Over ten body words.....	Two cents for each additional word.

**JOINT TELEGRAPHIC RATES.**

Whenever a message is sent over two or more telegraph lines owned, controlled and operated by separate and distinct corporations or individuals, the joint rate shall not exceed forty cents for such message of ten body words or less, exclusive of date, address and signature, between any two points within the limits of this State, nor more than three cents for each additional word.

**TELEPHONE RATES.**

SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY.

The Southern Bell Telephone and Telegraph Company will be allowed a maximum charge for telephone service as follows:



## CLASS B.

PLACE OF BUSINESS.	ANNUALLY.
Special wire.....	\$40 00 per year.
2—Party wire, each.....	36 00 “ “
3—Party wire, each.....	30 00 “ “
4—Party wire, each.....	24 00 “ “
5—Party wire, each.....	20 00 “ “

## RESIDENCE.

Special wire.....	30 00 per year.
2—Party wire, each.....	28 00 “ “
3—Party wire, each.....	25 00 “ “
4—Party wire, each.....	21 00 “ “
5—Party wire, each.....	18 00 “ “

## CLASS C.

BUSINESS.	ANNUAL RATE.
Direct wire.....	\$30 00
2—Party wire, each.....	24 00
3—Party wire, each.....	21 00
4—Party wire, each.....	18 00

## RESIDENCE.

Direct wire.....	\$24 00
2—Party wire, each.....	21 00
3—Party wire, each.....	18 00
4—Party wire, each.....	15 00

Class “ B ” rate includes battery transmitters.

Class “ C ” “ “ magneto “

For conversations on Toll Lines each five minutes or less, within city limits.....5 cents.  
 Beyond city limits, lines under ten miles.....not over 15 cents.  
 Lines over ten miles, under twenty-five miles.....not over 25 cents.  
 Lines over twenty-five miles, 1 cent per mile to make multiples of 5 cents.

## THE INTER-STATE TELEPHONE AND TELEGRAPH COMPANY.

The Inter-State Telephone and Telegraph Company will be allowed a maximum charge for Telephone service as follows :

Place of business.....	\$34 00 per year.
Place of residence.....	24 00 per year.

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**RELATION OF RAILROAD COMPANIES TO THE FREIGHT  
AND PASSENGER TARIFFS.**

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## RELATION OF RAILROAD COMPANIES TO FREIGHT AND PASSENGER TARIFFS.

The Railroad Companies doing business in the State of North Carolina will be allowed to apply the Standard Freight and Passenger Tariffs for the transportation of freight and passengers in accordance with the following table :

### ATLANTIC COAST LINE SYSTEM.

#### WILMINGTON AND WELDON RAILROAD—Main Line.

PASSENGER—Standard Tariff.

#### WILSON AND FAYETTEVILLE BRANCH.

PASSENGER—Standard Tariff.

#### SCOTLAND NECK BRANCH.

PASSENGER—Standard Tariff.

#### TARBORO BRANCH.

PASSENGER—Standard Tariff.

#### WASHINGTON BRANCH.

PASSENGER—First Class,  $3\frac{1}{2}$  cents per mile.  
Second Class, 3 cents per mile.

#### CLINTON BRANCH.

PASSENGER—Warsaw to Elliott, 1st Class, 25c. ; 2d Class, 20c.  
Warsaw to Clinton, 1st Class, 40c. ; 2d Class, 35c.

#### NASHVILLE BRANCH.

PASSENGER—First Class,  $3\frac{1}{2}$  cents per mile.  
Second Class, 3 cents per mile.

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#### NORFOLK AND CAROLINA RAILROAD.

PASSENGER—Standard Tariff.

PETERSBURG RAILROAD.

PASSENGER—Standard Tariff.

FREIGHT—Tariff all roads above, as follows :

DISTANCE. Miles	PER 100 POUNDS.											BARRELS.	PER 100 POUNDS.		PER TON.			PER CAR LOAD			Cotton.		Leaf Tobacco in Hogsheads, etc.	
	1	2	3	4	5	6	A	B	C	D	E		F	H	K	L	M	N	O	P	Cotton.	Leaf Tobacco in Hogsheads, etc.		
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	\$	\$	\$	cts.	cts.				
5	12	10	8	6	6	5	5	5	5	4	6	10	6	4	60	85	9 00	8 00	5 00	9	7			
10	18	13	11	9	8	7	6	6	6	5	8	12	9	5	70	95	10 00	9 00	6 50	9	8			
15	21	16	14	11	9	9	8	8	7	6	9	14	11	5½	75	1 00	11 00	10 00	7 50	11	9			
20	24	18	16	13	11	9	8	9	8	7	11	16	13	6	80	1 05	12 00	10 00	8 50	13	13			
25	27	20	18	15	13	10	9	10	9	8	13	18	15	6½	90	1 15	14 00	11 00	9 50	16	13			
30	30	24	20	18	14	11	9	11	10	8	14	20	18	7	1 00	1 25	16 00	12 00	10 50	19	14			
35	33	26	22	20	15	12	10	12	10	9	15	20	20	7½	1 10	1 35	18 00	14 00	11 50	20	15			
40	33	26	22	20	15	12	10	12	10½	9	15	21	20	8	1 10	1 35	18 00	14 00	12 00	21	17			
45	36	28	24	22	17	13	11	13	10½	9	17	21	22	8	1 20	1 45	20 00	16 00	12 00	22	17			
50	36	28	24	22	17	13	11	13	11	9	17	22	22	8	1 20	1 45	20 00	16 00	12 00	23	17			
55	39	30	26	23	18	14	12	14	11	10	18	22	23	8	1 30	1 55	22 00	17 00	13 00	23	18			
60	39	30	26	23	18	14	12	14	11½	10	18	23	23	9	1 30	1 55	22 00	17 00	13 00	23	18			
65	42	32	28	23	19	15	13	15	11½	10	19	23	23	9	1 30	1 60	24 00	17 00	13 00	24	19			
70	42	32	28	23	19	15	13	15	12	10	19	24	23	9	1 30	1 60	24 00	17 00	14 00	24	19			
75	44	34	30	24	20	17	13	15	12	10	20	24	24	9½	1 40	1 65	24 00	18 00	14 00	24	19			
80	44	34	30	24	20	17	13	15	13	11	20	26	24	9½	1 40	1 65	24 00	18 00	14 00	24	19			
85	45	36	31	24	21	17	13½	15½	13	11	21	26	24	9½	1 40	1 70	24 00	18 00	15 00	25	20			
90	46	33	31	24	21	17	13½	15½	13½	11	21	27	24	9½	1 40	1 70	25 00	18 00	15 00	25	20			
100	47	38	32	26	22	18	13½	15½	14	11½	22	28	26	10	1 50	1 75	25 00	19 00	16 00	25	20			
110	50	40	33	27	22	18	14	16	14	12	22	28	27	10	1 55	1 80	25 00	19 00	16 00	26	21			
120	50	42	34	27	23	19	14	16	15	12	23	30	27	10½	1 60	1 85	25 00	20 00	16 75	26	21			
130	52	44	35	28	23	19	15	17	16	13	23	32	28	10½	1 60	1 90	25 00	20 00	17 00	28	22			
140	52	46	36	28	24	19½	15	17	16	13	24	32	28	10½	1 60	1 95	25 05	21 00	17 00	28	22			
150	54	47	37	29	24	20	15½	18	17	14	24	34	29	11	1 65	2 00	25 10	21 00	17 05	29	23½			
160	54	47	39	29	25	20	15½	18	17	14	25	34	29	11	1 65	2 05	25 10	22 00	17 05	29	23½			
170	55	48	40	30	26	20¼	16	19	18	15	26	36	30	12	1 65	2 10	25 15	22 50	17 10	32	24			
180	55	48	40	30	26	20¼	16	19	18	15	26	36	30	12	1 65	2 10	25 15	22 50	17 10	32	24			
190	56	49	40½	30½	27	20½	16¼	19¼	18¼	15½	27	38	30½	12	1 65	2 15	25 20	23 00	17 15	34	24½			
200	56	49	40½	30½	27	20½	16¼	19¼	18¼	15½	27	38	30½	12¼	1 70	2 18	25 20	23 00	17 15	34	24½			
210	57	50	41	31	28	20¾	16¾	19¾	18¾	16	28	39	31	13	1 70	2 20	25 25	23 50	17 20	34½	25			



**ALBEMARLE AND RALEIGH RAILROAD.**

PASSENGER—First Class, 3½ cents per mile.

Second Class, 3 cents per mile.

FREIGHT—The Standard Tariff with 15 per cent. added.

**MIDLAND NORTH CAROLINA RAILROAD.**

PASSENGER—First Class, 3½ cents per mile.

Second Class, 3 cents per mile.

FREIGHT—The Standard Tariff with ten per cent. added on Classes 4, 5, 6, A, B, E, H.

Apply Commissioners' Standard Tariff on all other classes.

**CHERAW AND DARLINGTON RAILROAD.**

PASSENGER—First Class, 3½ cents per mile.

Second Class, 3 cents per mile.

FREIGHT TARIFF AS FOLLOWS:

	PER 100 POUNDS.						PER BBL.	PER 100 LBS.			PER TON 2,000 LBS.		PER CAR LOAD 20,000 LBS.			PER 100 LBS.							
	1	2	3	4	5	6		A	B	C	D	E	F	H	J	K	L	M	N	O	P	R	S
	FIRST CLASS.	SECOND CLASS.	THIRD CLASS.	FOURTH CLASS.	FIFTH CLASS.	SIXTH CLASS.	Bagging, Ties, Coal in Boxes, Barrels or Casks, L. C. L.	Bulk Meats, C. L. Lard, Bacon, packed.	Flour, Hominy, etc., in Sacks.	Hay, Straw, C. L. Corn in Ear, C. L. Gr-in, etc., in any quantity.	Ale and Beer, in Wood.	Flour, Meal, Grits, etc.	Whiskey, in Wood.	Cotton.	*	Coal, Coke, Marl, Slaked Lime, Iron, Cotton Seed, etc., C. L.	Iron—Pig, Railroad, etc., C. L.	Live Stock, etc.	Fire Brick, Slate, Salt, Lime, Cement, Oil Cake, Tan Bark, Melons, etc.	Rough Lumber, Ores, Sand, Clay, Common Brick, Wood, etc.	Spirits Turpentine, Barrel Material and Barrel Hoops, in packages.	Rosin.	Fertilizers, C. L., Per Ton, 2,000 Pounds.
10 miles and under.....	19	17	16	12	11	10	8	10	10	9	11	18	12	10	6	50	1 00	12 00	10 00	9 00	9	5½	1 20
Over 10 miles and under 21 miles.....	27	25	22	19	15	12	10	12	11	11	15	20	19	16	8	60	1 15	15 00	12 00	11 00	10	7	1 60
Over 20 miles and under 31 miles.....	35	32	28	25	18	16	12	16	14	13	20	25	25	22	9	70	1 30	17 00	13 00	11 50	11	8	1 95
Over 30 miles and under 41 miles.....	40	35	31	28	21	18	13	18	16	14	22	28	28	26	9½	80	1 45	19 00	14 00	12 00	12	8½	2 10

**WILMINGTON, COLUMBIA AND AUGUSTA RAILROAD.**

PASSENGER—Standard Tariff.

FREIGHT—On Classes 1 to H, inclusive, the Standard Tariff with 20 per cent. added. All other classes the Standard Tariff without percentage.

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**SOUTHERN RAILWAY COMPANY.**

ATLANTA AND CHARLOTTE AIR-LINE.  
 CHARLOTTE, COLUMBIA AND AUGUSTA.  
 NORTH CAROLINA RAILROAD.  
 PIEDMONT RAILROAD.

WESTERN NORTH CAROLINA RAILROAD—Salisbury to Old Fort.

WESTERN NORTH CAROLINA RAILROAD—Asheville to Paint Rock.

Tariff as follows :

PASSENGER—Commissioners' Standard Tariff.

FREIGHT—Commissioners' Standard Tariff.

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OLD FORT TO ASHEVILLE.

FREIGHT—Add 10 per cent. to Commissioners' Standard Tariff.

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WESTERN NORTH CAROLINA RAILROAD—Murphy Division.

PASSENGER—First-class 3½ cents per mile.

Second-class 3 cents per mile.

FREIGHT—Add 25 per cent. to Commissioners' Standard Tariff.

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ATLANTIC, TENNESSEE AND OHIO RAILROAD.

PASSENGER—Commissioners' Standard Tariff.

FREIGHT—Add 10 per cent. to Commissioners' Standard Tariff.

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ASHEVILLE AND SPARTANBURG RAILROAD.

PASSENGER—Commissioners' Standard Tariff.

FREIGHT—Add 25 per cent. to Standard Tariff.

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HIGH POINT, RANDLEMAN, ASHEBORO AND SOUTHERN.

PASSENGER—Commissioners' Standard Tariff.

FREIGHT—Add 10 per cent. to Commissioners' Standard Tariff.

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NORTHWESTERN NORTH CAROLINA RAILROAD.

GREENSBORO TO WINSTON.

Commissioners' Standard Tariff.



WINSTON TO WILKESBORO.

PASSENGER—First Class, 3½ cents per mile.

Second Class, 3 cents per mile.

FREIGHT—Add 25 per cent. to Commissioners' Standard Tariff.

NORTH CAROLINA MIDLAND RAILROAD.

PASSENGER—First Class, 3½ cents per mile.

Second Class, 3 cents per mile.

FREIGHT—Commissioners' Standard Tariff with 25 per cent. added.

OXFORD AND CLARKSVILLE RAILROAD COMPANY.

PASSENGER—First Class, 3½ cents per mile.

Second Class, 3 cents per mile.

FREIGHT—Add 20 per cent. to Commissioners' Standard Tariff.

OXFORD AND HENDERSON RAILROAD COMPANY.

PASSENGER—Standard Tariff.

FREIGHT—Add 20 per cent. to Commissioners' Standard Tariff.

STATESVILLE AND WESTERN RAILROAD.

PASSENGER—First Class, 3½ cents per mile.

Second Class, 3 cents per mile.

FREIGHT—Tariff as follows:

DISTANCES.	PER 100 POUNDS.										PER BBL.	PER 100 POUNDS.			PER TON. 2,000 LBS.		PER CAR LOAD, 20,000 POUNDS.			FERT'LIZ'RS, PER 100 LBS.	
	1	2	3	4	5	6	A	B	C	D		E	F	H	J	K	L	M	N	O	P
Five miles...	15	12	10	8	6	5	5	5	5	6	10	8	7	5	75	90	800	700	600	5	6
Ten miles...	18	17	15	12	10	9	6	9	8	6	14	12	10	5	85	100	10 00	900	750	5	6
Fifte'n miles	21	19	17	14	12	11	7	10	9	7	16	14	11	5½	95	110	11.00	10.00	900	5½	6½
Tw'ntym'l's	23	21	19	16	13	12	8	11	10	8	18	16	12	6	100	120	12.00	12.00	10.00	6	7

**STATE UNIVERSITY RAILROAD.**

PASSENGER—First Class, 3½ cents per mile.

Second Class, 3 cents per mile.

FREIGHT—Tariff as follows :

	PER 100 POUNDS.										PER BBL.	PER 100 POUNDS.				PER TON, 2,000 LBS.		PER CAR LOAD 20,000 POUNDS.			F'RT'LIZ'S, PER 100LBS.	
	1	2	3	4	5	6	A	B	C	D		E	F	H	J	K	L	M	N	O	P	Car Loads, 20,000 Lbs.
Five miles or under .....	12	10	8	6	6	5	5	5	5	4	6	10	6	7	4	60	85	900	800	600	4	5
Ten miles or under .....	17	13	11	9	7	7	6	6	7	5	7	13	9	8	4½	70	90	10,00	900	700	4½	5½

**YADKIN RAILROAD.**

PASSENGER—First Class, 3½ cents per mile.

Second Class, 3 cents per mile.

FREIGHT—Add 25 per cent. to Commissioners' Standard Tariff.

**SEABOARD AIR-LINE SYSTEM.**

**SEABOARD AND ROANOKE RAILROAD COMPANY.**

PASSENGER— }  
FREIGHT— } Commissioners' Standard Tariff.

**RALEIGH AND GASTON RAILROAD COMPANY.**

PASSENGER— }  
FREIGHT— } Commissioners' Standard Tariff.

**DURHAM AND NORTHERN RAILWAY COMPANY.**

PASSENGER—Commissioners' Standard Tariff.

FREIGHT—Add 20 per cent. to Commissioners' Standard Tariff.

**RALEIGH AND AUGUSTA AIR-LINE RAILROAD COMPANY.**

PASSENGER—Commissioners' Standard Tariff.

FREIGHT—Add 15 per cent. to Commissioners' Standard Tariff.

**CAROLINA CENTRAL RAILROAD COMPANY.**

PASSENGER—First Class, 3½ cents per mile.

Second Class, 3 cents per mile.

FREIGHT—Add 30 per cent. to Commissioners' Standard Tariff.



**LOUISBURG RAILROAD COMPANY.**

PASSENGER—First Class, 4 cents per mile.

Second Class, 3 cents per mile.

FREIGHT—Tariff as follows:

DISTANCES.	PER 100 POUNDS.										PER BBL.	PER 100 POUNDS.			CAR LOAD RATES.						
												PER TON, 2,000 LBS.	PER CAR LOAD.								
	First Class.	Second Class.	Third Class.	Fourth Class.	Fifth Class.	Sixth Class.	Class A.	Class B.	Class C.	Class D.			Class E.	Class F.	Class H.	Class K.	Class L.	Class M.	Class N.	Class O.	Class P.
	1	2	3	4	5	6	A	B	C	D			E								
Seven miles and under.....	12	10	8	6	6	5	5	5	5	4	6	10	6	4	60	85	9 00	8 00	5 00		
Twelve miles and over seven.....	17	13	11	9	7	7	6	6	6	5	7	12	9	4½	70	90	10 00	9 00	6 5		

**GEORGIA, CAROLINA AND NORTHERN RAILWAY COMPANY.**

PASSENGER—Commissioners' Standard Tariff.

FREIGHT—Tariff as follows:

DISTANCES (MILES.)	PER 100 POUNDS.										PER BBL.	PER 100 POUNDS.			PER TON, 2,000 LBS.		PER CAR LOAD, 20,000 POUNDS.			PER 100 POUNDS.	PER TON 2,000.	
	1	2	3	4	5	6	A	B	C	D		E	F	H	J	K	L	M	N			O
12 and under.	16	14	12	10	9	8	8	8	8	7	9	16	10	9	6	50	1 00	10 00	9 00	7 00	7	1 00
20 and over 12	25	22	19	17	13	12	10	12	9	8	13	18	17	10	8	60	1 15	13 00	11 00	8 00	8	1 35
30 and over 20	33	30	26	24	17	16	12	16	10	9	17	20	24	15	9	70	1 30	15 00	12 00	9 00	9	1 60
40 and over 30	37	33	29	27	19	18	13	18	11	10	19	22	27	20	9½	80	1 45	17 00	13 00	10 00	10	1 75
50 and over 40	41	36	32	29	21	19	14	19	12	11	21	24	29	23	10	90	1 60	19 00	14 00	10 50	11	1 90
60 and over 50	44	39	33	30	22	20	14½	19½	13	12	22	26	30	24	10½	1 00	1 70	21 00	15 00	11 00	11½	2 00
70 and over 60	47	42	34	31	23	20½	15	20	14	13	23	28	31	25	11	1 05	1 80	23 00	16 00	11 50	12	2 10
80 and over 70	50	45	35	32	24	21	15½	20½	15	13½	24	30	32	26	11½	1 10	1 90	25 00	17 00	11 75	12½	2 20
90 and over 80	53	46	36	33	25	21½	16	20½	16	14	25	32	33	27	11½	1 15	2 00	26 00	18 00	12 00	13	2 30
100 and over 90	55	47	37	34	26	22	16½	21	17	14½	26	34	34	28	11¾	1 20	2 10	27 00	19 00	12 25	13½	2 35
110 & over 100	57	48	38	35	27	22½	16½	21½	17	14¾	27	36	35	29	12	1 25	2 20	28 00	20 00	12 50	14	2 38
120 & over 110	59	49	39	36	28	23	16¾	21¾	19	15	28	38	36	30	12¼	1 30	2 30	29 00	21 00	12 75	14½	2 40
130 & over 120	60	50	40	37	29	23½	17	21¾	20	15¾	29	40	37	31	12½	1 35	2 35	30 00	22 00	13 00	15	2 42

**PITTSBORO RAILROAD.**

PASSENGER—First Class, 4 cents per mile.  
 Second Class, 3½ cents per mile.

FREIGHT—Tariff as follows :

DISTANCES.	PER 100 POUNDS.										PER BEL.	PER 100 POUNDS.		CAR LOAD RATES.					
												PER TON, 2,000 LBS.	PER CAR LOAD.						
	First Class.	Second Class.	Third Class.	Fourth Class.	Fifth Class.	Sixth Class.	Class A.	Class B.	Class C.	Class D.			Class E.	Class F.	Class H.	Class K.	Class L.	Class M.	Class N.
1	2	3	4	5	6	A	B	C	D	E	F	H	K	L	M	N	O	P.	
Seven miles and under.....	14	12	9	7	7	6	6	6	6	4½	7	11½	7	4½	70	90	10 00	9 00	5 75
Twelve miles and over seven.....	17	13	11	9	7	7	6	6	7	5	9	13	9	4½	70	90	10 00	10 00	7 00

**ROANOKE AND TAR RIVER RAILROAD.**

PASSENGER—Commissioners' Standard Tariff.

FREIGHT—To Classes 1, 2, 3, 4, 5 and 6, add 20 per cent. to Commissioners' Standard Tariff.

To Classes A, B, C, D, E, F, H, K, L, M, N, and O, add 10 per cent. to Commissioners' Standard Tariff.

To Class P apply Commissioners' Standard Tariff.

**PALMETTO RAILROAD.**

PASSENGER—First Class, 3½ cents per mile.

Second Class, 3 cents per mile.

FREIGHT—Tariff as follows :

DISTANCES.	PER 100 POUNDS.										PER BARREL.	PER 100 POUNDS.		PER TON.	PER CAR LOAD.			PER 100 POUNDS.			
															20,000 lbs. to be Charged for, Excess in same Proportion.						
	1	2	3	4	5	6	A	B	C	D		E	F		H	J	K		L	M	N
3 Miles and under...	10	8	7	6	5	4	4	4	5	4	5	9	6	5	3	25	40	5 00	4 00	4 00	3
10 Miles and over 3 miles.....	17	15	13	11	9	8	8	8	9	7	9	16	11	10	7	50	80	8 00	7 00	7 00	7
16 Miles and over 10 miles.....	20	18	17	15	11	10	10	10	11	8	11	20	15	14	8	55	90	9 60	8 60	7 50	7½
20 Miles and over 16 miles.....	25	22	19	17	13	11	10	11	12	9	14	22	17	16	8½	60	1 20	10 50	10 00	8 00	8



**MISCELLANEOUS ROADS.  
ABERDEEN AND ROCK FISH RAILROAD.**

**FREIGHT—**

CLASS.											PER BARREL.	PER 100 LBS. LBS.			PER TON. 2,000		CAR LOADS, 20,000 POUNDS. (Except Lumb'r)			COTTON IN BALES PER 100 LBS.	GUANO PER TON.	ROSIN PER 100 LBS.				
	1	2	3	4	5	6	A	B	C	D		E	F	H	J	K	L	M	N				O	P		
L'vitts.	8	7½	7	6	5	4	4	4	5	4	5	7	5	7	3	40	60	6	00	5	00	4	80	4	50	2
Hilton.	10	9	8½	7	6	5	5	5	5	5	5	10	8	8	4	55	80	8	00	6	00	4	80	6	60	2½
Buffalo	12	11	10½	10	8	7	7	7	6	5½	6	15	10	10	5	75	95	10	00	8	00	6	00	8	70	3

Class "D," car load lots, one cent. per hundred pounds less than above rates.  
Minimum package rate 10 cents.

**ABERDEEN AND WEST END RAILROAD.**

	PER 100 POUNDS.										PER BBL.	PER 100 POUNDS.				PER TON.		
	1	2	3	4	5	6	A	B	C	D		E	F	H	J	K	L	M
From Aberdeen to Pinehurst.....	6	10	9	8	7	6	5	5	5	6	5	6	10	7	9	4	60	90
From Aberdeen to West End.....	13	11	13	12	11	8	7½	7	7	7	6	7	12	11	11	5½	75	100
From Aberdeen to Old Stores.....	18	18	15	14	13	10	8	8	8	8	7	10	15	12	12	6	80	105
From Aberdeen to Eagle Spr'gs.,	20	20	17	15	14	12	9	9	9	9	8	12	18	14	13	6½	90	115
From Aberdeen to Inland.....	29	20	17	15	14	12	9	9	9	9	8	12	18	14	13	6½	90	115
From Aberdeen to Candor.....	25	20	17	15	14	12	9	9	9	9	8	12	18	14	13	6½	90	115
From Aberdeen to Junction.....	30	21	18	16	15	14	10	10	10	10	9	14	20	15	14	7	100	125
From Aberdeen to Star.....	33	22	19	17	16	15	11	11	11	11	10	15	22	15	15	7	110	130
From Aberdeen to Troy.....	38	24	20	18	17	16	12	12	12	12	12	16	24	17	16	8	125	140

	CAR LOAD.			COTTON IN BALES PER 100 POUNDS.	GUANO PER TON	ROSIN PER 100 LBS.	LUMBER CL 24,000 PER 100 POUNDS.
	20,000 LBS.(EX- CEPT LUMBER.						
	N	O	P				
From Aberdeen to Pinehurst.....	6	8	00	6	60	2½	2
From Aberdeen to West End.....	13	9	00	8	70	3	2
From Aberdeen to Old Stores.....	18	10	00	10	75	3½	2½
From Aberdeen to Eagle Springs..	20	10	00	10	75	3½	2½
From Aberdeen to Inland.....	22	11	00	12	80	3½	2½
From Aberdeen to Candor.....	25	11	00	12	80	4	3
From Aberdeen to Junction.....	30	12	00	13	90	5	3¼
From Aberdeen to Star.....	33	13	00	14	100	5	3½
From Aberdeen to Troy.....	38	15	00	16	115	7	4

**ABERDEEN AND WEST END RAILROAD.**

**PASSENGER TARIFF—**

STATIONS:	1ST. 2ND.		1ST. 2ND.		1ST. 2ND.		1ST. 2ND.		1ST. 2ND.		1ST. 2ND.	
	Aberdeen.....	0		20	15	40	35	50	45	60	50	65
Pinehurst.....	6	20	15		25	20	35	30	40	35	45	40
West End.....	13	40	35	25	20		15	10	20	15	25	20
Old Stores.....	18											
Eagle Springs.....	20	60	50	35	30	20	15					
Inland.....	22											
Candor.....	25	75	65	55	50	40	30	25	20	20	15	15
Junction.....	30	90	80									
Star.....	33	1 00	90	80	70	60	55	45	40	40	35	35
Troy.....	38	1 20	1 05	1 00	90	80	70	65	60	60	50	55

Aberdeen.	Pinehurst.	West End.	Old Stores.	Eagle Springs.	Inland.
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STATIONS.	1ST. 2ND.		1ST. 2ND.		1ST. 2ND.		1ST. 2ND.		
Aberdeen.....	0	75	65	90	80	1 00	90	1 15	1 00
Pinehurst.....	6	55	50	75	65	80	70	95	85
West End.....	13	40	30	50	45	60	55	75	65
Old Stores.....	18								
Eagle Springs.....	20	20	15	35	30	40	35	55	45
Inland.....	22								
Candor.....	25			20	15	25	20	40	35
Junction.....	30								
Star.....	33	25	20	15	10			35	30
Troy.....	38	45	40	30	25	40	35	40	35

Candor.	Junction.	Star.	Troy.
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Rate for 5 miles, use  
Rate Aberdeen to Pine-  
hurst. 10 miles Rate,  
Aberdeen to West End.  
20 miles Rate, Aberdeen  
to Eagle Springs.



ATLANTIC AND NORTH CAROLINA RAILROAD.

PASSENGER—Commissioners' Standard Tariff.

FREIGHT—As follows:

DISTANCES.	PER 100 POUNDS.										PER BARREL.	PER 100 POUNDS.			PER TON 2,000 LBS.		PER CAR LOAD 20,000 POUNDS.			PER 100 POUNDS.	
	1	2	3	4	5	6	A	B	C	D		E	F	H	J	K	L	M	N		O
5 Miles and under.	15	12	10	8	6	5	5	5	6	5	6	12	8	5	4½	60	60	12 00	9 00	6 00	5
10 Miles and over 5.	18	14	12	10	8	7	7	7	7	5	8	14	10	6	5	65	65	13 00	10 00	6 00	5
15 Miles and over 10	21	17	15	12	10	8	8	9	8	6	10	15	12	8	5½	70	75	14 00	11 00	6 00	6
20 Miles and over 15	24	20	17	14	11	9	9	11	9	6	11	16	14	10	6	75	80	15 00	12 00	6 00	8½
25 Miles and over 20	27	22	18	15	12	10	10	13	10	6	12	18	15	15	6	90	95	16 00	12 00	7 00	9
30 Miles and over 25	30	24	20	17	13	12	11	14	11	6½	13	19	17	15	6½	95	1 00	17 00	13 00	7 00	10
35 Miles and over 30	30	25	20	18	15	15	15	15	16	6½	15	25	18	15	6½	1 00	1 05	17 00	13 00	7 00	11
40 Miles and over 35	30	25	20	18	15	15	15	15	16	7	15	25	18	15	7	1 05	1 10	17 00	14 00	7 00	11
45 Miles and over 40	32	27	22	20	17	15	15	15	17	7	16	26	20	17	7	1 05	1 15	17 50	14 00	8 00	12
50 Miles and over 45	34	29	24	21	19	15	15	15	18	7	19	27	21	18	7	1 10	1 20	18 00	14 00	8 00	12
55 Miles and over 50	36	30	25	22	20	15	15	15	19	7	20	28	22	18	7	1 10	1 20	18 50	14 00	8 00	12
60 Miles and over 55	38	32	26	23	20	15	15	15	19	7	20	29	23	20	7½	1 10	1 20	20 00	15 00	8 00	12
65 Miles and over 60	39	33	27	24	21	16	16	16	20	8	21	30	24	20	8	1 15	1 25	20 50	15 00	9 00	13
70 Miles and over 65	40	34	28	25	21	17	17	17	21	9	21	31	25	20	9	1 15	1 25	21 00	15 50	9 00	13
75 Miles and over 70	42	35	29	26	22	19	18	19	22	10	22	32	26	20	10	1 15	1 25	21 50	15 50	9 00	13
80 Miles and over 75	43	36	30	27	23	20	19	20	23	11	23	33	27	20	11	1 20	1 30	22 00	16 00	9 00	13
85 Miles and over 80	45	38	31	28	24	21	20	21	24	12	24	34	28	21	12	1 20	1 30	23 00	16 50	10 00	13
90 Miles and over 85	46	39	32	29	25	22	20	22	25	13	25	35	29	21	13	1 20	1 30	24 00	17 00	10 00	14
95 Miles and over 90	47	40	33	30	26	23	20	23	26	14	26	36	30	21	14	1 20	1 30	24 00	17 50	10 00	14

Lumber. Special rate—See file.

ATLANTIC AND DANVILLE RAILWAY COMPANY.

FREIGHT,  
PASSENGER.

} Apply special Tariff on file.

CAPE FEAR AND YADKIN VALLEY RAILWAY COMPANY.

PASSENGER—Commissioners' Standard Tariff.

FREIGHT—Tariff as follows:

DISTANCES (MILES).	PER 100 POUNDS.										PER BBL	PER 100 LBS.				PER TON 2,000 LBS.		PER CAR LOAD 20,000 LBS.		FERTI- LIZER PER 100 LBS.		
	1	2	3	4	5	6	A	B	C	D		E	F	H	J	K	L	M	N	O	P	
																				C. L. 20- 000 Min	L. C. L.	
5 and under	12	10	8	6	6	5	5	5	4	6	10	6	7	4	60	85	900	800	500	4	5	
10 and under	18	14	12	10	9	7	7	7	6	9	14	12	8	5	70	95	1100	1000	650	5	6	
15 and under	21	18	16	14	11	8	7	8	8	7	11	16	14	9	5½	75	100	1200	1100	750	5½	6½
20 and under	24	20	17	15	12	9	8	9	9	8	12	18	15	10	6	80	105	1300	1200	850	6	7
25 and under	27	22	19	16	13	10	9	10	10	8	13	20	16	11	6½	90	115	1500	1200	950	6½	7
30 and under	30	24	21	18	14	11	10	11	11	9	14	20	18	12	7	100	125	1600	1400	1050	7	8½
35 and under	33	23	22	20	16	12	10	12	12	10	16	22	20	13	8	110	135	1800	1600	1150	8	9½
40 and under	33	26	22	20	16	12	10	12	12	10	16	22	20	13	8	110	135	1800	1600	1200	8	9½
45 and under	36	29	25	22	18	13	11	13	13	11	18	26	22	15	9	120	145	2000	1800	1200	9	11
50 and under	36	29	25	22	18	13	11	13	13	11	18	26	22	15	9	120	145	2000	1800	1200	9	11
55 and under	39	32	28	24	20	14	12	14	14	11	20	28	24	16	9	130	155	2300	1800	1300	9	11
60 and under	39	32	28	24	20	14	12	14	14	11	20	28	24	16	9	130	155	2300	1800	1300	9	11
65 and under	42	34	30	25	21	15	13	15	15	12	21	29	25	17	10	139	160	2500	2000	1300	10	12
70 and under	42	34	30	25	21	15	13	15	15	12	21	29	25	17	10	139	160	2500	2000	1400	10	12
75 and under	44	36	32	26	22	15	13	15	15	12	22	32	26	18	10	140	165	2700	2000	1400	10	12
80 and under	44	36	32	26	22	15	13	15	15	12	22	32	26	18	10	140	165	2700	2000	1400	10	12
85 and under	47	38	33	27	23	16	14	16	16	12½	23	32	27	19	10½	140	170	2800	2100	1500	10½	12½
90 and under	47	38	33	27	23	16	14	16	16	12½	23	32	27	19	10½	140	170	2800	2100	1500	10½	12½
95 and under	50	40	35	27	24	16	14	16	16	13	24	33	27	20	10½	150	175	3000	2100	1500	10½	12½
100 and under	50	40	35	27	24	16	14	16	16	13	24	33	27	20	10½	150	175	3000	2100	1600	10½	12½
110 and under	52	42	36	28	24	17	15	17	17	13	24	33	28	21	11	155	180	3000	2200	1600	11	13½
120 and under	54	44	37	29	25	18	15	18	18	14	25	34	29	22	11	160	185	3100	2300	1700	11	13½
130 and under	53	46	38	29	25	18	15	18	18	14	25	34	29	23	11½	165	190	3200	2300	1800	11½	14
140 and under	58	47	38	30	26	19	16	19	19	14	26	35	30	23	12	170	195	3300	2400	1800	12	14½
150 and under	59	48	39	30	26	19	16½	19	19	15	26	37	30	23½	12	175	205	3400	2400	1900	12	14½
160 and under	59	49	39	31	27	20	17	20	19	15	27	39	31	23½	12½	185	210	3400	2500	1900	12½	15
170 and under	60	50	41	31	27	20	17	21	20	16	27	40	31	24	12½	185	210	3500	2500	2000	12½	15
180 and under	61	51	42	32	28	21	17	22	21	17	28	42	32	24	13	190	210	3500	2600	2000	13	15½
190 and under	62	52	43	33	29	22	17½	22	21	17	29	43	33	24½	13½	190	215	3700	2700	2100	14	16½
200 and under	63	53	44	34	30	23	17½	23	22	17½	30	44	34	24½	14	195	220	3800	2800	2100	14½	17½
210 and under	63	53	44	34	30	23	17½	23	22	17½	30	44	34	24½	14	195	220	3800	2800	2200	14½	17½
220 and under	64	54	45	35	31	24	18	23½	22½	18	31	45	35	25	14½	200	225	3900	2900	2200	15	18
230 and under	64	54	45	35	31	24	18	23½	22½	18	31	45	35	25	14½	200	225	3900	2900	2300	15	18
240 and under	66	56	46	37	33	25	18	24	23	18	33	46	37	25	15	205	230	4000	3000	2300	15	18
250 and under	63	56	46	37	33	25	18	24	23	18	33	46	37	25	15	205	230	4000	3000	2300	15	18
260 and under	68	58	48	38	34	26	19	25	24	19	34	47	38	26	16	210	235	4100	3100	2400	16	19
270 and under	68	58	48	38	34	26	19	25	24	19	34	47	38	26	16	210	235	4100	3100	2500	16	19



OHIO RIVER AND CHARLESTON RAILWAY.

PASSENGER—First Class, 3½ cents per mile.

Second Class, 3 cents per mile.

FREIGHT—Tariff as follows:

DISTANCES.	PER 100 POUNDS.												PER BBL.			PER TON 2,000 LBS.			PER CAR LOAD 20,000 LBS.				
	1	2	3	4	5	6	A	B	C	D	E	F	H	J	K	L	M	N	O	P	PER 100 LBS.		
	15	12	10	8	6	5	5	5	6	5	6	12	8	8	4½	70	80	9 00	8 00	7 00	5		
For 5 miles or less.....	15	12	10	8	6	5	5	5	6	5	6	12	8	8	4½	70	80	9 00	8 00	7 00	5		
For 10 miles or over 5 miles.....	18	14	12	10	8	7	7	7	6	8	14	10	10	5	75	90	10 00	8 50	7 50	6			
For 15 miles or over 10 miles.....	21	17	15	12	10	8	8	9	8	7	10	14	12	12	5½	80	105	11 00	9 35	8 00	7		
For 20 miles or over 15 miles.....	24	20	17	14	11	8	9	11	9	8	11	16	14	14	6	110	130	12 00	11 00	8 50	8		
For 25 miles or over 20 miles.....	27	22	18	15	12	10	10	13	10	8	12	18	15	15	7½	120	150	14 00	12 00	9 00	9		
For 30 miles or over 25 miles.....	30	24	20	17	13	12	11	14	11	9	13	19	17	16	8½	130	150	14 50	13 00	9 50	10		
For 35 miles or over 30 miles.....	33	26	21	18	14	13	12	15	12	10	14	24	18	17	9	135	175	15 00	13 50	10 00	11		
For 40 miles or over 35 miles.....	36	28	23	19	15	14	13	16	13	10	15	24	19	19	9	140	190	16 00	14 00	10 50	12		
For 50 miles or over 40 miles.....	38	32	26	22	17	15	14	17	14	11	17	25	22	22	10	140	190	17 00	14 00	11 00	13		
For 60 miles or over 50 miles.....	42	36	29	25	19	16	15	18	15	12	19	27	25	25	11	145	200	23 00	15 00	11 50	14		
For 70 miles or over 60 miles.....	46	38	32	27	21	17	16	19	15½	13	21	28	27	27	11	150	210	25 00	16 00	12 00	15		
For 80 miles or over 70 miles.....	50	42	35	29	23	18	17	19	16	14	23	29	29	29	12	155	220	27 00	17 00	12 50	15		
For 90 miles or over 80 miles.....	54	45	38	31	25	19	18	20	16½	14½	25	30	31	30	12	160	230	29 00	18 00	13 00	16		
For 100 miles or over 90 miles.....	57	48	41	33	27	20	19	20	17	15	27	31	33	31	13	165	240	31 00	19 00	13 50	17		
For 110 miles or over 100 miles.....	60	51	43	35	28	21	20	21	17½	15½	28	32	35	32	13	170	250	33 00	20 00	14 00	18		
For 120 miles or over 110 miles.....	63	54	46	37	30	22	20½	22	18	16	30	32	37	33	13½	175	260	35 00	21 00	14 50	19		
For 130 miles or over 120 miles.....	66	56	48	39	32	23	21	23	18½	16½	32	33	39	34	14	180	270	37 00	22 00	15 00	20		
For 140 miles or over 130 miles.....	68	58	50	41	34	24	21½	24	19	17	34	34	41	35	14½	185	280	38 00	23 00	15 50	21		
For 150 miles or over 140 miles.....	70	60	52	43	36	25	22	25	20	17½	36	36	43	36	15	190	285	39 00	24 00	16 00	22		
For 160 miles or over 150 miles.....	71	61	53	44	37	26	22½	26	21	18	37	37	44	37	15½	195	290	40 00	25 00	16 50	23		
For 160 miles or over 160 miles.....	72	62	54	45	38	27	23	27	22	18½	38	38	45	38	16	200	295	41 00	26 00	17 00	24		
For 180 miles or over 170 miles.....	73	63	55	46	39	28	23½	28	23	19	39	39	46	39	16½	205	300	42 00	27 00	17 50	25		

Cotton (without percentage) 6th Class.

**CHESTER AND LENOIR RAILROAD.**

PASSENGER—First Class, 3½ cents per mile.

Second Class, 3 cents per mile.

FREIGHT—Tariff as follows:

	PER 100 POUNDS.										PER 100 LBS.	PER TON, 2,000 LBS.	PER CAR LOAD, 15,000 POUNDS.			FERTIL- IZERS PER 100 POUNDS						
	1	2	3	4	5	6	A	B	C	D			E	F	H	J	K	L	M	N	O	P
5 miles and under.	16	14	12	10	9	8	8	8	7	9	16	10	9	6	50	100	750	675	525	3¾	4¾	
10 miles and over	16	14	12	10	9	8	8	8	7	9	16	10	9	6	50	100	750	675	525	3¾	4¾	
15 miles and over	25	22	19	17	13	12	10	12	9	8	13	18	17	10	8	60	115	975	825	600	5	6
20 miles and over	25	22	19	17	13	12	10	12	9	8	13	18	17	10	8	60	115	975	825	600	5	6
25 miles and over	33	30	26	24	17	16	12	16	10	9	17	20	24	15	9	70	130	1125	900	675	6	7¼
30 miles and over	33	30	26	24	17	16	12	16	10	9	17	20	24	15	9	70	130	1125	900	675	6	7¼
35 miles and over	37	33	29	27	19	18	13	18	11	10	19	22	27	20	9½	80	145	1275	975	750	6½	8
40 miles and over	37	33	29	27	19	18	13	18	11	10	19	22	27	20	9½	80	145	1275	975	750	6½	8
45 miles and over	41	36	32	29	21	19	14	19	12	11	21	24	29	23	10	90	160	1425	1050	788	7	8½
50 miles and over	41	36	32	29	21	19	14	19	12	11	21	24	29	23	10	90	160	1425	1050	788	7	8½
55 miles and over	44	36	32	29	21	19	14	19	12	11	21	24	29	24	10	90	160	1425	1050	788	7½	9
60 miles and over	44	39	33	30	22	20	14½	19½	13	12	22	26	30	24	10½	100	170	1575	1125	825	7½	9
65 miles and over	47	42	34	31	23	20½	15	20	14	13	23	28	31	25	11	105	180	1725	1200	863	8	9½
70 miles and over	47	42	34	31	23	20½	15	20	14	13	23	28	31	25	11	105	180	1725	1200	863	8	9½

**CARTHAGE RAILROAD.**

PASSENGER—First Class, Cameron to Carthage, 50 cents.

Second Class, Cameron to Carthage, 40 cents.

FREIGHT—Tariff as follows:

	PER 100 POUNDS.										PER BBL.	PER 100 POUNDS.	PER TON 2,000 LBS	PER CAR LOAD, 20,000 POUNDS.			SPIRITS TURPENTINE.	ROBIN.	COTTON.				
	1	2	3	4	5	6	A	B	C	D				E	F	H				J	K	L	M
Kelly, N. C. ....	10	9	8	7	6	5	5	5	5	5	6	10	7	7	3	50	50	5 00	5 00	5 00	3½	2	6
Carthage, N. C. ....	10	9	8	7	6	5	5	5	5	5	6	10	7	7	3	50	50	5 00	5 00	5 00	3½	2	6
Hannon, N. C. ....	15	13	12	11	8	7	7	7	7	7	7	14	10	10	5	70	70	7 00	7 00	7 00	5	3	8
Curriesville, N. C. }	15	13	12	11	8	7	7	7	7	7	7	14	10	10	5	70	70	7 00	7 00	7 00	5	3	8

**HENDERSONVILLE AND BREVARD RAILROAD.**

PASSENGERS— } First Class—3½ cents per mile.  
 } Second Class—3 cents per mile.  
 FREIGHT—Commissioners' Standard Tariff.



EGYPT RAILWAY.

PASSENGER—First Class, 4 cents per mile.  
 Second Class, 3 cents per mile.

STANDARD FREIGHT TARIFF FOR TEN (10) MILES DISTANCE.

1	2	3	4	5	6	A	B	C	D	E	F	H	K	L	M	N	O	P
18	13	11	9	8	7	6	6	6	5	8	12	9	5	70	95	10 00	9 00	6 50

DURHAM AND CHARLOTTE RAILROAD.

PASSENGER—Tariff as follows:

STATIONS.	GULF.	PALMER.	CARBON- TON.	HAW BRANCH.	RIVERSIDE.	GLENDON.
Gulf .....		0.10	0.15	0.20	0.25	0.25
Palmer .....	0.10		0.10	0.15	0.20	0.20
Carbonton .....	0.15	0.10		0.10	0.15	0.15
Haw Branch.....	0.20	0.15	0.10		0.10	0.10
Riverside.....	0.25	0.20	0.15	0.10		0.10
Glendon.....	0.25	0.20	0.15	0.15	0.10	

FREIGHT—Tariff as follows:

DISTANCES.	PER 100 POUNDS.										PER BARREL.				PER 100 LBS.		PER TON, 2,000 LBS.		PER CAR LOAD, 20,000 LBS.		LUMBER, 24,000 LBS, MIN.	FERTILIZERS, PER 100 LBS.	
	1	2	3	4	5	6	A	B	C	D	E	F	H	J	K	L	M	N	O	P		C. L. 20000 Lbs. Min	L. C. L.
5 miles and under.....	15	12	10	8	8	6	6	6	6	5	8	12	9	8	5	65	90	1000	900	800	5	6	
10 miles and over 5 miles	20	16	14	12	10	8	7	8	8	7	10	15	13	9	6	75	100	1200	1100	700	6	7	
15 miles and over 10 miles	23	19	17	15	12	9	8	9	9	8	12	17	15	10	6	80	105	1300	1200	800	6	7	
20 miles and over 15 miles	26	21	18	16	13	10	9	10	10	8	13	19	16	11	6½	85	110	1400	1200	900	6½	7	

JAMESVILLE AND WASHINGTON RAILWAY.

PASSENGER, }  
 FREIGHT. } Special Tariff on file.

## MARIETTA AND NORTH GEORGIA RAILROAD.

PASSENGER—3 cents per mile.

FREIGHT—Tariff as follows:

DISTANCES.	PER ONE HUNDRED POUNDS.											PER 100 POUNDS.				PER TON.		PER CAR.				PER 100.
	I	2	3	4	5	6	A	B	C	D	E	F	G	H	J	K	L	M	N	O	P	
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	cts.
5 Miles.....	15	14	12	10	9	7	6	5	4 1/2	4	5	9	3	10	10	5	44	65	6	65	8	
10 "	25	23	20	18	15	10	9	5 1/2	5 1/2	6	6	11	4	12	12	6	62	100	8	100	8	
15 "	35	32	28	25	22	17	16	8	8	8	7	13	6	15	15	6	88	105	9	105	9	
20 "	45	42	38	35	32	24	23	10	10	10	9	15	7	17	17	7	75	110	10	110	10	
25 "	55	52	48	45	42	30	29	11	11	11	10	15	7	19	19	8	79	115	11	115	11	
30 "	65	62	58	55	52	35	34	12	12	12	11	15	7	21	21	8	87	120	12	120	12	
35 "	75	72	68	65	62	40	39	13	13	13	12	16	7	23	23	9	93	130	13	130	13	
40 "	85	82	78	75	72	45	44	14	14	14	13	16	8	25	25	10	106	140	14	140	14	
45 "	95	92	88	85	82	50	49	15	15	15	14	18	8	27	27	10	112	150	15	150	15	
50 "	105	102	98	95	92	55	54	16	16	16	15	18	8	28	28	10	123	160	16	160	16	
55 "	115	112	108	105	102	60	59	17	17	17	16	19	8	30	30	11	133	170	17	170	17	
60 "	125	122	118	115	112	65	64	18	18	18	17	20	9	31	31	11	145	180	18	180	18	
65 "	135	132	128	125	122	70	69	19	19	19	18	21	9	32	32	11	155	190	19	190	19	
70 "	145	142	138	135	132	75	74	20	20	20	19	22	9	33	33	12	165	200	20	200	20	
75 "	155	152	148	145	142	80	79	21	21	21	20	23	9	35	35	12	175	210	21	210	21	
80 "	165	162	158	155	152	85	84	22	22	22	21	24	10	36	36	12	185	220	22	220	22	
85 "	175	172	168	165	162	90	89	23	23	23	22	25	10	37	37	12	195	230	23	230	23	
90 "	185	182	178	175	172	95	94	24	24	24	23	26	10	38	38	12	205	240	24	240	24	
95 "	195	192	188	185	182	100	99	25	25	25	24	27	10	39	39	12	215	250	25	250	25	
100 "	205	202	198	195	192	105	104	26	26	26	25	28	10	40	40	12	225	260	26	260	26	
110 "	225	222	218	215	212	110	109	27	27	27	26	29	10	41	41	12	235	270	27	270	27	
120 "	245	242	238	235	232	115	114	28	28	28	27	30	10	42	42	12	245	280	28	280	28	
130 "	265	262	258	255	252	120	119	29	29	29	28	31	10	43	43	13	255	290	29	290	29	
140 "	285	282	278	275	272	125	124	30	30	30	29	32	11	44	44	13	265	300	30	300	30	
150 "	305	302	298	295	292	130	129	31	31	31	30	33	11	45	45	13	275	310	31	310	31	
160 "	325	322	318	315	312	135	134	32	32	32	31	34	11	46	46	14	285	320	32	320	32	
170 "	345	342	338	335	332	140	139	33	33	33	32	35	11	47	47	14	295	330	33	330	33	
180 "	365	362	358	355	352	145	144	34	34	34	33	36	11	48	48	14	305	340	34	340	34	
190 "	385	382	378	375	372	150	149	35	35	35	34	37	11	49	49	15	315	350	35	350	35	
200 "	405	402	398	395	392	155	154	36	36	36	35	38	12	50	50	15	325	360	36	360	36	
210 "	425	422	418	415	412	160	159	37	37	37	36	39	12	51	51	16	335	370	37	370	37	



## NORFOLK AND SOUTHERN RAILROAD.

PASSENGER—Commissioners' Standard Tariff.

FREIGHT—Tariff as follows:

DISTANCES.	HOW CHARGED.	5	9 13	17 19	22 25	31 35 37 40	42 45	52 53 55 60	62 66	74	82 85 88
		*PROVIDENCE	*PRINCESS ANNE CENTREVILLE.	HICKORY GROUND INDIAN CREEK	NORTHWEST MOYOCK	SNOWDEN SHAWFORD GREGORY BELCROSS CAMDEN ELIZABETH CITY	*PASQUOTANK *OKISKO	CHAPANOKE WINFALL HERTFORD *YEOPIM	EDENTON	MACKEY'S FERRY *CHESSONVILLE ROPER	
CLASS.	Per	5 Miles and under.	Over 5 and under 15.	15 Miles and under 20.	20 Miles and under 30.	30 Miles and under 50.	50 Miles and under 70.	70 Miles and under 80.	80 Miles and under 90.		
1st Class.....	100 lbs.	20	25	30	32	35	38	40	50		
2d Class.....	"	15	20	25	27	30	33	35	40		
3d Class.....	"	13	15	20	22	25	28	30	35		
4th Class.....	"	12	13	18	20	22	24	25	30		
5th Class.....	"	10	12	16	17	18	20	21	25		
6th Class.....	"	8	10	13	14	15	16	17	20		
Class A.....	"	8	10	13	14	15	16	17	20		
Class B.....	"	8	10	13	14	15	16	17	20		
Class C.....	"	8	10	13	14	15	16	17	20		
Class D.....	"	6	8	9	10	11	12	13	15		
Class E.....	"	8	10	13	14	15	16	17	20		
Class F.....	barrel	10	15	17	20	20	22	25	25		
Class H.....	100 lbs.	7	8	9	10	11	12	13	15		
Class K.....	"	5	7	7	8	8	9	10	11		

## NORTHAMPTON AND HERTFORD RAILROAD.

PASSENGER—Tariff:	<i>First Class.</i>	<i>Second Class.</i>
Gumberry to Jackson.....	35 cents.	30 cents.
Gumberry to Mofield.....	25 “	20 “
Jackson to Mofield.....	15 “	10 “

## FREIGHT.—Tariff:

DISTANCE (MILES).	PER 100 POUNDS.										PER BBL.	PER 100 LBS.		PER TON.		PER CAR LOAD.				
	1	2	3	4	5	6	A	B	C	D		E	F	H	K	L	M	N	O	P
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.		cts.	cts.	cts.	cts.	cts.	cts.	\$ cts.	\$ cts.	\$ cts.
7 miles and under.....	14	12	10	7	7	7	6	6	5	4½	7	10	7	3½	65	70	7 00	8 00	5 00	
12 miles and over 7.....	16	14	13	11	9	8	7	7	6	5½	9	11	10	4½	75	85	9 00	9 00	6 50	

## MURFREESBORO RAILROAD.

PASSENGER—Pendleton to Murfreesboro, 25 cents.

FREIGHT—Special. See file.



## NORFOLK AND WESTERN RAILROAD.

## LYNCHBURG AND DURHAM DIVISION.

PASSENGER—First Class, 3½ cents per mile.

Second Class, 3 cents per mile.

May charge 10 cents as a minimum rate for Second Class Tickets.

FREIGHT—Tariff as follows :

DISTANCES (MILES).	CLASSES IN CENTS PER 100 POUNDS.										PER BARREL.			PER 100 POUNDS.		PER TON 2,000 POUNDS.		CTS. PER 100 LBS. C. L. 20,000 LBS.			IN ANY QUAN- TITY.
											F	H	J	K	L	M	H H G'S LAVE STK.		C M	LUMBER, BARK, BOX MATER AL.	
	1	2	3	4	5	6	A	B	C	D							E	N			
5 and under.....	9	7	6	4	4	3	3	4	3	3	4	6	5	10	5	50	60	6	5	3½	10
10 and over 5.....	13	11	9	6	5	4	4	5	4	4	5	8	6	12	5	75	80	6	5	3¾	12
15 and over 10.....	18	15	12	8	6	5	5	6	6	5	6	12	8	12	5	75	80	8	5	4	12
20 and over 15.....	20	17	13	9	7	6	6	7	6	6	7	12	11	14	6	1 00	1 10	9	6	4½	14
25 and over 20.....	21	18	14	9	8	7	6	7	7	6	8	14	11	14	6	1 00	1 10	9	7	4½	14
30 and over 25.....	23	20	16	10	9	8	6	8	8	6	9	16	11	14	6	1 00	1 10	9	7	4¾	14
35 and over 30.....	28	23	18	12	11	9	8	10	9	7	11	18	12	15	7	1 10	1 20	10	7	5	15
40 and over 35.....	30	26	20	13	12	10	9	11	10	8	12	20	13	16	8	1 15	1 30	11	8	6	16
45 and over 40.....	33	28	22	14	12	10	9	11	10	9	12	20	14	16	8	1 20	1 30	12	8	6	16
50 and over 45.....	36	30	24	15	13	11	10	12	11	10	13	22	15	17	9	1 25	1 40	14	9	7	17
55 and over 50.....	38	32	25	16	14	11	11	13	12	10	14	24	16	17	9	1 30	1 45	15	10	7½	17
60 and over 55.....	43	36	28	18	16	13	12	15	13	11	16	26	18	17	9	1 30	1 50	15	10	7½	17
65 and over 60.....	44	37	29	19	17	14	13	16	14	12	17	28	19	18	9½	1 35	1 55	15	10	8	18
70 and over 65.....	46	38	30	20	18	14	13	16	14	12	18	28	20	18	10	1 40	1 60	15	10	8	18
75 and over 70.....	47	39	31	21	19	15	14	17	15	13	19	30	21	19	10	1 45	1 65	15	10	8	19
80 and over 75.....	49	41	32	23	20	16	14	17	16	13	20	32	22	20	11	1 50	1 70	15	11	9	20
85 and over 80.....	51	43	34	25	22	16	15	18	17	14	21	34	23	20	11	1 55	1 75	16	11	9	20
90 and over 85.....	53	45	35	26	23	17	15	18	18	14	23	36	25	21	11	1 60	1 80	16	11	9	21
95 and over 90.....	55	46	37	28	24	17	16	19	19	15	24	38	27	21	12	1 65	1 85	16	11	9	21
100 and over 95.....	57	48	39	29	25	18	16	19	20	15	25	40	29	22	12	1 70	1 90	17	12	9	22
105 and over 100....	59	49	40	30	26	19	16	20	20	16	26	40	30	22	13	1 75	2 00	17	12	9	22
110 and over 105....	60	50	41	31	27	20	17	21	21	16	27	42	31	24	13	1 80	2 10	17	12	10	24
115 and over 110....	61	51	42	32	28	21	17	22	21	17	28	42	32	25	14	1 90	2 20	17½	13	11	25

Tariff on Fertilizers from Wilmington, N. C., to stations on the Lynchburg and Durham Railroad shall not exceed the following :

	C. L. 20,000 LBS.	MINIMUM PER TON, 2,000 LBS.		
Farintosh, N. C.....	\$3.60.	Helena, N. C.....	\$3.78.	
Willardsville, N. C.....	3.60.	Roxboro, N. C.....	3.96.	
Rogenot, N. C.....	3.78.	Woodsdale, N. C.....	4.14.	
Lynchover, N. C.....	3.78.			

ROANOKE AND SOUTHERN DIVISION.

PASSENGER—First Class, 3½ cents per mile.  
 Second Class, 3 cents per mile.

FREIGHT—Tariff as follows :

DISTANCES.	PER 100 POUNDS.												PER 100 LBS.	PER TON, 2,000 LBS.	PER CAR LOAD, 20,000 POUNDS, EXCESS IN PRO-PORTION.				PER 100 POUNDS.	PER 100 LBS.	FERTILIZERS, PER 100 LBS.		Fire-wood, per Cord (ten Cords per Car).		
	1	2	3	4	5	6	A	B	C	D	E	F			H	K	L	M			N	O		P	R
For 5 miles and under.....	8	7	4	4	4	4	4	4	4	4	4	8	4	3½	60	80	9 00	7 00	6 00	2¼	3	4	3%	4	50
For 7 miles and over 5.....	9	8	5	5	5	5	5	5	5	5	10	5	4	65	85	10 00	8 00	7 00	2½	3.2	5	4	5	60	
For 10 miles and over 7.....	18	15	14	12	9	7	6	7	6	9	14	12	5	70	95	11 00	10 00	8 00	2½	3.2	6	5	6	65	
For 15 miles and over 10.....	21	18	16	14	11	8	7	8	8	7	11	16	14	5½	75	1 00	12 00	11 00	9 00	3.3	4	5½	6½	70	
For 20 miles and over 15.....	24	20	17	15	12	9	8	9	9	8	12	18	15	6	80	1 05	13 00	12 00	10 00	3.5	4.4	6	7	75	
For 25 miles and over 20.....	27	22	19	16	13	10	9	10	10	8	13	20	16	6	90	1 15	15 00	12 00	10 00	3.9	4.9	6	7	80	
For 32 miles and over 25.....	30	24	21	18	14	11	10	11	11	9	14	20	18	7	1 00	1 25	16 00	14 00	11 00	4.1	5¼	7	8½	85	
For 40 miles and over 32.....	33	26	22	20	16	12	10	12	12	10	16	22	20	8	1 10	1 35	18 00	16 00	12 00	4.5	5.7	8	9½	90	
For 50 miles and over 40.....	36	29	25	22	18	13	11	13	13	11	18	26	22	9	1 20	1 45	20 00	18 00	14 00	5	6.3	9	11	95	
For 60 miles and over 50.....	39	32	28	24	20	14	12	14	14	11	20	28	24	9	1 30	1 55	23 00	18 00	15 00	5.5	6.8	9	11	1 00	



**MOORE COUNTY RAILROAD.**

PASSENGER—Aberdeen to Flynn, First Class, 25 cents.

Second Class, 20 cents.

FREIGHT—Tariff as follows :

DISTANCES.	PER ONE HUNDRED POUNDS.										PER BARREL	PER 100 POUNDS.			
	1	2	3	4	5	6	A	B	C	D		E	F	H	J
From Aberdeen to Flynn.....	10	9	8	7	6	5	5	5	6	5	6	10	7	9	4

DISTANCES.	PER TON.		CAR LOAD 20,000 LBS. EXCEPT LUMBER.			COTTON IN BALES PER 100 LBS.	GUANO PER TON 20,000 LBS. CAR LOAD.	ROSIN PER 100 LBS	LUMBER PER 100 LBS. 24,000 LBS. CAR LO'D.	
	L	M	N	O	P					
From Aberdeen to Flynn	60	90	8	00	6 50	4 80	6	60	2½	2¼

**SUFFOLK AND CAROLINA RAILWAY.**

PASSENGER—Special tariff on file.

FREIGHT—Tariff as follows :

	PER 100 POUNDS.					
	1	2	3	4	5	6
Ten miles and under.....	16	14	12	10	8	6
Twenty miles and over ten.....	20	18	14	11	9	7
Thirty miles and over twenty.....	24	20	16	12	10	8

**WARRENTON RAILROAD.**

PASSENGER, }  
 FREIGHT, } Special.

## WILMINGTON, NEWBERN AND NORFOLK RAILROAD.

PASSENGER—First Class, 3½ cents per mile.

Second Class, 3 cents per mile.

FREIGHT—Tariff as follows:

DISTANCE. Miles.	PER 100 POUNDS.										PER BBL.	PER 100 POUNDS.		PER TON, 2,000 LBS.		PER CAR LOAD, 20,000 POUNDS.			
	1	2	3	4	5	6	A	B	C	D		E	F	H	K	L	M	N	O
5	10	9	8	6	6	5	5	5	5	4	6	10	6	4	\$ 60	\$ 60	\$ 9 00	\$ 8 00	\$ 5 00
10	17	13	11	9	8	7	6	7	7	5	9	12	9	5	70	70	11 00	9 00	6 00
15	21	16	14	12	11	9	7	7	8	8	6	14	12	6	75	80	12 00	10 00	7 00
20	25	19	17	14	13	10	8	9	9	7	14	16	15	7	80	90	13 00	11 00	8 00
25	29	22	19	16	14	11	9	10	10	8	16	17	18	7	85	95	14 00	12 00	9 00
30	32	25	21	18	15	12	10	11	11	9	17	18	19	8	90	1 00	15 00	13 00	10 00
35	35	27	23	20	16	13	11	12	12	10	18	19	20	8	95	1 00	16 00	14 00	11 00
40	37	29	25	21	17	14	12	13	13	11	19	20	21	9	1 00	1 10	18 00	15 00	12 00
50	39	30	26	22	18	15	13	14	14	11	20	20	21	9	1 00	1 10	18 00	15 00	12 00
60	41	32	27	23	19	16	14	15	15	12	21	22	22	10	1 10	1 20	20 00	16 00	14 00
70	43	34	29	23	20	17	14	15	15	12	22	22	22	10	1 10	1 20	20 00	16 00	14 00
80	44	35	30	24	20	17	15	16	16	12	22	22	24	10	1 10	1 20	20 00	16 00	14 00
90	45	36	31	24	20	17	15	16	16	12	22	22	24	10	1 10	1 20	20 00	16 00	14 00

## WILMINGTON SEACOST RAILROAD

PASSENGER, }  
 FREIGHT. } Special.

Clams—6 cents per 100 pounds (loaded by carriers).

Clams—5½ cents per 100 pounds (loaded by shippers

Carriers' option as to loading.



WINTON RAILROAD.

FREIGHT—Tariff as follows:

DISTANTCE TABLE OF RATES.

	PER 100 POUNDS.												Per Bbl.	Per 100 Pounds.			Per Ton of 2,000 Pounds.		Per Car Load 200,000 Pounds.					
	1	2	3	4	5	6	A	B	C	D	E	F		H	J	K	L	M	N	O	P			
Five (5) miles and under.....	20	16	15	12	10	9	8	9	6	7	10	12	12	10	5	87	87	875	1000	875				
Ten (10) miles and over 5.....	21	17	16	15	11	10	9	10	7	9	11	14	13	11	6	100	106	1100	1100	1000				
Fifteen (15) miles and over 10.....	25	21	19	16	14	11	11	11	9	10	12	15	16	12	6	106	120	1200	1250	1050				
Twenty (20) miles and over 15.....	32	27	25	22	20	14	14	14	12	12	16	21	21	16	8	120	130	1400	1600	1250				
Twenty-five (25) miles and over 20.....	37	33	29	26	24	17	16	17	14	13	22	26	26	19	10	130	150	1600	1950	1400				

# TARIFF, CLASSIFICATION AND RATE TABLES FOR SOUTHERN EXPRESS COMPANY.

## LOCAL RATES -- MILEAGE SCALE.

The Southern Express Company may charge for transporting freight over each railroad or system of roads in the State as follows:

MILEAGE.		EXPRESS RATES PER 100 POUNDS.				MILEAGE.		EXPRESS RATES PER 100 POUNDS.			
Over Miles	And not Over Miles.	Mer- chan- dise.	Class B	Class C	Class D	Over Miles	And not Over Miles.	Mer- chan- dise.	Class B	Class C	Class D
1	25	\$ 30	\$ 30	\$ 30	\$ 30	209	238	\$ 1 25	\$ 1 00	\$ 90	\$ 70
25	70	50	45	45	40	238	266	1 40	1 25	1 15	90
70	149	75	65	60	50	266	285	1 50	1 25	1 15	90
149	159	80	75	70	60	285	333	1 75	1 50	1 25	1 00
159	170	90	75	70	60	333	380	2 00	1 50	1 25	1 15
170	190	1 00	80	75	60	380	427	2 25	1 75	1 50	1 25
190	209	1 10	1 00	90	70	427	.....	2 50	2 00	1 75	1 40

Packages not exceeding 5 pounds in weight, or \$5 00 in value, between any two points in North Carolina on any one system of Railroads, will be carried for 25 cents.

### EXPRESS--JOINT TARIFF.

On all shipments originating and terminating in this State, which shall pass over the whole or portions of two or more roads, not under the same control, the maximum rates charged shall not be greater than the sum of the local rates on such freights, less ten (10) per cent. for the distance hauled over each road.



**GRADUATED RATES FOR PACKAGES WEIGHING LESS THAN ONE HUNDRED POUNDS.**

(When the rate between any two points is not given below, use the next higher rate for making price. See Rule 2)

CLASS	A .40	B 50.	C .60	D .75	E 1.00	F 1.25	G 1.50	H 1.75	I 2.00	J 2.50	K 3.00	L 3.50	M 4.00	N 4.50
Packages not over	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25
Over 1 lb. not over	2 lb. 25	2 lb. 25	2 lb. 25	2 lb. 25	2 lb. 25	2 lb. 25	2 lb. 25	2 lb. 25	2 lb. 25	2 lb. 30	2 lb. 30	2 lb. 30	2 lb. 30	2 lb. 30
Over 2 lb. not over	3 lb. 25	3 lb. 25	3 lb. 25	3 lb. 25	3 lb. 30	3 lb. 30	3 lb. 30	3 lb. 35	3 lb. 40	3 lb. 45	3 lb. 45	3 lb. 45	3 lb. 45	3 lb. 45
Over 3 lb. not over	4 lb. 25	4 lb. 25	4 lb. 25	4 lb. 30	4 lb. 30	4 lb. 30	4 lb. 35	4 lb. 40	4 lb. 45	4 lb. 50	4 lb. 55	4 lb. 60	4 lb. 60	4 lb. 60
Over 4 lb. not over	5 lb. 25	5 lb. 25	5 lb. 25	5 lb. 30	4 lb. 35	5 lb. 40	5 lb. 40	5 lb. 45	5 lb. 50	5 lb. 55	5 lb. 65	5 lb. 65	5 lb. 65	5 lb. 70
Over 5 lb. not over	7 lb. 25	7 lb. 30	7 lb. 30	7 lb. 35	7 lb. 35	7 lb. 40	7 lb. 45	7 lb. 50	7 lb. 55	7 lb. 65	7 lb. 70	7 lb. 75	7 lb. 75	7 lb. 85
Over 7 lb. not over	10 lb. 25	10 lb. 30	10 lb. 30	10 lb. 35	10 lb. 40	10 lb. 45	10 lb. 50	10 lb. 55	10 lb. 60	10 lb. 75	10 lb. 75	10 lb. 90	10 lb. 90	10 lb. 100
Over 10 lb. not over	15 lb. 25	15 lb. 30	15 lb. 30	15 lb. 35	15 lb. 40	15 lb. 50	15 lb. 60	15 lb. 60	15 lb. 70	15 lb. 80	15 lb. 85	15 lb. 100	15 lb. 100	15 lb. 110
Over 15 lb. not over	20 lb. 25	20 lb. 30	20 lb. 30	20 lb. 35	20 lb. 45	20 lb. 55	20 lb. 65	20 lb. 70	20 lb. 80	20 lb. 90	20 lb. 100	20 lb. 115	20 lb. 115	20 lb. 125
Over 20 lb. not over	25 lb. 25	25 lb. 35	25 lb. 35	25 lb. 40	25 lb. 50	25 lb. 60	25 lb. 70	25 lb. 75	25 lb. 85	25 lb. 100	25 lb. 110	25 lb. 125	25 lb. 130	25 lb. 150
Over 25 lb. not over	30 lb. 25	30 lb. 35	30 lb. 35	30 lb. 45	30 lb. 55	30 lb. 65	30 lb. 75	30 lb. 85	30 lb. 95	30 lb. 110	30 lb. 125	30 lb. 145	30 lb. 150	30 lb. 160
Over 30 lb. not over	35 lb. 30	35 lb. 40	35 lb. 40	35 lb. 45	35 lb. 55	35 lb. 70	35 lb. 80	35 lb. 90	35 lb. 100	35 lb. 120	35 lb. 135	35 lb. 150	35 lb. 160	35 lb. 180
Over 35 lb. not over	40 lb. 30	40 lb. 40	40 lb. 40	40 lb. 50	40 lb. 60	40 lb. 75	40 lb. 85	40 lb. 100	40 lb. 100	40 lb. 125	40 lb. 145	40 lb. 165	40 lb. 175	40 lb. 200
Over 40 lb. not over	45 lb. 30	45 lb. 40	45 lb. 40	45 lb. 50	45 lb. 65	45 lb. 85	45 lb. 90	45 lb. 100	45 lb. 100	45 lb. 125	45 lb. 150	45 lb. 175	45 lb. 200	45 lb. 225
Over 45 lb. not over	50 lb. 30	50 lb. 45	50 lb. 45	50 lb. 55	50 lb. 70	50 lb. 90	50 lb. 100	50 lb. 100	50 lb. 100	50 lb. 125	50 lb. 150	50 lb. 175	50 lb. 200	50 lb. 225
Over 50 lb. not over	55 lb. 35	55 lb. 45	55 lb. 50	55 lb. 60	55 lb. 75	55 lb. 100	55 lb. 110	55 lb. 110						
Over 55 lb. not over	60 lb. 35	60 lb. 50	60 lb. 55	60 lb. 65	60 lb. 80	60 lb. 110	60 lb. 115	60 lb. 120						
Over 60 lb. not over	65 lb. 35	65 lb. 50	65 lb. 60	65 lb. 70	65 lb. 85	65 lb. 115	65 lb. 125	65 lb. 130						
Over 65 lb. not over	70 lb. 35	70 lb. 50	70 lb. 60	70 lb. 75	70 lb. 90	70 lb. 125	70 lb. 135	70 lb. 140						
Over 70 lb. not over	75 lb. 40	75 lb. 50	75 lb. 60	75 lb. 75	75 lb. 100	75 lb. 125	75 lb. 150	75 lb. 150						
Over 75 lb. not over	80 lb. 40	80 lb. 60	80 lb. 60	80 lb. 75	80 lb. 100	80 lb. 125	80 lb. 150	80 lb. 160						

When the rate per 100 lbs. is \$2.00 or more, charge pound rates for 50 lbs. or over; but the charge on a package less than 50 lbs. in weight must not be greater than the charge for 50 lbs. If less than \$2.00 per 100 lbs. charge graduated rates.

GRADUATED RATES FOR PACKAGES WEIGHING LESS THAN ONE HUNDRED POUNDS—Continued.

CLASS	A	B	C	D	E	F	G	H															
	.40	.50	.60	.75	1.00	1.25	1.50	1.75															
Over 80 lb. not over	85 lb. 40	85 lb. 50	85 lb. 60	85 lb. 75	85 lb. 100	85 lb. 125	85 lb. 150	85 lb. 170															
Over 85 lb. not over	90 lb. 40	90 lb. 50	90 lb. 60	90 lb. 75	90 lb. 100	90 lb. 125	90 lb. 150	90 lb. 175															
Over 90 lb. not over	95 lb. 40	95 lb. 50	95 lb. 60	95 lb. 75	95 lb. 100	95 lb. 125	95 lb. 150	95 lb. 175															
Over 95 lb. not over	100 lb. 40	100 lb. 50	100 lb. 60	100 lb. 75	100 lb. 100	100 lb. 125	100 lb. 150	100 lb. 175															
CLASS	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	BB	CC								
	5.00	6.00	7.00	8.00	9.00	10.00	11.00	12.00	13.00	14.00	15.00	16.00	17.00	18.00	20.00								
Packages not over.	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 30	1 lb. 35	1 lb. 35	1 lb. 35	1 lb. 35	1 lb. 40								
Over 1 lb. not over.	2 lb. 30	2 lb. 30	2 lb. 30	2 lb. 30	2 lb. 30	2 lb. 30	2 lb. 30	2 lb. 30	2 lb. 30	2 lb. 35	2 lb. 35	2 lb. 40	2 lb. 40	2 lb. 45	2 lb. 45								
Over 2 lb. not over.	3 lb. 45	3 lb. 45	3 lb. 45	3 lb. 45	3 lb. 45	3 lb. 45	3 lb. 45	3 lb. 45	3 lb. 45	3 lb. 45	3 lb. 45	3 lb. 50	3 lb. 50	3 lb. 55	3 lb. 60								
Over 3 lb. not over.	4 lb. 60	4 lb. 60	4 lb. 60	4 lb. 60	4 lb. 60	4 lb. 60	4 lb. 60	4 lb. 60	4 lb. 60	4 lb. 60	4 lb. 65	4 lb. 65	4 lb. 65	4 lb. 75	4 lb. 80								
Over 4 lb. not over.	5 lb. 70	5 lb. 70	5 lb. 75	5 lb. 75	5 lb. 75	5 lb. 75	5 lb. 75	5 lb. 75	5 lb. 75	5 lb. 80	5 lb. 85	5 lb. 85	5 lb. 85	5 lb. 90	5 lb. 100								
Over 5 lb. not over.	7 lb. 90	7 lb. 95	7 lb. 100	7 lb. 100	7 lb. 100	7 lb. 100	7 lb. 100	7 lb. 100	7 lb. 100	7 lb. 110	7 lb. 115	7 lb. 115	7 lb. 125	7 lb. 140	7 lb. 150								
Over 7 lb. not over.	10 lb. 100	10 lb. 115	10 lb. 120	10 lb. 125	10 lb. 135	10 lb. 150	10 lb. 150	10 lb. 150	10 lb. 150	10 lb. 150	10 lb. 165	10 lb. 165	10 lb. 165	10 lb. 175	10 lb. 200								
Over 10 lb. not over	15 lb. 115	15 lb. 135	15 lb. 150	15 lb. 160	15 lb. 175	15 lb. 200	15 lb. 200	15 lb. 215	15 lb. 215	15 lb. 215	15 lb. 215	15 lb. 215	15 lb. 215	15 lb. 235	15 lb. 250								
Over 15 lb. not over	20 lb. 130	20 lb. 165	20 lb. 175	20 lb. 200	20 lb. 200	20 lb. 250	20 lb. 250	20 lb. 275	20 lb. 275	20 lb. 275	20 lb. 275	20 lb. 285	20 lb. 285	20 lb. 300	20 lb. 340								
Over 20 lb. not over	25 lb. 150	25 lb. 185	25 lb. 200	25 lb. 225	25 lb. 250	25 lb. 300	25 lb. 325	25 lb. 350	25 lb. 350	25 lb. 350	25 lb. 350	25 lb. 350	25 lb. 350	25 lb. 400	25 lb. 450								
Over 25 lb. not over	30 lb. 175	30 lb. 210	30 lb. 250	30 lb. 275	30 lb. 300	30 lb. 325	30 lb. 350	30 lb. 375	30 lb. 400	30 lb. 400	30 lb. 400	30 lb. 420	30 lb. 450	30 lb. 480	30 lb. 510								
Over 30 lb. not over	35 lb. 200	35 lb. 250	35 lb. 275	35 lb. 325	35 lb. 350	35 lb. 375	35 lb. 425	35 lb. 475	35 lb. 475	35 lb. 475	35 lb. 475	35 lb. 490	35 lb. 525	35 lb. 560	35 lb. 595								
Over 35 lb. not over	40 lb. 225	40 lb. 275	40 lb. 325	40 lb. 350	40 lb. 400	40 lb. 425	40 lb. 475	40 lb. 475	40 lb. 475	40 lb. 475	40 lb. 475	40 lb. 475	40 lb. 475	40 lb. 475	40 lb. 475								
Over 40 lb. not over	45 lb. 250	45 lb. 300	45 lb. 350	45 lb. 400	45 lb. 450	45 lb. 475	45 lb. 525	45 lb. 575	45 lb. 575	45 lb. 575	45 lb. 575	45 lb. 575	45 lb. 575	45 lb. 575	45 lb. 575								
Over 45 lb. not over	50 lb. 250	50 lb. 300	50 lb. 350	50 lb. 400	50 lb. 450	50 lb. 500	50 lb. 550	50 lb. 600	50 lb. 650	50 lb. 700	50 lb. 750	50 lb. 800	50 lb. 850	50 lb. 900	50 lb. 1000								



# EXPRESS FREIGHT CLASSIFICATION.

## RULES.

1. Graduated Rates apply to matter weighing less than 100 pounds when the rate is under \$2.00 (I) per 100 pounds and to matter weighing less than 50 pounds when the rate is \$2.00 (I) or more per 100 pounds. EXAMPLE:—Between points where the rate per 100 pounds is \$1.75 (H) a box weighing 73 pounds must be charged for at the graduated rate under \$1.75 (H), which makes the proper charge on "over 70 to 75 pounds" \$1.50.

Packages exceeding 7 pounds, carried by more than one company, graduate for each company unless otherwise instructed.

2. When the rate between any two points is not given in the graduated rates, use the next higher rate for making price, but do not charge more than for 100 pounds at the actual rate. EXAMPLE:—The correct charge for 75 pounds at 80 cents per 100 pounds would be 80 cents, and not \$1.00 according to the graduate on 75 pounds at \$1.00. If the rate exceeds \$20.00 (CC) per 100 pounds, charge pound rates, but never less than the \$20.00 (CC) graduated rate for same weight.

3. When the rate per 100 pounds is \$2.00 (I) or more, charge pound rates for 50 pounds or over; but the charge for less than 50 pounds in weight must not be greater than the charge for 50 pounds. If less than \$2.00 (I) per 100 pounds, charge graduated rates.

Two or more packages weighing each 20 pounds or over forwarded by one shipper at the same time to one consignee, may be charged for on the aggregate weight as above.

Packages weighing less than 20 pounds each, shipped as in the foregoing section, may be aggregated, provided they are estimated and charged for as weighing 20 pounds each. Actual weight only must be entered on the way bill.

If articles of different classes are aggregated, the charge must be made at the rate applying to the highest class.

To properly carry out the above provisions in regard to aggregating the weights and charges on two or more packages sent by one shipper to one consignee, receiving clerks and wagon men are hereby instructed that in all cases when two or more articles are shipped at the same time to one address, to mark distinctly on each and every article the number receipted for and the hour of the day, thus; 3 pkgs. 11 A. M., 2 pkgs. 4 P. M.

All matter must be charged for at actual gross weight at the time of shipment, unless otherwise specially provided for. Estimated

weights on shipments usually made with ice are only to be applied when ice is used. When no ice is used gross weights must be charged.

4. EXTRA RATE CHARGES.—On matter subject to extra rate, as one and one-half or double rate, find graduated rate according to tariff, and then add one-half, or double it, as required. EXAMPLE:—If a package weighs 25 pounds rated at double rate, and the rate to destination is \$1.00 (E) per 100 pounds, the charge for 20 to 25 pounds is 50 cents, double this—\$1.00—is the proper amount.

5. VALUATION CHARGES.—When the value of any merchandise shipment (C. O. D. or otherwise) exceeds \$50.00, the following additional charge must be made on value: (Charge for value whether insured or not.)

When merchandise rate is \$1.00 or less per 100 pounds, 5 cents for each \$100 value or fraction thereof.

When merchandise rate exceeds \$1.00 and not more than \$3.00 per 100 pounds, 10 cents for each \$100 value or fraction thereof.

When merchandise rate exceeds \$3.00 and not more than \$8.00 per 100 pounds, 15 cents for each \$100 value or fraction thereof.

When merchandise rate exceeds \$8.00 per 100 pounds, 20 cents for each \$100 value or fraction thereof.

These rates must not be applied to shipments of money or bonds, being intended to apply only to packages or shipments of merchandise, jewelry and valuable papers.

The charges for valuation above given are to be made on the through rate, whether carried by one or more companies, and in the latter case are to be divided between the companies carrying, on the same basis as said companies divide the transportation charges, excepted as noted below.

7. C. O. D. MATTER.—The letters "C. O. D." and amount to be collected must be plainly marked upon each article with which a bill is sent to be collected on delivery, and a similar entry made upon the way bill. If shipper requires collection of charges for return of money, the C. O. D. envelope and package must be plainly marked "C. O. D. \$..... and return charge," and so way-billed.

Allow examination of C. O. D. matter only upon written authority of shipper, endorsed by agent at shipping point. When such authority is endorsed on the transfer envelope, it shall also be accepted. Such endorsement not to be made until shippers sign an agreement releasing the company from all

loss incident to such examination.

All orders to deliver C. O. D. goods without collecting C. O. D. must have the approval of the agent of the company at the shipping point.

When C. O. D. matter is, by order of shipper, through the agent at point of shipment, delivered without collecting, return the C. O. D. bill and envelope way-billed free.

If C. O. D. matter is refused, or cannot be delivered, the shipper must be immediately notified, and if not disposed of within thirty days after such notice, it may be returned subject to charge both ways.

C. O. D. matter, and paid C. O. D.'s returned to shipper, must take same route and pass through the hands of same company or companies as when originally forwarded.

8. Give a receipt of the prescribed form for all matter received, without regard to the distance to be carried. Always ask shippers to declare the value, and when given insert it in the receipt, mark it on the package and enter amount on the way bill. If shippers refuse to state value, write or stamp on the receipt "Value asked and not given." When received at owner's risk, write or stamp on face of receipt "At owner's risk."

Receive stove and other fragile castings,

fire-brick and emery wheels at owner's risk only.

9. Require prepayment or guarantee of charges for, and so way-bill, old valises, handbags, bundles of blankets, seeds, cuttings, shrubbery, plants, samples, medicines, and for all matter evidently not worth charges.

When matter is way-billed or transferred guaranteed, the guarantee covers the charges of all companies carrying to original point of destination, and is limited to 60 days. Therefore, agents receiving matter way-billed "Guaranteed" must report to billing office within 60 days of date of way-bill any failure to collect charges on same.

10. Gunpowder, dynamite, kerosene, benzine, naphtha, gasoline, matches and all other explosive or dangerous inflammable oils, acids, or materials must not be received transportation.

Men, women or children must not be received for transportation.

11. Fancy poultry, pet stock or dogs that have paid double merchandise rates to fairs and exhibitions, may be returned free if accompanied by a certificate from the secretary that they are being returned to the original owner.

CLASSIFICATION.

EXPLANATIONS:—Special rules under each heading apply to all articles enumerated thereunder. *Mdse.* stands for Single Merchandise Rate;  $\frac{1}{2}$  *Mdse.* for One-Half Merchandise Rate;  $1\frac{1}{2}$  *Mdse.* for One and One-half Merchandise Rate; *D Mdse.* for Double Merchandise Rate;  $3\frac{1}{2}$  *Mdse.* for Three Times Merchandise Rate, etc.; *Special* for Special Rates or Scales of Special Rates. In the absence of Special Rates on Special Rate matter use Single Merchandise Rates; *O. R.* for Owner's Risk; *O. R. B.* for Owner's Risk of Breakage; *K. D.* for Knocked Down; *Minimum* for Minimum charge on a single shipment—i. e., no single charge less than the one specified.

All articles not enumerated below, or not analogous to those enumerated, are to be charged for at Merchandise Rates.

A	RATE.	RATE.
Acids, dangerous, refuse, see Rule 10.		Antlers..... D. Mdse.
Advertising Matter, see Section A.		<b>B</b>
Agricultural Implements, bulky... D. Mdse.		Beef Fat, see General Specials.
Plows, ordinary stirring and breaking..... Mdse.		Beer, see Scale of Rates.
Ale, see Scale of Rates.		Beer Tonic, see Scale of Rates.
Almanacs, see Section A and Section D.		Bees, in stands, O. R..... $1\frac{1}{2}$ Mdse.
Animals. Receive them only at O. R. of injury, death or escape, taking a release as provided for Live Stock. Feed and utensils must be provided by shippers. They must be boxed or caged. Enter the number of animals in each box or cage on way-bill. Charges must be prepaid or guaranteed. See Rule 11..... D. Mdse.		Benzine, refuse, see Rule 10.
Alligators, live.....		Bicycles—Ordinary, see Vehicles.
Cat.....		Bicycles—Railroad, taken apart, see Vehicles.
Deer.....		Bicycles—Safety, K. D. and crated, see Vehicles.
Dogs, in boxes at actual weight, or securely chained, at 100 lbs. each.....		Bicycle Wheels, see Vehicles.
Ferrets.....		Birds—Live. Receive them only at O. R. of injury, death or escape, taking a release as provided for Live Stock. Feed and utensils must be provided by shippers. Charges must be prepaid or guaranteed. Enter the number in each crate on the way-bill.... D. Mdse.
Guinea Pigs.....		Blanks, printed, bound or in sheets, see Section D.
Opossums.....		Blotters and Blotting Pads, see Section D.
Pet Animals.....		Boats must be received for at owner's risk, with the understanding that if they cannot be loaded in cars they are to be placed on deck. When they exceed 38 feet in length they
Rabbits.....		



	RATE.		RATE.
must be accepted only by special agreement, and when destined to officers of other companies must not be accepted without their permission.		Charges must be prepaid or guaranteed. Corpses must be placed in such coffins or cases as will prevent the escape of offensive odors. A certificate of physician or health officer stating cause of death and that it was not from infectious or contagious disease, must be attached to the way-bill and duplicate pasted on top of case.	
Metallic Folding Boats, securely packed.....	D. Mdse.	Cows, see Live Stock.	
Row Boats and Canoes, including paddles and equipment, minimum \$2.00.....	4 t Mdse.	Crabs, see General Specials.	
Shells and all Racing Crafts, including Outriggers, minimum \$4.00.....	8 t Mdse.	Crabs, deviled or cooked.....	Mdse.
Boats (except metallic folding boats), when securely and completely boxed so that freight of all descriptions and weight can be loaded on top.....	3 t Mdse.	Crayon Portraits, see Pictures.	
Books, printed, bound or unbound, see Section D.		Cuttings, see Section D.	
Book Cases, same as Furniture.		<b>D</b>	
Bread, pound rates, minimum 25 cts.....	Mdse.	Deer, see Animals.	
Buggies, see Vehicles.		Desks—School, see Furniture.	
Bulbs, see Section D.		Desks—Office, same as Furniture.	
Burial Cases.....	Mdse.	Dogs, see Animals.	
Burros, see Live Stock.		Doll Carriages and Doll Chairs, of small value.....	Mdse.
Butter, see General Specials.		Dressed Poultry, see General Specials.	
<b>C</b>		Dress Forms.....	D. Mdse.
Calendars, see Section D.		Dynamite, refuse, see Rule 10.	
Calves, see Live Stock.		<b>E</b>	
Calves, dressed, see General Specials.		Eggs, see General Specials.	
Cameras—Photograph, securely bxd.....	Mdse.	Emery Wheels, see Rule 8.....	Mdse.
Cameras—Photograph, in light carrying cases.....	D. Mdse.	Empties, O. R., returned by the company that carried them when full. Unless otherwise provided for, they must be called for and delivered by owners, and charges must be prepaid. Empties not enumerated are to be charged for in accordance with size and weight of analogous empties. When carried by two or more companies between common points, charges to be divided equally, delivering company to have the odd cent. Empties that have not been shipped full by express, charge merchandise rates.	
Canoes, see Boats.		Bags and Sacks, for news companies.....	Free.
Cards, printed, see Section D.		Beer Empties.....	Free.
Carriages, see Vehicles.		Berry-Stands or Crates.....	10c. Each.
Castings, Fragile, receive only at O. R. B., see Rule 8.		Bread Baskets or Boxes.....	5c. Each.
Catalogues, see Section D.		Butter Tubs (and all butter empties except refrigerators).....	5c. Each.
Catalogues and prices current with prices extended to or from dealers and their traveling salesmen. Value limited to \$10.00, see Section B.		Butter Refrigerators.....	15c. Each.
Cats, see Animals.		Cans, in boxes or kegs, and oil-cans in jackets.....	10c. Each.
Celery, see General Specials.		Cans, for Alcohol, Fish, Oils and Varnishes. They may deliver to regular patrons.....	15c. Each.
Chairs, see Furniture.		Clothing Baskets for clothing houses and merchant tailors.....	25c. Each.
Cheese, } see General Specials.		Coops.....	10c. Each.
Chestnuts, }		Crates and Kennels, pet animal or dog, minimum 50 cents.....	1/2 Mdse.
Children, refuse. See Rule 10.		Demijohns, in boxes or kegs.....	10c. Each.
Chromos, see Pictures, also Section D.		Egg Cases.....	5c. Each.
Chromos, Lithograph, see Section D.		Fruit Empties.....	10c. Each.
Chronometers, see Instruments.		Gas Cylinders, minimum 15 cents	1/2 Mdse.
Cider, see Scale or Rates.		Homing Pigeon Baskets, minimum 50 cents each for each company carrying.....	Mdse.
Cigar Boxes, empty.....	Mdse.	Ice Cream Freezers, minimum 15c.....	1/2 Mdse.
Circulars, see Section B.		Jars.....	5c. Each.
Clams, in shells, see General Specials.		Jugs, in boxes or kegs.....	10c. Each.
Clothing, packages of, to or from Laundries, see Section B.		Kumyss Boxes.....	25c. Each.
Colts, see Live Stock.		Liquor Kegs.....	10c. Each.
Corn, cooked, sample cans of, see Section B.		Meat Boxes may be returned, subject to charges on delivery, by agreement with owners.....	25c. Each.
Corpses, double the lowest first-class passenger fare, but never less than \$5.00 for any distance, except that those of children under 12 years of age may be carried at single adult passenger fare, but never less than \$2.50. When carried by two or more companies, the charges shall be pro-rated on the basis of the local merchandise rates, provided that the charge for each company shall not be less than \$3.00 for an adult, or \$2.00 for a child under twelve years.		Milk Cans.....	Free.

EXPRESS FREIGHT CLASSIFICATION.

	RATE.		RATE.
Mineral Water Cases.....	Free.	Chestnuts.....	
Oyster Empties.....	Free.	Clams, in shells.....	
Oyster Empties, new, sent to be filled and returned by express—		Crabs, live.....	
Tubs or Pails.....	5c. Each.	Crab Meat, raw, (not including deviled or cooked crabs).....	
Other New Oyster Empties.....	10c. Each.	Eggs.....	
Pony Refrigerators, for fruit.....	25c. Each.	*Fish, fresh, smoked or dried.....	
Soda Fountains, minimum 15c.....	½ Mdse.	Fruit.....	
Soda Water Cases.....	Free.	Furs, coarse, including undressed skins of any kind.....	
Engravings, see Pictures, also Sec. D.		*Game, between December 1 and March 31, no allowance for ice will be made.....	
Envelopes, address printed, see Sec D.		Hides, green.....	
Explosives, refuse.		Lard.....	
<b>F</b>		*Lobsters.....	
Feathers, closely compressed and baled.....	Mdse.	*Meat, fresh or cured.....	
Feathers, not closely compressed and baled.....	D. Mdse.	Oleo Butter.....	
Ferrets, see Animals.		Oleo Oil.....	
Fire Arms, O. R.		Oysters, in bulk, 10 lbs., per gal- lon, except when sold by count, 100 counts shall be estimated at 6 lbs., and 100 culls at 4 lbs.....	
Guns or Rifles, trussed or boxed, or taken apart and packed in sole-leather or canvas cases.....	Mdse.	Oysters, in shell.....	
When not so packed.....	3 t Mdse.	Oysters, canned.....	
Pistols or Revolvers, securely packed.....	Mdse.	*Poultry, dressed, between Decem- ber 1st and March 31st no al- lowance for ice will be made...	Special.
Fire Brick, see Rule 8.....	Mdse.	Rabbits, dead.....	
Fish—Fresh, smoked or dried, see General Specials.		*Sausage, fresh or cured.....	
Fish—Live. When carried by more than one company, rates on “ Packages each 7 lbs. or less ” do not apply.....	Mdse.	+Shrubs, for setting, when boxed or baled and strawed; prepaid or guaranteed.....	
Fruit, see General Specials.		Skins, undressed.....	
Furniture, O. R. B.		Terrapin.....	
Boxed or crated.....	Mdse.	+Trees, for setting, when boxed or baled and strawed; prepaid or guaranteed.....	
Not boxed or crated.....	D. Mdse.	Turtles, live.....	
Burlapped, except chairs, from manufacturers only.....	Mdse.	Vegetables.....	
Chairs, boxed or crated.....	Mdse.	*When ice is used for preserva- tion, add 25 per cent. to net weight, unless actual gross weight is less at time of ship- ment.....	
Chairs, not boxed or crated and not otherwise specified.....	D. Mdse.	+Shrubs and Trees for setting, when boxed or baled and strawed, prepaid or guaran- teed, between points where no General Special is in force, may be taken at 20 per cent. less than merchandise rates, at pound rates, minimum charge 35 cents. This applies only to points reached by rail.	
Chairs, Barber, burlapped, box- ed or crated.....	Mdse.	Ginger Ale, see Scale of Rates.	
Chairs, Dentists' boxed or crated, not exceeding \$75 in value.....	Mdse.	Glass, must be boxed or crated, O. R. B.	
Chairs, Dentists' boxed or crated, exceeding \$75 in value.....	D. Mdse.	Ground.....	D. Mdse.
Chairs, Iron Frame or Folding Opera.....	Mdse.	Mirrors.....	D. Mdse.
Letter File Cases, boxed or crated	Mdse.	Stained.....	D. Mdse.
Piano Stools, boxed or crated.....	Mdse.	Show Cases.....	D. Mdse.
Piano Stools, not boxed or crated	D. Mdse.	Plate.....	Mdse.
School Desks.....	Mdse.	Signs.....	Mdse*
Furs—Coarse, including undressed skins, see General Specials		Window.....	Mdse.
Furs—Dressed.....	Mdse.	Goats, see Live Stock.	
<b>G</b>		Guinea Pigs, see Animals.	
Game, see General Specials.		Guns, see Firearms.	
Gasoline, refuse, see Rule 10.		Gunpowder, refuse, see Rule 10.	
General Specials, at pound rates, and unless otherwise provided for, at gross weight; no charge less than 35 cents, unless grad- uate under General Special, or Merchandise rate is less. Two or more packages from the same shipper at the same time to the same consignee may be aggregated and charged for as one. Prepayment of charges will be required on all ship- ments from or to parties found guilty of understating the contents or net weight of pack- ages carried at estimated weights.	Special.	<b>H</b>	
Beef Fat.....		Hand Bags—old, see Rule 9.	
*Butter.....		Hand Bills, see Section D.	
Calves, dressed.....		Heliotype Work, see Section D.	
Celery.....		Hides—Green, see General Specials.	
Cheese.....		Hobby-Horses.....	Mdse.
		Hogs, see Live Stock.	
		Honey, O. R., refuse unless prop- erly packed.....	Mdse.
		Horses, see Live Stock.	
		<b>I</b>	
		Inflammables, refuse, see Rule 10.	
		Instruments, O. R.	



	RATE.		RATE.
Musical Instruments, encased in wooden boxes in addition to their own cases.....	Mdse.	Goats, { Crated.....	Mdse.
Musical Instruments, not so boxed, not otherwise specified.....	3 t Mdse.	Hogs, {	
Pianos, boxed, minimum \$5.00 for each company carrying.....	Mdse.	Horses, estimate single animal at 1,000 pounds, minimum \$25 for each company carrying in absence of an agreement to divide the through rate.....	3 t Mdse.
Pianos, not boxed, minimum \$5.00 for each company carrying.....	1½ Mdse.	Horses, car-loads of ten horses, estimate at 10,000 pounds, and 1,000 pounds more for each additional horse.....	Mdse.
Organs, boxed.....	Mdse.	Ponies or Colts, not exceeding 500 pounds in weight and \$100 in value, minimum \$10 for each company carrying in absence of an agreement to divide the through rate—	
Organs, not boxed, for music dealers.....	Mdse.	When not crated.....	1½ Mdse.
Organs, not boxed, for other than music dealers.....	1½ Mdse.	When crated.....	Mdse.
Surveyors' Instruments, except Tripods, must be refused unless boxed.....		A Pony, Colt or Horse weighing over 500 pounds, net, will be classified same as a horse.	
Surveyors' Instruments, enclosed in single box or case.....	3 t Mdse.	Sheep, crated.....	Mdse.
Surveyors' Instruments, strapped so that they can not move in their own box or case, and covered with one or more additional boxes with proper packing between.....	Mdse.	Lobsters, see General Specials.	
Chronometers, must be refused unless boxed.....	3 t Mdse.	<b>M</b>	
Thermometers, must be refused unless boxed or securely packed.		Magazines, see Section D.	
Value not exceeding \$5.00 each.....	Mdse.	Maps, see Section D.	
Value exceeding \$5.00 each.....	D. Mdse.	Marble and Slate, manufactured, must be boxed or crated, O. R.....	Mdse.
Tripods.....	Mdse.	Matches, refuse, see Rule 10.	
Insurance Policies, blank, see Sec. D.		Mattresses.....	Mdse.
<b>J</b>		Meat, sample cans of, from packing houses, see Section B.	
Jewelry, sealed or unsealed, graduated rates.....	Mdse.	Meat—Fresh or Cured, see General Specials.	
<b>K</b>		Men, refuse, see Rule 10.	
Kerosene, refuse, see Rule 10.		Mineral Water.	
<b>L</b>		Mirrors, see Glass.	
Labels, see Section D.		<b>N</b>	
Lard, see General Specials.		Naphtha, refuse, see Rule 10.	
Laundries, packages of clothing, shipped to or by, see Section B.		Negatives, see Photographic Dry Plates.	
Letter File Cases, see Furniture.		Newspapers, charge according to local agreements.	
Lithographed Views of Cities, mounted on cloth, with rollers, see Section D.		Newspapers, auxiliary, see Section B.	
Lithographic Stones, O. R., must be boxed or crated.....	D. Mdse.	<b>O</b>	
Liquids, in glass, demijohns or earthenware, O. R. Refuse when enclosed in paper or paper boxes or otherwise improperly packed.....	Mdse.	Oars, crated.....	Mdse.
Lithographs, see Pictures, also Section D.		Oars, not crated.....	D. Mdse.
Live Stock. Receive only at O. R. of death, injury or escape. Shippers must be required to sign a contract on the form furnished by the company, releasing the express as well as all transportation companies, whose lines may be used, from any and all liability for loss or damage. Feed and utensils must be provided by shippers. Charges must be prepaid or guaranteed. Horses must not be taken unless authorized by superintendents.		Oleo Butter, { See General Specials.	
Burros, crated.....	Mdse.	Oleo Oil, {	
Burros, not crated, not exceeding 500 pounds in weight and \$100 in value, minimum \$5 for each company carrying.....	1½ Mdse.	Oils, explosive or inflammable, refuse, see Rule 10.	
Calves, crated.....	Mdse.	Opera Chairs, see Furniture.	
Colts, see Ponies.		Opossums, see Animals.	
Cows, not crated, estimate single animal at 1,000 pounds.....	D. Mdse.	Organs, see Instruments.	
		Oysters, see General Specials.	
		Oyster Posters and Oyster Signs, not exceeding 20 pounds in weight, from oyster dealers.....	Free.
		<b>P</b>	
		Paintings, see Pictures.	
		Pamphlets, see Section D.	
		Paper for Cash Registers, see Section D.	
		Patent Insides, see Section D.	
		Peanut Roasters.....	Mdse.
		Periodicals, see Section D.	
		Photographs, not framed, see Section D.	
		Photographic Dry Plates and Negatives, O. R. B.....	Mdse.
		Pianos, see Instruments.	
		Piano Stools, see Furniture.	
		Pictures, O. R., must be securely crated or boxed, and marked "Pictures," "Oil Paintings," etc. Shippers must invariably declare value, and it must be entered on the receipt.	

	RATE.	
Chromos.....	When the declared value of the shipment is \$50.00 or less.	
Crayon Portraits.....		
Engravings..		
Lithographs..		
Machine or Stencil Paintings.....		
Oil Paintings.....		
Pictures.....		
Water Colors.....		
Pigeons—Live, in coops for market or shooting tournaments. O. R. of injury, death or escape. Coops and contents must not weigh over 150 pounds.....		Mdse.
Pigeons—Live, shipped by Homing Pigeon Clubs, O. R. of injury, death or escape, in heavy flat-topped baskets, with sufficient food and water for the trip.....		Mdse.
Pistols, see Firearms.		
Plants—Live, boxed or crated, so that they can be loaded with other freight without damage; prepaid or guaranteed.....	Mdse.	
Plants, when not so boxed or crated; prepaid or guaranteed	D. Mdse.	
Plants, also see Section D.		
Plows, see Agricultural Implements.		
Ponies, see Live Stock.		
Pop, see Scale of Rates.		
Posters, see Section D.		
Poultry, dressed, see General Specials.		
Poultry—Live, O. R. of injury, death or escape. Food and utensils must be provided by shippers. Coops and contents must not weigh over 150 pounds.	Mdse.	
Poultry, for market.....		
Poultry, other than for market; released same as Live Stock; charges must be prepaid or guaranteed; enter the number of fowls in each coop on way-bill. See Rule 11.....	D. Mdse.	
Prices Current, see Section B.		
Produce, see General Specials.		
Prospectuses, see Section D.		
Proof Sheets, see Section D.		
Publications, see Section D.		
<b>Q</b>		
Quail—Live, in coops for market or shooting tournaments, O. R. of death, injury or escape. Coops and contents must not weigh over 150 pounds.....	Mdse.	
<b>R</b>		
Rabbits—Dead, see General Specials.		
Rabbits—Live, see Animals.		
Reading Matter Plates, see Section B.		
Revolvers, see Firearms.		
Rifles, see Firearms.		
Roots, see Section D.		
<b>S</b>		
Sausage—Fresh or cured, see General Specials.		
School Desks, see Furniture.		
Scions, see Section D.		
Seeds, see Section D.		
Sewing Machines, racked or boxed	Mdse.	
Sewing Machines, not racked or boxed, O. R.....	1½ Mdse.	
Sheep, see Live Stock.		
Sheet Music, see Section D.		
Show Cards, unmounted, see Section D.		
Show Cases, see Glass.		
Shrubs, see General Specials.		
Signs, see Glass, also see Section A.		

	RATE.
Skins—Dressed.....	Mdse.
Skins—Undressed, see General Specials.	
Slate, see Marble.	
Sleighs, see Vehicles.	
Soap, samples of, given away for advertising purposes, see Section B.	
Soda Founts, "charged".....	Mdse.
Soda Water, see Scale of Rates.	
Spring Water, see Scale of Rates.	
Statuary, O. R., must be boxed or crated.....	D. Mdse.
Stereoscopic Views, see Section D.	
Sulkies, see Vehicles.	
Surveyors' Instruments, see Instruments.	
<b>T</b>	
Terrapin, live, see General Specials.	
Thermometers, see Instruments.	
Tricycles, see Vehicles.	
Tripods, see Instruments.	
Trees, see General Specials.	
Turtles—Live, see General Specials.	
Typewriting Machines, securely boxed.....	Mdse.
Typewriting Machines, when in their cases only, or not securely boxed, O. R.....	D. Mdse.
<b>V</b>	
Valises, see Rule 9.	
Vegetables, see General Specials...	
Vehicles.	
Bicycles, ordinary.....	D. Mdse.
Bicycles, railroad, taken apart.....	Mdse.
Bicycles, safety, K. D. and boxed or crated.....	Mdse.
Bicycle Wheels, same as the machine to which they belong, except that the small wheel of the "Ordinary" Bicycle may be taken at merchandise rate when boxed or crated.	
Buggies, K. D. and boxed or crated.....	1½ Mdse.
Buggies, not K. D. and boxed or crated.....	3 t Mdse.
Children's Carriages.....	D. Mdse.
Carriages, K. D. and boxed or crated.....	1½ Mdse.
Carriages, not K. D. and boxed or crated.....	3 t Mdse.
Carriage or Buggy Poles, with single-trees securely attached.	Mdse.
Cutters, with Thills detached, boxed or crated.....	1½ Mdse.
Sleighs, K. D. and boxed or crated.....	1½ Mdse.
Sleighs, not K. D. nor boxed or crated.....	3 t Mdse.
Sleighs, with Thills detached, boxed or crated.....	1½ Mdse.
Sulkies, K. D. and boxed or crated.....	3 t Mdse.
Tricycles, K. D. and boxed or crated.....	Mdse.
Tricycles, not K. D. and boxed or crated.....	D. Mdse.
Velocipedes.....	D. Mdse.
Velocipedes—Children's.....	Mdse.
<b>W</b>	
Watches, see Jewelry.	
Women, refuse, see Rule 10.	
<b>Y</b>	
Yeast, Compressed, pound rates, minimum charge, 35 cents, unless graduate is less. Cases containing 50 lbs. of Yeast may be rated at 6 lbs. Packages weighing 1½ lbs. or less may be taken over the lines of one company for 15 cents and ½ cent for each additional ounce, unless graduate or pound rate minimum is less.	Special.



**SECTION "A."**—Advertising Matter, consisting of Printed, Engraved or Photographed Advertisements, on paper or card-board (not under glass) and Almanacs, Signs and Cards without glass in frames or racks, may be charged for at the merchandise rate per 100 pounds, for actual weight.

\***SECTION "B."**—The following matter may be charged for at the Merchandise rate per 100 pounds, for actual weight, charges to be prepaid or guaranteed:

Auxiliary Newspapers, Patent Insides, and other appliances used in place thereof, including reading-matter plates, minimum 25 cents.

Packages of Clothing shipped to or by Laundries, minimum 30 cents.

Catalogues and Prices Current, with prices extended, to and from dealers and their traveling salesmen, value limited to \$10, minimum 30 cents.

†**SECTION "D."**—Rates on Printed Matter and Seeds and Bulbs, prepaid, for Manufacturers, Publishers and Dealers.

The following articles may be carried at 10 cents for each 1½ pounds or less, and for single packages exceeding 1½ pounds, one cent for each additional two ounces or fraction thereof, unless the graduated rate is less. If the through rate exceeds \$8.50 per 100 pounds, no package weighing over four pounds, except single books, will be carried at these rates.

Almanacs.	Engravings.	Periodicals.
Blanks, printed (bound or in sheets).	Envelopes (address printed)	Photographs (not framed)
Blotters and Blotting Pads.	Hand-bills.	Plants.
Books, printed (bound or unbound).	Heliotype Work.	Posters.
*Bulbs.	Insurance Policies (blank).	Prospectuses.
Calendars.	Labels.	Proof-sheets.
Cards, printed.	Lithograph Views of Cities (mounted on cloth with rollers).	Publications.
Catalogues.	Lithographs.	Roots.
Circulars.	Magazines.	Scions.
Chromos.	Maps.	†Seeds.
Chromo-Lithographs.	Pamphlets.	Sheet Music.
Cuttings.	Paper for Cash Registers (printed on rolls or sheets).	Show Cards (unmounted).
		Stereoscopic Views.

Any of the above-mentioned articles which represent advertising may be taken under Section A, when it gives a lower rate.

The following named articles are not included, and whether enclosed with the above-named matter, or separately, will subject the shipment to merchandise tariff: Blank Books, Blank Cards, Card-Boards, Blank Envelopes, Flexible or Paper Patterns, Letter Paper, Ornamental Paper, and Samples of Merchandise, including grain, cloth, medicine and sample cards.

Printed matter rates apply solely to articles enumerated, and only when shipped by manufacturers, publishers or dealers. The value of each package must be limited to ten dollars, be prepaid, and have the nature of the contents written, stamped or printed thereon, and be so packed that the description may be readily verified by examination.

#### †SECTION "E."

Packages of merchandise (not including jewelry), grocers' samples, and Electrotypes and Stereotype Plates, for advertising cuts, value not exceeding \$10, may be forwarded at a rate of 1 cent per ounce, no charge less than 15 cents per package, charges prepaid.

\*When graduated or other rates quoted are less than these, they should be applied. When shipments are ordered returned, these rates apply.

†Packages of Bulbs or Seeds exceeding 40 ounces in weight, 4 cents per package less than rate of ½ cent per ounce, unless regular graduate is less.

‡When graduated or other rates quoted are less than these, they should be applied. When shipments are ordered returned, these rates apply.

## EXCEPTION SHEET—SPECIAL INSTRUCTIONS.

### AGRICULTURAL IMPLEMENTS.

Classification Card quotes two classes of Agricultural Implements. Bulky implements will be subject to double merchandise rates. Others will be charged merchandise rates.

#### The following are Bulky:

Cleaners, Cotton-seed.	Mills, Fan.
Cradles, Grain, set up.	Mills, with trains, Sugar.
Cultivators, set up.	Mowing and Reaping Machines, Binders and
Cutters, Ensilage, Straw and Hay, set up.	Harvesters, whether combined or separate,
Distributors, Guano, set up.	set up.
Drills, Grain, set up.	Planters, Corn and Cotton, set up.
Dusters, Bran, set up.	Plows, Gang and Sulky.
Evaporators, Fruit.	Presses, Hay and Cotton, set up.
Evaporators, Sugar.	Purifiers, Middlings.
Fans, Wheat.	Rakes, Horse, set up.
Horse-powers, railroad or endless chain.	Wheelbarrows, Railroad, common carriers'
Hullers, Cotton-Seed and Clover.	convenience.
Incubators, K. D., packed.	Wheelbarrows, Wood, set up,
Manure Spreaders, set up.	

Such of these articles as can be carried by Express will be taken at double merchandise rates. Others will be carried at merchandise rates.

### CLASSIFICATION OF PERISHABLES, ETC., CARRIED AT LESS THAN MERCHANDISE RATES.

For the purpose of promoting local traffic between points on the lines of this Company, and developing the production of the commodities herein quoted at the same, Agents are authorized to use rates to be found by using the following scale:

This scale or these rates are not authorized to be used on any business transferred to other Express companies, nor on any business received from them.

Rates on this class of business, to and from points reached by other Express Companies, are known as "Through Rates," and will be furnished upon application to the General Auditor when necessary.

Following classification is made:

**CLASS A**—To consist of merchandise.

**CLASS B**—To consist of the following:

Asparagus.	Celery.	Honey (in the comb.)
Dressed Poultry.	Coarse Furs.	Trees and Shrubs (for planting).
Berries.	Eggs.	Oysters (except in shell).
Butter.	Fish.	
Cherries.	Game.	

**CLASS C**—To consist of the following:

Beans.	Peaches.	Strained Honey.
Green Hides.	Peas.	Turtles (in barrels.)
Ice Cream.	Plums.	Lettuce (gross weight.)





## RAILROADS, MILEAGE AND TERMINALS.

NAME OF ROAD.	TERMINALS.		DISTANCE IN N. C.		
	FROM	TO	Main Line	Sidings.	Total.
ATLANTIC COAST LINE SYSTEM :					
Cheraw and Darlington.....	Wadesboro.....	Cheraw, South Carolina.....	13.90	1.17	15.07
Petersburg.....	Garysburg.....	Petersburg, Virginia.....	7.18	.49	7.67
Wilmington, Columbia and Augusta.....	Wilmington.....	Columbia, South Carolina.....	63.33	3.31	66.64
Wilmington, Chadbourn and Conway.....	Hub.....	Conway, South Carolina.....	24.88	.65	25.53
Wilmington and Weldon.....	Wilmington.....	Weldon.....	161.41	14.24	175.65
Norfolk and Carolina.....	Tarboro.....	Norfolk, Virginia.....	66.11	4.87	70.98
Tarboro Branch.....	Rocky Mount.....	Plymouth.....	67.71	.98	68.69
Scotland Neck Branch.....	Halifax.....	Kinston.....	85.82	3.41	89.23
Midland Branch.....	Smithfield.....	Goldsboro.....	21.50	.13	21.63
Wilson and Fayetteville Branch.....	Contentnea.....	Florence, South Carolina.....	116.20	5.48	121.68
Nashville Branch.....	Rocky Mount.....	Spring Hope.....	19.20	.33	19.53
Clinton Branch.....	Warsaw.....	Clinton.....	13.43	.11	13.54
Washington Branch.....	Parmete.....	Washington.....	25.39	.58	25.97
			686.06	36.75	722.81
SOUTHERN RAILWAY COMPANY :					
Atlanta and Charlotte Air Line.....	Charlotte.....	Atlanta, Georgia.....	43.13	5.74	48.87
Atlanta, Tennessee and Ohio.....	Charlotte.....	Statesville.....	44.00	1.53	45.53
Asheville and Spartanburg.....	Asheville.....	Spartanburg, South Carolina.....	41.92	2.03	43.95
Charlotte, Columbia and Augusta.....	Charlotte.....	Augusta, Georgia.....	11.48	3.20	14.68
Danville and Western.....	Milton.....	Danville, Virginia.....	.75	.....	.75



## RAILROADS, MILEAGE AND TERMINALS—Continued.

NAME OF ROAD.	TERMINALS.		DISTANCE IN N. C.		
	FROM	TO	Main Line	Sidings.	Total.
SOUTHERN RAILWAY COMPANY—Cont'd.					
High Point, Rand'man, Ashb'o and South'rd	High Point	Ashboro	27.81	2.44	30.25
North Carolina	Goldsboro	Charlotte	223.20	32.08	255.28
North Carolina Midland	Winston-Salem	Mocksville	26.11	.87	26.98
Northwestern North Carolina	Greensboro	Wilkesboro	100.15	5.43	105.58
Oxford and Clarksville	Durham	Clarksville, Virginia	49.32	2.64	51.96
Oxford and Henderson	Oxford	Henderson	13.30	1.09	14.39
Piedmont	Greensboro	Danville, Virginia	41.66	4.91	46.57
State University	University Station	Chapel Hill	10.14	.42	10.56
Statesville and Western	Statesville	Taylorsville	20.36	.76	21.12
Western North Carolina	Salisbury	Paint Rock	185.01	20.94	205.95
	Asheville	Murphy	122.16	3.39	125.55
Yadkin	Salisbury	Norwood	41.17	2.73	43.90
SEABOARD AIR-LINE SYSTEM:					
Carolina Central	Wilmington	Rutherfordton	1,001.67	90.20	1,091.87
Durham and Northern	Durham	Henderson	264.51	22.59	287.10
Georgia, Carolina and Northern	Monroe	Atlanta, Georgia	42.10	1.70	43.80
Louisburg	Franklinton	Louisburg	14.30	1.49	15.79
Murfreesboro	Pendleton	Murfreesboro	10	.33	10.33
Pittsboro	Moncure	Pittsboro	6.15	.09	6.24
Raleigh and Gaston	Raleigh	Weldon	12	.40	12.40
			97	17.92	114.92

## RAILROADS, MILEAGE AND TERMINALS.

Raleigh and Augusta.....	Raleigh.....	Gibson.....	106.50	12.71	119.21
Roanoke and Tar River.....	Lewiston.....	State Line, Virginia.....	32.42	2.25	34.67
Seaboard and Roanoke.....	Weldon.....	Portsmouth, Va.....	19.02	2.88	21.91
Palmetto.....	Hamlet.....	Cheraw, South Carolina.....	7	.33	7.33
Wilmington Railway Bridge Co.....			2.40		2.40
MISCELLANEOUS ROADS:					
Aberdeen and West End.....	Aberdeen.....	Asheboro.....	56		56
Aberdeen and West End.....	Junction.....	Troy.....	7		7
Aberdeen and Rock Fish.....	Aberdeen.....	Buffalo.....	15.50	.50	16
Atlantic and North Carolina.....	Goldsboro.....	Morehead City.....	95	7.26	102.26
Atlantic and Danville.....	Danville.....	Portsmouth, Va.....	22	.40	22.40
Caldwell and Northern.....	Lenoir.....	Collettsville.....	10.60	1.50	12.10
Cape Fear and Yadkin Valley.....	Mount Airy.....	Fayetteville, W. Va. and Branches.....	331.24	29.89	361.13
Carthage.....	Cameron.....	Carthage and Extension.....	21	.60	21.60
Cashie and Chowan.....	Howard.....	Towards Chowan River.....	19	10	29
Chester and Lenoir.....	Lenoir.....	Chester, S. C., less Newton Hickory.....	62.38	2.15	64.53
Danville, Mocksville and Southwestern.....	Leaksville.....	Cascade Junction, Virginia.....	7.80	.20	8
East Tennessee and Western North Carolina.....	Cranberry.....	Johnson City, Virginia.....	3		3
Egypt.....	Cummock.....	Colon.....	8		8
Glendon and Gulf Mfg and Mining Co.....	Gulf.....	Glendon.....	8	.58	8.58
Hendersonville and Brevard.....	Hendersonville.....	Brevard.....	21.60	.30	21.90
Hoffman and Troy.....	Hoffman.....		3.50		3.50
Jamesville and Washington.....	Washington.....	Cherry's.....	5	.12	5.12



## RAILROADS MILEAGE AND TERMINALS.—Continued.

NAME OF ROAD.	TERMINALS.		DISTANCE IN N. C.		
	FROM	TO	Main Line	Sidings.	Total.
<b>MISCELLANEOUS ROADS—Continued.</b>					
Marietta and North Georgia.....	Murphy.....	State Line.....	12	1.25	13.25
Moore County.....	Aberdeen.....	Craigtownie.....	12.50	.25	12.75
Norfolk and Southern.....	Bell Haven, via Edenton.....	Norfolk, Virginia.....	82.17	12.46	94.63
New Hanover Transit Company.....	Wilmington.....	Carolina Beach.....	3.80		3.80
Northampton and Hertford.....	Gumberry.....	Jackson.....	9		9
Norfolk and Western—					
Roanoke and Southern Division.....	Winston-Salem.....	Roanoke, Virginia.....	45.65	3.91	49.56
Lynchburg and Durham Division.....	Durham.....	Lynchburg, Virginia.....	41.69	1.92	43.61
Ohio River and Charleston.....	Marion.....	Camden, S. C.....	62.80	1.70	64.50
Raleigh and Western.....	Egypt.....		1		1
Suffolk and Carolina.....	Montrose.....	Suffolk, Virginia.....	25.50		25.50
Suffolk Lumber Company.....	Gates County.....	Suffolk, Virginia.....	9		9
Warrenton.....	Warren Plains.....	Warrenton.....	3.12		3.12
Wilmington, Newbern and Norfolk.....	Wilmington.....	Newbern.....	87.57	3.45	91.02
Wilmington Sea Coast.....	Wilmington.....	Sea Coast.....	11.81		11.81
Winton.....	Winton.....	St. Johns.....	15	5	20
Wellington and Powellsville.....	Wellington.....	Powellsville.....	22	6.00	28
			1,141.73	88.94	1,230.67
		Grand Total Mileage in N. C.....	3,445.53	275.91	3,721.44

## RAILROADS, STATIONS AND DISTANCES.

## ATLANTIC COAST-LINE SYSTEM.

WILMINGTON AND WELDON.		CLINTON BRANCH.		Station.	Dist.
Station.	Dist.	Station.	Dist.	Elrod.....	126.3
Wilmington.....	0	Warsaw.....	0	Rowland.....	132.4
Union Depot.....	1.2	Elliott.....	7	Hamer, S. C.....	136.3
Wrightsboro.....	4.2	Clinton.....	13.40	Florence, S. C.....	172.3
Castle Hayne.....	8.7	<b>NASHVILLE BRANCH.</b>		<b>SCOTLAND NECK AND KINSTON BRANCH.</b>	
Rocky Point.....	14.2	Rocky Mount.....	0	Pender.....	0
Burgaw.....	22.4	Nashville.....	10.2	Scotland Neck "Y".....	1
South Washington.....	29.4	Spring Hope.....	19.2	Tillery.....	7.6
Wallace.....	35.8	<b>WILSON AND FAYETTE- VILLE BRANCH.</b>		Spring Hill.....	11.6
Teachey's.....	38.1	South Rocky Mount.....	0	Scotland Neck.....	17.9
Rose Hill.....	42.2	Sharpsburg.....	4.4	Hobgood.....	24.60
Magnolia.....	47.4	Elm City.....	8.9	Goose Nest.....	31.50
Warsaw.....	54.8	Wilson.....	15.4	Hassell.....	36.30
Faison's.....	63.3	Contentnea.....	18.6	Parmele.....	42.80
Mount Olive.....	69.9	Lucama.....	23.6	Grindool.....	46.30
Dudley.....	75.3	Kenly.....	30.8	House.....	54.30
Goldsboro.....	84.3	Jerome.....	36.0	Greenville.....	57.70
Pikeville.....	92.0	Selma.....	40.6	Ayden.....	67.20
Fremont.....	95.2	Smithfield.....	41.4	Grifton.....	74.30
Black Creek.....	101.9	Four Oaks.....	51.3	Grainger's.....	79.90
Contentnea.....	104.9	Benson.....	59.5	Kinston.....	85.80
Wilson.....	108.1	Dunn.....	65.6	<b>TARBORO BRANCH.</b>	
Elm City.....	114.6	Godwin.....	73.1	Rocky Mount.....	0
Sharpsburg.....	119.1	Wade.....	77.9	Rocky Mount "Y".....	0.6
Rocky Mount.....	124.5	Luray.....	83.6	Kingsboro.....	8
Battleboro.....	132.6	Fayetteville.....	89.3	Hartsboro.....	9.4
Whitaker's.....	136.8	Hope Mills.....	96.0	Tarboro.....	15.5
Enfield.....	142.9	Parkton.....	102.5	Mildred.....	20.2
Ruggles.....	150.3	Rennert.....	109.8	Conetoe.....	23.2
Scotland Neck "Y".....	152.8	Buies.....	116.2	Bethel.....	28.4
Halifax.....	153.8	Pembroke.....	121.0	Parmele.....	32
Weldon.....	161.4				



<b>TARBORO BRANCH—Cont'd.</b>		Station.	Dist.	Station.	Dist.
Station.	Dist.	Joyner.....	10.9	Gary's.....	2.7
Robertsonville.....	35.2	Holt's Mill.....	12	Pleasant Hill.....	8.2
Everett.....	39.9	Oliver.....	17.5	Petersburg.....	61
Williamston.....	46.6	Smithfield.....	23	Richmond.....	84
Johnson's.....	49.60	<b>WILMINGTON, COLUMBIA AND AUGUSTA.</b>		<b>WILMINGTON, CHADBOURN AND CONWAY-</b>	
Jamesville.....	57.0	Wilmington.....	0	Hub.....	0
Plymouth.....	68.1	Union Depot.....	1.0	Ilion.....	3
<b>CHERAW &amp; DARLINGTON.</b>		Hilton.....	1.7	Chadbourn.....	11
Wadesboro.....	0	Navassa.....	4.8	Clarendon.....	19.20
Bennett.....	7	Malmo.....	10.9	Mount Tabor.....	24
Morven.....	10	Farmer.....	13.5	Conway, S. C.....	50
McFarlan.....	14	Brinkley.....	18.7	26 miles in North Carolina.	
Cheraw, S. C.....	25	Freeman.....	22.3	<b>NORFOLK AND CAROLINA.</b>	
Cash.....	31	Maxwell.....	28.6	Tarboro.....	0
Darlington, S. C.....	55	Springer's.....	33.7	Hobgood.....	13
Florence, S. C.....	65	Waccamaw.....	35.9	Palmyra.....	17
15 miles in North Carolina.		Bogue.....	40.3	Neal's.....	22
<b>WASHINGTON BRANCH.</b>		Whiteville.....	46.3	Kelford.....	27
Washington.....	0	Chadbourn.....	53	Aulander.....	34
Wharton.....	5.1	Cerro Gordo.....	59.4	Early's.....	40
Pactolus.....	9	Fair Bluff.....	65.2	Ahoskie.....	43
Whichards.....	16	Pee Dee, S. C.....	97	Tunis.....	52
Parmele.....	25	Florence, S. C.....	110	Eure.....	56
<b>MIDLAND NORTH CAROLINA.</b>		68 miles in North Carolina.		Gates.....	63
<b>LINA.</b>		<b>PETERSBURG.</b>		Drum Hill.....	68
Goldsboro.....	0	Weldon.....	0	Norfolk, Va.....	101
Copeland.....	4.8	S. and R. Junction.....	2		

**SEABOARD AIR-LINE SYSTEM.**

<b>SEABOARD AND ROANOKE.</b>		<b>ROANOKE AND TAR RIVER.</b>		Station.	Dist.
Station.	Dist.	Station.	Dist.		
Portsmouth, Va.....	0	Boykins, Va.....	0	Aberdeen.....	75
Rogers T. O., N. C.....	62	Severn, N. C.....	5	Pine Bluff.....	76
Margarettsville.....	64	Steaver's Siding.....	7	Keyser.....	80
Sanford.....	67	Pendleton.....	8	Hoffman.....	87
Seaboard.....	70	Conway.....	11	Hamlet.....	100
Gumberry.....	74	White's Siding.....	12	Ghio.....	105
Gary's.....	78	Bridger's Siding.....	13	Gibson.....	110
Weldon.....	80	Gravel Pit.....	15	Pittsboro (P. R. R.).....	43
20 miles in North Carolina.		Potecasi.....	16	Carthage (C. R. R.).....	67
<b>RALEIGH AND GASTON.</b>		Truitt's.....	17	<b>DURHAM AND NORTHERN.</b>	
Weldon.....	0	Lassiter's Siding.....	17	Henderson.....	0
Boling.....	7	Woodland.....	19	Watkins.....	7
Gaston.....	12	McDonnell's Siding.....	21	Dickerson's.....	10
Summit.....	15	Rich Square.....	23	Clay.....	13
Littleton.....	21	Taylor's Siding.....	25	Tar River.....	17
Vaughan.....	27	Jenkin's Siding.....	26	Hester.....	20
Macon.....	32	Roxobel.....	28	Creedmore.....	24
Warren Plains.....	37	Kelford.....	30	Dutchville.....	28
Ridgeway.....	42	Beverly.....	31	Bennehan.....	29
Manson's.....	45	Turner's Siding.....	32	Durham.....	41
Middleburg.....	50	Lewiston.....	36	<b>CAROLINA CENTRAL.</b>	
Greystone.....	52	<b>RALEIGH AND AUGUSTA</b>		Wilmington.....	0
Henderson.....	55	<b>AIR-LINE.</b>		Meares.....	4
Kittrell.....	63	Raleigh.....	0	Phoenix.....	7
Franklinton.....	72	Carey.....	8	Northwest.....	14
Youngville.....	78	Apex.....	14	Cronly.....	17
Wake.....	83	New Hill.....	21	Armour.....	21
Forestville.....	84	Merry Oaks.....	26	Marville.....	25
Wyatt.....	86	Moncure.....	31	Councils.....	33
Neuse.....	90	Osgood.....	38	Jarvis.....	35
Millbrook.....	94	Colon.....	39	Rosindale.....	37
Raleigh.....	100	Sanford.....	44	Elkton.....	42
Louisburg (L. R. R.).....	82	Lemon Springs.....	51	Clarkton.....	45
<b>MURFREESBORO.</b>		Cameron.....	57	Thompson's Mill.....	48
Pendleton.....	0	Vass.....	62	Abbottsville.....	49
Watson.....	3	Manly.....	69	Edward's Mill.....	51
Murfreesboro.....	6	Southern Pines.....	70	Bladenboro.....	53



CAROLINA CENTRAL— Continued.		Station.	Dist.	Station;	Dist.
		Wadesboro .....	135	Allen's.....	255
Station.	Dist.	Rackles.....	136	Harrell's.....	258
Yorkville .....	56	Polkton.....	143	Bostic.....	261
Big Swamp.....	57	Peachland.....	147	Forest City.....	263
Branch's X Roads.....	60	Beaver Dam.....	153	Rogers, T. O.....	266
Allenton .....	62	Ames .....	157	Rutherfordton.....	267
Lumberton.....	67	Monroe.....	163	<b>GEORGIA, CAROLINA AND NORTHERN.</b>	
Barker's Cut.....	71	Secrest's Mill.....	166	Monroe .....	0
Pine Log.....	73	Stout's.....	170	Potter.....	8
Moss Neck.....	76	Indian Trail.....	173	Waxhaw .....	12
Pembroke.....	79	Matthews.....	176	Osceola, S. C.....	17
Pate's.....	80	Wolf's.....	183	Atlanta, Ga.....	268
Red Banks.....	82	Charlotte.....	187	15 miles in North Carolina.	
Alma .....	86	Paw Creek.....	194	<b>PALMETTO.</b>	
Maxton.....	88	Mt. Holly.....	198	Cheraw.....	0
Southerland's .....	92	Stanley Creek.....	205	Kollock.....	2.4
Laurensburg .....	95	Iron .....	202	Osborne.....	11.2
Elmore .....	98	Lincolnton.....	219	Hamlet.....	18.2
Laurel Hill.....	100	Crouse's.....	224	7.33 miles in North Carolina.	
Old Hundred.....	103	Cherryville.....	229	<b>PITTSBORO.</b>	
Powhatan .....	107	Waco .....	232	Moncure.....	0
Beaman's Mill.....	108	Buffalo .....	236	Pittsboro.....	12
Hamlet.....	110	Cleveland .....	237	<b>CARTHAGE.</b>	
Rockingham .....	116	Shelby.....	241	Cameron.....	0
Midway.....	118	Lattimore.....	247	Carthage .....	10
Pee Dee.....	124	Mooresboro.....	251	Hannon .....	17
Lilesville.....	134	Ellenboro .....	254	Curriesville.....	21

## SOUTHERN RAILWAY COMPANY.

ATLANTA AND CHARLOTTE AIR-LINE.		Station.	Dist.	Station.	Dist.
Station.	Dist.	Arden .....	58.7	Auburn .....	39.6
Charlotte .....	0	Skyland .....	60.2	Garner .....	42.8
Lodo .....	4.9	Busbee .....	16.3	Raleigh .....	48.5
Bellemont .....	11.4	Buena Vista .....	64.2	Method .....	51.8
Lowell .....	16.1	Biltmore .....	67.4	Asbury .....	54.8
Gastonia .....	21.7	Asheville .....	69.4	Cary .....	56.9
Bessemer City .....	28.3	41 miles in North Carolina.		Morrisville .....	61
Kings Mountain .....	33.4	<b>CHARLOTTE, COLUMBIA AND AUGUSTA.</b>		Nelson's .....	65.7
Grover .....	41.4	Charlotte (Trade street)...	0	Brassfield .....	69
Atlanta .....	267.40	Charlotte (south switch)...	0.6	East Durham .....	73
48 miles in North Carolina.		Five-mile siding .....	5	Durham .....	74.7
<b>ATLANTIC, TENNESSEE AND OHIO.</b>		Pineville .....	10.4	University .....	83.3
Charlotte .....	0	Fort Mill, S. C. ....	17	Hillsboro .....	88.8
Derita .....	5.40	Catawba River, S. C. ....	20.5	Efland .....	92.7
Croft .....	9.80	Rock Hill, S. C. ....	25	Mebane .....	98
Huntersville .....	14.90	Columbia (Union Depot)...	109.3	Haw River .....	103.9
Caldwell's .....	17.60	Keisler's .....	129.8	Graham .....	106.6
Davidson .....	21.70	10 miles in North Carolina.		Burlington .....	108.3
Mount Mourne .....	24.60	<b>HIGH POINT, RANDLEMAN, ASHEBORO AND SOUTHERN.</b>		Elon College .....	113
Mooreville .....	28.30	High Point .....	0	Gibsonville .....	115
Shepherd's .....	32.20	Trinity .....	4.5	McLeansville .....	121.7
Troutman's .....	38.30	Glenola .....	9.4	Greensboro .....	129.7
Statesville .....	44	Sophia .....	14.6	Pomona .....	132.80
<b>ASHEVILLE AND SPARTAN- BURG.</b>		Randleman .....	18.9	Jamestown .....	139.90
Spartanburg, S. C. ....	0	Spero .....	23.90	High Point .....	144.90
Landrum, S. C. ....	23	Asheboro .....	27.7	Thomasville .....	151.50
Tryon .....	26.6	<b>NORTH CAROLINA.</b>		Conrad's .....	157.20
Melrose .....	32.4	Goldsboro .....	0	Lexington .....	162.30
Saluda .....	35.3	Grant's .....	1.9	Linwood .....	168.50
Flat Rock .....	44.1	Asylum .....	3.1	Holtsburg .....	172
Hendersonville .....	47.6	Rose .....	6	Salisbury .....	179.10
Hillgirt .....	51.3	Jones .....	9.9	Sumner .....	183.70
Fletcher's .....	55.9	Princeton .....	12	China Grove .....	188.50
Rutledge .....	57.	Pine Level .....	17.8	Glass's .....	195.70
		Selma .....	20.5	Concord .....	201.50
		Wilson's Mills .....	26	Harrisburg .....	209.30
		Calyton .....	33.6	Newell's .....	214.70
				Air-Line Junction .....	221.20



NORTH CAROLINA.—Con'd.		Station.	Dist.	Station.	Dist.
Station.	Dist.	Elkin.....	83.7	Brown's Summit.....	177.1
C. C. Crossing.....	222.30	Ronda.....	89.6	Morehead.....	180.8
Charlotte.....	222.70	Roaring River.....	94	Greensboro.....	189
		Pioche.....	96.6	43 Miles in North Carolina.	
		Quarry.....	97.8	<b>STATESVILLE &amp; WESTERN.</b>	
<b>NORTH CAROLINA MID- LAND.</b>		Smith's Siding.....	98.6	Statesville.....	0
Winston-Salem.....	0	Wilkesboro.....	103.2	Iredell.....	6
Davis School.....	2.2	<b>OXFORD &amp; CLARKSVILLE.</b>		Scott's.....	9
Atwood.....	7.4	Keysville, Va.....	0	Sloan.....	11
Muddy Creek.....	10	Clarksville.....	31.3	Hiddenite.....	15
Clemmonsville.....	12.4	Soudan.....	36.4	Taylor'sville.....	20
Idols.....	13.7	Bullock's, N. C.....	42.1	<b>STATE UNIVERSITY.</b>	
Advance.....	16.6	Stovall.....	45.4	Chapel Hill.....	0
Cornatzer.....	21.1	48 Mile Siding.....	48	Robson.....	6.2
Dutchman's Creek.....	22.8	Gregory's.....	48.7	Duke's Siding.....	9
Mocksville.....	26.7	Lewis.....	50.6	University.....	10.2
<b>NORTH-WESTERN NORTH CAROLINA.</b>		Rock Siding.....	53	<b>OXFORD &amp; HENDERSON.</b>	
Greensboro.....	0	O. and H. Junction.....	54.5	Oxford.....	0
Pomona.....	3.0	Oxford.....	55.3	Horner's.....	3.2
Terra Cotta.....	4.2	Providence.....	61.1	Huntsboro.....	5
Guilford College.....	6.5	Stem's.....	66.8	Dabney.....	7.7
Friendship.....	9.9	Lyon's.....	70.2	Henderson.....	13
Kernersville.....	17.4	Wilkins.....	72.4	<b>WESTERN NORTH CARO- LINA.</b>	
Winston-Salem.....	28.7	Green's.....	75.3	Salisbury.....	0
Tices.....	30.3	Elerbee.....	78	Majolica.....	5
Alspaugh.....	32.6	Holloway.....	80.3	Kincaid.....	8
Hanes Rock Siding.....	34.0	Durham.....	87.8	Cleveland.....	13.4
Old Town Siding.....	35.0	49 miles in North Carolina.		Elmwood.....	18.4
Miller's Siding.....	35.5	<b>PIEDMONT.</b>		Gilberts.....	18.90
Brickyard Siding.....	35.8	Richmond, Va.....	0	Statesville.....	25.6
Bethania.....	36.1	North Danville.....	140	Plott's.....	32.8
Rural Hall.....	41.3	Junction.....	140.2	Erminie.....	37
Tobaccoville.....	45.9	Danville.....	140.6	Catawba.....	38.4
Donnaha.....	50.5	Stokesland.....	145.7	Claremont.....	42.5
Teagues.....	54.1	Pelham, N. C.....	148.3	Newton.....	47.7
Shoals.....	56.7	Ruffin.....	155.6	Conover.....	49.40
Siloam.....	60.8	Stacey.....	158	Hickory.....	57.10
Rockford.....	67.4	Yates.....	162	Hildebran.....	61.50
Crutchfield.....	73.3	Reidsville.....	164.7	Connelly Springs.....	67.40
Birch.....	77.5	Mizpah.....	168		
		Benaja.....	173.6		

WESTERN NORTH CAROLINA—Continued.		Station.	Dist.	Station.	Dist.
Station.	Dist.	Stewart's.....	172.30	Whittier.....	58.6
Drexel.....	73.50	Sandy Bottom.....	172.60	Bryson City.....	65.1
Morganton.....	78	Stackhouse.....	174.30	Epp's Spring.....	69.7
Calvin.....	81.50	Hot Springs.....	178.70	Bushnell.....	77.6
Glen Alpine.....	84	Limebrook.....	181.70	Welch.....	81.2
Bridgewater.....	88.90	Paint Rock.....	184.90	Almond.....	84.10
Nebo.....	93.80	<b>WESTERN N. CAROLINA—</b>		Wesser Creek.....	89.3
Marion.....	99.20	<b>Murphy Division.</b>		Hewitt.....	93.7
Greenlee.....	104.90	Asheville.....	0	Nantahala.....	95.80
Old Fort.....	110.60	Murphy Junction.....	1.2	Jarret's.....	95.8
Dendron.....	114.50	Emma.....	2.2	Topton.....	99.7
Round Knob.....	115.30	Sulphur Springs.....	4.8	Rhodo.....	103.1
Child's.....	117.50	Hominy.....	8.7	Andrews.....	108.2
Mud Cut.....	118.70	Luther's.....	12.2	Hiwassee.....	114
Swan Tunnel.....	122	Turnpike.....	14	Tale Mills.....	118
Terrell.....	122.70	Carmen.....	18	Tomotla.....	117.8
Black Mountain.....	124.60	Canton.....	18.7	Murphy.....	123.6
Cooper's.....	129.30	Clyde.....	22.5	<b>YADKIN.</b>	
Azalea.....	130.80	Waynesville.....	28.4	Salisbury.....	0
Biltmore.....	138.50	Moody's.....	28.9	Granite Quarry.....	5
Asheville.....	140.50	Cole's.....	29.50	Rockwell.....	10.3
Murphy Junction.....	141.70	Balsam.....	36.3	Gold Hill.....	15.0
Montford.....	143	Hall.....	40.7	Misenheimer Springs.....	19
Olivette.....	147.60	Addie.....	43	Richfield.....	21
Alexander.....	152	Sylva.....	47.4	New London.....	24
Rollins.....	161.60	Dillsboro.....	48.9	Albemarle.....	30.9
Marshall.....	162.80	Barker's Creek.....	49.4	Norwood.....	41
Barnard.....	170.40	Wilnot.....	54.7		



**MISCELLANEOUS ROADS.**

ATLANTIC AND NORTH CAROLINA.		Station.	Dist.	Station.	Dist.	
Station.	Dist.	Rural Hall .....	30	Lumber Bridge } S. C.	182	
Goldsboro.....	0	Germanton .....	35	McNatt's..... } Br'ch	179	
Best's .....	9	Walnut Cove .....	40	Hope Mills .....	173	
La Grange.....	14	Belew's Creek.....	46	Fayetteville .....	176	
Falling Creek .....	20	Madison.....	} Madison Branch	63	Stedman.....	177
Kinston.....	26	Ellisboro.....		59	Autryville.....	180
Caswell.....	30	Stokesdale .....	52	Roseboro.....	188	
Dover.....	35	Summerfield.....	58	Parkersburg.....	197	
Core Creek.....	42	Battle Ground.....	64	Garland.....	202	
Tuscarora.....	48	Greensboro.....	70	Tomahawk.....	208	
Clark's.....	51	Pleasant Garden.....	78	Kerr.....	212	
New Bern.....	59	Ramseur.....	101	Ivanhoe.....	217	
Riverdale.....	68	Franklinsville.....	} Factory Branch	98	Atkinson.....	224
Croatan.....	70	Cedar Falls.....		97	Currie.....	230
Havelock.....	76	Millboro.....	93	Wilmington.....	248	
Newport.....	84	Climax.....	83	<b>ABERDEEN &amp; WEST END.</b>		
Wildwood.....	87	Julian.....	86	Aberdeen.....	0	
Atlantic.....	89	Liberty.....	93	Linden.....	7	
Morehead City.....	93½	Staley.....	98	West End.....	13	
Atlantic Hotel.....	94	Siler City.....	105	Eagle Springs.....	20	
Morehead Depot.....	95	Ore Hill.....	109	Candor.....	25	
<b>ATLANTIC AND DANVILLE.</b>		Richmond.....	114	<b>CARTHAGE.</b>		
Alton.....	0	Goldston.....	117	Cameron.....	0	
Cunningham.....	6	Gulf.....	121	Kelly.....	6.30	
Semora.....	11	Egypt.....	124	Carthage.....	10.00	
Milton.....	17	Sanford.....	130	Hannon.....	17.10	
Blanche.....	23	Jonesboro.....	133	Curriesville.....	21.00	
<b>ABERDEEN AND ROCK FISH.</b>		Swann's.....	138	<b>CALDWELL &amp; NORTHERN.</b>		
Aberdeen.....	0	Spout Spring.....	147	Lenoir.....	10	
Leavitt's.....		Manchester.....	154	Collettsville.....	10.66	
Hilton.....		Bennettsville.....	223	<b>CHESTER AND LENOIR.</b>		
Buffalo.....		Tatum.....	217	Chester, S. C.....	0	
Endor.....	12.75	McColl.....	214	Crowder Creek.....	39	
<b>CAPE FEAR &amp; YADKIN V'Y.</b>		Hasty.....	210	Gastonia.....	45	
Mount Airy.....	0	John's.....	208	Dallas.....	50	
Ararat.....	9	Stuart.....	} South Carolina Branch.	206	Hardin's.....	56
Pilot Mountain.....	15	Maxton.....		202	Lincolnton.....	64
Pinnacle.....	20	Floral College.....	199	Maiden.....	72	
Dalton.....	22	Wakulla.....	195	Newton.....	80	
		Red Springs.....	190			
		Shandon.....	187			

Station.	Dist.	Station.	Dist.	Station.	Dist.
Hickory.....	90	Davidson River.....		Notla.....	100
Granite Falls.....	98	Brevard.....	3.5	Kinsey's.....	102
Saw Mills.....	101		21.60	Murphy.....	108
Hudson.....	103	<b>NORFOLK AND WESTERN.</b>		13.25 miles in North Carolina.	
Lenoir.....	110	<b>Lynchburg and Durham Div.</b>		<b>NORTHAMPTON AND</b>	
62 miles in North Carolina.		Durham.....	0	<b>HERTFORD.</b>	
<b>JAMESVILLE AND WASH-</b>		Fairtosh.....	10	Gumberry.....	0
<b>INGTON.</b>		Willardville.....	12	Jackson.....	9
Washington.....	0	Ballton.....	14	<b>NORFOLK AND SOUTHERN.</b>	
Cherry's.....	6	Lyndover.....	20	Norfolk, Va.....	0
<b>EAST TENNESSEE &amp; WEST-</b>		Helena.....	24	Moyock, N. C.....	25
<b>ERN NORTH CAROLINA.</b>		Roxboro.....	32	Snowden.....	31
Cranberry.....	0	Woodsdale.....	39	Shawboro.....	35
State Line.....	3	Denniston Junction, Va.....	44	Gregory's.....	37
Johnson City, Tennessee.....	34	Black Walnut.....	48	Belcross.....	40
<b>EGYPT.</b>		South Boston.....	55	Camden.....	42
Egypt Junction.....	0	Lynchburg.....	115	Elizabeth City.....	45
Lobdell.....	1.3	43.40 miles in North Carolina.		Pasquotank.....	52
Millport.....	2.2	<b>Roanoke and Southern Div.</b>		Okisko.....	53
Clarendon.....	3	Winston-Salem.....	0	Chapanoke.....	55
Boudinot.....	4.5	Ogburn.....	4	Windfall.....	60
Endor.....	5.5	Walkertown.....	9	Perquimans.....	61
Oakdale.....	6	Dennis.....	12	Hertford.....	62
River Point.....	6.5	Fulp.....	15	Yeopim.....	66
Egypt, Fourth Street.....	7	Walnut Cove.....	18	Edenton.....	74
Egypt, Myrtle Street.....	8	Ladford.....	24	Mackey's Ferry.....	83
<b>DURHAM &amp; CHARLOTTE.</b>		Madison.....	32	Chesson.....	85
Gulf.....	0	Stoneville.....	40	Roper.....	88
Palmer.....	3	Price—State Line.....	46	Furnpike.....	99
Carbonton.....	5	Ridgeway, Va.....	50	Bishop Cross.....	106
Haw Branch.....	7	Martinsville.....	60	Pantego.....	103
Riverside.....	8	Roanoke.....	122	80 miles in North Carolina.	
Glendon.....	10	<b>MOORE COUNTY RAILROAD.</b>		<b>OHIO RIVER AND</b>	
<b>HENDERSONVILLE AND</b>		Aberdeen.....	0	<b>CHARLESTON.</b>	
<b>BREVARD.</b>		Flynn.....	9	Marion.....	0
Hendersonville.....	6.6	Craigrownie.....	12.50	Gardner's.....	5
Horse Shoe.....	1.1	<b>MARIETTA AND NORTH GA.</b>		Glenwood.....	7
Cannon.....	1.7	Marietta, Ga.....	0	Weaver's.....	14
Morey.....	4.8	State Line, N. C.....	94	Golden Valley.....	15
Penrose.....	3.2	Cullerson.....	97		



Station.	Dist.	Station.	Dist.	Station.	Dist.
Millwood.....	20	Chowan.....	69	Ravenswood.....	71.41
Rutherfordton.....	25	Montrose Landing.....	40	Pollockville.....	73.59
Forest City.....	31.2	25 miles in North Carolina.		Newbern.....	87.25
Henrietta.....	39	<b>WILMINGTON, NEWBERN AND NORFOLK.</b>		<b>WILMINGTON SEA-COAST.</b>	
Mooresboro.....	43	Wilmington.....	0	Wilmington.....	0
Shelby.....	55	Coast Railroad Crossing... 2.18		Hammocks.....	10.21
Blacksburg.....	68	Baymead.....	8.29	Atlantic.....	11.82
64.50 miles in North Carolina.		Kirkland.....	11.36	<b>WINTON RAILROAD.</b>	
<b>WARRENTON.</b>		Scott's Hill.....	13.42	St. John's.....	0
Plains.....	0	Ocean View.....	14.28	Winton.....	15
Warrenton.....	3	Hampstead.....	16.50	<b>HENDERSONVILLE AND BREVARD.</b>	
<b>NEW HANOVER TRANSIT COMPANY.</b>		Cypress Lake.....	18.84	Hendersonville.....	0
Wilmington.....	0	Annandale.....	20.66	Horse Shoe.....	
Carolina Beach.....	3	Big Sandy Run.....	22.29	Cannon.....	
<b>SUFFOLK AND CAROLINA.</b>		Glenoe.....	23.51	Money.....	
Suffolk.....	0	Edgecombe.....	27.21	Penrose.....	
Corapeake—State Line... 15		Mineral Springs.....	31.36	Davidson River.....	
Dennis.....	19	Folkstone.....	34.66	Brevard.....	21.60
Sunberry.....	22	Cedarhurst.....	40.37	<b>NORTHAMPTON AND HERT- FORD.</b>	
Cross.....	23	Winona.....	44.17	Gumberry.....	0
Bosley.....	26	Jacksonville.....	50.15	Mofield.....	6
Hobbs.....	32	North East.....	56.15	Jackson.....	9.30
Gliden.....	34	White Oak.....	61.35		
Ryland.....	37	Maysville.....	66.15		

## WESTERN UNION TELEGRAPH COMPANY.

## OFFICES IN NORTH CAROLINA.

Aberdeen.....	*Creedmoor. Durham, D. Co.....
Advance.....	Cronly.....
Ahoskie.....	***Cross. Free, Suffolk, Va.....
Albermarle, Stanly Co.....	*Cumberland. Fayetteville.....
Alexander.....	Cunningham.....
Andrews. P. O. Valletown.....	Currie.....
Apex.....	*Currituck (Gov't.) <sup>†</sup> Norfolk, Va.....
Asheboro.....	Dabney.....
Asheville.....	Dallas.....
<i>**Glen Rock Hotel.</i> Asheville.....	Dalton, Stokes Co.....
<i>Kenilworth Inn.</i> See Kenilworth Inn.....	Davidson.....
<i>**Oakland Heights.</i> Asheville.....	***Dennis, Gates Co. Free, Suffolk, Va.....
<i>**Old Passenger Depot.</i> Asheville.....	Dillsboro. P. O. Webster.....
<i>***Passenger Depot.</i> Asheville.....	Donnaha.....
<i>Raymouth.</i> See Raymouth.....	Dover.....
<i>West Asheville.</i> See West Asheville.....	Dudley.....
**Atlantic. Summer office, Wilmington.....	Dunn.....
Aulander.....	Duplin Roads. P. O. Wallace.....
Autryville.....	Durham, Durham Co.....
Ayden.....	Earls. P. O. Earl Station.....
Barnards.....	*Edenton. Norfolk, Va.....
Battleboro.....	Egypt Junc. P. O. Sanford.....
*Beaufort. Newport.....	*Elizabeth City. Norfolk, Va.....
Beaver Dam, Union Co.....	*Elizabethtown. Fayetteville.....
Belcross.....	Elkin.....
Belmont, Gaston Co.....	Elk Park.....
Benson.....	*Ellenboro. Shelby.....
Bessemer City.....	Elm City.....
Biltmore.....	Elmwood.....
Black Creek.....	Elon College.....
Black Mountain.....	Elrod.....
*Blowing Rock. Lenoir.....	Enfield.....
***Bosley. Free, Suffolk, Va.....	Everetts.....
***Bowman's Bluff. Hendersonville.....	Fair Bluff.....
***Brevard. Hendersonville.....	Faisons.....
Bridgewater.....	Falkland.....
Brinkley. P. O. Cronly.....	Fayetteville.....
*Brooklyn. Raleigh.....	Flat Rock, Henderson Co.....
Brown's Summit.....	Fletcher.....
Bryson City.....	Folkston.....
Bules.....	Forest City.....
Burgaw.....	Four Oaks.....
Burlington, Alamance County.....	***Franklin, Macon Co. Dillsboro.....
***Calhoun. Hendersonville.....	Franklinton.....
Cameron, Moore Co.....	Franklinville.....
*Candor. Aberdeen.....	Fremont.....
Canton.....	Garysburg.....
*Cape Hatteras (Gov't). Norfolk, Va.....	Gastonia.....
*Carthage. Cameron, M. Co.....	Gates. P. O. Adair.....
Cary.....	Germanton.....
Castle Hayne.....	*Ghio. Hamlet.....
Catawba.....	*Gibson's Station. Hamlet.....
Cedar Falls.....	Glen Alpine.....
Chadbourn.....	Glenwood, McDowell Co. P. O. Nealsville.....
*Chapel Hill. Chapel Hill Depot.....	Goletwin.....
Chapel Hill Depot. P. O. Chapel Hill.....	Gold Hill, Rowan Co.....
Charlotte.....	Goldsboro.....
* <i>Biddle Institute.</i> Charlotte.....	Goose Nest. P. O. Conoho.....
Cherryville.....	*Graham. Graham Station.....
China Grove.....	Graham Station. P. O. Graham.....
Claremont.....	Granite Falls.....
Clarkton.....	*Green Park. Lenoir.....
Chytan.....	Greensboro.....
Cleveland.....	Greenville.....
*Cleveland Springs. Summer office, Shelby.....	Greystone. P. O. Strickland.....
Climax.....	Grifton.....
Clinton.....	Grover.....
* <i>Cloudland Hotel.</i> Roan Mtn., Tenn.....	Gulford College.....
Clyde.....	Gulf.....
Colon.....	Gumberry.....
Concord, Cabarrus Co.....	Halifax.....
Conetoe.....	Hamlet.....
Connelly Springs.....	*Hammocks. Summer office, Wilmington.....
Conway.....	Harrisburg.....
Coopers.....	Hasty.....
***Corapeake. Free, Suffolk, Va.....	*Hatteras (Gov't.) <sup>†</sup> Norfolk, Va.....
Councils. P. O. Councils Station.....	Haw River.....
Cranberry.....	Henderson.....



Hendersonville.....	Neuse.....
Henrietta.....	Newbern.....
Hertford.....	James City. See James City.....
Hickory.....	National Cemetery. See National Cemetery.....
High Point.....	Pavie Town. See Pavie Town.....
Hillsboro.....	Reizensteinsville. See Reizensteinsville.....
Hobgood.....	*New Canal Bridge. Norfolk.....
Hoffman.....	New Hill, Wake Co.....
Hope Mills.....	New London.....
Hot Springs.....	Newport.....
House.....	Newton.....
Hub.....	North Wilkesboro.....
Ivanhoe.....	Norwood.....
*Jackson, Seaboard.....	*Notia, Marietta, Ga.....
Jacksonville, Onslow Co.....	*Oak Ridge, Stokesdale.....
**James City, Newbern.....	**Oberlin, Raleigh.....
Jamestown, Guilford Co.....	**Ocean View, Summer office, Wilmington.....
Jamesville.....	Old Fort, McDowell Co.....
Jonesboro, Moore Co.....	*Old Store, Aberdeen.....
Kelford, P. O. Roxobel.....	Ore Hill.....
Kenilworth Inn, Ck. Asheville.....	Oxford.....
Kenly.....	Paetolus.....
Kernersville.....	Paint Rock.....
Keyser.....	Parkersburg.....
Kings Mountain.....	Parkton.....
Kingston, Lenoir Co.....	Parmele.....
Kittrell.....	Pates.....
*Kitty Hawk (Gov't), Norfolk, Va.....	*Patterson, Lenoir.....
La Grange, Lenoir Co.....	**Pavie Town, Newbern.....
Lake Waccamaw.....	Pelham.....
Laurel Hill.....	Pembroke.....
Laurinburg.....	**Pernell, Wake Forest, W. Co.....
Leaksville.....	Pikeville.....
Lenoir.....	Pilot Mountain.....
Lewiston.....	Pine Hall.....
Lexington.....	Pineville, Mecklenburg Co.....
Liberty, Randolph Co.....	Pittsboro, Moncure.....
Lilesville.....	Pleasant Hill, Northampton Co.....
Lincolnton.....	Plym uth.....
**Linville, Cranberry.....	Polkton.....
Linwood, Davidson Co.....	Prolocksville.....
Littleton, Halifax Co.....	Pomona.....
*Louisburg, Franklinton.....	Potecasi.....
Lowell, Gaston Co.....	Princeton.....
Lumber Bridge.....	Raleigh.....
Lumberton, Robeson Co.....	**Agricultural and Mechanical College, Raleigh.....
McFarlan.....	Brooklyn. See Brooklyn.....
Macou.....	**Caraleigh Cotton Mills, Raleigh.....
Madison.....	**Fair Grounds, Raleigh.....
Magnolia.....	**Insane Asylum, Raleigh.....
Maiden.....	**North Carolina Car Works, Raleigh.....
Manly, Moore Co.....	Oberlin. See Oberlin.....
Margarettsville.....	**Peace Institute, Raleigh.....
Mation.....	**Penitentiary (N. C. State), Raleigh.....
Marshall.....	**Raleigh Cotton Mills, Raleigh.....
Matthews.....	**St. Augustine College, Raleigh.....
Maxton.....	**St. Mary's Institute, Raleigh.....
Maysville.....	Ramscur.....
Mebanes.....	Randeman.....
Middleburg.....	**Raymouth, Asheville.....
Millboro.....	Red Springs.....
Milton.....	Reidsville.....
Mocksville.....	**Hermitage Cotton Mills, Reidsville.....
Moncure.....	**Reizensteinsville, Newbern.....
*Montrose Land'ng, Free, Suffolk, Va.....	Rennett.....
M. oresboro.....	Rich Square.....
Mooresville.....	Ridge way, Warren Co.....
Morehead City.....	Roaring River.....
Morganton.....	Robersonville.....
Morven.....	Rockford.....
Mount Airy.....	Rockingham, Richmond Co.....
*Mount Gilead, Norwood.....	Rockwell.....
Mount Holly.....	Rocky Mount.....
**Mountain Island Mills, Mount Holly.....	Rocky Point, Pender Co.....
**Tuckasege Mills, Mount Holly.....	*Roper, Plymouth.....
Mount Olive.....	Roseboro, Sampson Co.....
Mount Tabor.....	Rougemont.....
Moyock.....	Rowland.....
Murfreesboro.....	Roxboro.....
Murphy.....	Roxobel.....
*Nag's Head, Summer Office, Norfolk, Va.....	Ruffin.....
Nantahala, P. O. Jarretts.....	Rural Hall.....
Nashville.....	Rutherford College.....
**National Cemetery, Newbern.....	Rutherfordton.....
Neal's, P. O. Neal.....	St. Mary's College, P. O. Belmont.....

**Salem, Forsyth Co. Free, Winston	Thomasville, Davidson Co.
Salisbury	Tillery
**Livingstone College. Salisbury	Trinity College
Saluda	Troy
Sanford	Tryon. P. O. Tryon City
Scotland Neck	Tunis
Scotts Hill	Verona. P. O. Aman's Store
Seaboard	Wadesboro
Selma	Wake Forest, Wake Co.
Shawboro	Walkertown
Shelby	Wallace See Duplin Roads
*Shine, Goldsboro	Walnut Cove
Siler City	Warren Plains
Smithfield	Warrenton
Snowden	Warsaw
Southern Pines	Washington, Beaufort Co.
South Gaston	Waxhaw
**South Mills, Norfolk, Va	Waynesville
*Southport, Wilmington	Weidon
Spout Springs	**West Asheville, Asheville
Spring Hope	*West End, Aberdeen
Statesville	Whitakers
Stems	Whiteville, Columbus Co.
Stokesdale	Whittier
Stoneville	**Wilkesboro, North Wilkesboro
Stovall	Williamston
Summerfield	Wilmington
***Sunbury, Free, Suffolk, Va	Wilson
*Swepsonville, Graham Station	Winfall
Syla	Winston
Tarboro	*Wrightsville, Summer Office, Wilmington
Taylorsville	Youngsville
Thermal City	

\*Indicates that this office is owned and operated by other than the Western Union Telegraph Company.

\*\*Indicates stations and other places to which messages are delivered from the nearest telegraph office.

\*\*\*Indicates that messages are delivered at this point from the nearest telegraph office by telephone.

## POSTAL TELEGRAPH-CABLE COMPANY.

### OFFICES IN NORTH CAROLINA.

Agricultural and Mechanical College.  
Bosley.  
Brooklyn, Wake Co.  
Cape Hatteras.  
Corapeake.  
Cross.  
Cumberland.  
Currituck.  
Dabney.  
Dennis, Gates Co.  
Durham.  
Edenton.  
Elizabeth City.  
Elizabethtown.  
Fayetteville.  
Franklinton.  
Gibson's Station.  
Hatteras.  
Henderson, Vance Co.  
Hobbs.  
John's Station.  
Kitty Hawk.  
Laurel Hill.  
Laurinburg.  
Louisburg.

Manchester.  
Manchester Cotton Mills.  
Montrose Landing.  
Murphy.  
Notla.  
Oberlin.  
Oxford.  
Raleigh.  
Raleigh.  
Brooklyn.  
Carraleigh Cotton Mills.  
Insane Asylum.  
North Carolina Car Works.  
Oberlin.  
Penitentiary.  
Peace Institute.  
Raleigh Cotton Mills.  
St. Augustine College.  
St. Mary's College.  
Ryland.  
South Mills.  
Southport.  
Spout Springs.  
Springfield, Richmond Co.  
Sunbury.  
Warrenton.  
Wilmington.



## TELEGRAPH AND TELEPHONE COMPANIES.

### POSTAL TELEGRAPH CABLE COMPANY.

#### OFFICERS

J. W. Kates, General Superintendent Southern Division.....Richmond, Va.  
 Albert R. Chandler, President and General Manager.....New York.  
 W. J. Crews, Manager at Raleigh.

### WESTERN UNION TELEGRAPH COMPANY.

#### OFFICERS.

Thomas T. Eckert, President and General Manager.....New York.  
 James Merrihew, General Superintendent Southern Division.....New York.  
 J. B. Tree, Superintendent North Carolina Division.....Richmond, Va.  
 J. A. Egerton, Manager at Raleigh.

### SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY.

#### OFFICERS.

John E. Hudson, President.....New York.  
 James Merrihew, Vice-President.....New York.  
 D. I. Carson, Secretary and General Superintendent.....New York.  
 George H. Glass, Manager.....Raleigh.

### THE INTERSTATE TELEPHONE AND TELEGRAPH COMPANY.

#### OFFICERS.

President, L. A. Carr.....Durham.  
 Vice-President, P. D. Pharney.....Durham.  
 Secretary and Treasurer, J. S. Carr.....Durham.  
 General Manager, E. L. Miller.....Durham.

## CAROLINA POSTAL TELEGRAPH COMPANY.

J. G. N. Cobb, President ..... Bennettsville, S. C.

**LINE OPERATED.**

Fayetteville, N. C., to Hope Mills, N. C., 8 miles.

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NORFOLK AND SOUTHERN RAILROAD TELEGRAPH  
LINE.

M. K. King, General Manager ..... Norfolk, Va.

**LINE OPERATED.**

39 miles.

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## UNITED TELEGRAPH COMPANY.

James M. Wynn, President ..... Murfreesboro, N. C.

W. B. Spencer, Treasurer ..... Murfreesboro, N. C.

**LINE OPERATED.**

Murfreesboro, N. C., to Pendleton, N. C., 6 miles.

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## OAK RIDGE AND STOKESDALE TELEGRAPH COMPANY.

J. Allen Holt, President and Treasurer ..... Oak Ridge, N. C.

**LINE OPERATED.**

Stokesdale, N. C., to Oak Ridge, N. C., 6 miles.



## LOUISBURG TELEGRAPH COMPANY.

I. J. Cheatham, General Manager.....Franklinton, N. C.

## LINE OPERATED.

Franklinton, N. C., to Louisburg, N. C., 10 miles.

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## SWEPSONVILLE TELEGRAPH COMPANY.

E. M. Cook, President and Manager.....Swepsonville, N. C.

## LINE OPERATED.

Swepsonville, N. C., to Graham Station, N. C., 8 miles.

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ELIZABETH CITY AND NORFOLK TELEGRAPH  
COMPANY.

George W. Cobb, Secretary and Treasurer.....Elizabeth City, N. C.

## LINE OPERATED.

Norfolk, Va., to Edenton, N. C., 75 miles; 52 miles in North Carolina.

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## CLEVELAND SPRINGS TELEGRAPH COMPANY.

J. B. Wilkinson, Owner.....Shelby, N. C.

## LINE OPERATED.

Cleveland Springs to Shelby, N. C., 2 miles.

## LENOIR AND BLOWING ROCK TELEGRAPH COMPANY.

S. F. Harper, President.....Patterson, N. C.

G. F. Harper, General Manager.....Lenoir, N. C.

**LINE OPERATED.**

Lenoir to Blowing Rock, 22 miles.

## PITTSBORO TELEGRAPH LINE.

D. S. Hudgings, Superintendent.....Raleigh, N. C.

**LINE OPERATED.**

Moncure, N. C., to Pittsboro, N. C., 12 miles.

## CARTHAGE TELEGRAPH COMPANY.

D. S. Hudgings, Superintendent.....Raleigh, N. C.

**LINE OPERATED.**

Cameron, N. C., to Carthage, N. C., 10 miles.

## WILMINGTON AND SOUTHPORT TELEGRAPH LINE.

J. T. Harper, Owner and Manager.....Wilmington, N. C.

**LINE OPERATED.**

Southport to Wilmington, 25 miles.



## NEWPORT AND BEAUFORT TELEGRAPH LINE.

Thos. Duncan, Superintendent.

**LINE OPERATED.**

Beaufort to Newport, 22 miles.

**PULLMAN'S PALACE CAR COMPANY.****GENERAL OFFICES, CHICAGO, ILL.****OFFICERS.**

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	George M. Pullman.....	Chicago, Ill.
Vice-President.....	Horace Porter.....	New York.
Secretary.....	A. S. Weinsheimer.....	New York.
Second Vice-President.....	T. H. Wickes.....	Chicago, Ill.
General Manager.....	George F. Brown.....	Chicago, Ill.
General Superintendent.....	C. A. Garcelon.....	Chicago, Ill.
Auditor.....	F. C. N. Robertson.....	Chicago, Ill.
General Counsel.....	John S. Runnells.....	Chicago, Ill.
Assistant General Counsel.....	F. B. Daniels.....	Chicago, Ill.
District Superintendent.....	R. C. Edwards.....	Richmond, Va.

**SOUTHERN EXPRESS COMPANY.****OFFICERS.**

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	H. B. Plant.....	New York.
Vice-President and Gen'l Manager.....	M. J. O'Brien.....	New York.
Traffic Manager.....	C. L. Loop.....	Memphis, Tenn.
Superintendent.....	W. J. Crosswell.....	Wilmington, N. C.
Superintendent.....	O. M. Sadler.....	Charlotte, N. C.
Manager at Raleigh.....	A. P. Bryan.....	Raleigh, N. C.

## STEAMBOAT COMPANIES.

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### MOCCASIN RIVER STEAMBOAT CO.

L. A. Cobb, President.....Grifton, N. C.  
 Steamer—May Bell. From Hookerton to New Berne.

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### CAPE FEAR RIVER T. & T. CO.

Wm. St. George, President.....Southport, N. C.  
 Steamers—Blanch. Cape Fear River and Coast.  
 Alexander Jones. Cape Fear River and Coast.

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### ALBEMARLE STEAM NAVIGATION CO.

R. A. Pretlow, Superintendent.....Franklin, Va.  
 Steamers—Keystone. Franklin, Va., to Harrellsville.  
 Olive. Franklin, Va., to Edenton.

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### PAMLICO TOWING CO.

D. Hill, Manager.....Washington, N. C.  
 Steamer Guzelle. Pamlico Sound.

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### FAIRFIELD CANAL & TURNPIKE CO.

S. B. Sadler, Acting Treasurer.....Fairfield, N. C.



STYRON'S TRANSPORTATION COMPANY,

Steamer—Aurora.

Washington, N. C.

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CASHIE STEAM NAVIGATION CO.

C. F. Hardin, Manager.....Windsor, N. C.

Steamer—Bertie. Windsor to Plymouth.

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J. G. F. WOOD,

Edenton, N. C.

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Steamers—Greenfields.

Fish Hawk.

P. M. Warner.

Sarah Drummond.

Sophie Wood. Drummond's Point to Edenton.

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WALTER TAFT,

Wilmington, N. C.

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Steamers—F. & F. Cape Fear River and tributaries.

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W. H. WARD,

Wilmington, N. C.

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Steamers—W. T. Daggett. Wilmington to Point Caswell.

Office—Wilmington, N. C.

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BLACK RIVER STEAMBOAT CO.

D. J. Black, Owner and Manager.....Wilmington, N. C.

Steamers—Frank Sessions. Wilmington to Fayetteville.

Lisbon—Wilmington to Clear Run.

## CAPE FEAR RIVER TRANSPORTATION CO.

W. S. Cook, Manager.....Fayetteville, N. C.

Steamers—A. P. Hurt. Fayetteville to Wilmington.

D. Murchison. Fayetteville to Wilmington.

E. A. Hawes. Wilmington to Clear Run.

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J. T. HARPER,

Wilmington, N. C.

Steamer—Italian. Cape Fear to Wilmington.

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CHAS. WESSELL,

Wilmington, N. C.

Steamer—Anna. Wilmington to Southport.

## BRANNING MANUFACTURING CO.

J. W. Branning, President.....Edenton, N. C.

Steamers—Arm & Hammer. Edenton to Wellington.

J. W. Branning. Edenton to different rivers.

## NEW BERNE &amp; SNOW HILL STEAMSHIP CO.

M. B. Smith, President.....New Berne, N. C.

Steamer—Laura. New Berne to Snow Hill.

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CHAS. L. IVES,

New Berne, N. C.

Steamer—L. H. Cutler. New Berne to Neuse River.



FLEETWOOD & JACKSON, HERTFORD, N. C.

Steamer—M. L. Farmer. Hertford to Points.

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THE TAR RIVER OIL COMPANY.

L. L. Staton, President.....Tarboro, N. C.

E. V. Zoeller, Secretary and Treasurer.....Tarboro, N. C.

Steamer—Shiloh. Washington to Shiloh.

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NEW BERNE LUMBER COMPANY.

J. L. Basnight.....New Berne, N. C.

Steamer—Josie. Neuse and Trent Rivers.

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D. W. RAPER & CO., EDENTON, N. C.

Steamer—Yeopin. Albemarle Sound.

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DIXON & DIXON, EDENTON, N. C.

Steamer—Nettie W. New Berne to Kinston.

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DAVID STYRON, NEW BERNE, N. C.

Steamer—Pearlie May. New Berne to Grifton.

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OLD DOMINION STEAMSHIP COMPANY.

John Myers' Sons, Agents.....Washington, N. C.

Steamers—R. L. Myers. Washington to Tarboro.

New Berne. New Berne to Elizabeth City.

Virginia Dare. Washington to Bell Haven.

## ALBEMARLE AND CHESAPEAKE CANAL COMPANY.

Canal Property.

D. S. Burwell, Manager.....Norfolk, Va.

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 M. E. SUTTON, NEW BERNE, N. C.

Steamer—Trent. New Berne to Bayboro.

---

 J. W. HARPER, WILMINGTON, N. C.

Steamer—Wilmington. Southport to Wilmington.

---

 J. L. LASSITER, NEW BERNE, N. C.

Steamer—Howard. New Berne to points on Trent River.

---

 J. C. WHITTY, NEW BERNE, N. C.

Steamer—Vanceboro. New Berne and Kinston.

## ROANOKE &amp; TAR RIVER STEAMBOAT COMPANY.

John D. Biggs, Secretary.....Williamston, N. C.

Steamer—Denniss Simmons.

## LAKE DRUMMOND CANAL COMPANY.

S. W. Gary, Superintendent.....Deep Creek, Virginia.



FAIRFIELD AND ELIZABETH CITY TRANSPORTATION  
COMPANY.

ELIZABETH CITY, N. C.

Steamer—Lizzie Burrus. Elizabeth City to Fairfield.

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WILMINGTON STEAMSHIP COMPANY.

M. K. King, General Manager, Norfolk, Va.

Steamer—Neuse. From Elizabeth City to New Berne.

---

H. G. WOOD, EDENTON, N. C.

Steamer—Chowan. Weldon, Edenton to Sandy Point.

---

J. H. GARD, ELIZABETH CITY, N. C.

Steamer—Mollie L. Palmer.

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NORFOLK AND SOUTHERN RAILROAD COMPANY.

Steamers—Plymouth, Ranger, M. E. Roberts, G. W. Roper, N. S. Wagner, Haven Belle, M. E. Dickerson, and one car float.

# RAILROAD COMMISSIONERS' CLASSIFICATION OF FREIGHT.

## EXPLANATION OF CHARACTERS.

- 1 stands for First-Class.
- 2 stands for Second-Class.
- 3 stands for Third-Class.
- 4 stands for Fourth Class.
- 5 stands for Fifth Class.
- 6 stands for 6th Class.
- 1½ stands for 1½ Times First Class.
- D1 stands for Double First Class.
- 3T1 stands for Three Times First Class.
- 4T1 stands for Four Times First Class.

- A, B, C, D, E, F and H, stand for Classes A, B, C, D, E, F and H, respectively.
- S, stands for Special.
- L. C. L. stands for less than Car-Load.....
- C. L. stands for Car-Load
- N. O. S. stands for Not Otherwise Specified.
- K. D. stands for Knocked Down.
- O. R. B. stands for Owner's Risk of Breakage.
- O. R. L. stands for Owner's Risk of Leakage.
- O. R. C. stands for Owner's Risk of Chafing.

A	Class.	Class if Re-leased.	A	Class.	Class if Re-leased.
Accoutrements, military.....	1		Same, knocked down, packed.....	1	3
Acid, viz.:			Cutters, ensilage or stalk, set up.....	1½	
Acetic.....	D1	2	Same knocked down, in bundles or crates.....	2	
Carbonic.....	3		Cutters, ensilage, knocked down, packed.....	3	
Carbonic, in iron drums, L. C. L.....	3	5	Cutters, hay or straw, set up.....	1½	
Same, C. L.....	4	6	Same, knocked down, packed.....	3	
Carbonic, N. O. S., L. C. L.....	2		Diggers, potato: same as plows, N. O. S.....		
Same, C. L.....	5		Distributors, guano, set up... Same, knocked down.....	1½	1
Dry.....	3		Dog powers, N. O. S.....	1	
Muriatic, in carboys, boxed, ship's option, L. C. L.....	D1	2	Drills, grain, set up.....	1½	1
Same, C. L.....	2	4	Same, knocked down, packed.....	2	
Phosphoric, in glass, packed in baskets or in boxes.....	1	6	Dusters, bran, set up.....	3T1	D1
Stearic, in barrels.....	3		Same, knocked down, packed.....	2	
Sulphuric, in carboys, boxed, ship's option, L. C. L.....	D1	2	Elevators, for cotton, manufac-tured of wood and iron, set up.....	D1	
Same, C. L.....	2	4	Same, knocked down.....	3	
Sulphuric, in iron casks or drums, L. C. L.....	3	5	Elevators or carriers for feed-ing lint to cotton gins.....	2	3
Same, C. L.....	3	6	Evaporators and steamers, feed.....	1½	1
Sulphuric, in tank cars.....	6		Evaporators, fruit.....	1½	1
N. O. S.....	D1		Evaporators, sugar, manu-factured of iron, set up....	D1	1½
Aerated waters (such as moxie) see Waters.			Same, boxed or crated.....	1	2
Agate ware, granite or enam-eled ware, iron or steel, boxed.....	2		Fans, wheat.....	2T1	D1
Same, stamped.....	3		Feather renovators; same as Mills, ranning.....	2	3
Agricultural implements, C. L., owners to load and unload, viz.:			Flues, lint.....		
Cleaners, tobacco, minimum weight 15,000 pounds.....	3		Forks, hay and manure, in bundles.....	3	
Elevators, for cotton, manu-factured of iron and wood, knocked down.....	4		Furnaces, evaporator.....	1	
Evaporators, sugar, manu-factured of iron, mini-mum weight 20,000 pounds	3	4	Granulators, tobacco.....	2	
Granulators, tobacco, mini-mum weight 15,000 pounds	3		Harrows and harrow frames	3	4
Harvesters, cotton, minimum weight 15,000 pounds.....	2	3	Harrow teeth; see Iron and Steel articles.		
N. O. S., minimum weight 20,000 pounds.....	4	6	Harvesters, cotton.....	1½	1
Agricultural implements, L. C. L., viz.:			Harvesters, N. O. S.; see Mowing Machines.....		
Carriers and hoisters, hay, iron.....	3		Hoes in bundles.....	3	
Cleaners, cotton seed.....	1½	1	Hoes, without handles, in barrels or casks.....	4	
Cleaners, tobacco.....	2		Hoisters, hay; see Carriers.		
Cotton choppers; same as Cultivators.....			Horse powers, railroad or endless chain.....	1½	
Cotton gins, feeders and con-densers.....	2	3	Horse powers, knocked down	2	
Cradles, grain, set up.....	3T1	D1	Hullers, cotton seed and clover.....	1½	1
Same, knocked down, in bundles or boxes.....	1	2	Hullers, pea.....	1½	1
Crushers, corn and cob.....	3		Knives, hay, packed.....	1	
Cultivators, set up.....	3T1	D1	Machines, hemp.....	2	
			Machines, suut.....	3	
			Manure spreaders, set up.....	1½	1



A	Class.	Class if Released.	A	Class.	Class if Released.
Agricultural implements, L. C. L.—Continued.			eighth-barrel, 50 pounds)		
Manure spreaders, knocked down.....	2	3	L. C. L.....	2	4
Mills, burr-stone, portable.....	3		Same, C. L., minimum weight 20,000 pounds.....	4	E
Mills, cane, cast iron, minimum weight 350 pounds each.....	5		In glass, packed, securely wired and sealed or locked, L. C. L.....	2	4
Mills, cane, N. O. S.....	3	4	Same, C. L., minimum weight 20,000 pounds.....	4	E
Mills, cob.....	4		In wood and in glass, packed, mixed C. L., minimum weight 20,000 pounds.....	4	E
Mills, corn.....	3	4	Ale, ginger, in glass, packed, securely wired and sealed or locked, L. C. L.....	2	4
Mills, fanning, set up.....	3TI	DI	Same, C. L., minimum weight 20,000 pounds.....	4	E
Same, knocked down flat, tied in bundles.....	1½	1	Ale and Beer Packages, empty, returned, including barrels, half-barrels, kegs and bottles in cases, will take the same rate any quantity as applies on beer, C. L., in the same class of package, in the reverse direction; the rate not to be higher, in any case, than on new packages. (Estimated weights: barrels, 100 pounds; half-barrels, 50 pounds; kegs and quarter-barrels, 30 pounds; eighth-barrels, 20 pounds.)		
Mills, hominy.....	3	4	Almanacs and trade circulars prepaid.....	2	
Mills, sorghum.....	3	4	Alum, lump or ground, in barrels or casks.....	6	
Mills, sugar, with trains.....	3TI	DI	Alum, N. O. S.....	4	
Mowers, lawn.....	1		Aluminum, in slabs or ingots, packed in boxes or barrels.....	1	
Mowing and reaping machines, binders and harvesters, whether combined or separated, set up	1½	1	Aluminum alloy metal, in boxes or crates, L. C. L.....	4	
Same, knocked down and fully boxed.....	3		Same, C. L.....	5	
Planters, corn and cotton, set up.....	1½	1	Aluminum, chloride of (liquid) in barrels, L. C. L.....		3
Same, knocked down, in bundles or boxes.....	2		Same, in carboys, L. C. L.....		1
Planters, potato; same as Plows.....			Same, in barrels or carboys, C. L.....		5
Plow handles, boxed, crated or in bundles.....	4		Aluminum ware, consisting of culinary and similar articles, packed.....	1½	
Plow parts, iron; see Iron and Steel articles.....			Ammonia, viz:		
Plow singletrees.....	4		Anhydrous, in wrought iron cylinders, not boxed, or in iron tubes, boxed, L. C. L.....	1	2
Plows, gang and sulky, set up.....	3TI	DI	Same, C. L.....	2	3
Same, knocked down.....	4		Aqua, in glass, packed.....	3	4
Plows, N. O. S., set up.....	1	2	Aqua, in iron casks.....	5	
Same, knocked down.....	4		Dry, in jars, packed.....		1½
Presses, cider.....	4		Same, in boxes, barrels, kegs, or bags.....		2
Presses, hay and cotton, set up.....	DI		Sulphate of, L. C. L.....	5	
Same, knocked down.....	4		Same, C. L.....	6	
Pruners, tree, in bundles.....	1		Sulphate of, when shipped to fertilizer factories, same as Fertilizers.....		
Purifiers, middlings.....	3TI	DI	Ammonia water casks; see Casks.....		
Rakes, hand, in bundles.....	3		Ammunition, N. O. S.....	1	
Rakes, horse, set up.....	1½	1	anchors, see Iron and Steel articles.....		
Same, knocked down, well packed.....		3	Animal pokes; see pokes, animal.....		
Rollers, field and road.....	3		Annealing boxes; see Boxes.....		
Scrapers, road and pond.....	3		Antikalsomine or diamond wall finish; see Wall Finish.....		
Scythes, in bundles.....	1		Antimony, crude.....	3	
Scythes, in boxes.....	2				
Scythe snaths.....	1				
Separators.....	1				
Shellers, corn, hand, packed.....	1	2			
Shellers, corn, power, detachable parts taken off and packed.....	DI				
Shovels and spades, in bundles.....	3				
Sprayers, garden, knocked down, completely boxed.....		1			
Straw stackers.....	1				
Treaders, horse; same as Rakes, horse.....					
Thrashers.....	1				
Transplanters, set up.....	DI				
Same, knocked down.....	1				
Wheels, agricultural implements, iron.....	3	5			
Wood, in shape for implements, N. O. S., boxed, crated, or in bundles.....	4				
Alabastine; see Wall Finish.....					
Alcohol, wood, in wood.....	3	4			
Alcohol, N. O. S.; see Liquors.....					
Ale, Beer and Porter, viz:					
In wood (estimated weights; barrel, 350 pounds; half barrel, 180 pounds; quarter-barrel, 100 pounds;					

A	Class.	Class if Released.	B	Class.	Class if Released.
Antimony—Continued.			Bacon; see Meats.		
Antimony metal.....	4		Baggage, army.....	1	
Antimony salts; see Salts.			Baggage, personal effects; see Trunks.		
Anvils; see Iron and Steel Articles.			Bagging, viz.:		
Apples, in crates.....		6	Oil press.....		1
Apple parers, boxed.....	2		In bales, foreign, weighing 1,800 pounds or over, to be used for baling cotton; same as bagging, in rolls, N. O. S.		
Aprons, vehicle seat; see Vehicle materials.			In bales, old; same as Bagging, in rolls, N. O. S.		
Argols, in boxes, barrels or casks.....	4		In bales, N. O. S.....	1	2
Arsenic, crude, in kegs, boxes or barrels.....	3		In rolls (for covering cotton), composed of wire, warp and asbestos; same as Bagging, in rolls, N. O. S.		
Artists' stretchers; same as Picture frames.			In rolls, N. O. S.....	A	
Asbestos, in barrels or casks L. C. L.....	5		Bags, viz.:		
Same, C. L.....	6		Burlap.....	6	
Asbestos, in boxes, kegs, sacks or bales, L. C. L.....	4		Cement, returned by same route as passed over when filed.....	A	
Same, C. L.....	5		Cotton.....	5	
Asbestos products, viz.:			Gunny.....	6	
Building felt and sheathing, in rolls, covered, reels or cases, L. C. L.....	4		Paper.....	6	
Same, C. L.....	5		Traveling.....	1	
Cement, dry, in bags, barrels, kegs or casks, L. C. L.....	4		Baking powders; see Powders.		
Same, C. L.....	6		Balconies, portable.....	1	3
Fire felt pipe covering, in sections or sheets, boxed or crated, L. C. L.....	5		Balls, base.....	1	
Fire felt pipe covering, C. L.	6		Balusters; see Woodwork.		
Mill board; same as Packing.			Bananas; see Fruit.		
Moulded sectional covering, pipe, in boxes or crates, L. C. L.....	5		Barilla.....	3	
Same, C. L.....	6		Bark, ground, in bags, barrels or casks.....	A	
Packing, pipe, in rolls, reels or cases, L. C. L.....	4		Bark, tan, packed, L. C. L.....	5	
Same, C. L.....	5		Bark, tan, C. L.: see Special rates.		
Roof coating, in kegs, kits or barrels, value limited to 20 cents per gallon (see Rule 6), L. C. L.....	5		Bark, N. O. S., in boxes, bags or barrels.....	2	
Same, C. L.....	6		Bark extract, for tanning, viz.:		
Roofing, in rolls, crated, or in cases, any quantity.....	6		In glass, packed.....	2	
N. O. S., L. C. L.....	4		In wood, L. C. L.....	5	
N. O. S., C. L.....	5		In wood, C. L.....	6	
Asbestos rock, L. C. L.....	4		Barley, N. O. S.; same as Grain.		
C. L., same as Iron special.			Barley, pearl.....	3	
Ashes, cotton seed; same as meal and hulls, cotton seed; see Fertilizers.			Barn-door hangers and tracks, see Iron and Steel articles.		
Ashes, wood; see Fertilizers.			Barns, tobacco, complete; same as Houses, portable.		
Asphalt, slag roofing; see Roofing.			Barrel covers; see Covers.		
Asphaltum, packed, L. C. L.....	6		Barrel material.....	A	
Same, C. L.....	A		Barrel racks and stands; see Racks.		
Awning frames and fixtures, see Iron and Steel articles.			Barrels, empty, viz.:		
Awnings, vehicle; see Vehicle materials.			Barrels, half-barrels and kegs, ale and beer (estimated weights; barrels, 100 pounds; half-barrels, 50 pounds; kegs and quarter-barrels, 30 pounds; eighth-barrels, 20 pounds.)		E
Axes.....	4		Barrels, half-barrels and kegs, N. O. S., L. C. L.....	2	
Axles, iron, car, carriage and wagon; see Iron and Steel articles.			Same, C. L., minimum weight 10,000 pounds.....	6	
			Kegs, N. O. S., in crates.....	3	
			Turpentine, Oil, Whiskey and Molasses, L. C. L.....	3	5
<b>B</b>			Barrels, paper, not nested.....	4T1	
Babbitt Metal, viz.:			Barrels, paper, nested, packed.....	2	
In slabs, L. C. L.....	4		Casks, for wine, beer or other liquids, requiring transportation on open cars, minimum weight 5,000 pounds charged for.....	1	
Same, C. L.....	6				
In boxes, barrels or casks, L. C. L.....	5				
Same, C. L.....	6				



B	Class.	Class if Released.	B	Class.	Class if Released.
Barrels, empty, returned, viz.:			Pressed in bales.....	4	
Bark extract, returned over same route as forwarded filled, prepaid, L. C. L.....	4		Packed and covered; same as in bales.		
Same, C. L., minimum weight 10,000 pounds.....	6		N. O. S.....	2	
Barrels, half barrels and kegs, ale and beer (estimated weights: barrels, 100 pounds; half-barrels, 50 pounds; kegs and quarter-barrels, 30 pounds; eighth barrels, 20 pounds), see Ale and beer packages, returned.....			Beams; see Machinery, cotton and woolen.		
Barrels or tierces, lard, returned by same route as forwarded filled, L. C. L.....	4		Beans, viz.:		
Same, C. L., minimum weight 10,000 pounds.....	6		Tonqua, in boxes or barrels.	1	
Mineral water barrels, returned by same route as passed over when filled, L. C. L.....	4		N. O. S., dried, in boxes.....	2	
Same, C. L., minimum weight 10,000 pounds.....	6		N. O. S., dried, in barrels and sacks.....	5	
Vinegar barrels, returned by same route as passed over when filled, prepaid or guaranteed, L. C. L.....	4		Bed cord; see Rope.		
Same, C. L., minimum weight 10,000 pounds.....	6		Bed fasteners; see Iron and Steel articles.		
Whiskey barrels, returned by same route as passed over when filled (the rate not to be higher in any case than on new barrels).....	H		Bed and bedsteads; see Furniture.		
N. O. S., same as Barrels, empty.			Beef; see Meats.		
Barrows, furnace charging; see Vehicles.			Beef extract; see Extracts.		
Barytes, L. C. L.....	6		Beer; same as Ale.		
Basket material, N. O. S. (not rattan, reed or willow), in bundles, L. C. L.....	4		Beer tonic, viz.:		
Same, C. L.....	6		In glass, packed, securely wired, sealed or locked, L. C. L.....	2	4
Baskets, viz.:			Same, C. L., minimum weight 20,000 pounds.....	4	E
Cotton, folding (wooden rim with buriapbody), viz.:			In wood (estimated weights: barrels, 350 pounds; half-barrels, 150 pounds; quarter-barrels, 100 pounds; eighth-barrels, 50 pounds), L. C. L.....	2	4
Set up, not nested, L. C. L.....	D1		Same, C. L., minimum weight 20,000 pounds.....	4	E
Set up, nested, L. C. L.....	1		In wood and in glass, packed, mixed C. L., minimum weight 20,000 lbs.....	4	E
Knocked down, packed or in bundles, L. C. L.....	5		Bee comb, bee comb foundation, boxed or crated.....	1	3
Set up or knocked down, packed or in bundles, C. L.....	6		Beehives, empty, set up.....	1	
Fruit, berry and vegetable, nested and packed solid, either in cases or securely fastened, L. C. L.....	2		Beehives, knocked down, crated.....	6	
Fruit, berry and vegetable, C. L., minimum weight 15,000 pounds.....	A		Bee smokers, boxed.....	1	
Tobacco, flat, without handles, nested.....		1	Beeswax; see Wax.		
Baskets, Tobacco, with handles, packed in bundles of not less than four baskets	1		Bees in hives (man in charge passed free going, but must pay full fare returning), C. L., minimum weight 20,000 pounds.....	2	4
N. O. S., not packed.....	3T1		Bees, in hives, L. C. L., not taken		
N. O. S., packed.....	D1		Beets; see Vegetables.		
N. O. S., nested.....	D1		Bellows.....	1	
Bath tubs; see Tubs.			Bells, bell metal or brass.....	1	
Bats, baseball, L. C. L.....	3		Bells, iron; see Iron and Steel articles.		
Same, C. L.....	5		Belt dressing; see Dressing.		
Batteries, electric storage; see Electric batteries.			Belting, viz.:		
Battery jars; see Glass and glassware.			Chain; see Iron and Steel articles.		
Battery zincs; see Zincs.			Cotton, in rolls or boxed or crated.....	4	
Batting, cotton, viz.:			Leather.....	2	
			Rubber.....	3	
			Benzine; see Oil, coal.		
			Berries; see Fruit.		
			Bicycles; see Vehicles.		
			Billiard tables and billiard table beds; see Furniture.		
			Binders; see Agricultural implements.		
			Binders' boards; see Paper.		
			Birds, stuffed, in boxes.....	3 T 1	
			Biscuit machines; see Machinery and machines.		
			Bitters; see Liquors.		
			Blackboards, slate or wooden, owner's risk of breakage or chafing.....	1	2
			Blacking, harness, shoe and stove, in glass, packed.....	3	

B	Class.	Class if Released.	B	Class.	Class if Released.
Blacking—Continued.			Bones, Rags, Scrap Iron, C. L., mixed, not less than 20,000 pounds charged for.....	A	
Blacking, harness, shoe and stove, except in glass, packed.....	4		Bonnets; same as Dry Goods, N. O. S.		
Black lead; see Lead.			Bookcases; see Furniture.		
Blankets; see Dry Goods, N. O. S.			Books.....	1	
Blinds, venetian, packed in crates or boxes.....	1		Booths, viz.:		
Blinds, doors and frames, N. O. S., L. C. L.....	3	4	Police, Sheet Iron; see Iron and Steel articles.		
Same, C. L.....	6		Pop corn; same as Houses, portable.		
Blocks, viz.:			Voting, iron or steel; see Iron and Steel articles.		
Butcher's, wooden.....	5		Boots and shoes.....	1	
Collar, wooden, partly knocked down, detachable parts removed and tied in bundles.....	2		Borax, packed.....	4	
Hat, in boxes, barrels or crates.....	3		Bottle covers; see Covers.		
Last, wooden, in the rough, boxed or crated.....	4		Bottle racks; see Racks.		
Pulley; see Machinery and Machines.			Bottles; see Glass and Glassware.		
Shuttle, rough, L. C. L.....	3		Bottling apparatus; see Machinery and Machines.		
Same, C. L.....	6		Bows; see Vehicle materials.		
Toy; see Toys.			Bowling alleys, in boxes, bundles or crates, L. C. L.....	2	4
Blooms; see Iron and Steel articles.			Same, C. L.....	4	6
Blowers, rotary; see Machinery and Machines.			Box material, viz.:		
Bluestone, or blue vitriol, viz.:			Cigar, knocked down flat, crated or in bundles, strapped, owner's risk of wet, warping or splitting, L. C. L.....	3	
Dry, in barrels or casks.....	6		Same, C. L.....	5	
N. O. S., in barrels or casks.....	5		N. O. S.....	A	
In boxes or kegs.....	2		Box rods, wagon; see Iron and Steel articles.		
Bluing, viz.:			Box straps; see Iron and steel articles.		
Dry, packed.....	1		Boxes, empty, viz.:		
Liquid, in glass, packed.....	1	2	Annealing, L. C. L.....	3	
Liquid, in wood.....	4		Same, C. L.....	5	
Board, scale, L. C. L.....	3		Banana, cylindrical, L. C. L.	1½	
Same, C. L.....	5		Same, C. L., minimum weight 15,000 pounds.....	6	
Boards, ironing; see Ironing boards.			Berry and vegetable crates, knocked down and folded, L. C. L.....	2	
Boats, viz.:			Same, C. L., minimum weight 15,000 pounds.....	A	
Common, wooden, L. C. L.....		D1	Cigar, packed, L. C. L.....	D1	
Common, wooden, when flat cars are required, C. L.....		5	Egg Cases, L. C. L.....	1	
Racing.....		4T1	Fruit, N. O. S., L. C. L.....	1	
Row, when loaded in box cars, L. C. L.....	4T1		Gas purifier; see Gas purifier boxes.		
Row, when flat car is required, minimum weight 10,000 pounds.....		2	Match, wooden, L. C. L.....	2	
Row, when two flat cars are required, minimum weight 10,000 pounds to each car.....		3	Orange, cylindrical, L. C. L.....	1½	
Row, C. L., minimum weight 20,000 pounds.....		2	Same, C. L., minimum weight 15,000 pounds.....	6	
Steam yachts, minimum weight 10,000 pounds.....	2		Paper, not nested, packed, L. C. L.....	3T1	
Bobbins, complete packed.....	5		Paper, nested and packed in boxes, barrels or crates, L. C. L.....	2	
Bobbins or spool heads, in sacks, or packed in boxes, 2 feet by 2 feet by 4 feet.....	A		Paper, folding, knocked down packed, L. C. L.....	2	
Bodies, Vehicle; see Vehicle materials.			Paper, packed, C. L., minimum weight 15,000 pounds.....	4	
Boiler compounds.....	3	4	Postoffice, letter.....	2	
Boiler flues; see Flues.			Safe Deposits; see Iron and Steel articles.		
Boilers, bath and range.....	1		Spindle (used in shipping spindles); same as Boxes, N. O. S.		
Boilers, N. O. S.; see Machinery and Machines.			Tobacco, L. C. L.....	1	
Bolts; see Iron and Steel articles.			N. O. S., L. C. L.....	1	
Bon-bons, soda; same as Confectionery.			N. O. S., C. L., minimum weight 15,000 pounds.....	A	
Boneblack.....	3		Boxes, empty, returned, viz.:		
Bones and bone dust; see Fertilizers.					



B	Class.	Class if Released.	B	Class.	Class if Released.
Boxes—Continued.			Brick machines; see Machinery and Machines.		
Ale, beer and porter, returned, with empty bottles; see Ale and Beer packages.			Brick trays, wooden, L. C. L.	4	
Cracker, biscuit or bread boxes, cases (or cans in cases), L. C. L.	4		Same, C. L.	6	
Same, C. L., minimum weight, 15,000 pounds.	5		Brick trucks; see Vehicles.		
Meat boxes, returned in refrigerator cars in which originally forwarded and by same route as passed over when filled (to be considered part of the equipment of the refrigerator car in which originally forwarded)			Brimstone, viz:		
Packing, L. C. L.	4	B	In boxes, L. C. L.	1	
Same, C. L., minimum weight 15,000 pounds.	5		In bags, L. C. L.	3	
Refrigerator boxes, L. C. L.	4		In barrels, L. C. L.	5	
Same, C. L., minimum weight 15,000 pounds.	5		In car-loads, N. O. S.	6	
Soda water, returned with empty bottles.	4	E	In car-loads, when shipped to fertilizer factories; same as Fertilizers.		
N. O. S.; same as Boxes, empty.			Bristles	1	
Boxes, vehicle, iron; see Iron and Steel articles.			Britannia ware	1	
Brackets, insulator; see Telegraph.			Broom corn, compressed, L. C. L.	3	
Brackets, shelf, steel; see Iron and Steel articles.			Broom corn, C. L., minimum weight 20,000 pounds.	6	
Brake beams, ratchets and shoes; see Iron and Steel articles.			Broom corn and broom handles, mixed, C. L., minimum weight 20,000 pounds.	6	
Brake equipment, air, steam and electric car, N. O. S., packed L. C. L.	3		Broom fibre; see Fibre.		
Same, C. L.	4		Brooms, L. C. L.	1	
Brakes, wagon; see Iron and Steel articles.			Brooms, C. L., minimum weight 20,000 pounds.	2	
Bran; see Millstuffs.			Brushes, made of palmetto or other soft woods, unfinished	1	
Brandy; see Liquors.			Brushes, scrubbing, in bundles or boxes, L. C. L.	2	
Brass, viz:			Same, C. L.	2	
In ingots	2		Brushes, N. O. S.	1	
Scrap, loose	2		Buckets, viz:		
Scrap, packed	5		Coal, L. C. L.	1	
N. O. S., in boxes, barrels or casks	2		Coal, C. L., minimum weight 20,000 pounds.	4	5
Brass bearings, in boxes, barrels or casks.	2		Elevator, pressed, steel or iron; see Iron and Steel articles.		
Brass pipe, see Pipe.			Elevator, N. O. S., in packages, owner's risk of wet and rust, L. C. L.		1
Brass vessels, in boxes, barrels or casks	2		Same, C. L.		5
Bread, St. John's, in boxes or barrels	1		Iron, galvanized, closely nested; see Iron and Steel articles		
Bread, N. O. S.	3		Ore, iron or steel; see Iron and Steel articles.		
Brewers' shavings or chips; see Shavings.			Well	3	
Brick, to be charged for at actual weight, viz:			N. O. S., wooden; same as Wooden ware.		
Bath	5		Buckles, cotton tie; see Cotton tie buckles.		
Common, L. C. L., 20 per cent. higher than C. L. rate.			Buckles, turn, iron; see Iron and Steel articles.		
Common C. L.	P		Buckwheat, flour; see Flour, buckwheat.		
Enameled, in barrels or boxes, L. C. L.	4		Buffalo robes; see Robes.		
Enameled, in barrels, boxes or in bulk, C. L.	A		Buggies; see Vehicles.		
Fire, L. C. L.	6		Bulbs, flowers, L. C. L.	2	
Fire, C. L.; 20,000 pounds.	O		Same, C. L.	4	
Vitrified, same as Fire brick.			Building material, wood, mixed, C. L.	O	
Brick drying shelves, L. C. L.	4		Building material, wood, mixed C. Loads of Doors, Sash, Frames, Blinds, Flooring, Sills, Weather Boarding, Scantling, or Rough-Finish Lumber.	O	
Same, C. L.	6		Bullet; same as Shot.		
			Bungs, packed in barrels, L. C. L.	3	
			Same, C. L.	A	
			Bureaus; see Furniture.		
			Burial cases; see Coffins.		
			Burlaps (not burlap bags, for which see Bags)	6	

B	Class.	Class if Released.	C	Class.	Class if Released.
Burr blocks; same as Millstones.			Fruit, entirely boxed or crated, L. C. L.....		3
Butchers' blocks; see Blocks.			Same, C. L., min'm weight 15,000 pounds.....		5
Butchers' skewers; see Skewers.			Iron, galvanized; see Iron and Steel articles.		
Butter (in common or refrigerator cars), viz.:			Meat, tin (used for packing meats), when returned.....	4	
In cans, boxed or crated.....	1	3	Paint or oil, entirely boxed or crated, min'm weight 20,000 pounds.....		4
In cans, N. O. S.....	1	2	Roving, leatheroid or fibre, parts of cotton or woolen mill machinery, L. C. L....	DI	
In kegs, firkins, buckets, pails and tubs.....	1	3	Roving, leatheroid, fibre, paper or tin, for cotton or woolen mills, in straight car-loads, or with mixed car-loads of cotton or woolen mill machinery, minimum weight 20,000 pounds.....		6
Fruit; see Preserves.			N. O. S., loose.....		DI 1½
Butter dishes, wooden; see Plates.			N. O. S., crated.....		1
Butter moulds, wooden; see Moulds.			N. O. S., boxed.....		1
Butterine and oleomargarine; same as Butter.			N. O. S., in wooden or metal jackets, boxed or crated, L. C. L.....	1	2
			Same, C. L., min'm weight 20,000 pounds.....		4
			Cant hooks.....	2	
			Canton flannel; see Dry goods.		
			Canvas; see Dry goods.		
			Caps and hats; same as Dry goods, N. O. S.		
			Caps, hay and grain, L. C. L. same, C. L., min'm weight 15,000 pounds.....	3	6
			Caps, percussion.....		1
			Capstans.....		3
			Carbon black; same as Lamp black.		
			Carbon clinkers (taken from gas retorts), L. C. L.....		6
			Same, C. L.; Coke rates.		
			Carbons, electric light, packed, L. C. L.....		2
			Same, C. L.....		3
			Carbons; see Glass and glass-ware.		
			Cards, viz.:		
			Cotton and woolen, hand, packed; see Machinery, cotton and woolen.		
			Playing.....	1	
			Show; see Signs.		
			Carousals; see Merry-go-rounds.		
			Carpeting, viz.:		
			Wool, unfinished, in bundles, 36 inches in length or under, L. C. L.....		4
			Same, C. L.....		6
			Wood, N. O. S., in bundles, L. C. L.....	1	2
			Wood, N. O. S., in boxes or crates, L. C. L.....	2	3
			Wood, N. O. S., C. L.....		5
			N. O. S., well covered.....	1	
			Carpet lining, in boxes.....		2
			Same, in rolls, bundles or crates.....		5
			Carpet sweepers, loose.....	DI	
			Same, boxed.....		2
			Carriages; see Vehicles.		
			Carriers and holsters, hay; see Agricultural implements.		
			Carrots; see Vegetables.		



C	Class.	Class if Re-leased.	C	Class.	Class if Re-leased.
Cars, viz.:			Chairs, lawn, iron; see Iron and Steel articles.		
Cane, coke or larries; see Vehicles.			Chalk, prepared.....	1	
Logging or mining; see Vehicles.			Chalk, N. O. S.....	5	
Railway; see Railroad rolling stock equipment.			Chalk crayons.....	4	
Street or tramway; see Vehicles.			Charcoal, viz.:		
Car seals; see Seals, car.			Same as Coke.....	3	
Cartridges, metallic or paper (not high explosives), boxed, L. C. L.....	1		Same, C. L.....	A	
Same, C. L.....	5		Checks; see Dry goods.		
Cartridge shells, paper, empty.		1	Cheese (in common or refrigerator cars).....	1	4
Carts; see Vehicles.			Cheese safes or covers; see Furniture.		
Cases, viz.:			Chestnuts; see Nuts.		
Book; see Furniture.			Chests, viz.:		
Cracker, same as Cabinet, cracker.			Cedar; same as Trunks.		
Printers'; see Printers' cases.			Commissary.....	1	
Show; see Glass and glass-ware.			Ice; see Furniture.		
N. O. S.; see boxes.			Cheviots; see Dry Goods.		
Cash railways; boxed or tied in bundles.....		1½	Chicory.....	4	
Cash registers, boxed.....	D1	1	Chimogene; same as Oil, coal.		
Casks, empty, for wine, beer or other liquids; see Barrels.			China ware, common.....	1	
Casks, iron, for ammonia water, naphtha, etc., returned empty; See Iron and Steel articles.			China ware, fine.....	D1	1
Cassia; same as Pepper.			Chips, brewers'; see Shavings.		
Castings, viz.:			Chips, dyewood; see Dyewood chips.		
Bronze, N. O. S., owner's risk of breakage.....	2		Chloride of lime; see Lime.		
Iron; see Iron and Steel articles.			Chocolate, value limited to 20 cents per pound.....	3	
Plaster; see Plaster.			Chocolate, N. O. S.....	1	
Castor pomace, C. L.; see Fertilizers, C. L.....		2	Choppers; see Agricultural implements.		
Catsup, in glass, boxed.....	1		Chromos; same as Paintings.		
Catsup, in wood.....	4		Chufas; see Nuts.		
Cattle guards, iron; see Iron and Steel articles.			Church furniture; see Furniture.		
Cattle powders; see Powders.			Churns, viz.:		
Caustic, soda; see Soda.			Barrel, set up.....	D1	
Ceiling, iron or steel; see Iron and Steel articles.			Barrel, frames taken off and packed in bundles.....	2	
Cement, viz.:			Completely knocked down and boxed or crated, L. C. L.....	1	3
Asbestos; see Asbestos products.			Same, C. L., minimum weight 20,000 pounds.....	4	6
Cement, in barrels, estimated weight, Portland, 400 lbs.; N. O. S., 300 lbs., same as fertilizers.....			N. O. S., not packed.....	D1	
Glue, packed.....	2		N. O. S., packed.....	2	
N. O. S., in sacks, L. C. L.....	6		Chutes and tipples, coal, knocked down, manufactured of iron and wood, L. C. L.....	4	5
N. O. S., in barrels, L. C. L.....	6		Same, C. L.....	5	6
Same, C. L.; see Special rates.			Cider, viz.:		
Roofing; see Roofing.			In drums.....	2	3
Cerealine, L. C. L.; see Food preparations, cereal.			In glass, packed in boxes, barrels or casks.....	1	2
Cerealine, in sacks or in bulk, for brewing purposes, shipped direct to breweries, C. L.....			Same, prepaid.....	2	3
Cesspools; see Iron and Steel articles.			In wood.....	4	5
Chain, cotton, woolen and hempen; see Dry goods.			Same, prepaid.....	5	6
Chain, iron; see Iron and Steel articles.			Cider preservative, value limited to \$4.00 per gal., in kegs, casks or barrels.....	1	
Chairs and chair stock; see Furniture.			Same, dry, in boxes, kegs or barrels.....	3	
			Cigar lighters.....	1	
			Cigar moulds; see Moulds.		
			Cigars and cigarettes, viz.:		
			If not strapped and corded as provided hereafter.....		3T1
			If boxed and strapped, corded and sealed, provided that the cording passes through each and every board and over each and every seam in box.....	1	
			Cisterns, slate, see Slate cisterns.		
			Citron.....	2	

C	Class.	Class if Re-leased.	C	Class.	Class if Re-leased.
Clamps, for trunks, see Trunk clamps.			N. O. S.....		1
Clariphos (diluted acid, used in manufacture of jelly); same as Vinegar.			Coke, 2% higher than coal		
Clay, viz.:			Collars, horse; see Saddlery.		
Burnishing, packed.....	5		Collars, paper, packed; see Paper collars		
China or German, in casks, barrels, tierces or hogsheads, L. C. L.....	5		Cologne; see Perfumery		
Same, C. L.....	6		Comforts; see Quilts		
Fire, &c., packed, L. C. L.....	K		Compo-board, L. C. L.....	6	
Fire, &c., 20,000 minimum.....	P		Same, C. L.....	A	
N. O. S., in boxes, barrels or casks, L. C. L.....	6		Compounds, boiler; see boiler compounds		
N. O. S., C. L.; same as Brick, fire, C. L.			Compounds, Coal saving; see Coal saving compounds.		
Clay carts, see Vehicles.			Compounds, wall cleaning, in tin cans, packed in boxes.....	2	
Clay pigeons; see Targets.			Condensers; see Agricultural implements.		
Clay pots (empty glass receptacles), C. L.; see Pots.			Conductors or down spouts or leaders, of galvanized iron or tin, viz.:		
Cleaners; see Agricultural implements.			Not nested, L. C. L.....	1	
Cleats, wooden, small, for securing electric wires, packed, L. C. L.....	3		Same, C. L.....	4	
Same, C. L.....	5		Nested, in crates, L. C. L.....	2	
Clocks, boxed.....	1		Same, C. L.....	4	
Clock weights, packed.....	2		Conduits, insulating; see Electric conduits.		
Clothesline; see Rope.			Confectionery, viz.:		
Clothesline holders, packed in crates or boxes.....	3		Candy, value limited to twenty cents per pound and so expressed in bill of lading.....	3	4
Clothespins; see Pins.			Candy, value limited to six cents per pound and so expressed in bill of lading	4	5
Clothes props, mixed with clothes pins and washboards, C. L.; see Washboards.			N. O. S.....	1	
Clothes props, boxed or crated, L. C. L.....	4		Contractors' outfit; see Outfits, supplies, &c., C. L.....		N
Same, C. L.....	6		Conveyors, grain; see Machinery and machines		
Clothes Wringers; see Wringers.			Coolers, water; see Filters.		
Clothing, viz.:			Cooling-room material; see Furniture.		
Card, packed.....	1		Coopers' flags.....	1	
Oiled, in original crates.....	1½	1	Coops, chicken.....	1½	
Rubber.....	1		Copal; see Gum.		
N. O. S.; same as Dry goods, N. O. S.			Copings, slate; see Slate copings.		
Coal, C. L.....	L		Copper, viz.:		
Coal and coke, in boxes, barrels or casks, L. C. L.....	K		In boxes, barrels or casks.....	2	
Coal and coke, in sacks, L. C. L.....	A		In ingots and pigs.....	4	
Coal-saving compound.....	4		Scrap, loose.....	2	
Coal tar, in barrels, L. C. L.....	A		Scrap, packed.....	5	
Coal tar, C. L.....	K		Copper and zinc composition; see Yellow metal.		
Cocoa.....	1		Copper bottoms, plates, sheets, bolts and rods.....	2	
Cocoonut, dessicated, in glass, packed.....	1		Copper cornices; see Cornices		
Same, N. O. S.....	3		Copper mats, L. C. L.....	4	
Cocoonuts, see Nuts.			Same, C. L.....	6	
Codfish; see Fish.			Copper pipe; see Pipe.		
Coca-Cola; see Syrups.			Copper, stills; see Stills.		
Coffee, all shipments to be charged at actual gross weight, viz.:			Copper vessels, in boxes, barrels or casks.....	2	
Green, single sacks.....	4		Copperas, in barrels or casks.....	6	
Green, double sacks.....	6		Copperas, N. O. S.....	4	
Ground, in sacks.....	3		Copying presses; see Presses.		
Ground, in cases or cabinets crated.....	5		Cordage.....	3	
Ground, in boxes or barrels.....	4		Cores, paper, iron; see Iron and Steel articles.		
Roasted, in cabinets, crated.....	5		Cork, viz.:		
Roasted, in double sacks.....	3		Ground, compressed in packages.....	3	
Roasted, in boxes or barrels.....	5		Same, uncompressed.....	1	
Roasted, in casts, crated.....	5		Shavings, in sacks.....	D	
Coffee essence or extract.....	2		N. O. S.....	1	
Coffins, viz.:			Corn, viz.:		
Metallic.....			Broom. see Broom corn.		
Wood, unfinished, knocked.....	2		Pop Corn, in boxes.....	2	
			Pop corn, in barrels or sacks.....	5	



C	Class.	Class if Released.	C	Class.	Class if Released.
Seed; see Seed.			Cotton goods; see Dry goods.		
N. O. S.; same as Grain.			Cotton re-gins and linters, in bales, with privilege to carrier of compressing, value limited to two cents per pound.	6	
Corn cobs, packed, L. C. L.....	D		Cotton re-gins and linters, N. O. S.; same as Cotton.		
Same, packed or in bulk, C. L.....	D		Cotton sack material; see Dry goods.		
Corn flour; see Flour.			Cotton seed foots; see Foots.		
Corn poppers, rotary.....		D1	Cotton seed hulls, pressed in sacks or bales, L. C. L.....		D
Cornices, viz.:			Cotton seed hulls, meal, ashes and oil cake; same as cotton seed C. L.		
Sheet iron, galvanized iron, sheet copper and sheet zinc, boxed, crated or loose, L. C. L.....	3TI	D1	Cotton seed meats; see Meats, cotton seed.		
Same, C. L., minimum weight 10,000 pounds.....	1½	1	Cotton shirts, drawers and overalls, unlaundried; same as Dry goods, N. O. S.		
Wooden, for windows, doors or inside finish; see Wood-work.			Cotton softener; see Softener.		
Wooden, for outside finish; same as Mouldings for building purposes.			Cotton sweepings or motes (refuse of cotton spinning factories).....	A	
Corsets.....	1		Cotton sweepings or motes, N. O. S.....	2	
Corundum, crude, viz.:			Cotton ties.....	A	
In casks, barrels or sacks, value limited to four cents per pound, L. C. L.; same as Emery.			Cotton tie buckles, in boxes....	2	
Same, C. L.; same as Iron, special.			Same, in kegs, barrels or casks; same as Cotton ties.		
Cotosuet (compound of beef suet and cotton seed oil)...		B	Cotton waste; see Dry goods.		
Cots; see Furniture.			Cotton webbing; see Dry goods.		
Cottolene (compound of lard and cotton seed oil), packed in cases, tubs, half-barrels, barrels or tierces		B	Couplings, car; see Iron and Steel articles.		
Cotton, viz.:			Covers, viz.:		
Burnt; shipmen's of burnt cotton are accepted at original weight, and cotton rates applied—500 pounds to be the average weight per bale when original weights cannot be obtained.			Barrel, wooden, with glass panel inserted, boxed or crated, L. C. L.....	1	
Dyed, in bales, when shipped between points not covered by authorized cotton tariffs.....	4		Bottle, paper or straw, packed or pressed in bales, L. C. L.	3	
Dyed, in bales, when shipped between points covered by authorized cotton tariffs, ten cents per hundred pounds higher than cotton tariff rates.			Bottle, wooden, packed or pressed in bales, L. C. L.....	4	
Unginned, packed in bags, less than 2,000 pounds, L. C. L.....	2		Same, C. L.....	6	
Unginned, packed in bags, 2,000 pounds and over, L. C. L.....	5		Cheese; see Furniture.		
Unginned, packed in bags, C. L., minimum weight 20,000 pounds.....	6		Manhole, iron; see Iron and Steel articles.		
N. O. S., in bales; see Special rates.			N. O. S., wooden.....	1	
Cotton choppers; see Agricultural implements.			Cracker meal and dust; same as Crackers.		
Cotton duck; see Dry goods.			Crackers, L. C. L.....	4	
Cotton gauze, plain or medicated; cotton bandages, plain or medicated, for surgical purposes, and shipped by or to dealers in medical or surgical supplies, packed in boxes or bales.....	1		Same, C. L., minimum weight 15,000 pounds.....	5	
Cotton gins, feeders and condensers; see Agricultural implements.			Cracklings.....	4	
			Cradles, grain; see Agricultural implements.		
			Cranberries; see Fruit.		
			Cranes, water, iron; same as Steam pumps.		
			Crash; see Dry goods.		
			Crates; see Boxes.		
			Crayons, chalk; see Chalk.		
			Creameries, packed or wrapped.....	2	3
			Cream tartar, in boxes or kegs	2	
			Same, in barrels or hogs-heads.....	3	
			Cribs; see Furniture.		
			Crockery; same as Earthenware.		
			Croquet sets, in boxes.....	2	
			Cross-arms; see Telegraph cross-arms.		
			Crowbars; see Iron and Steel articles.		
			Crucibles, earthen or mineral, packed in barrels, hogs-		

D	Class.	Class if Released.	D	Class.	Class if Released.
Crucibles—Continued.			Demijohns; see Glass and Glassware.		
heads or casks.....	1	3	Denims; see Dry Goods.		
Crushers; see Agricultural implements.			Dental goods, L. C. L.....		1
Crystals, washing; see Washing crystals.			Same, C. L.....		3
Cultivators; see Agricultural implements.			Desks; see Furniture.		
Currants; see Fruit.			Detergent.....	4	
Curtain rods and poles; see Furniture.			Diggers, post hole; see Post hole diggers.		
Cushions, furniture; see Furniture.			Diggers, potato; see Agricultural implements.		
Cutch, extract, in barrels or casks.....	4	5	Dioramas, outfit; see Scenery.		
Cutch, N. O. S.....	4		Dishes, wooden; see Plates		
Cutlery.....	1		Disinfectants, in glass, packed	1	
Cutters, meat; see Machinery and machines.			Disinfectants, in barrels, N.O.S	4	
Cutters, paper; see Paper cutters.			Disinfectants, in paper packages, packed in boxes.....	z	
Cutters; see Agricultural implements.			Distributors; see Agricultural implements.		
Cycloramas; see Scenery.			Dog irons; see Iron and Steel articles.		
Cylinders, viz.:			Dog powers; see Agricultural implements.		
Cotton mill machinery, parts of; see Machinery, cotton and woolen			Doors; see Blinds.		
Gas, for dental purposes or for calcium lights, when filled with gas, O. R. L.; see Gas.			Doors, iron; see Iron and Steel articles.		
Same, empty, returned.....	3		Doubletrees; see Vehicle materials.		
Gas cylinders or tubes for carbonic acid gas, empty	1		Dowel pins; see Pins.		
Same, returned by route as passed over when filled.....	4	6	Down spouts; see Conductors.		
Iron, for holding of acids; see Iron and Steel articles.			Drawbars, iron; see Iron and Steel articles.		
<b>D</b>			Drawers, money, boxed or crated.....	1	
Dashers, buggy; see Vehicle materials.			Drays; see Vehicles.		
Dates, see Fruit.			Dressing, belt, in glass, packed	3	
Decoy ducks, wooden, in crates or cases.....	3		Dressing, belt, in wood or in cans, boxed.....	4	
Same, canvas.....	1		Drills, cotton; see Dry goods.		
Deer, boxed.....	3TI		Drills, grain; see Agricultural implements.		
Deer heads, set up, boxed or crated.....	DI		Drive well points; see Iron and Steel articles.		
Deer skins; see Skins.			Drugs; see Medicines.		
Deer fruit, C. L., 24000 pounds.		6	Drums, viz.:		
Deer tongue; value limited to not over 6 cents per pound			Carbonic acid, empty, returned by route as passed over when filled.....	3	5
C. L.....	6		Iron, for holding of acids; see Iron and Steel articles.		
Same, L. C. L.....	5		Musical instruments; see Musical instruments.		
			Toy drums; see Toys.		
			Dry goods, viz.:		
			Knitting factory products, made wholly of cotton.....	5	

## Dry Goods—Continued.

Any of the following named articles (taken only at actual weights), made *wholly of cotton*, when specific name of article and name of shipper are plainly stenciled on outside of packages and stated in shipping receipt or bill of lading (marking or describing packages as containing "Cotton Piece Goods" will not be sufficient), in bales, owner's risk of chafing, or in boxes, viz.:

Backbands, made of cotton webbing.	cot-Cheviots, domestic.	Kerseys.	Stripes, domestic.
Calicoes.	Cotton waste.	Osnaburgs.	Teazle cloth.
Cambrics, glazed.	Crash, linen or cotton.	Plaids.	Tickings.
Canton flannels, plain	Denims.	Rope.	Twine.
or dyed.	Duck.	Sack material.	Warp.
Canvas.	Ginghams, domestic.	Sheetings, bleached or brown.	Webbing, backband.
Cottonades.	*Jeans.	Shirting.	Wicking.
Checks, domestic.	*Jeans, corset.		Yarn.

\* Agents when making bills of lading or way-bills for shipments of jeans must always specify whether cotton or woolen jeans.





F	Class.	Class if Re-leased.	F	Class.	Class if Re-leased.
Farina, in packages, boxed, L. C. L. ....	4		Felt, building: see Asbestos products.		
Same, C. L. ....	5		Felt, pipe covering, asbestos; see Asbestos products.		
Fasteners, box, metallic, in kegs, barrels or casks, contents marked or stenciled thereon.....	5		Felt roofing; see Roofing.		
Faucets, boxed.....	2		Fence, wire and wood (combination).....	5	
Feather renovators; see Agricultural implements.			Fence machines; see Machinery and Machines.		
Feathers.....	D1		Fencing; see Iron and Steel articles.		
Feeders; see Agricultural implements.			Fenders, for street cars; see Iron and Steel articles.		
Felloes; see Vehicle materials.					

Fertilizers, C. L. (ship's option), including also:

Ammonia, sulphate of, when shipped to fertilizer factories, C. L.  
 Ashes, cotton seed, C. L.  
 Ashes, wood, C. L.  
 Bones and bone dust, packed in barrels or casks (not taken in bags), C. L.  
 Brimstone, when shipped to fertilizer factories, C. L.  
 Cake, cotton seed oil, C. L.  
 Cake, nitre, C. L.  
 Cake, salt, C. L.  
 Castor pomace, C. L.  
 Glucose, refuse, when shipped to fertilizer factories, C. L.  
 Guano, C. L.  
 Gypsum land plaster, C. L.  
 Hulls, cotton seed, in bags, barrels, casks, or in bulk, C. L.  
 Kainit, when shipped to fertilizer factories, C. L.  
 Lime, acetate, C. L.

Marl, green sand, in bags, barrels or casks (not taken when in bulk), C. L.

Meal, cotton seed, C. L.  
 Meal, gluten, when shipped to fertilizer factories, C. L.  
 Meal, linseed and linseed oil meal, C. L.  
 Plaster, land, C. L.  
 Potash, German, muriate and sulphate, when shipped to fertilizer factories, C. L.  
 Shells, oyster, ground, when shipped to fertilizer factories, C. L.  
 Soda, nitrate, C. L.  
 Sulphur, when shipped to fertilizer factories, C. L.  
 Tobacco sweepings, in bags, bales, barrels or casks, for fertilizer purposes, so certified on bill of lading or shipping receipt, value limited to \$10.00 per ton, and so expressed in bill of lading (see Rule 6), C. L.

See Special Rates.

Fertilizers, L. C. L. including also:

Ashes, cotton seed, L. C. L.  
 Ashes, wood, L. C. L.  
 Bones and bone dust, packed in barrels or casks (not taken in bags), L. C. L.  
 Cake, cotton seed oil, L. C. L.  
 Guano, L. C. L.  
 Gypsum, land plaster, L. C. L.  
 Hulls, cotton seed, in bags, barrels or casks (not taken when in bulk), L. C. L.  
 Kainit, when shipped to fertilizer factories, L. C. L.  
 Marl, green sand, in bags, barrels or casks (not taken when in bulk), L. C. L.

Meal, cotton seed, L. C. L.  
 Meal, linseed and linseed oil meal, L. C. L.  
 Plaster, land, L. C. L.  
 Potash, German, muriate and sulphate, when shipped to fertilizer factories, L. C. L.  
 Tobacco sweepings, in bags, bales, barrels or casks, for fertilizer purposes, so certified on bill of lading or shipping receipt, value limited to \$10.00 per ton, and so expressed in bill of lading (see Rule 6), L. C. L.

Twenty per cent. higher than Fertilizers, C. L.

F	Class.	Class if Re-leased.	F	Class.	Class if Re-leased.
Fiberoid, indurated, in packages, L. C. L. ....	4	5	Same, C. L., minimum weight 20,000 pounds.....	A	
Fibre, viz:			Palmetto, pressed in bales, L. C. L. ....	6	
Broom, L. C. L. ....	3		Same, C. L. ....	D	
Same, C. L. ....	6		Pine; same as Excelsior.		
Cocoa, in bags or sacks, L. C. L. ....	1		Vulcanized, in packages.....	3	
Same, in dholls or pressed in bales, L. C. L. ....	2		Fibre ware, indurated; same as Wooden ware.		
N. O. S., C. L. ....	4		Fifth wheels; see Vehicle materials.		
Cotton seed, pressed in bales, L. C. L. ....	6		Figs; see Fruit.		



F	Class.	Class if Re-leased.	F	Class.	Class if Re-leased.
Figures; see Images.			Flasks, viz.:		
Files or rasps, iron or steel, boxed.	2		Moulders and pipe, iron; see Iron and Steel articles.		
Filing cabinets; see Furniture.			Moulders, wood, L. C. L.....	4	
Fillers, egg case, of straw board or wood, knocked down flat, packed in cases, L. C. L.....	2		Same, C. L.....	6	
Same, C. L.....	6		Flax, pressed in bales.....	3	
Filters, viz.:			Flax seed; see Seed.		
Mechanical, iron, owner's risk of breakage, L. C. L.....	3		Fleshings (trimmings and scrapings of hides), L. C. L.....	4	
Same, C. L.....	6		Same, C. L.....	5	
Of tripoli or broken stone, boxed or crated, L. C. L.....	3	4	Flint, ground, in barrels, casks, kegs or bags.....	4	
Same, C. L.....	4	5	Flour, viz.:		
Water filters and coolers, boxed or securely crated.	1		Buckwheat, in sacks.....	5	
Findings, shoe.....	1		Same, in boxes, barrels, kegs or drums.....	6	
Firearms.....	1		Corn; same as Corn Starch.		
Fire brick, C. L.....	0		Potato, actual weight.....	5	
Fire crackers and fireworks, packed.....	1		Rice; see Rice flour.		
Fire department apparatus, water towers; see Towers.			Sago; see Sago flour.		
Fire escapes; see Iron and Steel articles.			Self-raising, in sacks.....	5	
Fire extinguishers; see Extinguishers.			Same, in boxes, barrels, kegs or drums.....	6	
Fire kindling; see Kindling.			N. O. S., in barrels.....	1	F
Fire plugs; see Iron and Steel articles.			Same in half barrels.....	1/2	F
Firkins, see Tubs.....			N. O. S., in sacks, owner's risk of wet and waste.....	1	K
Fish, viz.:			Flowers; see Trees and shrubbery.		
In cans, boxed, L. C. L.....	4		Flues, viz.:		
Same, C. L.....	5		Copper and brass, boxed.....	2	
Dry salted, in bundles.....	1		Iron; see Iron and Steel articles.		
Dry salted, packed, N. O. S.....	5		Lint; see Agricultural imple-ments.		
Dry salted, in boxes, value limited to five cents per pound.....	6		Tobacco, sheet iron; See Iron and Steel articles.		
Fresh, packed, prepaid, L. C. L.....	1		Flue linings, earthen, packed, L. C. L.....	4	
Fresh, packed, collect, freight guaranteed by shipper, L. C. L.....	1		Same, packed or loose, C. L.....	4	A
Fresh, at owner's risk in refrigerator cars, C. L., minimum weight 24,000 pounds, five cents per hundred pounds higher than Class B.			Fluid, marking, in wood; see Ink.		
Pickled or salted, in barrels, half barrels, kegs or kits.	3	6	Fluor spar, L. C. L.....	6	
Smoked, in boxes.....	2		Fodder, pressed in bales, L. C. L.....		
Stuffed.....	3TI		Foil, tin; see Tin foil.		
Fish bars; see Iron and Steel articles.			Food, for animals, viz.:		
Fishing rods.....	D1		Cooked, dry, in boxes, barrels or sacks.....	D	
Fishing tackle, boxed.....	1		Prepared, N. O. S., in boxes, barrels or sacks, L. C. L.....	4	
Fittings, iron pipe; see Iron and Steel articles.			Same, C. L.....	6	
Fixtures, viz.:			Prepared, in glass, boxed, owner's risk of breakage.	2	
Awning, iron; see Iron and Steel articles.			Food preparations, cereal, N. O. S., viz.:		
Bank, store, etc.; see Furniture.			In packages, boxed, L. C. L.....	4	
Gas, packed.....	1	2	Same, C. L.....	5	
Grate; see Grate fixtures.			In bags or sacks, L. C. L.....	4	
Grindstone, iron; see Iron and Steel articles.			Same, C. L.....	5	
Lightning rod; see Lightning rod fixtures.			In barrels, L. C. L.....	5	
Tobacco; see Machinery.			Same, C. L.....	6	
Flags, coopers'; see Coopers' flags.			Food preservative, packed.....	3	
Flanges, wheel; see Iron and Steel articles.			Foot warmers, soapstone; see Soapstone.		
			Foots, cotton seed, in barrels (residium of cotton seed oil refinings).....	6	
			Forges, portable.....	3	
			Forgings, see Iron and Steel articles.		
			Forks; see Agricultural imple-ments.		
			Fountains, soda, fully boxed (not taken unless fully boxed).....	3TI	
			Fowls; see Poultry.		

F	Class.	Class if Released.	F	Class.	Class if Released.
Frames, viz.:			where such commodity rates on oranges exist.		
Awning and shade, iron: see Iron and Steel articles.			Pineapples, N. O. S., packed, actual weight, prepaid or guaranteed.....		2
Beds; see Furniture.			N. O. S., prepaid or guaranteed.....	1	2
Door and window; see Blinds			Fruit jar caps and tops; same as Fruit jars, common.		
Door and window screen, in the white; see Blinds.			Fruit jars; see Glass and Glassware.		
Door and window screen, wood without wire cloth, knocked down, boxed or crated, L. C. L.....	3		Fruit juices; see Preserves.		
Same, C. L.....	6		Fullers' earth; see Earth, fullers'.		
Picture and mirror; see Furniture.			urnaces, viz.:		
Skylight, wooden, glazed; same as Sash, glazed.			Clay, pail shaped, loose, L. C. L.....		6
Same, unglazed; same as Sash, unglazed.			Clay, pail shaped, released, C. L.; same as Brick, fire, C. L.		
Skylight, N. O. S., crated, glazed.....	3	4	Evaporator; see Agricultural implements.		
Same, unglazed.....	4	5	Heating, not packed.....		1
Freezers, ice cream.....	1	3	Heating, packed.....		3
Frogs, railroad; see Iron and Steel articles.			Smelting, iron, set up.....	1	3
Fruit, canned or in glass, viz.:			Same, knocked down.....	3	5
In glass, packed.....	1	2	Furniture, N. O. S., in the white; same as Finished furniture.		
In cans, boxed, N. O. S., L. C. L.....	4		Furniture, when manufactured of pine, poplar or other common woods, C. L., viz.:		
Same, C. L.....	5		Chair stuff or stock, N. O. S., parts not joined together, in the white, minimum weight 20,000 pounds.....	4	5
Fruit, dried, viz.: C. L., 24,000 pounds.....		6	Chair stuff or stock, N. O. S., parts not joined together, in the rough, minimum weight 20,000 pounds.....	5	6
Apples.....	4		Refrigerators and ice chests, stained, minimum weight 15,000 pounds.....	4	
Berries, N. O. S.....	4		N. O. S., minimum weight 15,000 pounds.....	3	4
Currants.....	2	3	Furniture, when manufactured of pine, poplar or other common woods, L. C. L., viz.:		
Dates.....	1		Bedsteads, folding, boxed....	1	2
Figs.....	1		Bedsteads, N. O. S., wrapped or crated.....	2	3
Peaches.....	4		Bed slats, in bundles or crates	2	3
Pears; same as Apples.			Bureaus, wrapped or crated	2	3
Prunes, in boxes or kegs.....	1		Cabinets, kitchen, tin; same as Safes, kitchen.		
Prunes, in barrels or casks....	3		Church furniture, wrapped or crated, set up.....	1½	1
Raisins.....	2	3	Same, knocked down.....	2	3
N. O. S.....	3		Cots, set up.....	1	2
Fruit, green, viz.:			Cots, knocked down or folded	2	3
Apples, in boxes, L. C. L.: same as fruit, green, N. O. S., prepaid or guaranteed			Cribs, knocked down or folded.....	2	3
Apples in barrels, actual weight, L. C. L.....	3	6	Desks and seats, school, set up or folded.....	2	3
Apples—mixed car loads of apples, beets, cabbage, onions, potatoes and turnips may be taken at the same rate as straight car loads of either article.			Same, knocked down.....	3	4
Apples, in barrels, crates, boxes or in bulk, C. L.....		6	Desks, N. O. S., wrapped or crated.....	1	2
Bananas, packed, prepaid or guaranteed, L. C. L.....		2	Frames, bureau glass, in bundles.....	1	2
Bananas, loose, C. L., minimum weight, 20,000 pounds	3		Frames, lounge, set up.....	1½	1
Berries, N. O. S., prepaid.....		1	Frames, lounge, backs taken off.....	1	2
Cranberries.....	3		Refrigerators and ice chests, stained.....	3	
Grapes, prepaid, L. C. L.....		1	Safes, pantry, meat or kitchen, set up.....	1½	1
Grapes C. L., min'm weight 20,000 pounds.....	1	3	Same, knocked down, packed.....	2	3
Lemons.....	1	2			
Oranges, packed in cylindrical orange boxes, twenty per cent. higher than rate charged for oranges packed in boxes of standard size and shape.					
Oranges, N. O. S.....	1	2			
Pears, same as Apples.					
Pineapples, Florida, per standard box of 160 pounds, will take double the commodity rate per standard box of oranges,					



F	Class.	Class if Released.	F	Class.	Class if Released.
Slats, bed; see Bed slats.			Settees; same as Chairs.		
Stands, hall, wrapped or crated	2	3	Sideboards, wrapped or crated	1½	1
Tables, wrapped or crated, set up	1½	1	Sofas, N. O. S. and tete-a-tetes, wrapped or crated	1½	1
Tables, knocked down flat	2	3	Sofas, nedofik, adjustable; same as Sofas, N. O. S.		
Table legs, slides, leaves and supports	2	3	Stands, hall, wrapped or crated	1	2
Wardrobes, wrapped or crated, set up	1½	1	Tables, wrapped or crated, set up	D1	1½
Same, knocked down	2	3	Tables, knocked down flat	1	2
Washstands, wrapped or crated	2	3	Table legs, slides, leaves and supports	2	3
N. O. S., wrapped or crated, set up	1½	1	Wardrobes, wrapped or crated, set up	D1	1½
N. O. S., wrapped or crated or boxed, knocked down	2	3	Same, knocked down	1	2
Furniture, when manufactur'd of ash, mahogany, maple, oak, rosewood, walnut, chestnut or other hard woods, C. L., viz.:			Washstands, wrapped or crated	1	2
Chair stuff or stock, N. O. S., parts not joined together, in white, minimum weight 20,000 pounds	4	5	N. O. S., wrapped or crated, set up	D1	1½
Chair stuff or stock, N. O. S., parts not joined together, in the rough, minimum weight 20,000 pounds	5	6	N. O. S. wrapped or crated or boxed, knocked down	1	2
Desks, school or school seats, knocked down or folded, minimum weight 15,000 pounds	3	4	Furniture, not included in the foregoing lists, viz.:		
Refrigerators and ice chests, packed or wrapped, minimum weight 15,000 pounds	3	3	Beds, spring or woven wire	1	
N. O. S., minimum weight 15,000 pounds	2	3	Beds, spring, C. L., knocked down, minimum weight 15,000 pounds	3	4
Furniture, when manufactured of ash, mahogany, maple, oak, rosewood, walnut, chestnut, or other hard woods, L. C. L., viz.:			Bedsteads, iron or brass, viz.:		
Bedsteads, folding, boxed	1	2	Set up, L. C. L.		1
Bedsteads, N. O. S., wrapped or crated	1	2	Knocked down, L. C. L.		2
Bureaus, wrapped or crated	1½	1	C. L., minimum weight 15000 pounds		4
Chairs, upholstered	1½	1	Book cases, wrapped or crated	1½	1
Church furniture, wrapped or crated, set up		1½	Castors, roller, packed, L. C. L.	2	
Same, knocked down		2	Chair and stepladder, combination, set up	1½	
Cots, set up	1½	1	Same, knocked down, in bundles	1	
Cots, knocked down or folded	2	3	Chairs, bamboo, rattan, reed or willow	3T1	
Cribs, knocked down or folded	1	2	Chairs, wood, with cane, splint, rattan, reed, willow, bamboo or solid wooden seat, whether manufactured of common or hardwoods, set up	1½	1
Desks and seats, school, set up or folded	1	2	Same, knocked down, boxed, crated or wrapped in bundles	1½	1
Same, knocked down	2	3	Chairs, barber, dental or surgical, boxed or crated	1½	
Desks, N. O. S., wrapped or crated	1	2	Chairs, camp or folding seat	1½	1
Frames, bureau glass, in bundles	1	2	Chairs, opera, iron, packed, knocked down	1½	1
Frames, lounge, set up	1½	1	Chairs, upholstered, set up	3T	D1
Frames, lounge, backs taken off	1	2	Same, knocked down, boxed, crated or wrapped in bundles	D1	1½
Frames, parlor	1½	1	Cushions, furniture, in bates or cases, owner's risk of chafing	1	
Frames, picture or mirror, in bundles	1½	1	Easels	D1	1½
Same, in boxes	1	2	Filing cabinets, boxed or crated (not taken unless boxed or crated)	1	
Lounges, upholstered, backs taken off	1½	1	Filing cases or document boxes, boxed or crated (not taken unless boxed or crated)	D1	
Racks, hat, wrapped or crated, set up	1½	1	Fixtures, for fitting banks, stores, saloons, offices, etc., of hard or soft woods, polished or finished, with or without mirrors inserted in panels or openings to be fitted thereto, knocked down and fully		
Same, knocked down or folded	1	2			
Refrigerators and ice chests, packed or wrapped	2				

F	Class.	Class if Released.	G	Class.	Class if Released.
Fixtures—Continued.			Generators, gas; see Machinery and Machines.	1	
boxed, wrapped or crated (mirrors to be properly boxed), L. C. L.	1½	1	Gigs; see Vehicles.		
Same, C. L., minimum weight 15,000 pounds.	2	3	Ginger, ground, in boxes.	2	
Lounges, rattan or willow.	1½	1	Ginger, in bags.	3	
Marble, slate, granite or stone slabs, for furniture or mantels; see Marble.			Ginger ale; see Ale.		
Mattresses, hair, wool, moss or spring.	1½		Ginghams; see Dry goods.		
Mattresses, shuck, excelsior, straw or cotton.	3		Gins; see Agricultural implements.		
Poles and rods, curtain, viz.: Stained, varnished, or otherwise finished, boxed or crated.	1		Ginseng.	1	
In the rough, in boxes, crates or bundles, L. C. L.	2	4	Glass and glassware, viz :		
Same, C. L.	5	6	Battery jars, in packages, owner's risk of breakage, L. C. L.	2	
In the white.	4		Same, C. L.	6	
Refrigerators, metallic, L. C. L.	2		Bottles, viz.:		
Same, C. L., minimum weight 15,000 pounds.	3		Ale, beer and porter, empty, returned; see Ale and Beer packages.		
Refrigerator or cooling room material, in complete sets, knocked down, minimum weight 1,500 pounds, each.	3	4	Common, packed, L. C. L.	3	4
Safes or covers, cheese.	1		Common, packed, C. L.	3	5
Seats, same as Chairs.			Common, in bulk, C. L.		5
Springs, bed and furniture, in bundles, wired together.	1½		Oil, in metal jackets.	1	2
Springs, bed and furniture, compressed and packed in barrels, casks or boxes.	3		Soda water, mineral or aerated water (glass or earthen ware), empty, returned to original shipper and point of shipment, packed either in packing cases or otherwise.	4	E
Stands or racks, music, viz.:			Carboys, viz.:		
Bamboo, reed or willow, crated or boxed.	DI	1½	Empty, L. C. L.	DI	3
Iron or wood, wrapped, crated or boxed, set up.	1½	1	Empty, C. L.	3	5
Iron or wood, knocked down flat, wrapped, crated or boxed.	2	3	Empty, returned, L. C. L.		4
Stands, revolving, display, wooden, viz.:			Empty, returned, C. L., minimum weight 15,000 pounds.		6
Boxed or crated, set up.	1½	1	Cathedral, viz.:		
Boxed or crated, knocked down, shelves, caps and bases taken off.	1	2	Rough, framed or leaded, in packages, owner's risk of breakage, L. C. L.		1
Stools, piano.	1		Rolled, comprising all varieties of cast or rolled colored glass, not framed or leaded, L. C. L.	2	3
Tables, billiard and billiard table beds, boxed.	1		Same, C. L., owner's risk of breakage.		4
Wall cases, partly of glass panels.	1½	1	Colored, stained, decorated, enameled, ground, figured or etched, L. C. L.	1½	1
Furs; see Hides.			Same, C. L.	1	2
Fuse.	1		Chimneys, packed, L. C. L.	1	2
Fustic, extract, in barrels or casks.	4	5	Same, C. L., minimum weight 16,000 pounds.	3	4
			Demijohns, viz.:		
<b>G</b>			Empty, not packed, E. C. L.	4T1	3T1
Gambier.	4		Empty, N. O. S., packed, L. C. L.	D 1	1½
Game; same as Poultry.			Empty, each enclosed in a separate box or crate, L. C. L.		1
Gas, liquid, carbonic acid, in iron tubes and soda water retorts.	2	4	Filled, packed (not packed or boxed, not taken), L. C. L.	DI	1½
Gas, for dental purposes or for calcium lights, in cylinders, O. R. L.			Filled or empty, C. L.	3	5
Gas, purifier boxes, C. L.	3	5	Electric light globes or bulbs, L. C. L.	DI	
Gas trays; see Trays, gas.			Same, C. L., minimum weight 16,000 pounds.	3	
Gasolene; see Oil.			Fruit jars, common, packed, L. C. L.	2	4
Gauges, steam; see Machinery and Machines.			Same, C. L.	3	5
Gelatine.	1		Glass, broken or cullet, in packages, L. C. L.	5	
			Same, C. L.	A	
			Glassware, viz.:		
			Common, N. O. S., not engraved or etched, L. C. L.	1	2
			Same, C. L.	2	3



G	Class.	Class if Released.	G	Class.	Class if Released.
Glass and Glassware—Continued.			for wine purposes, L. C.		
Fine, engraved or etched.....	D1	1	L.....		5
Fine, N. O. S.....	D1	1	C. L., 24,000 pounds.....		6
Insulators, packed.....		4	Graphophones: see Phonographs.		
Lanterns, packed.....	1		Grass turf: see Turf.		
Lantern globes.....	2	3	Grates, viz.:		
Mirrors, viz.:			Loose, L. C. L.....	1½	1
Over 7x12 feet, packed; special contract.			Packed, L. C. L.....	2	3
Over 3 feet (not exceeding 7x12), packed.....	3T1	1	Packed or loose, C. L.....		5
Three feet or under, packed	3T1	2	Grates, parts of, viz.:		
Oil cans, with metal jackets, packed; see Cans, empty.			Bars; see Iron and Steel articles.		
Plate glass, boxed, viz.:			Baskets, loose.....	1	3
Capable of being loaded in box cars, N. O. S., L. C. L.	1½	1	Baskets, packed.....	2	4
Same, C. L.....	1	2	Fixtures, loose, L. C. L.....	1½	1
When boxes are of such size as to require flat or gondola cars, and to be unloaded by consignee or at his expense, C. L., minimum weight 10,000 pounds		4	Fixtures, packed, L. C. L.....	2	3
Rough or ribbed glass (not glazed sash), for vaults, skylights, roofs and floors, L. C. L.....	3	4	Fixtures, C. L.....		5
Same, C. L.....	4	5	Fronts, tenders and frames, loose.....	1	3
Show cases, entirely boxed (not taken unless entirely boxed).....	D1	1½	Fronts, tenders and frames, packed.....	2	4
Signs, prepaid.....	3T1	1	Gravestones: see Monuments.		
Tiling, sidewalk, of glass and iron; see Tiling.			Gravel, C. L.....	P	
Tumblers, common, packed, L. C. L.....	1	2	Gravel roofing; see Roofing.		
Same, C. L.....	2	3	Grease, viz.:		
Window glass, viz.:			Axle.....	6	
Common, 80 united inches in dimensions or under, L. C. L.....	3	4	Car, in barrels.....	6	
Same, C. L.....	4	5	N. O. S., in barrels or kegs.....	3	5
Over 80 united inches in dimensions, L. C. L.....	2	3	N. O. S., in buckets, tubs or kits	2	3
Same, C. L.....	3	4	Grenades; see Extinguishers.		
Glass ball traps; see Traps.			Griddles, soapstone; see Soapstone griddles.		
Glucose and glucose syrup; same as Molasses.			Grindstone fixtures, iron; see Iron and Steel articles.		
Glucose refuse or gluten meal, in barrels or casks, L. C. L.		6	Grindstone frames, with or without grindstones, set up, L. C. L.....	1	
Glucose refuse or gluten meal, when shipped to fertilizer manufacturers, C. L.; see Fertilizers.			Same, knocked down or tied in bundles, L. C. L.....	3	
Glue, liquid, in glass, boxed.....	2		Same, in straight car-loads or in mixed car-loads, with grindstones.....	6	
Glue, in barrels or casks.....	4		Grindstones, L. C. L.....	6	
Glycerine, viz.:			Same, not mounted, C. L.	6	A
In cans, boxed.....	1		Same, shipped with whetstones, C. L.; see Whetstones.		
In barrels or casks.....	3	4	Grits, viz.:		
In iron drums.....	3	4	In bags; same as Corn meal.		
Glycerine, nitro; see Explosives.			In barrels; same as Flour, in barrels.		
Graders' outfit; see Outfits.			In boxes or drums, L. C. L.....	4	
Grain, brewers', dried (refuse malt), C. L.....	D		Same, C. L.....	5	
Grain, packed, any quantity.....	D		Groceries, N. O. S.....	2	
Granite rough, C. L.....	P		Guano; see Fertilizers.		
Grain in bulk, C. L.....	D		Guards for street cars; see Iron and Steel articles.		
Granite; see Marble.			Gum, viz.:		
Granite roofing; see Roofing.			Camphor; see Camphor.		
Granite ware or granite stamped ware; see Agate ware.			Copal, shellac and kowrie.....	2	
Granulators, tobacco; see Agricultural implements.			Chewing.....	2	
Grapes, in casks or barrels,			N. O. S.....	2	
			Gun cotton; see Explosives.		
			Gunny bags; see Bags.		
			Gun Powder; see Explosives.		
			Guns, rifles; see Firearms.		
			Gutters, hanging; see Iron and Steel articles.		
			Gypsine; see Wall finish.		
			Gypsum, land plaster, fertilizer; see Fertilizers.		
			<b>H</b>		
			Hair, viz.:		
			Cattle, for plastering, pressed in bales.....	4	
			Curled, pressed in bales.....	1	

H	Class.	Class if Released.	H	Class.	Class if Released.
Hair—Continued.					
In sacks.....	1		Furs, in boxes, bundles or trunks, strapped.....	D1	
Hair goods, manufactured, packed in boxes.....	D1		Furs, N. O. S.; see Skins, N. O. S.		
Hair rope; see Rope.			Hides, dry, loose or tied in bundles, not compressed.	1	
Hames; see Saddlery.			Hides, dry, in bales compressed.....	5	
Hammocks, portable, wooden, with or without canopy tops, K. D., in bundles....	1	2	Hides, green.....	5	
Hammocks and fixtures.....	1		Hides, green, salted.....	6	
Hams; see Meats.			Peltries; see Skins, N. O. S.		
Handles, viz.:			Skins, deer, pressed in bales...	2	
Handles, boxed or crated....	A		Skins, N. O. S., furs and peltries, value limited to 25 cents per pound, in bags..	D1	1
Handles, rough, unturned, crated or in bundles, C. L.		P	Same, pressed in bales.....	1	2
Broom, boxed, crated or in bundles, L. C. L.....	4		Same, N. O. S.....	D1	
Broom, C. L.....	6		Skins, sheep, dry, in bales.....	1	
Broom handles and broom corn, mixed C. L.; see Broom corn.			Same, green, in bundles....	2	
Handles in bags or wrapped with bagging and securely fastened with wire or twine.....	A		Same, salted, in bundles....	3	
Plow, in bundles, any quantity.....	A		High wines; see Liquors.		
N. O. S., boxed or crated, L. C. L.....	4		Hinges; see Iron and Steel articles.		
N. O. S., C. L.....	6		Hives, bee; see Bee hives.		
Hangers, see Machinery.			Hobby horses; see Toys.		
Hangers, barn door; see Iron and Steel articles.			Hods, viz.:		
Hangers, eave trough.....	2		Brick or mortar, wooden, set up.....	3	
Hangers, timber; see Iron and Steel articles.			Same, knocked down.....	5	
Hardware, saddlery; same as Hardware, N. O. S.			Brick or mortar, iron or steel; see Iron and Steel articles.		
Hardware, N. O. S., boxed.....	2		Coal; see Buckets.		
Harness; see Saddlery.			Hoes; see Agricultural implements.		
Harrows; see Agricultural implements.			Hogsheads, empty, prepaid....	2	
Harrow teeth; see Iron and Steel articles.			Hoisters or carriers, hay; see Agricultural implements.		
Harvesters; see Agricultural implements.			Holders, clothesline; see Clothesline holders.		
Hatchets, boxed; same as Axes.			Holders and cutters of rolled paper; see Paper holders and cutters.		
Hat blocks; see Blocks.			Hollow ware, viz.:		
Hat Racks; see Furniture.			Shipped separately from stoves, loose, L. C. L.....	1	3
Hats and caps; same as Dry Goods, N. O. S.			Same, C. L., minimum weight 15,000 pounds.....	3	5
Haversacks.....	1		Same, packed, L. C. L.....	3	4
Hay, fodder and straw, pressed in bales, L. C. L.....	5		Shipped with stoves; see Stoves.		
Same, C. L., minimum weight 20,000 pounds.....	D		Hominy, viz.:		
Hay, salt; see Sea grass.			In bags; same as Meal, corn.		
Hay racks, iron; see Iron and Steel articles.			In barrels; same as Flour, in barrels.		
Heading; same as Barrel material.			In boxes; same as Grist, in boxes.		
Headlights, boxed.....	D1		Hominy flake; same as Meal, oat.		
Hearses; see Vehicles.			In comb, boxed.....	1	3
Heaters, steam; see Radiators.			In glass or tin, boxed.....	1	3
Hektograph composition.....	1		In barrels or kegs.....	3	5
Hemp, in bales.....	3		Honey extractors, crated.....	1	
Hemp packing; see Packing.			Honey section boxes or frames, in crates or boxes	3	4
Hemp stalks, in bales or bundles.....	5		Hoods, electric light; see Electric light hoods.		
Herbs; see Roots.			Hoof stuffing, in tubs, kegs, half-barrels or barrels....	4	
Hessians, in original bales.....	6		Same, N. O. S.....	3	
Hides, scraps (raw hide).....	6		Hoofs and horns, in packages, L. C. L.....	4	
Hide, trimmings and scrapings; see Fleshings.			Hoofs and horns, C. L.....	A	
Hides, furs, peltries and skins, viz.:			Hooks, backband; see Saddlery.		
Furs, in bags.....	3T1		Hooks, iron; see Iron and Steel articles.		
			Hoop poles, C. L.....	O	
			Hoop splits, in bundles, C. L....	O	





I	Class.	Class if Re-leased.	I	Class.	Class if Re-leased.
Iron and Steel articles—Continued.			Car replacers, in bundles; see Special iron.		
L.; same as Pig iron, L. C. L.			Casks for ammonia water, naphtha, etc., returned empty.....	6	
Blooms and billets, steel, per ton of 2,240 pounds, C. L.; same as Pig iron, per ton of 2,268 pounds, C. L.			Castings, viz.:		
Bolts, nuts, rivets and washers, in kegs, casks, barrels or drums; see Special iron.			In boxes.....	2	
Bolts, nuts, rivets and washers, except in kegs, casks, barrels or drums.....	2		In kegs, barrels, casks or crates (not machinery or sewing machines).....	4	5
Booths, viz.:			Unpacked (not machinery or parts thereof), each piece weighing under 200 pounds.....	3	5
Police patrol, sheet iron, set up, L. C. L.....		2	Unpacked (not machinery or parts thereof), each piece weighing 200 pounds or over; see Special iron.		
Same, C. L.....		5	Parts of compresses, each piece weighing 2,000 pounds or over; see Special iron.		
Voting, L. C. L.....		2	Cattle guards; see Special iron.		
Same, C. L.....		5	Ceiling, viz.:		
Boxes and skelns, viz.:			In boxes, bundles or rolls, owner's risk of wet and rust, L. C. L.....		5
Safe deposits, L. C. L.....	2		Same, C. L.....		6
Same, C. L.....	4		N. O. S.....	2	
Vehicle, boxed.....	2		Cesspools.....	4	
Vehicle, loose, N. O. S.....	3		Chains, viz.:		
Vehicle, in kegs, barrels or casks, released; see Special iron.			Cable.....	3	
Wagon axle, loose, L. C. L.....	3		In boxes.....	5	
Wagon axle, shipped on axle, said axles loose or in bundles.....	6		In kegs, casks or barrels, value limited to two cents per pound; see Special iron.		
Wagon axle, loose, C. L., owners to load and unload; see Special iron.			In casks or barrels, N. O. S. Loose.....	5	3
Box straps (metal bands), packed in boxes.....	2		Chain belting, packed in casks or barrels, value limited to two cents per pound.....	6	
Box straps (metal bands), packed in barrels.....	6		Chain belting, N. O. S., in boxes, barrels or kegs.....	5	
Brackets, shelf, steel, N. O. S., L. C. L.....	4		Chairs; see Statuary, iron.		
Same, C. L.....	5		Cones, blacksmiths'; same as Anvils.		
Brakes, viz.:			Cores, paper, iron; same as Castings.		
Wagon, in boxes or loose, tied in bundles, L. C. L.....	2		Cornices, galvanized or sheet iron; see Cornices.		
Wagon, packed in barrels, L. C. L.....	5		Couplings, car, patent, loose, owner's risk of wet, rust and breakage.....		5
Wagon, C. L.....	6		Covers, manhole, packed, and contents described, or wired in bundles.....	3	5
Brake beams.....		6	Crowbars; see Special iron.		
Brake ratchets, wagon; same as Brakes, wagon.			Cylinders, for holding acid; see Drums, iron.		
Brake shoes, in boxes or casks, contents described on packages.....	5	6	Dog irons, cast, value limited to two cents per pound; same as Castings.		
Brake shoes, wired in bundles; see Special iron.			Dog irons, N. O. S., packed....	2	
Brake shoe slugs, in boxes or casks, contents marked on packages.....	6	5	Doors.....	4	
Bridge iron and bridge material; see Special iron.			Drawbars (not automatic couplings), crated or wired in bundles.....		6
Buckets, elevator, pressed in packages, owner's risk of wet and rust, L. C. L.....		4	Drive well points, boxed.....	2	
Same, C. L.....		5	Drums, tubes, cylinders, egg-shaped retorts, for holding acid, when open ears are required for transportation.....		
Galvanized iron, closely nested.....	1	3	Drums, empty or returned, N. O. S.....	1	
Ore, not less than 1,000 pounds each, charged for.	6		Fencing, expanded iron.....	5	7
Buckles, turn, N. O. S.....	2				
Same, wrought iron truss, L. C. L.....	4				
Same, C. L.....	5				
Cans, galvanized iron, viz.:					
For manufacture of ice, nested, L. C. L.....		1			
Same, C. L.....		4			
N. O. S.....	1	2			



I	Class.	Class if Released.	I	Class.	Class if Released
Iron and Steel Articles—Continued.			owner's risk of wet and rust, L. C. L.....		1
Fencing, N. O. S.....	3	5	Same, C. L., minimum weight 20,000 pounds.....		5
Fenders, for street cars, L. C. L.....	2	3	Kettles, large.....	2	4
Same, C. L.....	4	6	Kilns, lime, or parts thereof, manufactured of sheet or boiler iron, with cast iron doors, door frames, grates and floors, crated, boxed or in bundles, knocked, down, released, L. C. L.....		
Fire escapes, with or without water pipe, in sections not over fifteen feet in length, in bundles or crates.....	3	5	Same, released, C. L.; see Special iron.		
Fish bars, fastenings and steel rail braces; see Special iron.			Same, not released, C. L.....	5	
Fittings, pipe; see Pipe fittings, iron.			Knuckles, steel, parts of patent car couplers; see Special iron.		
Fixtures, viz.:			Lapings; see Special iron.		
Awning and shade; see Awning fixtures, iron.			Lasts, shoe, in boxes or barrels, value limited to two cents per pound, contents described on packages....	4	5
Grate; see Grates, parts of.			Lathing, expanded iron.....	5	
Grindstone, not embracing cog-wheels or pulleys, in boxes, bundles or casks....	4		Lathing, in boxes or bundles, L. C. L.....	3	
Flasks, moulders and pipe; same as Castings.			Same, C. L.....	6	
Flues, tobacco, sheet iron.....	1		Links and pins, viz.:		
Flues, N. O. S.....	4		In boxes.....	2	
Forgings, viz.:			In kegs.....	5	
In boxes.....	2		In bundles, barrels or casks; see Special iron.		
In kegs, N. O. S.....	5		Magazines, powder, portable, empty.....	1	
Parts of compresses, each piece weighing 2,000 pounds or over; see Special iron.			Magazines, powder, stationary, knocked down flat, in bundles, crates or boxes.	4	
Frames, awning and shade; see Awning frames, iron.			Mandrels, blacksmiths'; same as Anvils.		
Galvanized iron cornices; see Cornices.			Mangers or hay racks, viz.:		
Galvanized iron work, N. O. S	2	4	Loose, L. C. L.....	2	3
Galvanized sheet iron; see Iron, sheet.			Wired in bundles or nested and crated, L. C. L.....	3	4
Grate bars; same as Castings.			Wired in bundles or nested and crated, or loose, C. L., minimum weight 15,000 pounds.....	1	5
Grate baskets, fronts, fenders and frames; see Grates, parts of.			Mantels, not packed.....	2	3
Guards, for street cars, L. C. L.....	2	3	Same, packed.....	2	4
Same, C. L.....	4	6	Matting, floor, in rolls or bundles, owner's risk of wet and rust.....	1	2
Gutters, hanging, galvanized, viz.:			Mattocks, in boxes.....	2	
Not nested, L. C. L.....	1	4	Same, in bundles, barrels or kegs; see Special iron.		
Same, C. L.....	4	4	Moulds, bottle, loose.....	2	
Nested in crates, L. C. L.....	2	4	Moulds, ingot, crated.....	4	6
Same, C. L.....	4	4	Muck and puddle bar iron, L. C. L.; same as Pig iron, L. C. L.....		
Harrow teeth, in kegs or barrels; see Special iron.			Muck and puddle bar iron, per ton of 2,240 pounds, C. L.; same as Pig iron, per ton of 2,268 pounds, C. L.		
Harrow teeth, packed, N. O. S.....	6		Nail rods, packed.....	2	
Hinges, in boxes, contents marked or stenciled thereon.....	4		Same, not packed.....	6	
Hinges and hooks, in kegs, barrels or casks, contents marked or stenciled thereon.....	5		Nails, viz.:		
Hods, brick or mortar, set up Same, knocked down.....	3		In boxes (nails and spikes, N. O. S.).....	2	
Hooks; see Hinges, iron.	5		In boxes (horse and mule shoe).....	5	
Hydrants, fire plugs and water gates, cast iron, L. C. L.....	4		In bags (nails and spikes).....	3	
Same, C. L.....	5		In kegs (finishing).....	5	
Ingots, steel; same as Blooms and billets, steel.			In kegs (wire); see Special iron.		
Jail work, see Prison work, iron.			In kegs (nails and spikes, N. O. S.); see Special iron.		
Kegs, powder, sheet iron,					

I	Class.	Class if Released.	I	Class.	Class if Released.
Pans, sheet iron or dripping, nested, boxed or crated, L. C. L.		3	N. O. S.; see Special iron.		
Same, C. L., minimum weight 20,000 pounds.	2	4	Retorts, viz.:		
Picks, in boxes.			Egg-shaped, for holding of acid; see Drums, iron.		
Same, in bundles, barrels or kegs; see Special iron.			For manufacture of gas, L. C. L.		4
Pig iron, L. C. L.; same as Bar iron.			Same, C. L.		5
Pig iron, C. L.; see Special rates.			N. O. S.	6	
Pins, coupling; see Links and pins, iron.			Rods, box or wagon, in boxes.	2	
Pipe, viz.:			Same, in bundles.	3	
Cast, released; see Special iron.			Roofing, in boxes, crates or bundles.	4	6
Lined with cement, released; see Special iron.			Russia iron, in rolls or bundles, wired or crated.	4	
Spiral, manufactured of sheet iron.	1		Sadrirons, viz.:		
Spiral, water, riveted, not manufactured of sheet iron, crated or wired, in bundles, L. C. L.	3		In boxes, unless requirements named below are complied with.	2	
Same, C. L.	4		In boxes, contents to be plainly marked on boxes, and contract to be made by shipper that no other articles shall be put in the boxes; see Special iron.		
Wrought, released; see Special iron.			In barrels or casks, released; see Special iron.		
Pipe fittings, viz.:			Safe doors; same as Safes.		
In bags.	3		Safes (see Rule 18), viz.:		
In boxes.	2		Each weighing over 10,000 pounds (safes and vaults)	1	
In casks, barrels or kegs; see Special iron.			Each weighing over 6,000 pounds and not over 10,000 pounds.	2	
Loose.	3		Each weighing over 3,000 and not over 6,000 pounds	3	
Wired in bundles, L. C. L.	3		Each weighing 3,000 pounds or less.	4	
Same, C. L.; see Special iron.			Sash weights, unpacked; see Special iron.		
Planished iron, packed.	4		Scales and scale beams, manufactured wholly of iron and so marked on package, in bundles or boxes, knocked down.	3	
Plate, galvanized, in boxes, crates or bundles.	3		Scrap iron.	A	
Plow beams and handles, L. C. L.	4		Screws, in barrels, boxes or kegs, contents of package stamped or marked thereon.	4	
Same, C. L.	6		Sheet iron, viz.:		
Plow clevises, couplers, frogs, heel-bolts, moulds, plant fenders, (in bundles or in kegs, barrels or casks), plates, points and wings; see Special iron.			Cut in strips for stove pipe, nested flat and crated.	4	6
Plow steel; see Special iron.			Galvanized; same as Sheet iron.		
Plugs, fire; see Hydrants, iron.			Plain or corrugated.	4	6
Poles, electric light or railway; see Special iron.			Planished, in russia matting	2	
Porch supports, in barrels or casks, and contents marked thereon.	4		Planished, packed, in metal cases with wooden covers	4	
Posts, viz.:			Perforated sheet iron or steel for making screens.	4	
Fence; see Special iron.			Shingle bands, sheet iron, in bundles or barrels; see Special iron.		
Hitching, statues or images.		1	Shoes, horse and mule; see Special iron.		
Hitching, N. O. S.	4	6	Shutters.	4	
Prison work, viz.:			Siding, stamped in imitation of brick.	4	6
Jail plate; see Special iron.			Sinks, unpacked, L. C. L.		3
N. O. S., L. C. L.	4		Same, C. L.		5
N. O. S., C. L.	6		Sinks, in barrels or boxes, L. C. L.		4
Racks, hay; see Mangers, iron.			Same, C. L.		5
Railing.	3	5	Skeins, vehicle and wagon axle; see Boxes, iron.		
Rails, viz.:			Skeip iron; see Special iron.		
Old, returned, C. L., same as Scrap iron.			Sledges and wedges, viz.:		
When too long to be loaded in 36-foot box cars, minimum weight of 4,000 pounds charged on each shipment. Where more than one car is required, minimum weight of 4,000 pounds charged for each car.		1	In boxes and so described thereon.	2	



I	Class.	Class if Released.	I	Class.	Class if Released.
In barrels or kegs.....	5		Seat (not wire).....	6	
Loose.....	3		Stand pipe; see Special iron.		
Sledges, without handles, wired together; see Special iron.			Staples, fence, in barrels or kegs; see Special iron.		
Slugs for brake shoes; see Brake shoe slugs.			Stay guards for fence wire; see Wire, fence.		
Special; see following page.			Steel, packed: same as Hard ware.		
Splices, railroad; see Special iron.			Statuary, chairs and lawn ornaments, boxed or crated	1	2
Sponge, iron (purifying material), L. C. L.....	3		Stop-cock boxes; same as Castings.		
Same, C. L.....	6		Swage blocks; same as Anvils		
Springs, viz.: Car or carriage.....	6		Switches and switch chairs, railroad; see Special iron		

Special, consisting of the following articles :

Architectural, including columns, pedestals, capitals, saddles, door and window jambs, plates, sills, lintels, rolled beams, channel bars and girders.	Crowbars.	Plow steel.
Axles, car.	Fishbars, fastenings and steel rail braces, frogs, railroad.	Poles, electric light or railway.
Axles, carriage or wagon, loose or wired together.	Harrow teeth, in kegs or barrels.	Posts, fence.
Bar, band, boiler and plate, all unpacked.	Jail plate.	Railroad.
Bar steel, crated so as to permit easy inspection.	Kilns, lime or parts thereof, unmanufactured of sheet or boiler iron, with cast iron doors, door frames, grates and floors, knocked down, crated, boxed or in bundles, released, C. L.	Sadrons, in barrels or casks, released.
Bolts, nuts, rivets or washers, in kegs, casks, barrels or drums.	Knuckles, steel, parts of patent car couplers.	Sadrons, in boxes, contents to be plainly marked on boxes and contract to be made by shipper that no other articles shall be put in the boxes.
Boxes and skeins, vehicle, in kegs, barrels or casks, released.	Lap rings.	Sash weights, unpacked.
Boxes and skeins, wagon axle, loose, owners to load and unload, C. L.	Links and pins, railroad, in bundles, barrels or casks.	Scrap iron, packed, any quantity.
Brake shoes, wired in bundles.	Mattocks, in bundles, barrels or kegs.	Scrap iron, C. L.
Bridge iron.	Nails and spikes, in kegs (estimated weight 100 pounds per keg).	Shingle bands (sheet iron), in bundles or packed in barrels.
Bridge material.	Nails, wire, in kegs (estimated weight 100 pounds per keg).	Shoes, horse and mule (estimated weight 100 pounds per keg).
Car replacers, in bundles.	Picks, in bundles, barrels or kegs.	Skelp, iron.
Castings (not machinery or parts thereof), each piece weighing 200 pounds or over, unpacked, owner's risk of breakage.	Pipe, cast, released.	Sledges, without handles, wired together.
Castings or forgings, parts of compresses, each piece weighing 2,000 pounds or over, owners to load and unload.	Pipe fittings, in kegs, casks or barrels.	Splices, switches, switch chairs, railroad.
Cattle guards, wrought.	Pipe fittings, wired in bundles, C. L.	Stand pipe, K. D.
Chains, in barrels or casks, value limited to two cents per pound (see Rule 6).	Pipe, wrought, released.	Staples, fence, in barrels or kegs.
	Plow clevises, couplers, frogs, heel-bolts, moulds, or plant-fenders (in bundles or in kegs, barrels or casks), plates, points, wings.	Timber hangers.
		Tires, wagon.
		Trucks, car.
		Wheels, car.
		Wire fence, barbed or otherwise, on reels or in coils, loose, or packed in barrels, owner's risk of wet or rust.

I	Class.	Class if Released.	I	Class.	Class if Released.
Tacks, in boxes and contents described thereon.....	4		Tires, locomotive.....	6	
Tacks, in kegs or barrels.....	5		Tires, wagon; see Special iron.		
Taggers' iron; same as Tin plate.			Toe calks, in boxes.....	2	
Tanks, not over thirty feet long; same as Boilers.			Same, in kegs.....	6	
Tiling, sidewalk, iron and glass; see Tiling.			Traps, viz.:		
			Animal, entirely of iron or steel, packed.....	2	
			Sewer gas or grease, loose.	2	3

I	Class.	Class if Released.	J	Class.	Class if Released.
Same, in barrels or boxes	3	4	Jars, glass; see Glass and Glassware,		
Tree Protectors, set up	1		Jeans; see Dry goods.		
Same, knocked down, nested	3		Jellies; see Preserves.		
Troughs, eave, galvanized, viz.:			Jugs; see Earthenware.		
Not nested, L. C. L.	1		Juices, fruit; see Preserves.		
Same, C. L.	4		Junk and jute	6	
Nested in crates, L. C. L.	2		Jute butts	A	
Same, C. L.	4		Jute waste; see Waste.		
Trucks, car: see Special iron.			<b>K</b>		
Trunk, covering, iron; see Trunk covering.			Kainit, N. O. S., L. C. L.	5	
Tubes, for holding acid; see Cylinders, iron.			Same, C. L.	6	
Tubing, not boiler flues, and not threaded on ends, L. C. L.	5		Same, when shipped to fertilizer factories; see Fertilizers.		
Same, C. L.	6		Kalsomine; see Wall finish.		
Tubs, viz.:			Kaolin, in casks, barrels, hogsheads or tierces, L. C. L.	5	
Bath	1	3	Same, C. L.	6	
Galvanized iron, closely nested	1	3	Kegs, powder, manufactured of sheet iron; see Iron and Steel articles.		
Wash or laundry, legs off	1	3	Kegs, empty, N. O. S.; see Barrels.		
Turn buckles; see Buckles, turn, iron			Kem-Kom, in barrels; see Boiler compounds.		
Urns	3	5	Kerosene; see Oil, coal.		
Valves; see Valves, metal.			Kersey; see Dry goods.		
Vault work, L. C. L.	4		Kettles, large, iron; see Iron and Steel articles.		
Same, C. L.	6		Kilns, lime, iron; see Iron and Steel articles.		
Vaults; see Safes, iron.			Kilns, lumber drying, L. C. L.		3
Vises	4		Same, C. L.		6
Water-closet cisterns, cast	2	3	Kilns, portable, for firing decorated china, porcelain, pottery, etc., boxed, owner's risk of breakage		2
Water-closets, loose		1	Kindling, fire, viz.:		
Same, packed or crated	2	3	Pine or other woods, cut in stove lengths, in crates or bundles; same as Lumber		
Water gates; see Hydrants, iron.			Sawdust, rosin or tar mixed, in packages, boxed or crated, so as to admit of inspection, L. C. L.	6	
Wedges; see Sledges, iron.			Same, C. L.	A	
Weights, folding bed; same as Castings.			Knapsacks	1	
Wheel flange-, in bundles		5	Knives, hay; see Agricultural implements.		
Wheels, car; see Special iron.			Knobs, door, mineral, value limited to \$1.00 per dozen	3	
Wheels, well, in barrels or casks and contents marked thereon	4		Knuckles, steel, parts of patent car couplers; see Iron and Steel articles.		
Windlasses	4	6	Koalspar, in barrels	3	4
Wrenches, N. O. S., and so described on packages	2		Kowdie; see Gum.		
Wire, viz.:			Kraut; see Sauerkraut.		
Fence; see Special iron.			Kryolith, in casks or drums	6	
Iron or steel, N. O. S.	4		<b>L.</b>		
Telegraph or telephone, not insulated or enameled	6		Labels, paper, in boxes, prepaid or guaranteed	2	
Ironing boards, in bundles, L. C. L.	3		Labels, tree, wooden, boxed	3	
Ironing boards, wood, boxed or raked, L. C. L.	4		Ladders, viz.:		
Ironing boards, C. L.	6		Not over 30 feet long	1	
Isinglass, viz.:			Over 30 feet long, taken only by special contract		
Brewers', manufactured of fish bone, packed in barrels or casks and shipped to breweries	1		Rope, packed or in bundles	3	
N. O. S.	3T1		Step	1	
Ivory	1		Step and chair, combination; see Furniture.		
Ivory black	3		Lampblack, in boxes, barrels or casks	3	
<b>J</b>			Lamps and lamp goods, packed	1	2
Jack-screws and wagon jacks	3				
Jail work; see Iron and Steel articles.					
Japan dryer, viz.:					
In cans, not boxed	1				
In cans, boxed	2				
In barrels or kegs	2				
Japan ware	1				
Japonica	4				



L	Class.	Class if Released.	L	Class.	Class if Released.
Lanterns, glass; see Glass and Glassware.			other limes, 210 pounds per barrel, L. C. L.		
Lanterns, paper, plain or decorated, knocked down, packed.....	D1		Lime, slaked, for agricultural purposes, in bulk or bags, 2% less than fertilizers.		
Lap rings; see Iron and Steel articles.			In casks or barrels, C. L.; see Special rates.		
Lard, viz.:			Acetate of, L. C. L.....	6	
In tin cans, not boxed.....	2	5	Same, C. L.; see Fertilizers.		
Except in tin cans, not boxed	4	B	Carbonate of, in barrels or casks; same as Lime.		
Last blocks, wooden; see Blocks.			Chloride of, in barrels or casks.....	6	
Lasts, shoe, iron; see Iron and Steel articles.			Chloride of, N. O. S.....	4	
Lasts, shoe, N. O. S.....	3		Liquid, prepared for white-washing; see Wall finish.		
Lathing, iron or steel; see Iron and Steel articles.			Phosphate of, in barrels, L. C. L.....	4	
Laths; same as Common Lumber.			Same, C. L.....	6	
Lawn ornaments, iron; see Iron and Steel articles.			Limestone, viz.:		
Lead, viz.:			Ground in barrels, L. C. L.....	5	
In boxes.....	5		Same, C. L.....	6	
In casks or pigs.....	6		N. O. S.; same as Marble and granite.		
Bar or sheet.....	5		Linings, flue; see Flue linings.		
Black, in kegs or barrels (ship's option).....	5		Links; see Iron and Steel articles.		
Glaziers', on reels, crated.....	4		Linseed; see Seed.		
Red and white; same as Paints.			Lintels, slate; see Slate lintels.		
Lead dross and skimmings.....	6		Linters; see Cotton sweepings, etc.		
Lead pipe; see Pipe.			Liquid carbonate; see Gas, carbonic acid.		
Leaders; see Conductors.			Liquors, alcoholic, viz.:		
Leather, viz.:			Alcohol, in cans, boxed.....	1½	1
In rolls or boxes, L. C. L.....	3		Alcohol, N. O. S.; same as whiskey.		
Same, C. L.....	4		Bitters; same as Liquors, N. O. S.		
Loose, N. O. S.....	1		Gin; same as Whiskey.		
Leather scraps, shavings or skivings, in packages or bales (leather scraps will include trimmings cut from side leather or obtained in the manufacture of leather goods).....	A		High wines; same as Whiskey.		
Leaves, viz.:			Whiskey, in boxes or baskets, or in glass, packed in barrels.....	1	2
Palm; see Palms.			Whiskey, in wood, N. O. S. (estimated weight, 420 pounds per barrel).....	2	3
Powdered, in boxes or barrels.....	1		Whiskey, domestic wines and domestic brandies, in wood (estimated weight 420 pounds per barrel, owner's risk of leakage, value limited to seventy-five cents per gallon).....		H
Pressed, in barrels, bales or boxes, value limited to six cents per pound, L. C. L.....	3		Whisky, for export, in wood, must be charged at actual weight, when obtainable. When not obtainable, must be charged at estimated weight of 410 pounds per barrel.		
Same, C. L.....	5		N. O. S., in glass, packed in boxes, baskets or barrels.	1½	1
Lemon or lime juice; see Fruit juices.			N. O. S., in wood, actual weight.....	1	2
Lemons; see Fruit, green.			Liquors, iron, in carboys.....	3	4
Lentils, in bags, boxes or barrels.....	3		Liquors, red, not alcoholic or malt, in carboys.....	3	4
Licorice, viz.:			Live stock, L. C. L.....	1	4
In bags, boxes and barrels.....	3		Live stock, C. L., 20,000 pounds.....	1	N
In mats, roots or sticks.....	3		Locomotives; see Railroad rolling stock equipment.		
In mass, boxed.....	4		Locomotive cabs, set up, requiring flat or gondola car, minimum weight 4,000 pounds each, L. C. L.	1	
Licorice root, ground, in boxes or barrels.....	3				
Lighters, cigar; see Cigar lighters.					
Lighthouse apparatus, consisting of lenses, lanterns, brass bearings, wooden models, etc., C. L.....	1	2			
Lightning rods, in bundles.....	2				
Same, in boxes.....	3				
Lightning rod fixtures, packed	2				
Lime, viz.:					
In casks or barrels, L. C. L.....	6				
In barrels, 1% less than fertilizers, estimated weight as follows: Rockland lime, 230 pounds per barrel;					

L	Class.	Class if Released.	M	Class.	Class if Released.
Same, knocked down flat, crated or boxed, L. C. L.....	3		for on one bill of lading and loaded in additional car or cars to be charged for as per Rule 21(d).....	4	
Locomotive headlights; see Headlights			Street sweeping, set up, requiring flat or gondola cars, minimum weight 5,000 pounds each.....	5	
Locomotive pilots; see Pilots.			Same, knocked down (brushes crated), loaded in box cars.....	5	
Locomotive tires; see Iron and Steel articles.			N. O. S., all kinds, boilers, engines or parts thereof, minimum weight 20,000 pounds.....	4	6
Locks, viz.: Padlocks, 11m locks, value limited to \$2.50 per dozen (see Rule 6)	3		Machinery and Machines, L. C. L., viz.:		
Log loaders; see Machinery.			Biscuit machines, boxed or crated.....	2	3
Logwood extract, in barrels or casks.....	4	5	Blowers, rotary, iron, capable of being loaded in box cars.....	1	2
Same, N. O. S.....	2		Boilers, steam, thirty feet and over.....	1	
Looking glasses; see Glass and Glassware, mirrors.			Boilers, under thirty feet in length; same as Machinery, N. O. S., L. C. L.		
Looms; see Machinery and Machines.			Bottling apparatus, for soda water or other effervescing liquids, fully boxed.....	3T1	1
Lounges; see Furniture.			Brick machines.....	4	
Lumber, hickory, dogwood, and persimmon timber, round or split, C. L.....	P	S	Cotton and woolen mill machinery, viz.:		
Lumber.....			Beams, bobbins, shuttles and spools, packed.....	4	
Lumber, mahogany, walnut, maple, cherry and white pine, dressed, L. C. L.....	4	5	Cards, hand, packed.....	1	
Same, not dressed, 20 per cent. higher than class K.			Cylinders, parts of cotton or woolen mill machinery, shipped separate therefrom, set up, packed		1
Lye, concentrated.....	5		Same, not capable of being loaded in box cars, minimum weight to be charged for each shipment 4,000 pounds.....		1
			Looms; see Machinery and Machines, looms.		
			N. O. S., set up.....	D1	1½
			Same, crated.....	1½	1
			Same, boxed, knocked down.....	1	2
			Cutters, meat.....	2	
			Dynos.....		1
			Elevator cars, passenger or freight, set up.....		D1
			Same, knocked down.....		2
			Engines, calorific, fire, portable or stationary.....	2	3
			Engines and machinery, hoisting.....		4
			Extinguishers, fire, on wheels; see Extinguishers		
			Fans, exhaust; same as Blowers, rotary.....		
			Fence machines.....	2	3
			Flues, boiler; see Flues.		
			Gas generators and gas mills, detachable parts knocked down and boxed, crated or wired together, when open cars are required, minimum weight 20,000 pounds.....		6
			Mills, cotton seed oil, minimum weight 20,000 pounds		6
			Motors, electric; same as Dynamos.		
			Pumping; see Pumps and pump material.		
			Sewing machines, charged at actual weight, minimum weight 20,000 pounds, excess of quantity received	1	2
			Grain conveyors, iron tubes, in sections, twelve feet long or less, loose, or in		



M	Class.	Class if Released.	M	Class.	Class if Released.
crates or bundles.....		5	Turntables; same as Machinery, N. O. S.		
Gauges, steam.....	1		Washing machines.....	2	
Hangers.....	4	5	Weighing machines, automatic.....	D1	1
Hemp machines; see Agricultural implements.			Wheels, water, turbines.....	3	
Log loaders.....		4	N. O. S.....	2	3
Looms.....	3T1	1½	Mackolite products; same as Tile, hollow, fireproof.		
Loom harness and reeds.....	1		Madder.....	3	
Loom harness shafts or sticks same as Picker sticks.			Magazines, powder, iron; see Iron and Steel articles.		
Mills, viz.:			Magazines, powder, portable, empty, N. O. S.....	1	
Barilla bark.....	4		Magnesite, crude, viz.:		
Cotton seed oil.....	4		In boxes or kegs, L. C. L.....	4	
Flour, roller.....	2		Same, C. L.....	5	
Saw; see Machinery and Machines, saw mills.			In barrels, bags, or casks, L. C. L.....	5	
Motors, electric; same as Dynamos.			Same, C. L.....	6	
Mowing machines; see Agricultural implements.			In bulk, C. L.....	6	
Picker sticks.....	4		Magnesium, chloride of, in barrels or casks.....	6	
Presses, viz.:			Malt.....	D	
Cotton, see Agricultural implements.			Malt, in boxes.....	1	
Printing, set up.....	D1	1	Malt extract, in glass, packed; same as Ale.		
Same, not boxed, knocked down.....	1	2	Malt sprouts or skimmings, in barrels or sacks, L. C. L.....	5	6
Same, boxed or crated, knocked down.....	3		Same, C. L.....		D
Pulleys.....	4	5	Mandrels, iron or steel; see Iron and Steel articles.		
Pulley blocks, N. O. S.....	4		Manganese, packed, L. C. L., 20% higher than class K.		
Pulley wheels and blocks, manufactured wholly of iron and so marked on package, wired in bundles	4		Manganese, crude, C. L.....	P	
Pumping; see Pumps and pump material.			Manganese, released, value limited to \$18.00 per ton of 2,000 pounds, and so expressed in bill of lading; Special iron rates		
Reaping machines; see Agricultural implements.			Mangers, iron; see Iron and Steel articles.		
Rollers, sugar.....	2	3	Manhole covers; see Iron and Steel articles.		
Rolls, grinding and corrugated; same as Mills, flour.			Manilla.....	3	
Saw-mill gearing and saws, boxed.....	2		Mantels, viz.:		
Saw-mills, carriages over sixteen feet in length.....	2	3	Iron; see Iron and Steel articles.		
Saw mills, carriages, not over sixteen feet in length	3	4	Slate, packed.....	2	3
Seamers, roofing, for shaping roofing tin.....	2	3	Wood, boxed.....	2	
Sewing machines, charged at actual weight, viz.:			Maps, boxed.....	1	
Not boxed.....	3T1		Marble and granite, viz.:		
Boxed or crated (including parts there of), set up.....	1½	1	Blocks or slabs, marble, slate, granite or stone (including furniture marble) dressed, hammered, chiseled or polished, boxed or crated (other than tombstones or monuments, or parts thereof, lettered), value limited to forty cents per cubic foot, L. C. L.....	3	4
Same, completely knocked down.....	3		Same, C. L.....	4	5
Partly knocked down (that is, head and box taken off and placed underneath, between the legs).....	2		Marble and granite, blocks and slabs, rough, C. L.....	P	
Shafting.....	4	5	Blocks or slabs (marble or granite), rough or sawed, but not dressed, value limited to twenty cents per cubic foot.....	6	A
Shingle machines.....	2		Crushed granite, L. C. L.....	6	
Smut machines; see Agricultural implements.			Same, C. L.....	A	
Stave-sawing machinery.....	2	3	Marble and granite, door or window-sills and steps, sawed, unpacked, L. C. L.	A	
Street sweeping, set up, requiring flat or gondola cars.....	1		Dust, marble.....	A	
Same, knocked down (brushes crated), loaded in box cars.....	1		Dust, stone, for street-paving purposes (not crushed		
Stump pullers, knocked down.....	4				
Tobacco screws and fixtures	4				
Tools, machinists' (planers, lathes), etc.....	2	3			

M	Class.	Class if Re-leased.	M	Class.	Class if Re-leased.
stone or marble dust), re-leased, C. L.; same as Cement, C. L.			carried free)	3	B
Statuary, marble or granite; see Statuary.			Bacon, viz.:		
Tile, marble; see Tile.			In bulk, L. C. L.	1	2
Tombstones and monuments; see Monuments.			Same, C. L., minimum weight 24,000 pounds	3	B
Marble or granite, all kinds, N. O. S.	1		In bags	3	
Marbles, in boxes or casks	4		In wood	B	
Marking fluid; see Ink.			Beef, viz.:		
Marl, 80% of fertilizer rate.			Canned, in boxes	4	B
Same, in bulk, not taken.			Salted, in barrels, half barrels and quarter barrels	B	
Matches, properly marked and packed alone, L. C. L.	1		Smoked, in boxes or barrels	4	
Matches, C. L.	3		Desiccated meats	4	
Match splints, packed in cases, L. C. L.	3		Hams; same as Bacon.		
Match splints, C. L.	5		Pigs' feet, in glass, packed	1	2
Mats, viz.:			Pigs' feet, pickled	B	
Door, wire, iron, steel or rubber	1	2	Pork, canned in boxes	4	B
Grass, hemp, hair or cocoa	2		Pork, salted, in barrels, half barrels and quarter barrels	B	
N. O. S.	1		Sausage	6	
Matting, floor, iron or steel; see Iron and Steel articles.			Sausage casings, in barrels or kegs	4	
Matting, Pine Fiber	6		Tongues, smoked	3	
Matting, N. O. S.	2		Tongues, pickled, in barrels or kegs	4	
Mattocks; see Iron and Steel articles.			Tripe	B	
Mattresses; see Furniture.			Meats, cotton seed	2	3
Meal, viz.:			Meat Cutters; see Machinery and Machines.		
Corn, in barrels, actual weight of package and contents to be charged for	D		Meat racks; see Racks.		
Corn, N. O. S.	D		Medicines, viz.:		
Cotton seed; see Fertilizers.			Patent, L. C. L.	1	
Flax seed, L. C. L.	3		Same, C. L.	1	3
Same, C. L.	D		Drugs and medicines, N. O. S.	1	
Fossil, in bags, L. C. L.	3		Melodeons, see Musical instruments.		
Same, C. L.	5		Melons, L. C. L., packed or loose, entirely at owner's risk, prepaid		5
Gluten; see Glucose refuse.			Melons, C. L., prepaid or guaranteed	O	
Linseed and linseed oil meal; same as Meal, cotton seed; see Fertilizers.			Melons, freight guaranteed (when shipped "to order notify" freight must be prepaid		
Oat; see Oatmeal			Merry-go-rounds, owner's risk of breakage, viz.:		
Rice; see Rice meal.			L. C. L.		1
Peanut	D		C. L., 20,000 pounds minimum		5
Measures, wooden, L. C. L.; same as Wooden ware, N. O. S.			Meter boxes, water, made of cement, including iron covers, L. C. L.	3	
Meats, all shipments to be charged at actual weight, viz.:			Same, C. L.	5	
Fresh, prepaid or collect freight guaranteed by shipper, L. C. L.		3	Meters, viz.:		
Fresh, of all kinds (including dressed poultry), C. L., minimum weight 24,000 pounds, viz.:			Electric, boxed	1	
When for Carolina territory, twenty cents per 100 pounds higher than Class B.			Gas, boxed (not taken unless boxed)	1	
Except when for Carolina territory, ten cents per 100 pounds higher than Class B.			Water, boxed (not taken unless boxed)	3	
Salt, in bulk, C. L., minimum weight 24,000 pounds (no freight charge to be made for salt and ice in same car necessary for preservation in transit, provided that not more than 2,000 pounds per car be			N. O. S.	D1	
			Mica, value limited to 65 cents per pound	1	
			Scrap and ground, in bags, value limited to 6 cents per pound, C. L.	6	
			Same, in bags or barrels, limited to 6 cents per pound, L. C. L.	4	
			N. O. S.	3T1	
			Military accoutrements; see Accoutrements.		
			Military equipage; see Equipage.		
			Milk, condensed, viz.:	4	
			In boxes, L. C. L.	5	
			Same, C. L.		
			In kegs, half barrels or barrels, L. C. L.	4	



M	Class.	Class if Released.	M	Class.	Class if Released.
Same, C. L.	5		Motes, cotton; see Cotton sweepings, etc.		
In ten-gallon cans, not boxed	1	2	Motors, electric; see Machinery and Machines.		
Millboard asbestos; see Asbestos products.			Motor trucks; see Trucks.		
Millinery goods; same as Dry goods, N. O. S.			Moulder's dust or sand; see Sand.		
Milomaze	3		Moulder's flasks; see Flasks.		
Mills, viz.:			Mouldings, viz.:		
Barilla bark, cotton seed oil, flour (roller) and saw; see Machinery.			In bundles	1	
Burr stone (portable), cane, cob, corn, fanning, hominy, sorghum and sugar; see Agricultural implements.			In boxes	2	
Coffee and paint, set up	2		Plaster, wall, packed in boxes or casks	DI	1
N. O. S.	2		Wooden, common, for building purposes, not finished or decorated, L. C. L.	4	
Millstones, finished	4		Same, C. L.	6	
Same, rough	5		N. O. S.	DI	
Mill-stuff, bran, shorts and ship-stuff	D		Moulds, viz.:		
Mince-meat	4		Bottle, iron; see Iron and Steel articles.		
Mirrors; see Glass and Glass ware.			Butter, wooden, in packages, packed in crates or boxes, L. C. L.	1	3
Molasses, viz.:			Same, C. L., minimum weight, 20,000 pounds	4	5
Shipments of Molasses will be accepted at an estimated weight of 12½ pounds per gallon, including package			Cigar, wooden, in boxes or racks	3	
In cans, boxed, or in kits or kegs	3	4	Ingot iron; see Iron and Steel articles.		
In barrels or hogsheads	5	6	N. O. S., in packages, packed in crates or boxes	3	
In tank cars; same as in barrels or hogsheads.			Mouse traps; see Traps.		
Monuments, gravestones and tombstones, viz.:			Mowers; see Agricultural implements.	2	
Marble or granite, not boxed, freight prepaid at option of initial carrier	3TI	D	Mucilage, packed		
Marble or granite, lettered, boxed or crated, value limited to forty cents per cubic foot, freight prepaid or guaranteed, L. C. L.	DI	1	Muraline and muresco; see Wall finish.		
Same, C. L.	2	3	Musical instruments, viz.:		
Marble or granite, not lettered (including parts of monuments, gravestones and tombstones), boxed or crated, value limited to forty cents per cubic foot, freight prepaid at option of shipper or initial carrier, L. C. L.	3	4	Drums	3TI	
Same, C. L.	4	5	Melodeons; same as Pianos.		
Metal, value over \$300.00, taken only by special contract.			Organs, pipe, knocked down, boxed	1½	1
Metal, packed, value limited to \$300.00, prepaid at option of initial road or steamer	DI	2	Organs, N. O. S.; same as Pianos.		
Mops	1		Organ pipes, boxed	1½	1
Mortar stains, in colors, in kegs, half-barrels, barrels or casks	5		Pianos, boxed (not taken unless boxed)	1½	1
Moss, viz.:			N. O. S.	DI	1
Peat; see Peat Moss.			Muslins, cheap; see Dry goods.		
Stable; same as Hay.			Mustard, viz.:		
N. O. S., in sacks	1		Ground, in boxes	2	
N. O. S., pressed in bales, L. C. L.	4		Prepared, in glass, packed	2	
Same, C. L., minimum weight 20,000 pounds; same as Hay, pressed in bales, C. L.			Prepared, in kegs or barrels	3	
			<b>N</b>		
			Nail rods; see Iron and Steel articles.		
			Nails, viz.:		
			Brass or copper, well packed in boxes or kegs	2	
			Finishing iron; see Iron and Steel articles.		
			Finishing, N. O. S.	2	
			Horse and mule shoe; see Iron and Steel articles.		
			Wire, in kegs; see Iron and Steel articles.		
			Naphtha, see Oil, coal.		
			Netting, tennis and fish, packed or wrapped	2	
			Nitre cake; see Cake, nitre.		
			Nitro-glycerine; see Explosives.		
			Notions; same as Dry goods, N. O. S.		
			Nutmegs	2	

N	Class.	Class if Released.	O	Class.	Class if Released.
Nuts, viz.:			Pine; same as Oil, coal.		
Chestnuts, prepaid.....	3	5	Rosin; same as Oil, pine.		
Cocoanuts, packed or sacked.			Sassafras, in glass or cans,		
L. C. L.....	4		boxed.....	3T1	D1
Cocoanuts, C. L.....	6		Tanners', in wood.....	3	5
Peanuts and chufas, L. C. L.	5		In jars, not packed, not		
Same, C. L., minimum			taken.		
weight 20,000 pounds.....	6		N. O. S., in glass or cans,		
Pecans, in barrels or double			packed.....	1	2
sacks, L. C. L.....	3		Same, in barrels.....	3	4
Same, in barrels or in single			Oil cabinets.....	D1	1
or double sacks, C. L.....	6	5	Oil-cloth, viz.:		
Walnuts and hickory nuts, in			Floor, baled.....	1½	1
sacks, C. L.....	6		Floor, boxed, sixteen feet		
L. C. L.....	5		long or over.....	1	
N. O. S., edible, in bags or			Floor, boxed, less than six		
boxes.....	1		teen feet long.....	2	
Same, in barrels or casks.....	2		Table, oil or enameled.....	2	
Same, shelled, in bags,			Not boxed or baled, not		
boxes, barrels or casks.....	1		taken.		
O			Oil tank wagons; see Vehicles.		
Oakum.....	4		Oil well supplies, consisting of		
Oars, boat, crated, L. C. L.....	3		auger stems, belts, brake		
Same, C. L.....	5		bands, brake levers, bull		
Oat meal, rolled oats or shredded			wheels (wood), casing		
oats, in sacks.....	5		heads, drilling tools, jars,		
Same, in boxes, barrels,			joints, reamers, rig irons,		
kegs or drums.....	6		rope sockets, sand pumps,		
Oats, N. O. S., same as Grain.			sand reels, sinker bars,		
Ochre in barrels or casks, L.			sucker rods, temper		
C. L.....	6		screws, tongues and		
Same, C. L.....	A		wrenches, C. L., min.		
Oil (see Rule s 28 and 30), viz.:			weight 24,000 pounds.....	2	6
Castor, viz.:			Oleomargarine; see Butteine.		
In glass, packed.....	1	2	Olives, in glass, boxed.....	1	2
In cans, boxed, owner's risk			Olives, in barrels or casks.....	4	
of leakage.....	2		Omnituses; see Vehicles.		
In barrels.....	3		Onions; see Vegetables.		
Coal, or its products.....			Onion sets.....	3	
In cans, not boxed.....	D1	1	Oranges; see Fruit, green.		
In cans, boxed, L. C. L.....	1	3	Ordinance stores, N. O. S.....	1	
Same, C. L.....	2	4	Ores (samples or specimens,		
In barrels, carrier's conven-			prepaid), viz.:		
ience, L. C. L.....	3	4	Actinolite; same as Asbestos.		
In barrels, C. L.....	3	4	Copper, L. C. L.....	6	
In tank cars, C. L.....	6	6	Gold, packed in barrels or		
In iron casks or drums (coal			casks, value limited to		
or kerosene, naphtha,			\$50.00 per ton, L. C. L.....		5
benzine and gasoline),			Same, C. L.....		6
actual weight.....	5	6	Iron, L. C. L.....	6	
Cocoa, in original packages.....	1	2	Iron, C. L.....	P	
Cocoa, in barrels.....	3	4	Iron, ground, in kegs or bar-		
Corn; same as Oil, cotton			rels; same as Bar iron.		
seed.....			Silver, value limited to \$100.00		
Cotton seed, in barrels, viz.:			per ton and so expressed		
In barrels, crude, L. C. L.....	4		in a written release (see		
In barrels, C. L.....	5	A	Rule 6), L. C. L.....		3
Cotton seed in tanks, viz.:			Same, C. L.....		5
In tank cars, C. L.....	5	6	Sulphur, in casks or barrels,		
Cotton seed, cooking or re-			L. C. L.....		5
fined.....	3	4	Same, C. L.....		6
Cotton seed, crude, N. O. S.,			Zinc, value limited to \$20.00		
L. C. L.....	4	5	per ton and so specified		
Cresote, in barrels or tanks.			in bill of lading, packed		
C. L.....	6		in barrels (see Rule 6), L.		
Same, C. L.; same as Spe-			C. L.....	6	
cial iron, C. L.....			Same, C. L.; same as Spe-		
Kerosene; see Oil, coal.			cial iron, C. L.....		
Lard and linseed, in barrels,			Ores, Silver, Lead, Zinc, Cop-		
actual weight, L. C. L.....	3	4	per, and Gold, packed, L.		
Lard and linseed, in barrels			C. L., 20% higher than class		
or tanks, actual weight,			K.		
C. L.....	4	5	Organs; see Musical instru-		
Lubricating, the product of			ments.		
coal oil; same as Oil, coal.			Osnaburgs; see Dry goods.		
Miners', in glass or cans,			Outfits, graders' or contrac-		
packed.....	1	2	tors, C. L.; same as		
Miners', in wood.....	3	5	Household goods and old		
Palm, crude, L. C. L.....	4	5	furniture, C. L.		



O	Class.	Class if Released.	P	Class.	Class if Released.
Ovens, bakers', viz.:			Glazed, for manufacture of paper boxes, or for wrapping purposes, in bundles	6	
Set up.....	D1		News, patent insides, in bundles, owner's risk of charging.....	2	
Set up, crated.....	1 $\frac{1}{2}$	1	Oil or wax, in crates or bundles.....	3	
Knocked down, crated.....	1	2	Pasteboard.....	4	
Knocked down flat, boxed or crated.....	1	2	Printing, in crates or boxes.....	2	
Solid or double lined.....	4		Printing, in rolls or bundles, L. C. L.....	6	
N. O. S., boxed or crated.....	1		Same, C. L.....	A	
Oysters, viz.:			Roofing, in bundles or crates	5	6
In glass, packed.....	1		Roofing, in rolls.....	6	A
In cans or kegs, L. C. L.....	4		Sand and flint.....	3	
Same, C. L.....	5		Tissue, packed in boxes.....	3	
Shell, in barrels.....		5	Wall, in bundles.....	1	3
Shell, in bulk, C. L.....		6	Wall, in boxes.....	2	
			Waste paper, viz.:		
<b>P</b>			In sacks or bundles.....	3	
Packing, viz.:			In barrels or hogsheds.....	4	
Asbestos; see Asbestos products.			Pressed in bales.....	A	
Hemp.....	4		Wrapping or lining, viz.:		
Metallic.....	2		In bundles or crates, L. C. L.....	6	
Rubber.....	3		Same, C. L.....	A	
Packing cases, wooden, returned empty; same as Cracker boxes and cases, returned empty; see Boxes, empty, returned.			In rolls, L. C. L.....	6	
Padlocks; see Locks.			Same, C. L.....	A	
Pads, sweat, see Sadlery.			Paper bags; see Bags.		
Pails; see Tubs.			Paper barrels; see Barrels.		
Paintings, pictures, chromos, etc., viz.:			Paper bottle covers; see Covers.		
Value over \$200.00, taken only by special contract.			Paper boxes; see Boxes.		
Value of each box limited to \$200.00 per box, well boxed (see Rule 6).....	3T1	D1	Paper cartridge shells; see Cartridge shells.		
Value limited to \$5.00 per hundred pounds (see Rule 6).....	1	2	Paper collars, packed.....	1	3
Paints, viz.:			Paper hanging-, in bundles.....	1	
In wooden buckets.....	1		Same, in boxes.....	2	
In pails or cans, unpacked.....	1		Paper holders and cutters (for holding and cutting paper in rolls), in crates or boxes	1	
Same, boxed or securely crated.....	3	4	Paper labels; see Labels.		
Bulk, liquid, in kegs, kits, barrels or casks.....	5		Papier-mache, boxed, L. C. L.....	1	
Bulk, dry, in kegs or kits.....	5		Papier mache, C. L., minimum weight 20,000 pounds.....	3	
Same, in barrels or casks.....	6		Paper tablets, in crates.....	2	
Metallic; same as Paints.			Paper tubes, for winding yarn thereon.....	2	
Mineral, dry, in barrels or casks.....	5		Paper ware, N. O. S.....	1	
Palms or palm leaves, in bales or bundles, L. C. L.....		4	Paris green; same as Paints.		
Same, C. L., minimum weight 20,000 pounds.....		6	Paris white; same as Paints.		
Paneling; see Woodwork.			Paste carpet cleaning; same as Washing compounds.		
Panoramic outfit; see Scenery.			Paste, wall cleaning; same as Compounds, wall cleaning		
Pans, sheet iron or dripping; see Iron and Steel articles			Paste, flour, in barrels.....	5	
Paper, viz.:			Patterns, wood or metallic, owner's risk of breakage.....	1 $\frac{1}{2}$	
For the manufacture of bags, in rolls, so stated on shipping receipt, and shipped only to manufacturers of bags, L. C. L.....	6		Paving composition, composed of sand and tar; same as Asphalt.		
Same, C. L.....		A	Peaches; see Fruit.		
Binders', straw or wood pulp boards, in cases.....	2		Peaches, powdered, packed in cans or drums, value limited to fifteen cents per pound (see Rule 6).....	3	
Same, in bundles or crates.....	6		Peach stones; see Seed.		
Blotting, book or writing, in boxes, crates or bundles.....	2		Peanuts; see Nuts.		
Card.....	1		Pearl Ash.....	5	
Carpet; see Carpet lining.			Pears; see Fruit.		
Closet or medicated.....	3		Peas, viz.:		
Fly, in bundles, crates or cases, L. C. L.....	1		Dried.....	D	
Same, C. L.....	3		Cow, in bags or barrels, L. C. L.....	5	
			Same, C. L.....	6	
			Peat or peat moss, in bags, barrels or casks, L. C. L.....	4	
			Same, C. L.....	A	

P	Class.	Class if Re-leased.	P	Class.	Class if Re-leased.
Pecans see Nuts.			Same, C. L.		K
Pegs, shoe, in bags.	1		Earthen (not drain), L. C. L.	1	5
Same, in barrels or boxes.	2		Same, C. L.	3	6
Peltries; see Hides.			Iron; see Iron and Steel arti- cles.		
Pencils, slate, boxed.	3		Lead, in rolls and reels.	4	
Pepper and spices, N. O. S., ground, in boxes.	2		Same, in casks.	5	
Pepper and spices, in bags.	3		Sheet iron, spiral; see Iron and Steel articles.		
Pepper sauce, in glass, packed; see Sauce.			Stove and elbows, L. C. L.	DI	
Perfumery.	1		Same, C. L., loose or in bun- dles, straight or mixed, minimum weight 20,000 pounds.	3	5
Perfumery tanks; same as Phonographs and Graph- ophones.			Stove, side seams not closed, viz:		
Petroleum; see Oil, coal.			Nested and wired or crated, L. C. L.	1	
Phonographs and grapho- phones, boxed, set up.	3T1	DI	Same, owner's risk of rust, L. C. L.		3
Same, knocked down.	DI	1	Nested and wired or crated, or otherwise, C. L., mini- mum weight 20,000 pounds	3	5
Phosphate of lime; see Lime.			Tin, boxed.	2	
Phosphorus, in tins, hermetic- ally sealed.	DI		Wood, L. C. L.	3	
Photographic material.	1		Same, C. L.	4	
Pianos; see Musical instru- ments.			Pipe fittings; see Fittings.		
Piano stools; see Furniture.			Pipe covering, asbestos; see Asbestos products.		
Picker sticks; see Machinery.			Pipes, organ; see Musical in- struments.		
Pickers, cotton, rawhide.	2		Pipes, tobacco, in boxes.	1	
Pickles, viz.:			Pitch, viz.:		
In glass, L. C. L.	1	2	In barrels, L. C. L.	5	
Same, C. L.	3	4	In barrels or casks, N. O. S., C. L.		K
In buckets or pails, wooden, L. C. L.	3	4	Roofing, C. L.	A	
In kegs, barrels or casks, L. C. L.	4	5	Plaids; see Dry goods.		
In wood, C. L.	6		Planers; see Machinery and Machines.		
In wood and in glass, packed, mixed, C. L.	3	4	Planters; see Agricultural implements.		
Same, when not less than half of shipment is in wood.		6	Plants; see Trees and Shrub- bery.		
Picks; see Iron and Steel arti- cles.			Plaster, viz.:		
Picture backing, in packages.	4		Calcined, L. C. L., 20 per cent. higher than C. L., per 100 lbs.		
Picture frames; see Furniture.			Same, C. L.	A	O
Pictures; see Paintings.			Land; same as Agricultural Lime.		
Pigeons, clay; see Targets.			Plaster of Paris, L. C. L.	6	
Pigeon (clay) Traps; see Traps.			Same, C. L.	A	
Pig iron, C. L.	M		Wall; same as Lime.		
L. C. L., 20% higher than C. L. rate.			Plaster boards, L. C. L.	4	
Pigs' feet; see Meats.			Same, C. L.	6	
Pilots, locomotive, L. C. L.	1		Plaster castings.	DI	2
Pineapples; see Fruit, green.			Plated ware, silver (solid sil- verware not taken).	DI	
Pine fiber refuse; same as Pine fibre.			Plated ware (not silver), and white ware, to be so de- scribed in shipping tickets.	1	
Pins, viz.:			Plates, viz.:		
Clothes, L. C. L.	3		Paper and wooden, packed, L. C. L.	1	3
Same, C. L.	5		Paper and wooden, including wooden butter dishes or plates, C. L., minimum weight 20,000 pounds.	4	6
Same, mixed with clothes props and washboards, C. L.; see Washboards.			Wooden plates or dishes, nested, packed in crates or boxes, L. C. L.	1	3
Coupling, iron and steel; see Iron and Steel articles.			Same, C. L., minimum weight 20,000 pounds.	4	6
Dowel, wooden.	4		Plows and plow material; see Agricultural implements.		
Insulator; see Telegraph cross-arms, etc.			Plugs, fire; see Iron and Steel articles.		
Tent; see Tents.					
N. O. S., in cases.	1				
Pipe, viz.:					
Copper, brass and metal, N. O. S.	1				
Same, boxed.	3				
Drain or roofing (pipe and tile), L. C. L.	3	6			
Same, C. L.	3	A			
Earthen drain tile, or sewer, C. L., 20,000 pounds mini- mum.		P			











S	Class.	Class if Released.	S	Class.	Class if Released.
Sails.....	1		Scenery, including theatrical stage scenery and appliances, theatrical paraphernalia, cycloramas, outfit of dioramas, panoramic outfit, platform lecturer's illustrative apparatus, L. C. L.....	D1	
St. John's bread; see Bread.			Same, C. L.....	4	
Saleratus.....	4		Scrapers; see Agricultural implements.		
Salt, taken only at actual weight (no matter how packed), viz.:			Screens, viz.:		
Salt specimens, packed.....	1		Coal, ashes, tar, lime, liquid or dry, of wire or perforated iron, L. C. L.....	3	
Table.....	4		Same, C. L.....	6	
In sacks or barrels, L. C. L., 20% higher than C. L. Rate.			Door or window, of wire, in bundles, boxes or crates, L. C. L.....	2	
Same, C. L.....	0		Door or window, of wire, owner's risk of breakage, C. L.....	6	
Salt cake; see Cake.			N. O. S., of wire, owner's risk of breakage.....	D1	
Saltpetre, L. C. L.....	5		Screws, viz.:		
Same, C. L.....	6		Bench, packed.....	4	
Salts, viz.:			Iron or steel; see Iron and Steel articles.		
Antimony, in barrels, half-barrels or kegs.....	1		Tobacco; see Machinery and Machines.		
Bleaching, in barrels or casks	6		Wood, in casks or boxes.....	2	
Same, N. O. S.....	4		Scythes; see Agricultural implements.		
Epsom, in barrels or casks, L. C. L.....	5		Scythe stones.....	3	
Same, N. O. S., L. C. L.....	4		Sea coal; same as Facings, coal or iron.		
Epsom, C. L.....	6		Sea grass, seaweed or salt hay, pressed in bales, L. C. L.....	3	
Samp; same as Hominy.			Same, C. L.....	D	
Sand, viz.:			Seals, car, boxed.....	4	
Sand, C. L.....	P		Seamers, for shaping roofing tin; see Machinery and Machines.		
Monozite, value limited to \$20.00 per ton, L. C. L.....	3	4	Seat awnings and aprons; see Vehicle materials.		
Same, C. L.....	5		Seats, viz.:		
Moulding.....	5		Locomotive cab, spring.....	2	
N. O. S., in barrels, L. C. L.....	6		School; see Furniture.		
Saratoga chips; same as Crackers.			Vehicle; see Vehicle materials.		
Sardines; see Fish.			Water-closet; see Water-closet seats.		
Sash, viz.:			Seed, viz.:		
Glazed, L. C. L.....	1	4	Clover, L. C. L.....	3	
Same, C. L.....	5	6	Same, C. L.....	5	6
Unglazed, knocked down, in bundles, crated, L. C. L.....	3		Corn, in boxes.....	2	
Same, C. L.....	6		Same, in barrels or sacks.....	5	
Unglazed, N. O. S.; same as Blinds.			Cotton, hulled.....		3
Sash weights; see Iron and Steel articles.			Cotton, 2,000 pounds or over, L. C. L.....	6	
Sauce, pepper, in glass, packed	1	2	Same, less than 2,000 pounds	3	
Sauce, N. O. S.....	1		Same, C. L.....	D	
Sauerkraut in barrels.....	4	6	Flax, L. C. L.....	3	
Sausage and sausage casings; see Meats.			Same, C. L.....	6	
Sawbucks, wooden, in bundles	3		Garden, L. C. L.....	2	
Same, knocked down, in crates or boxes.....	5		Same, C. L.....	4	
Sawdust, in barrels.....	6		Same, returned over same line by which originally forwarded.....	6	
Saw mills; see Machinery and Machines.			Grass.....	3	
Saw plates, circular, steel, not finished or teeth cut there-in.....	6		Hemp, L. C. L.....	3	
Saws, viz.:			Hemp, C. L.....	6	
Buck, in bundles.....	1		Linseed.....	3	
Same, in crates or boxes.....	2		Millet, L. C. L.....	3	5
Circular, with frames.....	1½		Same, C. L.....	5	6
Circular, on boards.....	1		Mustard.....	3	
Drag.....	1		Peach stones, packed.....	6	
Drag, with horse power.....	5		Peach stones, in bulk, C. L.....	6	6
N. O. S., loose.....	1½		Sorghum, L. C. L.....	3	
N. O. S., on boards.....	1				
N. O. S., boxed.....	2				
Scale board; see Board, scale.					
Scales — automatic weighing machines; see Machinery and Machines.					
Scales and scale beams, viz.:					
Manufactured wholly of iron; see Iron and Steel articles.					
N. O. S., unboxed, wrapped...	1				
N. O. S., knocked down, packed.....	2				



S	Class.	Class if Released.	S	Class.	Class if Released.
Same, C. L.....	5	6	In barrels, half-barrels, quarter-barrels or drums; same as in kegs.		
Timothy, L. C. L.....	3		In paper bags, boxed and strapped.....	4	
Same, C. L.....	5	6	In kegs or double-sacks.....	6	
N. O. S.....	2		Shovels; see Agricultural implements.		
Separators; see Agricultural implements.			Show cards; see Signs.		
Settees; see Furniture.			Show cases; see Glass and Glassware.		
Shade frames and fixtures; see Iron and Steel articles.			Shrinkers, benders and upsetters, tire.....	2	
Shadmes; see Fish.			Shrubby; see Trees.		
Shaftings; see Machinery and Machines.			Shucks, or Husks in bales, L. C. L.....		6 K
Shafts; see Vehicle materials.			Shucks, or Husks in bales, C. L.		
Shavings, cork; see Cork.			Shutters, iron; see Iron and Steel articles.		
Shavings and chips, brewers', pressed in bales.....	6		Shuttle blocks, packed, L. C. L.	6	
Sheathing, asbestos; see Asbestos products.			Shuttle blocks, packed, C. L.....	A	
Sheathing, metallic, boxed, crated or in bundles, wired.....	3		Shuttles, packed.....	5	
Sheep dip, liquid or powdered, in packages.....	4		Sideboards; see Furniture.		
Sheetings; see Dry goods.			Siding, steel, stamped in imitation of brick; see Iron and Steel articles.		
Shellac; see Gum.			Sieves or riddles, with tin or wooden frames, viz.:		
Shellers; see Agricultural implements.			Not nested, loose or in bundles, L. C. L.....		3T1
Shells, viz.:			Nested, wire in bundles, not crated, L. C. L.....		1½
Bomb, old; same as Iron castings.			Nested, crated, L. C. L.....	2	
Lake, small, in barrels, value limited to fifty cents per barrel, prepaid, viz.:			Not nested, crated.....		D1
If not for street or road paving purposes and so specified in bill of lading.....		5	Nested, wired in bundles or in crates, C. L., minimum weight 20,000 pounds.....	4	5
If for street or road paving purposes and so specified in bill of lading, C. L.....		A	Tin, nested (boxed or crated)	2	
Oyster, ground, in barrels or kegs.....	A		Same, not nested (boxed or crated).....	D1	
Oyster, ground, to be used for fertilizer purposes, when consigned to fertilizer factories, C. L.; same as Fertilizers.			Signs, viz.:		
Sea, prepaid, L. C. L.....	D1	1	Card, metallic or wood, boxed, prepaid.....	2	
Same, C. L.....	5		Glass; see Glass and Glassware.		
Shelves, brick, drying; see Brick drying shelves.			Trade, not glass, prepaid.....	1	2
Shingle bands, iron; see Iron and Steel articles.			Silex, in barrels.....	6	
Shingles, viz.:			Silicates, peroxides of, in barrels.....	3	5
Metallic, boxed, L. C. L.....	4		Silk, raw, viz.:		
Same, C. L.....	6		Value not specified, taken only by special contract.		
Wooden, C. L.; same as common Lumber.			Value specified greater than \$1.00 per pound and less than \$5.00 per pound (see Rule 6).....	3T1	
Wooden, L. C. L., twenty per cent. higher than class K.			Value limited to \$1.00 per pound (see Rule 6).....	D1	
Ship-stuff; see Mill stuff.			Silverware, plated; see Plated ware.		
Shirtings; see Dry goods.			Same, solid, not taken.		
Shirts.....	1		Singletrees; see Vehicle materials.		
Shoddy, viz.:			Sinks, iron; see Iron and Steel articles.		
In bags or sacks.....	2		Sinks, soap-tone.....	1	3
In crates.....	3		Sizing, for factories.....	5	
In bales, described as such.....	4		Skins, vehicle; see Iron and Steel articles.		
Shoe findings; see Findings.			Skelp iron; see Iron and Steel articles.		
Shoe lasts; see Lasts.			Skewers, butchers', wooden.....	4	
Shoe pegs; see Pegs.			Skins; see Hides.		
Shoe polish; see Polish.			Slashene, in barrels; same as Paste, in barrels.		
Shoes; see Boots.			Slashene, N. O. S.; see Washing compounds.		
Shoes, horse and mule; see Iron and Steel articles.			Slate billiard table beds.....	1	
Shooks, and headings, in bundles, for barrels, C. L.....	O				
Shorts; see Mill-stuff.					
Shot, viz.:					
In bags or boxes.....	2				

S	Class.	Class if Released.	S	Class.	Class if Released.
Slate blackboards; see Blackboards.			Sulphate, L. C. L.....		6
Slate cisterns, packed.....	2	3	N. O. S., in kegs, boxes or drums.....		5
Slate curbing or fencing, L. C. L.....	4	5	Same, in wooden cans or drums, metal lined.....		5
Same, C. L.....	5	6	Soda fountains; see Fountains		
Slate, ground, in bags; same as Roofing slate.			Soda Fountain retorts; see Retorts.		
Slate lintels, window sills, copings, stairways and ridge poles, L. C. L.....	3	4	Sofas; see Furniture.		
Same, C. L.....	4	5	Softener, cotton or wool, in barrels.....	B	5
Slate pencils; see Pencils.			Same, N. O. S.....	5	5
Slate mantels; see Mantels.			Solder.....		5
Slate roofing; see Roofing.			Sorghum, in barrels or hogsheds.....	5	6
Slates, school, L. C. L.....	3		Spades; see Agricultural implements.		
Same, C. L.....	5		Spaghetti; see Macaroni.		
Slats, viz.:			Spark arresters, L. C. L.....	D1	
Bed; see Furniture.			Specimens, mineral in the rough, boxed, O. R. B., prepaid.....		4
Trunk; see Trunk slats.			Spelter, in slabs or casks.....	5	
Wooden, twelve inches or less in length, two inches or less in width, prepared, boxed, L. C. L.....	4		Spices; see Pepper.		
Sledges; see Iron and Steel articles.			Spiegel eisen, L. C. L.....	6	
Sleds, log; see Vehicles.			Same, C. L.....	A	
Sleighs; see Vehicles.			Spikes; see Iron and Steel articles.		
Slush, soap stock or similar material for manufacturing soap, in barrels.....	6		Spindle boxes; see Boxes, empty.		
Smokestacks (ship's option, see Rules 18 and 23)	1		Spindles, packed.....	6	
Snaths; see Agricultural implements.			Spiritine, viz.:		
Snuff, viz.:			In cans, boxed, L. C. L.....	D1	2
In jars, not packed.....	D1		In barrels, L. C. L.....	3	
Same, packed.....	2		In packages, C. L.....	6	
In casks, barrels or boxes.....	2		Splices, see Iron and Steel articles.		
Soap, viz.:			Spokes, rims and hubs, and other wood for vehicles, rough or finished, packed or in rolls, strapped or securely tied in bundles; spokes, rough, unturned, crated or in bundles, C. L.....	A	
Castile and fancy.....	2		Spokes, rough or finished, packed or in rolls, strapped or securely tied in bundles, L. C. L.....	A	
Common, in boxes, and so described on package.....	6		Sponge.....	D1	
Same, in barrels; same as Soap, common, in boxes.			Sponge, iron; see Iron and Steel articles.		
Soap powders.....	5		Spools, paper, wooden, empty.	6	
Soap softener, liquid, in barrels.....	4		Spools, cotton, to be refilled.....	6	
Soap stock; same as cotton seed oil			Spools (parts of cotton and woolen mill machinery); see Machinery.		
Soap-stone, viz.:			Spool barrels, packed.....	6	
Crude, in barrels or casks, value limited to \$10.00 per ton (see Rule 6); same as Cement.			Spouts; see Conductors.		
Crude, C. L.....	P		Sprayers, garden; see Agricultural implements.		
Ground, in barrels or bags, value limited to \$20.00 per ton (see Rule 6), L. C. L.....	5		Spreaders; see Agricultural implements.		
Same, C. L.....	6		Spring seats for locomotive cabs; see Seats.		
Soapstone foot warmers and griddles, owner's risk of breakage.....	3	5	Springs, viz.:		
Soda, viz.:			Bed; see Furniture.		
Bicarbonate of, in sacks.....		5.	Car, iron, see Iron and Steel articles.		
Same, in boxes, barrels or kegs, or in wooden, paper, pasteboard or iron drums, or in wooden cases.....	5		Car, rubber, loose.....	4	
Caustic, in wooden barrels.	4		Car, rubber, boxed.....	5	
Same, in iron casks or drums.....	6		Furniture; see Furniture.		
Nitrate, L. C. L.....	6		Seat; see Iron and Steel articles.		
Same, C. L.; see Fertilizers, C. L.			Vehicle; see Iron and Steel articles.		
Silicate.....	6		Wire, loose or in bundles, not taken.		
Soda Ash, in bags, any quantity.....	A		Wire, N. O. S., packed in boxes.....		2
Same, N. O. S., and sal soda	6				



S	Class.	Class if Released.	S	Class.	Class if Released.
Same, packed in barrels or casks.....	3		Stone dust; see Marble and Granite.		
Sprinklers, automatic, in boxes.....	2		Stoneware; same as Earthenware.		
Sprinklers, street; see Vehicles.			Stools, piano; see Furniture.		
Stackers, straw; see Agricultural implements.			Stop-cock boxes; see Iron and Steel articles.		
Stage coaches; see Vehicles.			Stove boards, boxed or crated	3	
Stairways, slate; see Slate.			Stove pipe; see Pipe.		
Stairwork; see Woodwork.			Stoves, viz.:		
Stanchions, cattle.....	6		Alcohol, gas, gasoline, oil and vapor, viz.:		
Stand pipe; see Iron and Steel articles.			With skeleton frames, boxed or crated, L. C. L.....	1½	1
Stands, viz.:			Without skeleton frames, boxed or crated, L. C. L.....	1	2
Barrel; see Racks.			With or without skeleton frames, boxed or crated or loose, C. L., minimum weight 20,000 pounds.....	3	5
Hall; see Furniture.			Stoves, N. O. S., stove plates, stove furniture and hollow ware (shipped with stoves), L. C. L.....	1	3
Music; see Furniture.			Same, C. L., minimum weight 20,000 pounds.....	3	5
Revolving display; see Furniture.			Straw; pressed in bales, L. C. L.....		6
Staples see Iron and Steel articles.			Strawboards; see Paper.		
Starch, viz.:			Straw bottle covers; see Covers.		
In bags.....	2		Straw braid, for manufacture of straw hats, in bales, value limited to \$50.00 per bale.....	2	
In boxes.....	3		Straw goods; same as Dry goods, N. O. S.		
In barrels, kegs or casks.....	5		Street sprinklers; see Vehicles.		
Stationery.....	2		Stretcher, artists; see Artists' stretchers.		
Statuary, viz.:			Stretchers, fence, packed or in bundles.....	3	
Iron; see Iron and Steel articles.			Stripes, domestic; see Dry goods.		
Marble or granite, owner's risk of breakage, chafing or chipping.....		DI	Stucco powder, C. L.....	A	
Marble or granite, value limited to forty cents per cubic foot.....		DI	Stuffing, for hoofs; see Hoof stuffing.		
Statues, at option of initial road or steamer.....	3TI	DI	Stump pullers; see Machinery and Machines.		
Staves; same as Common Lumber.			Sugar, viz.:		
Stay guards, steel, for fence wire; see Wire, fence.			In boxes, not strapped.....	2	4
Steamers, feed; see Evaporators; see Agricultural implements.			Same, strapped.....	4	5
Steam gauges; see Machinery and Machines.			In barrels or hogsheads.....	6	
Steam heaters; see Radiators.			In single sacks.....	2	4
Steam shovels; same as Locomotives; see Railroad rolling stock equipment.			In double sacks; same as in Barrels.		
Steam yachts; see Boats.			Grape sugar.....	6	
Stearine; same as Tallow.			Sugar cane, prepaid.....	6	
Steel, packed or unpacked; see Iron and Steel articles.			Sugar rollers; see Machinery and Machines.		
Steel blooms and billets; see Iron and Steel articles.			Sulkies; see Vehicles.		
Steel stay guards, for fence wire; see Wire, fence.			Sulphates; see Ammonia, Potash and Soda.		
Steel yards, unboxed.....	1		Sulphur; same as Brimstone.		
Steel yards, packed, knocked down.....	2		Sulphur ore; see Ore.		
Stereotype plates, boxed.....	1		Sumac, viz.:		
Stereotype plates, newspaper, old, returned to manufacturers, packed.....	3		Ground, in bags or barrels, L. C. L.....	4	
Stills, viz.:			Same, C. L., minimum weight 20,000 pounds.....	5	
Copper, crated.....	3TI		Leaf, C. L., minimum weight 16,000 pounds.....	5	K
Iron, L. C. L.....	DI		Leaf, L. C. L.....	3	5
Same, C. L.....	4		Stone, rubble or crushed, car loads 40 per cent. less than Class L.		
Stirrups; see Saddlery.			Sumac extract, dry, in boxes... Same, liquid, in barrels or casks.....	1	
Stone, viz.:				4	5
Artificial, architectural, owner's risk of breakage; same as Terra cotta.					
Lithographic.....	1	2			
N. O. S.; see Marble and Granite.					

S	Class.	Class if Re-leased.	T	Class.	Class if Re-leased.
Surgical instruments, boxed...	D1		N. O. S.....	3T1	
Swage blocks; see Iron and Steel articles.			Tapioca, in bags, boxes or barrels.....	3	
Sweepings, cotton; see Cotton sweepings.			Tar, in barrels, L. C. L.....	8	
Swings, wooden, portable; same as Hammocks, portable.			Same, in barrels or casks, C. L.....	K	
Switches and switch-chairs; see Iron and Steel articles			Tar, in cans, boxed or crated, L. C. L.....	4	
Syrups, viz.:			Same, C. L.....	5	
Manufactured of cider, in barrels, half-barrels, hogs-heads or casks.....	5	6	Targets, sportsmen's, flying, in barrels or boxes, L. C. L.....	1	3
N. O. S., in glass or stone, boxed.....	1	2	Same, sportsmen's flying, C. L.....	3	5
Same, in kegs or in cans, boxed.....	3	4	Tea.....	1	
Same, in barrels or in hogs-heads.....	5	6	Teasles.....	D1	
			Teazle cloth; see Dry goods.		
			Tedders, horse; see Agricultural implements.		
			Telegraph cross-arms and insulator brackets or pins. Same, without pins; Lumber rates.	6	
			Telephones, boxed.....	3T1	D1
			Tents, tent poles and pins.....	2	
			Terne-plate; same as Tin plate.		
			Terra cotta, viz.:		
			Architectural, packed in boxes, crates, casks or tierces, L. C. L.....	2	4
			Architectural, C. L.....		6
			N. O. S.....	2	3
			Terra japonica.....	4	
			Tete a-tetes; see Furniture.		
			Theatrical paraphernalia; see Scenery.		
			Thread (including ball sewing, product of cotton factories).....	1	
			Threshers; see Agricultural implements.		
			Tickings; see Dry Goods.		
			Ties, cotton; see Cotton ties.		
			Ties, hay.....	A	
			Tile, viz.:		
			Drain and roofing; see Pipe.		
			Fire, for lining, etc.....	4	
			Floor and marble.....	4	
			Hollow, fireproof, C. L.....	4	A
			Sidewalk, combined iron and glass, L. C. L.....	3	4
			Same, C. L.....	4	5
			Tin, viz.:		
			Japanned, in sheets, owner's risk of wet and rust.....		3
			In shape, for manufacture of cans, nested solid, no other goods in same package.....	4	
			Pig and block.....	5	
			Scrap, in rolls or bundles, wired or crated.....	6	
			Tin foil in boxes.....	2	
			Tin flour receptacles; same as Cans, empty.		
			Tin plate, in boxes, charged at actual weight, L. C. L.....	4	5
			Same, C. L.....	5	6
			Tin roofing, in rolls.....	5	
			Tin tags, lettered, in boxes or barrels, prepaid.....	4	
			Tin tags, not lettered, in boxes or barrels.....	4	
			Tin trunk covering, see Trunk covering.		
			Tinners' trimmings, N. O. S.....	2	
			Tinware, N. O. S., L. C. L.....	3	
			Same, C. L.....	4	
Tables; see Furniture.					
Tackle, fishing; see Fishing tackle.					
Tacks, iron; see Iron and Steel articles.					
Tacks, N. O. S.....	2				
Tags, tin; see Tin tags.					
Tails, cattle.....	4				
Talc.....	6				
Tallow, in barrels.....	B				
same, N. O. S.....	5				
Tamarinds, in boxes or kegs.....	2				
Tan bark, stick, in sacks, L. C. L., 20 per cent. higher than class K.					
Tan bark, stick, C. L.; same as Common Lumber.					
Tanks, viz.:					
Iron or steel, not over thirty feet long; same as Boilers.					
Oil, cellar or stove, owner's risk of breakage, viz.:					
Empty, loaded in box cars.		D1			
Empty, requiring flat or gondola cars, minimum weight 5,000 pounds each.		1			
Empty, with pump, hood and measures inside of can, boxed or crated.....		1			
Empty, oil storage, loaded lengthwise and strapped to flat cars; same as Tank cars.					
Tank cars, when furnished by shippers for the transportation of coal oil and its products, cotton seed oil, turpentine or other commodities transported in tank cars, transportation companies will pay three fourths cent per mile run each way, and will return the empty tank to the point of shipment without charge.					
Oil tank wagons; see Vehicles.					
Water-closet; see Water-closet tanks.					
Wooden, capable of being loaded in box cars, boxed or crated, set up.....	2				
Wooden, N. O. S., set up.....	D1				
Wooden, packed, knocked down.....	6				



T	Class.	Class if Released.	T	Class.	Class if Released.
Tipples; see Chutes.			Tools, mechanics', boxed.....	.2	
Tire benders and upsetters; see Shrinkers.			Toothpicks.....	2	
Tires, locomotive; see Iron and Steel articles.			Tops, vehicle; see Vehicle materials.		
Tires, wagon; see Iron and Steel articles.			Tow, in bales, uncompressed...	2	
Tobacco, samples, (Leaf), released, in boxes or cases, weighing not over 100 pounds; same as Leaf Tobacco, in Hogsheads.			Same, compressed.....	3	
Tobacco, loose in car, on the stick, loaded and unloaded by owners, C. L., 10,000 pounds minimum.....		4	Towers, viz.:		
Tobacco, stems, ground to be manufactured into fertilizers; same as Fertilizers.			Water, parts of fire department apparatus, viz.:		
Tobacco, unmanufactured, in boxes, crates, bales or baskets.....	3	4	If at actual weight, knocked down.....	D1	
Tobacco, unmanufactured, loose, not less than 16,000 pounds charged for.....	1	3	If requiring flat or gondola cars, minimum weight 5,000 pounds.....	1	
Tobacco, viz.:			Windmill; see Windmill towers.		
Cut, in boxes, barrels or bales.	1		Toys, viz.:		
Leaf, in cases.....	3		Banks, iron, boxed, solid, ses; same as Hardware boxed, N. O. S.		
Same, in bales, owner's risk of wet or heating.....		4	Blocks, alphabet and building, wood or stone.....	1	
Plug, in boxes or kegs.....	2	3	Drums, boxed, owner's risk... N. O. S.....	3T1 D1	
Smoking.....	1		Furniture, children's, L. C. L. Same, C. L., minimum weight 15,000 pounds.....	D1	
Unmanufactured, in casks or hogsheads.....	J		Same, C. L., minimum weight 15,000 pounds.....	1	
Tobacco barns; see Barns.			Hobby-horses, not boxed.....	4T1	3T1
Tobacco box material, in shooks, bundles or plank, rough or dressed, C. L.....		0	Hobby-horses, entirely boxed or crated, L. C. L.....	D1	
Tobacco Dryers, K. D., crated or in bundles.....		6	Same, C. L., minimum weight, 15,000 pounds.....	1	
Tobacco granulators and cleaners; see Agricultural implements.			Iron, N. O. S., solid cases.....	2	
Tobacco, scrap, same as Leaf Tobacco.			Seds or sleighs, children's, in bundles, L. C. L.....	D1	
Tobacco screws and fixtures; see Machinery and Machines.			Same, C. L., minimum weight 15,000 pounds.....	1	1½
Tobacco stems, in hogsheads or bales.....	6		Trunks.....		
Tobacco sticks, any quantity, prepaid.....		A	Wagons or carriages (dog), children's, L. C. L.....	D1	
Tobacco sticks, Flues, Baskets and Furnaces, in mixed car loads, 10,000 pounds minimum.....	4	6	Same, C. L., minimum weight 15,000 pounds.....	1	
Tobacco sticks, rough, not wired; same as common Lumber.			Wagons, N. O. S., set up, L. C. L.....	D1	
Tobacco sweepings, viz.:			Wagons, N. O. S., knocked down, packed.....	1	
In bags, bales, barrels or casks, for fertilizer purposes, and so certified on bill of lading or shipping receipt, value limited to \$10.00 per ton; see Fertilizers.			Wagons, N. O. S., children's, C. L., minimum weight 15,000 pounds.....	1	
N. O. S., packed.....	6		Wax show figures.....	D1	
Toe calks; see Iron and Steel articles.			Wheelbarrows, children's, in bundles, L. C. L.....	D1	
Tombstones; see Monuments.			Same, C. L., minimum weight 15,000 pounds.....	1	
Tongue, viz.:			Mixed packages of toys.....	D1	
Deer, in barrels, bales or boxes, value limited to six cents per pound, L. C. L.....	3		Mixed car-loads, minimum weight 15,000 pounds.....	1	
Same, C. L.....	5		N. O. S.....	1	
N. O. S.; see Meats.			Trains, sugar; see Agricultural implements—Mills.		
Tonqua beans; see Beans.			Traps, viz.:		
Tools, edge.....	2		Animal, iron or steel; see Iron and Steel articles.		
			Clay pigeon or glass ball, in bundles, crates or boxes.....	3	5
			Fly.....	D1	
			Mouse and rat.....	1	
			Sewer gas or grease, viz.:		
			Iron; see Iron and Steel articles.		
			Lead, loose.....	2	3
			Lead, in barrels or boxes.....	3	4
			Traveling bags; see Bags.		
			Trays, brick; see Brick trays.		
			Trays, gas, wooden, in packages, L. C. L.....	2	
			Same, C. L.....	4	
			Tree labels, wooden; see Labels, tree, wooden.		

T	Class.	Class if Re-leased.	T	Class.	Class if Re-leased.
Tree nails, C. L., 20% higher than class P.			Bath, iron; see Iron and Steel articles.		
Tree nails	6		Bath, nested	2	
Tree protectors iron; see Iron and Steel articles.			Iron, galvanized, closely nested; see Iron and Steel articles.		
Trees and shrubbery, viz.:			Soapstone	1	3
In bales, prepaid or guaranteed, L. C. L.	D1	2	Wash or laundry, iron; see Iron and Steel articles.		
Same, C. L.	1	3	Wash or laundry, legs of	1	3
In boxes, prepaid or guaranteed, L. C. L.	1	3	Wooden tubs, N. O. S., pails or firkins, nested, covers thereof nested, L. C. L.	1	3
Same, C. L.	2	5	Same, C. L., minimum weight 20,000 pounds	4	6
In bulk, C. L., owner's risk of loss or damage by heating, freezing or improper packing, loaded and unloaded by owners, prepaid or guaranteed	2	4	N. O. S.; same as Woodenware.		
Plants, strawberry, in baskets without over top handles		1	Tumbler washers; see Washers.		
Plants, N. O. S., in bales		D1	Tumblers; see Glass and Glassware.		
Same, in covered baskets		D1	Turf, grass, in bundles or crates, L. C. L.		6
Same, in boxes or crates		1	Same, C. L.		A
Tricycles; see Vehicles.			Turnips; see Vegetables.		
Tripe; see Meats.			Turn-buckles; see Iron and Steel articles.		
Tripoli	4		Turntables; see Machinery and Machines.		
Troughs, eave, galvanized iron; see Iron and Steel articles.			Turpentine, crude, in barrels, L. C. L.	8	
Trucks, viz.:			Same, in barrels, casks or tank cars, C. L.	6	
Car; see Iron and Steel articles.			Turpentine, spirits of, viz.:		
Electric motor, L. C. L.	5		In cans, boxed	D1	2
Same, C. L.	6		In barrels, L. C. L.	8	
Warehouse and factory	3		In barrels, casks or tank cars, C. L.	6	
Trunk clamps, metal, in boxes	2		Tuyeres	2	
Trunk covering, iron or tin, boxed, L. C. L.	2	3	Twines, viz.:		
Same, C. L.		4	Binders' packed in bales, L. C. L.	3	
Trunk slats, wooden, twenty-four inches in length or over, two inches wide, one-half inch or more thick, in bundles or crates, L. C. L.	4		Same, C. L.	6	
Same, C. L.	6		Cotton; see Dry goods		
Trunks, viz.:			Paper, when so described on package	3	
Corded or wrapped, filled with personal effects	3TI	1	N. O. S.	3	
Corded or wrapped, empty or filled with merchandise	1		Type, boxed	2	
Not corded or wrapped, filled with merchandise	D1		Type, old, in boxes, barrels or kegs	3	
Packing, nested	1		Type metal, in pigs	4	
Sample, empty	D1	1	Typewriters, boxed	D1	1
Sample, or other kinds, when containing samples, should take the classification provided for trunks filled with merchandise.					
N. O. S.	D1		<b>U</b>		
Tubes, viz.:			Umbrellas, boxed	1	
Carbonic acid gas; see Cylinders.			Urns, iron; see Iron and Steel articles.		
Iron, for holding of acids; see Iron and Steel articles			<b>V</b>		
Paper, for winding yarn thereon, boxed; see Paper tubes.			Valves, metal, boxed	2	
Pasteboard, for use in cotton factories, packed	2		Valves, metal, in barrels, kegs or casks	3	
Tubing, iron; see Iron and Steel articles.			Varnish, viz.:		
Tubs, viz.:			In cans, not boxed	1	
Bath, not boxed	D1		Same, boxed	2	
Bath, boxed	1		In barrels, casks or kegs, L. C. L.	3	
Bath, folding, wrapped, crated	1	2	Same, C. L.	4	
			Vaseline, in glass, packed	1	
			Vaseline, in cans, packed	2	
			Vaults and vault work; see Iron and Steel articles.		
			Vegetables, desiccated	4	
			Vegetables, in cans, L. C. L.	4	
			Same, C. L.	5	
			Vegetables, not canned or desiccated, viz.:		



V	Class.	Class if Released.	V	Class.	Class if Released.
NOTE.—Mixed car loads of apples, beets, cabbage, carrots, onions, potatoes and turnips may be taken at the same rate as straight car loads of either article.					
Beets, in barrels.....	3	6	power), single.....	D1	
Same, in barrels, crates, boxes or in bulk, C. L.....	3	6	Same, C. L., two or more on a car, minimum weight 20,000 pounds.....	5	
Cabbages, packed, L. C. L.....	3	6	Carriages, buggies, and trotting wagons, viz.:		
Same, in crates, boxes or in bulk, C. L.....	3	6	Set up, L. C. L.....	4T1	3T1
Carrots, in barrels.....	3	6	Knocked down, boxed or well crated, package exceeding fifty inches in height, L. C. L.....	3T1	D1
Same, in crates, boxes or in bulk, C. L.....	3	6	Same, package exceeding thirty inches, but not exceeding fifty inches in height, L. C. L.....	D1	1½
Onions, in sacks, L. C. L.....	3	5	Same, package not exceeding thirty inches in height, L. C. L.....	D1	1
Same, in barrels or crates, L. C. L.....	3	6	Boxed or well crated, C. L., minimum weight 10,000 pounds.....	1	2
Same, in barrels, crates, boxes, sacks or in bulk, C. L.....	3	6	Loose, C. L.....	3	4
Potatoes, in sacks, L. C. L.....	3	5	Carriages and wagons, children's, viz.:		
Same, in barrels, actual weight, L. C. L.....	3	6	Set up, not boxed.....	3T1	
Same, in barrels, crates, boxes, sacks or in bulk, C. L.....	3	6	Same, boxed.....	D1	
Turnips, L. C. L.....	3	6	Knocked down, in boxes, bundles or crates.....	1	
Same, in barrels, crates, boxes or in bulk, C. L.....	3	6	Carts, viz.:		
N. O. S., prepaid or guaranteed.....	3	6	Barrel, wheels and shafts detached and crated, L. C. L.....	2	4
Vegetole (a compound of lard), packed in cases, tubs, half barrels, barrels or tierces.....		B	Same, C. L.....	4	6
Vehicles, viz.:			Clay, for use on portable railways; see Brick trucks		
Barrows, furnace charging, viz.:			Farm and lumber; see Wagons.		
Set up, L. C. L.....	3		Road, village or pleasure; same as Carriages, buggies and trotting wagons.		
Wheels and movable iron parts, detached, L. C. L.....	4		Drays; same as Wagons, farm.		
Same, C. L.....	6		Fire extinguishers on wheels (not steam fire engines, hose reels, etc.); see Extinguishers.		
Bicycles, tricycles or velocipedes, viz.:			Gigs and sulkies; same as Carriages, buggies and trotting wagons.		
Knocked down, boxed, L. C. L.....	1		Hearse, single.....	4T1	3T1
Knocked down, crate, L. C. L.....	D1		Hose reels and hook and ladder trucks; same as Carriages, buggies and trotting wagons.		
Knocked down partly, boxed or crated, L. C. L.....	D1		Oil tank wagons, viz.:		
Knocked down, C. L.....	3		Knocked down.....	1	
Set up, securely boxed (not boxed not taken), L. C. L.....	1½		Requiring flat or gondola cars, minimum weight, 4,000 pounds each.....	1	
Set up, crated (not crated not taken), L. C. L.....	3T1		N. O. S., minimum weight 3,000 pounds each.....	1	
Set up, C. L.....	3		Omnibuses, single.....	4T1	3T1
Velocipedes, railroad.....	1		Omnibuses, C. L., two or more on a car, minimum weight 20,000 pounds.....	5	
Brick trucks and clay carts, manufactured of iron and wood, for use on portable railway tracks, viz.:			Sleds, log; see Wagons, farm.		
Set up, L. C. L.....	4		Sleighs; same as Carriages, buggies and trotting wagons.		
Smaller parts boxed, L. C. L.....	5		Stage coaches, single.....	4T1	3T1
Set up or knocked down, C. L.....	6		Street sprinklers, L. C. L.....	D1	1½
Cars, viz.:			Same, C. L.....		4
Cane; same as Cars, logging or mining.			Velocipede, bicycle or tricycle parts; see Vehicle materials.		
Coke or larries; same as Cars, logging or mining.			Wagons or wagonettes, N. O. S.; same as Carriages, buggies and trotting wagons.		
Logging or mining, set up, L. C. L.....	4				
Logging or mining, smaller parts boxed, L. C. L.....	5				
Logging or mining, set up or knocked down, C. L.....	6				
Street or tramway (operated either by steam, cable, horse or electric					

V	Class.	Class if Re-leased.	V	Class.	Class if Re-leased.
Wagons, mining; see Cars, logging and mining.			Tops, carriage and buggy, viz.:		
Wagons and carts, farm or lumber, viz.:			Set up, boxed or crated.....	3T1	
Set up, L. C. L.....	D1	1½	Knocked down flat, folded or wrapped.....	D1	1½
Taken apart and thoroughly knocked down, L. C. L.....	3	4	Same, boxed or crated.....		
Set up or knocked down, C. L.....	4	6	Velocipede, bicycle or tricycle rims, or other parts, N. O. S., in packages.....	1	
Vehicle materials, viz.:			Wheels, carriage and wagon, finished, in crates or bundles (loose, not taken), L. C. L.....	2	
Bodies; see Wheels.			Wheels and bodies, unfinished, L. C. L.....	3	
Box rods, wagon, in bundles; see Iron and Steel articles.			Same, C. L., minimum weight 15,000 pounds.....	5	
Boxes and skeins, iron; see Iron and Steel articles.			Wagon parts, wood, unpainted, N. O. S., knocked down and packed in crates or bundles.....	5	
Boxes and skeins, iron, shipped on axles; see Iron and Steel articles.			Velocipedes; see Vehicles.		
Brakes, wagon; see Iron and Steel articles.			Veneering, not boxed.....	D1	
Brake ratchets, wagon, iron; see Iron and Steel articles.			Same, boxed.....	1	
Dashers, buggy, boxed or crated.....	1		Vermicelli; see Macaroni.		
Fifth wheels, viz.:			Vinegar, viz.:		
Loose or tied in bundles or in boxes.....	2		In wood.....	4	5
Packed in barrels, casks or kegs.....	5		Same, prepaid.....	5	6
Gears, platform wagon, in the white, without springs or axles, L. C. L.....	2		N. O. S.....	1	2
Mining car material, L. C. L.....	5		Vinegar shavings or chips, in bags.....	5	
Same, C. L.....	6		Vises, iron; see Iron and Steel articles.		
Running gears, viz.:			Vitriol, blue; see Bluestone.		
Speeding, training, phaeton, vilage or road cart.....	D1				
Ironed and in the white, in bundles or crates, set up.....	1½				
Ironed and in the white, in bundles or crates, knocked down.....	1				
Seat awnings and aprons, wagon, not leather, knocked down flat.....	2				
Seats, carriage, buggy and wagon.....	2				
Shafts and poles, carriage and buggy, fully wrapped, shipped separate from vehicles.....	D1	1			
Shafts, poles and wheels, parts of farm or lumber wagons, L. C. L.....	3	4			
Same, C. L.....	4	6			
Shafts, bows, telloes, single-trees, spokes, hubs and rims, wood, unfinished, L. C. L.....	4	5			
Same, C. L.....	5	6			
Single-trees and double-trees, viz.:					
Finished, boxed, crated or in bundles.....	2				
Ironed and partly finished, boxed or crated.....	4				
Ironed and partly finished, in bundles.....	4				
Same, C. L.....	6				
Spokes, finished.....		2			
Springs, seat and carriage, iron; see Iron and Steel articles.					
Tires, wagon; see Iron and Steel articles.					
			Wadding.....	D1	
			Wagon jacks; see Jackscrews.		
			Wagons; see Vehicles.		
			Wainscoting; see Woodwork.		
			Wall cases; see Furniture.		
			Wall finish, viz.:		
			Alabastine, Anti-Kalsomine, Gypsine, Kalsomine, Lime (liquid), Muraine, and Muresc, in kegs, barrels or boxes.....	6	
			Walnuts; see Nuts.		
			Warrobes; see Furniture.		
			Warp; see Dry goods.		
			Washboards, L. C. L.....	3	
			Same, C. L.....	5	
			Washboards, clothes props and clothes pins, mixed, C. L.....	5	
			Washers, iron; see Iron and Steel articles.		
			Washers, tumbler, fully boxed	3T1	1
			Washing or scouring compounds (not soap powders).....	4	
			Washing crystals.....	4	
			Washing fluid, in carboys, boxed.....	1	
			Washstands; see Furniture.		
			Waste, viz.:		
			Cotton; see Dry goods.		
			Woolen, jute or tailings, in bags or sacks.....	2	
			Same, in crates.....	3	
			Same, pressed in baies.....	4	
			Water, viz.:		
			Aerated (such as moxie); same as Water, mineral.		
			Ammonia; see Ammonia, aqua.		
			Mineral, in glass or stone, packed, L. C. L.....	3	4



W	Class.	Class if Released.	W	Class.	Class if Released.
Same, C. L.....	5	6	Well; see Iron and Steel articles.		
Mineral, in wood, L. C. L.....	4	5	Wetstones, sand, packed.....	3	
Same, C. L.....	5	6	Wetstones, sand, when shipped with grindstones, and together therewith making a full car-load.....		A
Water closets, iron; see Iron and Steel articles.			Whips.....	1	
Water-closet cisterns, iron; see Iron and Steel articles.			Whiskey; see Liquors.		
Water-closet tanks and seats, wooden, crated or boxed.		3	White lead; see Lead, white.		
Water coolers and filters; see Filters.			Whiting, viz.:		
Water cranes; see Cranes, water.			In boxes.....	3	
Water gates, iron; see Iron and Steel articles.			In barrels.....	6	
Water meter boxes; see Meter boxes, water.			N. O. S.....	5	
Wax, viz.:			Wicking; see Dry goods.		
Bees.....	1		Willow reeds, in bales.....	2	
Paraffine.....	3		Willow ware.....	D1	
Sealing, fruit can or jar.....	3		Willow-ware baskets; see Baskets.		
N. O. S.....	1		Windlasses, iron; see Iron and Steel articles.		
Wax comb foundation; same as bee comb foundation.			Windmills, knocked down, in bundles or boxes.....	3	
Wax extractors, crated.....	1		Windmill towers, knocked down, or materials for (described as such) cut to dimensions or fitted, L. C. L.....		3
Webbing, backband; see Dry goods.			Same, C. L.....		5
Webbing, cotton; see Dry goods.			Window casings; see Woodwork.		
Wedges; see Iron and Steel articles.			Window shades and rollers.....	1	
Weighing machines; see Machinery and Machines.			Window shade cloth and holland; see Dry goods.		
Weights, folding bed; see Iron and Steel articles.			Window sills, slate; see Slate.		
Well curbing.....	2		Wine; see Liquors, alcoholic.		
Whalebone.....	1		Wines, high; see Liquors, alcoholic.		
Wheat, N. O. S.; same as Grain.			Wire, viz.:		
Wheat, cracked, viz.:			Copper and insulated, on reels or in coils.....	3	
In sacks.....	5		Coppered or steeled.....	4	
Same in boxes, barrels, kegs or drums.....	6		Iron or steel; see Iron and Steel articles.		
Wheelbarrows, viz.:			Mattress and bed spring, steeled or coppered, owner's risk of wet and rust, in coils, barrels or casks.....	4	6
Wood, set up, L. C. L.....	1½		N. O. S.....	3	
Iron, set up, L. C. L.....	3		Wire cable; see Cable.		
Iron or wood, with legs or sides, packed separately or in trays, L. C. L.....	3		Wire cloth, in rolls, L. C. L.....	2	
Iron or wood, knocked down flat, legs, wheels and handles detached and fastened to barrows, L. C. L.....	3		Same, C. L.....	6	
Iron or wood, knocked down flat, trays nested and strapped, racked or boxed, L. C. L.....	4		Wire cloth, in boxes, casks or crates, L. C. L.....	2	
Iron or wood, knocked down, trays nested and strapped, legs, wheels and handles packed separately, L. C. L.....	4		Same, C. L.....	6	
Iron or wood, C. L., minimum weight 20,000 pounds.....	6		Wire fence staples; see Iron and Steel articles.		
Wheel flanges; see Iron and Steel articles.			Wire fencing, iron.....	5	
Wheels, viz.:			Wire fencing, combination of wood and iron.....	5	
Agricultural implements, iron; see Agricultural implements.			Wire mattresses; see Furniture.		
Car; see Iron and Steel articles.			Wire netting (for covering cotton bales), in rolls; same as Wire fencing.		
Pulley; see Machinery and Machines.			Wire netting, in rolls, owner's risk of wet and rust, L. C. L.....		2
Vehicle; see Vehicle materials.			Same, C. L.....		4
Water; see Machinery and Machines.			Wire rope; see Rope.		
			Wire screens; see Screens.		
			Wire springs; see Springs.		
			Wire, steel stay guards for fence wire; same as Wire, fence.		
			Wire work, woven, tab'e, toilet and household articles, boxed or crated.....	D1	1

W	Class.	Class if Released.	Y	Class.	Class if Released.
Wire work, racks, stands, vases, signs and figures, boxed or crated.....	3T1	D1	N. O. S., in bags .....		1
Same, knocked down flat, boxed or crated.....	D1	1	N. O. S., in bags, two or more securely corded together, or pressed in bales.....		3
Wire goods, N. O. S., boxed.....	1		Wool softener; see Softener.		
Wood, viz.:			Woolen goods; see Dry goods.		
Cedar, in shape for lead pencils, packed, L. C. L.....	3		Woolen goods mixed with cotton goods; see Dry goods.		
Same, C. L.....	5		Wrenches; see Iron and Steel articles.		
Dye; see Dyewood.			Wringers, clothes, not packed	D1	
Wood, C. L.....	S		Same, packed.....	2	
Wood filler, liquid, in cans or pails, securely covered and crated or boxed, or packed in barrels or casks	4	5	<b>Y.</b>		
Wooden blocks, butchers'; see Blocks.			Yachts, steam; see Boats.		
Wooden butter dishes, packed in cases, L. C. L.....	5		Yarns, in Beams: same as yarn on spools.		
Wooden covers; see Covers.....			Yeast, in wood.....	3	
Wooden screws; see Screws.			Yeast cakes, in boxes.....	3	
Wooden skewers, butchers'; see Skewers.			Yeast powders; see Powders.		
Wooden ware, N. O. S. (not willow ware).....	1	3	Yellow metal, copper and zinc combination, in sheets or plates, boxed or crated....	2	
Wooden tobacco barn material, L. C. L.....		A	Yokes.....	1	
Same, C. L.....		O	<b>Z.</b>		
Woodwork, viz.:			Zinc, viz.:		
Balusters, wainscoting, stair work, paneling, window casings, all of oak or other hard woods, for inside finish of houses, in bundles, crates or boxes, L. C. L.....	2	4	In sheets or rolls.....	4	
Same, C. L.....	4	6	In casks.....	4	
Cornice, wooden, for windows, doors or inside finish, L. C. L.....	2		In blocks or pigs, L. C. L.....	5	
Same, C. L.....	4		Same, C. L.....	6	
Cornice, wooden, for outside finish; see Mouldings, wooden.			Zinc and copper composition; see Yellow metal.		
Wool, viz.:			Zinc chloride, dry.....	1	
Mineral.....	3	5	Zinc chloride, in glass, jugs or carboys, packed.....	1	
			Same, in barrels or kegs.....	4	
			Zinc cornices; see Cornices.		
			Zinc dust, in casks or barrels	6	
			Zinc ore; see Ore.		
			Zinc oxide.....	5	
			Zinc paints; see Paints.		
			Zincs, battery, in boxes or barrels, L. C. L.....	3	
			Same, C. L.....	3	
				6	



**EXCEPTION SHEET "A."**

Articles.	Class.	Class if Released.	Articles.	Class.	Class if Released.
Apples, cabbages, Irish and sweet potatoes, when delivered for shipment, must be shipped as sixth class, owner's risk, freight prepaid or guaranteed, unless instructions are given to the contrary requiring carrier's risk and non-payment of freight; then third class rates may be charged.			Live Stock (see estimated weight and maximum valuations below), L. C. L	2	4
Cottonseed hulls, L. C. L., 25 per cent. higher than C. L.			Live stock, carloads.....	3	N
Cottonseed hulls, pressed in bales or sacks, L. C. L.			Logs, saw.....	P	S
Fertilizers, including cotton seed meal and cotton oil cake, C. L.			Lumber, dressed or rough, L. C. L.		B
Fertilizers, L. C. L., 20 per cent. higher than C. L. rate.			Lumber, carloads, 24,000 pounds.....		P
Hay, fodder and straw, pressed in bales, L. C. L.		D	Marble or granite tombstones or Monuments, boxed or crated, valuation limited to 40 cents per cubic foot, freight prepaid at option of shipper or initial carrier, any quantity.....		4
Ice, in casks or bags, prepaid, L. C. L.		S	Merry-go-rounds, L. C. L., released.....		1
Ice, packed, L. C. L., 25 per cent. higher than C.L. rate			Same, C. L., 20,000 minimum		5
Ice, carloads.....		L	Salt, L. C. L.		K
			Stills (worm, crated).....	1	3
			Stills, copper (worm, crated)...	1	3
			Wool, washed, in bags, not pressed.....	2	
			Wool, unwashed, in bags, not pressed.....	4	
			Watermelons, C. L., prepaid or guaranteed.....		O

**ESTIMATED WEIGHT OF LIVE STOCK.**

One Horse, Mule or Horned Animal.....	2,000 lbs each.	Yearling Cattle.....	1,000 lbs. each.
Two Horses, Mules or Horned Animals.....	3,500 lbs.	Calves and Sheep.....	175 lbs. each.
Each additional Horse, Mule or Horned Animal.....	1,000 lbs.	Calves and Sheep in lots of 5 or more.....	150 "
Stallions, Jacks and Bulls.....	3,000 lbs. each.	Lambs.....	100 "
	Pigs, Hogs, etc., boxed, actual weight.	Lambs in lots of 5 or more.....	75 "
		Hogs for market.....	350 "
		Pigs and Stock Hogs.....	125 "

**MAXIMUM VALUATION OF LIVE STOCK ON WHICH ABOVE CLASSIFICATION IS BASED.**

Horses and Mules not over.....	\$120 00 each.
Horned Cattle not over.....	50 00 "
Stallions, Jacks and Bulls not over.....	150 00 "
Fat Hogs and Fat Calves not over.....	15 00 "
Lambs, Stock Hogs and Stock Calves not over.....	5 00 "

Race Horses, Stallions, Jacks, Bulls and other high-priced animals, when shippers are not willing to have the same transported at above valuations, will be taken only at the following rates on valuation given :

- Value from \$150 to \$400, add to regular rate 30 per cent.
- Value from \$400 to \$600, add to regular rate 50 per cent.
- Value from \$600 to \$800, add to regular rate 60 per cent.
- Value from \$800 to \$1,000, add to regular rate 100 per cent.
- Over \$1,000, subject to special rate by contract.

Live Stock will be taken at the released or owner's risk only when contract is executed by shipper and Station Agent.

Mixed shipment of Cattle, Hogs, Lambs, etc., will be taken in carloads at carload rates for cattle ; but carrier will be released from damage to animals caused by their own acts, or to each other, and from escape, if not haltered, suffocation, exhaustion from heat or cold.

Sucking Calves accompanying cows will be charged for at rate for single calves.

Sucking Colts accompanying mares will be charged for at double the rate for single calves.

The word "calves" used in these Rules and Regulations applies only to Calves under nine months old, and the words "yearling cattle" to cattle over nine months and under eighteen months old.

Pigs, Hogs, Calves, etc., boxed, crated, or in portable pens, taken at actual weight—carrier's risk, second class; owner's risk, fourth class.

See Rule 23 of Rules of Practice of the Railroad Commission, reading as follows:

"A Ton of all articles is 2,000 pounds. A Carload is 20,000 pounds, unless otherwise specified. For loads above 20,000 pounds *pro rate* at Carload rates charged.

"A Carload of Green Wood is eight cords.

"A Carload of Dry Wood is nine cords.

"A Carload of Lumber (and all articles embraced in lumber) is 24,000 pounds.

"A Carload of any article enumerated in class P, except wood and lumber, and articles included in lumber, is 25,000 pounds; shippers to load and unload: *Provided*, that when a car is loaded over its marked capacity by the shipper the railroad companies are left free to charge for the excess a rate that will effectually stop a practice fraught with so much danger to life and property."

#### ESTIMATED RATES.

Rule 20, governing the transportation of freight, prescribed by the Commission, is as follows: "Lumber, coal, lime, brick, stone and all articles for which estimated weights are given in Classification (except live stock, ale and beer, and empty ale and beer packages, L. C. L.) will be taken at actual weight when the weight can be ascertained, but when the weight cannot be ascertained will be charged at the following estimated weights. This is not to interfere, however, with the duty of receiving agents to weigh, if possible, and correct to actual weights."

To be used when actual weights cannot be ascertained.

	Per 1,000 ft.			
White Pine and Poplar, thoroughly seasoned.....	3,000 lbs.	Shingles, green.....	per 1,000	350 lbs.
White Pine and Poplar, green.....	4,000 "	Shingles, dry.....	"	300 "
Yellow Pine, Black Walnut, Ash, seasoned.....	4,000 "	Laths, green.....	"	530 "
Yellow Pine, Black Walnut, Ash, green.....	4,500 "	Laths, dry.....	"	450 "
Oak, Hickory, Elm, seasoned.....	4,500 "	Tan Bark, green.....	per cord	2,600 "
Oak, Hickory, Elm, green.....	6,000 "	Tan Bark, dry.....	"	2,000 "
All other kinds Lumber, seasoned.....	4,000 "	Fence Posts and Rails and Telegraph Poles.....	"	3,500 "
All other kinds Lumber, green.....	6,000 "	Clay.....	per cubic yd.	3,300 "
	Per Car.	Sand.....	"	3,000 "
Hoop-poles, Staves and Heading, dry, car loaded to depth of 50 inches.....	24,000 s	Gravel.....	"	3,200 "
Hoop-poles, Staves and Heading, green, car loaded to depth of 43 inches.....	24,000 s	Stone, undressed.....	per cubic ft.	160 "
		Lime.....	per bushel	80 "
		Coal.....	"	80 "
		Coke.....	"	40 "
		Portland Cements.....	per barrel	400 "
		Other Cement.....	"	300 "

#### RATES ON FIRE WOOD.

In car loads, released, loaded and unloaded by shipper, 10 cords minimum.

1 to 10 Miles, per Car.....	\$ 6.00
10 to 20 Miles, per Car.....	7.00
20 to 30 Miles, per Car.....	8.00
30 to 40 Miles, per Car.....	9.00
40 to 50 Miles, per Car.....	10.00

The classification of freight, with Exception "A," and the rules governing the transportation of freight hereinbefore, to be applied by all transportation companies in the state.



# REPORTS AND DECISIONS

OF THE

## BOARD OF RAILROAD COMMISSIONERS.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

CITIZENS OF PATTERSON SPRINGS, *Complainants*, } PETITION FOR  
*v.* } DEPOT.  
 OHIO RIVER AND CHARLESTON RAILWAY CO., }

January 1, 1896.

The citizens of Patterson Springs filed a petition before the Commission January 21, 1896, asking for better station accommodations for freight and passengers at that point.

The defendant answered the petition January 30th following, and filed as part of its answer statement showing the passenger and freight earnings for the year ending December 31, 1895. The passenger earnings for the year showed only \$67.45.

At a session of the Commission January 1, 1896, the case was called for hearing, and the Commission was of the opinion that the business of the place would not justify the expense of additional improvements, and so adjudged, that the relief asked should not be granted.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMPANIES,

CHAS. F. WARREN, *Complainant*, }  
*v.* } OVERCHARGE.  
 WESTERN UNION TELEGRAPH COMPANY. }

January 3, 1896.

Two complaints of overcharge on messages, made and filed on the 24th of October, 1895, the other on the 26th, by Chas. F. Warren, of Washington. Upon examination it was ascertained that the messages

were sent over the Washington & Tarboro and Newport & Beaufort lines, private corporations, and that there was an overcharge, which was ordered refunded. The complaint was made by Mr. Warren, not for the small overcharge, as stated by him, but to correct a violation of the rules of this Commission, which otherwise would have not been known.

January 3, 1896, case being called and it appearing that the overcharge had been refunded, the case was dismissed.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS

v.  
SOUTHERN RAILWAY CO.,  
RALEIGH AND GASTON RAILWAY CO.,

} CHANGE OF SCHEDULE.

January 3, 1896.

This was an action on the part of the Commissioners against defendant companies requesting a change of schedule, so as to make a closer connection at Raleigh of the arrival and departure of their morning trains. On September 16, 1895, defendants file answer stating that an arrangement had been entered into for the proper connection of the trains as desired. At a session of the Commission in January 3, 1896, it appeared that no further action was required.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

A. J. SIGMAN, *Complainant*,

v.

SOUTHERN RAILWAY CO.

January 7, 1896.

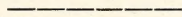
This complaint was filed July 30, 1895, alleging that the defendants' agent at Hickory had made unreasonable regulations as to the movement of cars from plaintiff's side-track, to the injury of said plaintiff, and that the same was done not for the benefit of the defendant company but through prejudice.

A full investigation of the charges was made by General Manager



Green and the evidence in the case submitted to the Commission; also testimony as to the efficiency of the agent given by the mayor and leading merchants of Hickory.

The Commission was not satisfied that there was sufficient cause for the complaint, and with the assurance that there would be no further trouble, the case was dismissed at a session of the Commission September 17, 1895.



STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

COBB, *Complainant*,  
*v.*

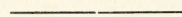
CAPE FEAR AND YADKIN VALLEY RAILWAY COMPANY. }

KILLING OF  
STOCK.

January 3, 1896.

Plaintiff alleges that he had a lot of stock killed by train on defendant's road, and that he had been unable to get pay for same.

The Commission replied that it had no jurisdiction of the subject matter complained of, and advised action through the court.



STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

W. A. BOON, *Complainant*,  
*v.*

SOUTHERN RAILWAY COMPANY. }

DAMAGES.

January 3, 1896.

This was a complaint filed December 3, 1895, by W. A. Boon, Gibsonville, N. C., complaining of damage to clover field and orchard caused by fire from spark from engine of defendant company. As neither party had agreed to arbitration, and the Commission having no jurisdiction without such agreement, the case was dismissed, January 3, 1896.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,CLARK, *Complainant*,  
*v.*

WILMINGTON AND WELDON RAILROAD COMPANY. }

OVERCHARGE.

January 3, 1896.

This was a complaint for overcharge on shipment of produce from Neals to Raleigh.

At a session of the Commissioners at Raleigh, January 3, 1896, this case was called and it appearing that the defendant had refunded to the plaintiff the overcharge, complaint was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,E. S. SIMMONS, *Complainant*,  
*v.*

ATLANTIC COAST LINE. }

CATTLE GUARD.

January 27, 1896.

This was a complaint filed December 10, 1895, by E.S. Simmons, Esq., of Washington, against the defendant company for failing to put in a cattle guard as required by law. The complaint was served December 17th. On January the 7th, 1896, the case being called, and it appearing that the relief had been granted, the case was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,HART, *Complainant*,  
*v.*

RALEIGH AND AUGUSTA RAILROAD COMPANY. }

LOST FREIGHT.

January 27, 1896.

Plaintiff complains of the failure on part of defendant to refund to him the value of a shipment of steel tire lost in transit shipped from Raleigh to plaintiff's place of business at Ellerby Springs.

The Commission addressed a communication to plaintiff, asking for bill of lading and further information.

At a session of the Commission January 27, 1896, it appearing that no reply had been received from complainant, case was ordered closed.



STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

E. L. HEDRICK, *Complainant*, }  
v. } DAMAGES.  
SOUTHERN RAILWAY COMPANY. }

January 27, 1896.

This was a complaint filed October 29, 1895, by E. L. Hedrick, complaining of damages by reason of a delay on a shipment of machinery from Charlotte to Taylorsville. It appeared that the Statesville agent, not wishing to dispatch cars from Statesville to Taylorsville partially filled, was accustomed to hold freight for a full car. The Commission held that this was not allowable, and that the plaintiff was entitled to the damages claimed.

July 27th case was called for final hearing, and it appearing that the amount of damage had been satisfactorily adjusted and paid, the case was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

v.  
SOUTHERN RAILWAY COMPANY }  
AND } TRAIN  
CAPE FEAR AND YADKIN VALLEY RY. CO. } CONNECTION.

January 3, 1896.

This was an action on part of the Commission requiring defendants to make a connection of their trains at Rural Hall, a station at junction of the N. W. N. C. R. R. and C. F. & Y. Valley Railroad.

This notice was served December 17, 1895.

At a session of the Commission January 3, 1896, it appearing that the desired connection had been made, the case was ordered closed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

T. A. CARVER, *Complainant*, }  
v. } OVERCHARGE.  
NORFOLK & WESTERN RAILROAD. }

January 27, 1896.

This was a complaint for overcharge on a shipment of apples from Mount Airy to Roxboro, made by T. A. Carver, Roxboro, January 1, 1896.

Upon investigation the complaint was sustained and overcharge ordered to be refunded.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
 COMMISSIONERS,  
 HENRY N. CLARK, *Complainant*,  
*v.*  
 WILMINGTON & WELDON RAILROAD CO. } OVERCHARGE.  
 RALEIGH & GASTON RAILROAD CO. }

January 27, 1896.

This complaint was filed December 3, 1895, alleging an overcharge for the transportation of Boiler and Engine from Neals, N. C., to Littleton, N. C.

The complaint was served, and answered by defendant that there was an overcharge, and caused by agent making an estimated weight of Boiler and Engine. Actual weight was ascertained and overcharge refunded.

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ROANOKE RAILROAD & LUMBER CO., } ASSESSMENT  
*to* } OF PROPERTY.  
 THE COMMISSION.

January 30, 1896.

This was a petition filed June 30, through John H. Small, Attorney for Petitioners, as follows :

“Your petitioner, ‘The Roanoke Railroad and Lumber Company,’ respectfully represents that it is a corporation duly incorporated under the laws of North Carolina; that the main purpose and business of your petitioner is the manufacture of pine lumber, and in pursuance thereof it owns and operates a steam saw-mill located at Bayside, Beaufort County, N. C., a saw-mill located in Plymouth, Washington County, N. C., and another steam saw-mill located near the city of Norfolk, State of Virginia; that in the prosecution of its business it is necessary to own bodies of standing and growing timber, and in order to transport the said timber, after it is cut down, expeditiously and in sufficient quantity, your petitioner has found it necessary to construct a railroad with iron track from Pinetown in Beaufort County to the town of Plymouth in Washington County; that said railroad is narrow-gauged, being of the gauge of 36 inches, and its length is about twenty miles; that said railroad is used and operated exclusively by your petitioner for its own private business and in no manner as a common carrier; that your petitioner



does not transport over its said road either passengers or merchandise or other freight for hire; that during the year 1895 your Honorable body assumed the jurisdiction as a Board of Appraisers of the said railroad of your petitioner, and, as your petitioner contends, without due authority in law.

“Wherefore your petitioner prays your Honorable body to revoke the former order of your Board, so that the said railroad of your petitioner may be listed with the local list-takers of the counties of Beaufort and Washington, in the same manner as the other property of your petitioner is listed under the existing provisions of law.”

The matter was heard June 30, 1896, and reply directed as follows:

“Your petition asking that the Railroad Commission allow the property of the Roanoke Railroad and Lumber Company to be listed with the local list-takers of the counties in which the property is located, is received, and the same has been laid before the Commission. I am instructed to say that for the year 1895, it being shown that your company had been doing business as common carriers, the Commission assessed the property for taxation. Your petition sets forth that the company is no longer charging for the transportation of freight or passengers; this being the case, the Commission will take no jurisdiction in the matter, but will notify the county officials of this decision, so that the property may be listed as desired in petition.”

H. C. BROWN,

*Clerk.*

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

PALMER, <i>Complainant,</i>	}	CONTRACT.
<i>v.</i>		
RALEIGH & GASTON RAILROAD CO.		

February 7, 1896.

The complainant filed his complaint, alleging that a General Agent had been appointed by the Seaboard Air-Line system for the purchasing and furnishing cross-ties for the whole system, and that said agent had reduced the price from 33 cents to 27 cents per tie; that plaint-

iff during the last year had hauled and delivered on the road a large quantity of ties, hauling them a distance of 6 or 7 miles, expecting to get the regular contract price, 33 cents each.

Plaintiff asked the Commission to require the defendant to pay him the amount of the expected and agreed price, 33 cents per tie.

The Commission replied to plaintiff that it had no jurisdiction in the subject matter complained of, and that his redress was through the courts.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

POPLIN, *Complainant*,  
v.  
SOUTHERN RAILWAY COMPANY. } KILLING OF STOCK.

February 15, 1896.

In this case, in which the complaint was filed February 15, 1896, it was alleged that the defendant had failed to pay for a horse killed by train near Porter, in Stanly County.

In this matter the Commission could take no jurisdiction, but the complaint was served and a reply received through Mr. Green, Genl. Superintendent, that the matter would be investigated and settled.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

CITIZENS OF WHITAKERS, *Complainants*,  
v.  
WILMINGTON & WELDON RAILROAD COMPANY. } PETITION FOR  
FREIGHT AND  
PASSENGER STATION.

February 18, 1896.

This was a petition by citizens living at and in the neighborhood of Whitakers, alleging that they are greatly in need of a new warehouse at Whitakers, and also passenger accommodations; that the present building is not sufficient to accommodate and furnish storage for freight shipped and received; that the passenger accommodations are poor and insufficient, and asking that the defendant be required to furnish additional and sufficient accommodations for the convenience of the public.



The petition was served on defendant, and on February 15, 1896, the Commission received answer through Mr. J. R. Kenly, Genl. Manager, as follows :

“ We have taken under consideration the subject of improved facilities at Whitakers, and have decided, after thoroughly investigating the matter, that we will build a new depot at Whitakers, and instructions will be given that this be done without any unnecessary delay.”

At a session of the Commission at Raleigh February 15, 1896, this case was called for hearing, and it appearing that the depot facilities asked for have been furnished by the defendant, and that no further action is demanded, was dismissed.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

BAXTER AND OTHERS, <i>Complainants</i>	}	EXCESSIVE RATES ON FRUITS.
<i>v.</i>		
SOUTHERN EXPRESS COMPANY.		

February 18, 1896.

This was a petition filed by Baxter and others, Fruit Growers at Ridgeway, Warren county, which is as follows :

“ Seeing a notice in the papers that the Southern Express Company are to appear before your Board on 10th February next, to show cause why they should not reduce their rates, we, the undersigned Fruit Growers at this point, respectfully desire to place before your Honorable Board our ground of complaint in regard to what we consider the exorbitant and excessive rates we are compelled to pay the Express Company for the transportation of our fruits to the Northern markets. Before we ship we have to sign a release and guarantee ; so that it matters not to the Express Company what happens, such as accidents, delays, want of sufficient room in cars at Weldon, &c. They *have to get their pay* whether the fruit sells for *anything or not*.

“ *Twenty-Five* (25) years ago the express rate to New York was \$2.50 per 100 lbs. Crates cost us \$1.50 each. Picking 2 cents per quart, and strawberries sold from 20 cents to 50 cents per quart. *Now* the berries from this point sell from 5 to 10 cents per quart,

and we think we are getting a fair price if we get the 10 cents. Crates now cost 32 cents each, and the pickers get  $1\frac{1}{2}$  cents per quart. You will note that the selling price is  $\frac{1}{4}$ th of what they were, the crates one-fifth of what they were. The picker gets 25 per cent. less, and the Express Company, though carrying, say at least *ten times* the quantity, has only reduced its rates 10 *per cent.* (25 cents per 100 lbs.)

The cost of putting a 32-quart crate of berries in New York is as follows:

1 crate, 32 quarts, 50 pounds, @ \$2.25 express	\$1.12 $\frac{1}{2}$
1 " " " " (non-returnable)	.32
Picking " " " @ $1\frac{1}{2}$ c.	.48
	\$1.92 $\frac{1}{2}$ .

To which we have to add Commission

Merchant's Commission for selling, say	.32
--	-----

Total, \$2.24 $\frac{1}{2}$ ,

making a cost of 7 cents *per quart* to the shipper before he gets *anything*. If they bring 10 cents per quart on average, (which they do not do,) the shipper at present rates would have 3 cents per quart left, out of which he has to pay all costs of cultivation, guano, &c.

Last year (1895) our express rates were to

New York & adjacent :	\$2.25 per 100 lbs.
To Philadelphia, "	2.00
To Baltimore, "	1.50
To Washington, "	1.25

And we were compelled to quit shipping to all these markets, *leaving around this one point* about 500 bushels of strawberries, because we could not pay the rates and have anything left. We cannot but think that the Express Company can afford to give us a rate on fruits of

\$1.50 per 100 lbs to N. Y. and Philadelphia,

1.00 " 200 " Baltimore and Washington, and other points in proportion.

"The highest price obtained on strawberries from this place in 1895 was 13c. per quart, which was for a few crates at the commencement;



within three days price was *down to 10 cents* and within one week was *down to 7 and 8 cents* and then *down to 5 cents* which means a loss.

“We enclose you herewith some few acct. sales showing that the shippers on these shipments got back \$302.86, out of which they had to pay for *picking and crates* \$176.90, thus leaving them \$123.83, out of which they have to pay *all* expenses of cultivating, guano, &c.,&c., While the Express Company on these shipments *got* \$241.08, just for carrying them a few hours on their cars. No risk, but all guaranteed before shipped.

“From this depot last year (1895) we shipped by express over 3,000 crates of berries, but with little profit to the growers. The railroad and express companies say they want to build up and encourage the fruit industry of the State. But does it look like it? For these are stubborn facts placed before you, and not little fancy sales at high prices, such as are often published to sell land or boom a place. Take the average sales through the season, and the heavy express charges we have to pay, and which, if continued, will kill the industry as far as this and adjoining sections are concerned. Unless some relief can be obtained many will be compelled to quit the business; that relief must be in the shape of better facilities and reduced express rates. The figures will readily show that all other items have come down with the times. We can if necessary furnish you with hundreds more of these account sales, but think those sent will convince your Honorable Board of the justice of our complaint.”

The Traffic Manager was served with a copy of this petition, and cited to appear at the office of the Commission on February 18, 1896, to show cause, if any, why the petitioners should not have the relief asked.

This was a matter of Inter-state Commerce, and the Commission had no jurisdiction to make an order in the matter, but was assured by the defendant company that it was anxious to encourage the fruit-growing interest of the State, and would take the matter up at once with a view to revising the schedule of rates to Northern markets.

PENDING.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

SUTTON, *Complainant*, }  
*v.* } EXCESSIVE EXPRESS RATES.  
 SOUTHERN EXPRESS CO. }

February 18, 1896.

On December 2, 1895, plaintiff filed with the Commission a complaint, and as a part thereof a statement of charges made by the defendant for the transportation of various articles. Plaintiff alleges that the rates of charges by defendant company are exorbitant and should be reduced.

At a session of the Commission February 18, 1896, the Commission had under consideration the matter of revising the tariff of the Southern Express Company, and orders were issued reducing the tariff of charges as per circulars numbers 51 and 52 of this report.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

THE D. PENDER COMPANY, *Complainants*, }  
*v.* } OVERCHARGE.  
 SOUTHERN EXPRESS COMPANY. }

February 18, 1896.

Complaint of overcharge on package of almanacs shipped from Raleigh to Tarboro.

February 11, 1896, the Commission addressed a communication to defendant company requesting a refund of the overcharge.

At a session of the Commission February 18, 1896, this case was called, and it appearing that the overcharge had been refunded, case was ordered closed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

C. P. AYCOCK, *Complainant*, }  
*v.* } OVERCHARGE.  
 WESTERN UNION TELEGRAPH COMPANY. }

Plaintiff alleges an overcharge on telegraph message sent from Pantego, N. C., to Elizabeth City, N. C.

It appearing upon investigation that there was no overcharge, case was dismissed.



STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

P. SEAMAN, *Complainant*,  
v.  
RALEIGH AND GASTON RAILROAD COMPANY. } OVERCHARGE.

February 18, 1896.

Plaintiff ordered from Watkins, Iowa, a lot of seed wheat, and was given a rate of 62 cents per hundred pounds to Ridgeway, N. C.

When shipment arrived at destination a charge of \$1.50 per hundred pounds was demanded.

Complaint was served and answer filed by defendant that the matter would be promptly taken up with its connections and the overcharge would be refunded.

At a session of the Commission at Raleigh, N. C., February 18, 1896, it appeared that the overcharge had been refunded. No further action was demanded.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

FARMERS' OIL MILLS, *Complainant*,  
v.  
WILMINGTON & WELDON RAILROAD COMPANY. } DISCRIMINATION.

February 18, 1896.

Plaintiff filed complaint September 19, 1895, alleging that plaintiff had two car-loads of lumber shipped from Aberdeen, N. C., to Tarboro, at a freight rate of \$34.00 per car-load of 24,000 feet; that defendant only charged from same shipping point to Washington, N. C., forty miles beyond Tarboro, on the same material, \$26.40 per car-load. Plaintiff charges discrimination in favor of Washington, N. C.

Complaint was served on defendant and answer filed October 4, 1895, to the effect that the discrimination had been corrected and overcharge refunded to the plaintiff.

At a session of the Commission February 18, 1896, this case was called, and it appearing that the injury complained of had been redressed, and that no further action was demanded, was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
 COMMISSIONERS,  
 PILOT COTTON MILLS, *Complainant*,  
*v.*  
 RALEIGH & GASTON RAILROAD CO. } OVERCHARGE.

March 9, 1896.

This was a complaint for overcharge, of \$42.00 on shipment of looms from Worcester, Mass., to Raleigh, N. C. Complaint filed January 30, 1896. Served on defendant. Answer filed February 14, 1896, stating that the overcharge had been refunded to plaintiff. March 9, 1896, it appearing that the overcharges had been refunded, case was ordered closed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
 COMMISSIONERS,  
 C. F. RAY, *Complainant*,  
*v.*  
 SOUTHERN RAILWAY CO. } OVERCHARGE.

March 9, 1896.

Complainant filed various complaints against the Southern Railway Company for alleged overcharges on shipments of goods from Baltimore to plaintiff's place of business, Asheville, N. C., and also for a demand by defendant of the freight charges on undivided portions of shipments. Complaint was served on December 13, 1895, and final answer filed on March 18, 1896, through Vice-President Finley, of defendant company, saying that all claims for overcharges by plaintiff had been paid in full.

The Commission served notice on defendant, calling attention to the Act of the General Assembly in regard to the delivering of freight, as follows: "That it shall not be lawful for the carrier to demand any part of the charges for freight or transportation due for such portion of the shipment as shall not have reached the place of destination."

At a session of the Commission March 9, 1896, it appeared that no further action was demanded, and the case was ordered closed.



STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

CITIZENS OF WILLIAMSTON, JAMESVILLE, ROBBERSONVILLE AND PLYMOUTH <i>v.</i> WILMINGTON AND WELDON RAILROAD COMPANY.	}	PASSENGER SERVICE.
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March 9, 1896.

This was a petition from each of the towns of Williamston, Jamesville, Robersonville and Plymouth filed through Wheeler and Martin, Attorneys at Law, complaining of the service on the Plymouth Branch of the Wilmington and Weldon Railroad, as follows:

“The schedule time for leaving Rocky Mount for Plymouth is 2:55 P. M., the time of arrival at Plymouth 9 P. M., distance 73 miles, requiring passengers to be on the road six hours and five minutes, and more frequently than otherwise the train is from one to two hours late, the time being taken up at the various stations in discharging and receiving freight, shifting cars, killing time, &c.

“2nd. And especially do we call your attention to the delay of passengers bound to various points on the said road east of Parmele, the arrival time at Parmele being 6:45 P. M., and arrival time at Plymouth 9 P. M., being two hours and fifteen minutes to make thirty-six miles, and frequently so much behind, arriving at Plymouth at 11 P. M. We complain at the same time of the schedule from Plymouth to Tarboro; schedule time for leaving Plymouth 6 A. M., arriving at Tarboro 10:25 A. M., requiring four hours and twenty-five minutes to make the distance of fifty-five miles, and often so much behind as to arrive at Taboro at 12 M. and later.”

On February 5, 1896, copies of complaint were served on defendant, and on February 27 answer was filed through General Manager J. R. Kenly, as follows:

“As it is our desire to accommodate our patrons and to meet the wishes of the Commission as far as we can do so, I have to advise that we shall try the experiment of running a passenger train between Rocky Mount or Tarboro and Plymouth, and trust the business will be sufficient to justify our keeping the train on permanently. I shall take the matter up at once and arrange to put the train on as soon as I can do so.”

At a session of the Commission March 9, 1896, it appearing that the passenger service had been so increased as to meet the wishes of petitioners, case was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

HASSELL, *Complainant*,  
*v.*

WILMINGTON AND WELDON RAILROAD CO. }

OVERCHARGE.

March 7, 1896.

This was a communication from plaintiff, enclosing freight receipts for shipment of salt from Tarboro to Jamesville, N. C., and wishing to be advised if the charge was correct. Plaintiff was advised that freight receipts showed an overcharge, and to present to Railroad Company, and if not refunded to advise the Commission and same would receive prompt attention.

At a session of the Commission March 7, 1896, it appearing that no further communication had been received from plaintiff, case was ordered closed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

MCRÆ, *Complainant*,  
*v.*

CAPE FEAR AND YADKIN VALLEY RY. CO. }

CONDUCTOR'S  
EXCESS  
CHARGES.

March 9, 1896.

Complaint filed February 26, 1896, alleging a charge by conductor of 20 cents in addition to the regular fare for failure to purchase ticket before boarding train on line of defendant's road.

Plaintiff asks that this excess be ordered refunded to him.

The Commission replied to this complaint, advising plaintiff that the charge of 20 cents by the conductor, in addition to the regular rate for the distance travelled, was in accord with the rule of the Commission.

A copy of the rule was sent to plaintiff.



STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

MAULTSBY, *Complainant*, }  
*v.* } DELAY IN FORWARDING  
 SOUTHERN RAILWAY Co. } FREIGHT.

March 9, 1896.

Under date of March 4, 1896, plaintiff alleges that he had one two-horse wagon shipped from Raleigh by the Southern Railway, billed to Whiteville. On February 12, 1896, that shipment had not been delivered nor reached destination.

The Commission served notice of complaint on defendant, with request to locate the shipment at once. A reply was received through District Freight Agent J. B. Munson, stating that the wagon had been found and delivered to plaintiff; and also stating that the delay was on account of destination being misconstrued as Whitakers instead of Whiteville.

At a session of the Commission March 9, 1896, it appearing that no further redress was asked by plaintiff, case was ordered closed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

EUBANKS, *Complainant*, }  
*v.* } OVERCHARGE.  
 SOUTHERN RAILWAY Co. }

March 9, 1896.

This was a complaint for overcharge. Upon investigation, it appeared that the freight charges complained of were in accord with the tariff prescribed by the Commission. Dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

WILSON LUMBER COMPANY, *Complainant*, }  
*v.* } FAILURE TO PRO-  
 CHESTER & LENOIR RAILROAD COMPANY. } VIDE FLAT CARS.

March 10, 1896.

Complaint was filed March 2, 1896, and alleged that plaintiff was put to great inconvenience and suffered seriously by the failure of defendant company to furnish cars as fast as needed for loading of lumber.

Defendant answers the complaint, saying that it was having new cars built as rapidly as possible; that its track was narrow gauge and therefore could not use the cars of other roads. Upon investigation, and at a session of the Commission March 10, 1896, it was adjudged that no further action should be taken at present.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

MADDREY, *Complainant*,

*v.*

SEABOARD & ROANOKE RAILROAD COMPANY. }

DEMURRAGE OF  
CHARGES.

March 31, 1896.

On March 24th plaintiff, who is a dealer in guano at Seaboard, a station on line of defendant's road, filed with the Commission a communication alleging that he bought guano by the car-load, and that defendant would allow but 24 hours for the unloading of cars, greatly to his inconvenience, and a charge of \$1.00 per day for the excess time over 24 hours.

The Commission replied to plaintiff as follows:

"You state that you were allowed only 24 hours in which to unload fertilizers. You are entitled to 72 hours. I herewith give you a copy of rule, which is as follows:

"A charge of \$1.00 per day will be made for detention of cars and use of tracks when not loaded, or unloaded within 48 hours after cars are placed on proper location for unloading or loading, and consignee has been so advised, except that on grain, flour, meal, bran, mill feed, cotton seed, C. S. Meal, C. S. Hulls and fertilizers, for loading or unloading 72 hours, and on coal and hay for loading or unloading 120 hours will be allowed.'"

At a session of the Commission March 31, 1896, it appearing that plaintiff is having no further cause for complaint, case was ordered closed.



STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

J. M. HINES, <i>Complainant</i> ,	}	REDEMPTION OF UNUSED TICKET.
<i>v.</i>		
ATLANTIC & NORTH CAROLINA RAILROAD COMPANY.		

March 31, 1896.

Complaint filed March 17, 1896, alleging that defendant company refuse to redeem unused ticket or allow transportation on same. Upon examination of ticket a letter was addressed to plaintiff as follows: "It seems that this was a limited ticket and sold at a reduced rate. There is no law to compel the railroad company to refund to you for the unused portion of ticket. The act in regard to unused tickets is as follows: 'That when any unused round-trip ticket is sold by any railroad company it shall be the duty of said company to redeem the unused portion of said ticket by allowing to the legal holder thereof the difference between the cost thereof and the price of a one-way ticket between the stations for which the said round-trip ticket was sold.' In accordance with this act there is no refund due you."

At a session of the Commission in Raleigh March 31, 1896, this case was called, ordered closed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

CITIZENS OF ARDEN	}	DISCONTINUANCE OF AGENCY.
<i>v.</i>		
SOUTHERN RAILWAY COMPANY.		

March 23, 1896.

The Southern Railway Company served notice upon the Railroad Commissioners March 9, 1896, that application would be made to discontinue the agency at Arden. The citizens of Arden filed a protest against such action. On March 23rd, at a meeting of the Railroad Commission, the railway company asked leave to withdraw their application. The request was granted and case dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

HOLT, *Complainant*,  
v.  
SOUTHERN RAILWAY COMPANY. } DISCRIMINATION.

March 31, 1896.

This was a complaint of unjust discrimination in charging a higher rate on coal shipped from Tennessee to Burlington, N. C., than to Durham, N. C., although the distance was greater to Durham than to Burlington, and shipments passed Burlington on the route to Durham. The complaint was filed February 22, 1896, served on the defendant same day, with the request to correct the discrimination.

At a session of the Commission at Raleigh March 31, 1896, this case was called for hearing, when it appeared that the defendant had changed its rates on coal so as to give the same rates to Burlington as to Durham.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

DANIELS, *Complainant*,  
v.  
SOUTHERN EXPRESS COMPANY. } DISCRIMINATION.

March 31, 1896.

Under date of March 3, 1896, plaintiff addressed a communication to the Commission, as follows :

“The Southern Express Company charges us \$2.25 per box on fish from this place, Newbern to Lynchburg, while from Elizabeth City the express is only \$1.20 and from Norfolk, Va., to Lynchburg, 70 cts., the boxes in each case being the same. I do not think our rate is just.”

The Commission replied that the matter of express rates from Newbern to points in Virginia were inter-state, and had no jurisdiction over them, but would take the matter up, with the express company, and endeavour to get the rates revised.



STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

T. T. HICKS, *Complainant*,  
*v.*

RALEIGH AND GASTON RAILROAD COMPANY.

} DISCRIMINATION.

March 31, 1896.

The complaint was filed March 3, 1896, in which it was alleged that plaintiff was discriminated against in the transportation of brick that for brick by the car-load from Weldon to Henderson he was charged a higher rate than that given to Henderson Cotton Mills, on three car-loads to the amount of \$25 excess.

The Commission replied to plaintiff that special rates had been authorized to new cotton mills to be built, under Section 6 of the Act creating the Commission, which is as follows :

“That the Railroad Commissioners, conjointly with such companies, shall have authority to make special rates for the developing of all manufactures, mines, milling and internal improvements in the State.”

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

JOHN R. SMITH, *Complainant*,  
*v.*

WILMINGTON & WELDON RAILROAD CO.

} REFRIGERATOR CARS.

May 8, 1896.

Complaint filed May 8, 1896, as follows: “That this is a great trucking section, especially so in strawberries. The Wilmington & Weldon Railroad Company refuse to have other refrigerator cars than the C. F. T. Company’s cars, which they claim they have an exclusive arrangement with the C. F. T. Co. to furnish refrigerators for this service. Are they not compelled to give any other refrigerator company the same service for the same money? The C. F. T. Company give good service, but their rates are very high, and we can get other reliable refrigerators in if the railroad company would give them the same rates.”

The Commission replied as follows: “The Railroad Company cannot be forced to furnish other refrigerators than of its own selection, provided they are such as to insure to the public reasonable and proper accommodations, and the facilities are such as to carry all shipments offered.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

J. S. RAGSDALE, *Complainant*, }  
v. } OVERCHARGES.  
SOUTHERN RAILWAY COMPANY. }

On May 21, 1896, complainant filed a complaint to the effect that defendant company had been careless about refunding overcharges; that an overcharge of eight dollars on a shipment of ten barrels of twine was due him, and that defendant failed to refund.

Complaint was served and a reply was made through A. B. Andrews, 1st Vice-President of defendant company, in which answer is made to this effect: "Claims of J. S. Ragsdale were paid in the months of January and February. The payment of one has been delayed by failure of connecting line to return papers; will, however, pay this and charge to suspense. Will also arrange to pay all overcharge claims of complainant when the amounts involved are clearly caused by straight overcharge on our bill of lading, no matter whether the overcharges are with our line or connections."

On January 10th the Commission addressed a communication to complainant, enclosing a copy of letter of defendant, requesting to be advised if all claims had been satisfactorily adjusted.

At a session of the Commission at Raleigh August 1, 1896, this case was called, and it appearing that the defendant had refunded to the complainant the overcharges complained of, was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

BROWER, *Complainant*,  
v.

WESTERN UNION TELEGRAPH COMPANY.

June 9, 1896.

This was a complaint filed March 31, 1896, of the inconvenience of telegraph office at Mt. Airy.

Plaintiff alleges that the office is nearly a mile to certain business portions of the town, and nearly one half-mile to the principal part of the town; that such inconvenience is detrimental to the com-



mercial interests of the place, and asks that the defendant be required to furnish an office at some convenient place in the town.

Copy of complaint was served on defendant and answer thereto filed on April 2, 1896, as follows :

“ H. C. BROWN, Esq., CLERK :

DEAR SIR—I have received your letter of 31st ultimo as to establishing an up-town office in Mt. Airy, N. C., and with every disposition to accommodate the citizens at that place I do not see that we can do so, because the receipts of the office will not justify us in paying the salary of an operator and messenger.

“This is about the situation:—Investigation shows that the receipts of that office are inadequate to support a competent operator, to pay rent and to pay for a messenger, and this we would have to do if we established an office up-town, to say nothing of other incidental expenses.

“With the view to do all in my power to facilitate telegraphic intercourse at Mt. Airy, I arranged some time ago to pay a messenger for delivering messages from the depot up-town. This cost us nearly \$ 15 per month and is still continued.

“There is another point to be considered in the relations of the telegraph company and railroad company with the public; for example, there are many depots scattered along the right of ways of railroads at which we do a business of \$2, \$3, \$5, \$10, \$15, or \$20 per month. Some of these villages are fully as distant from the depot as Mt. Airy. I do not see how we could establish the precedent of opening offices up-town at these places, nor do I see the necessity for it. It is a common thing in cities like Raleigh, Richmond, Wilmington, Norfolk or Charlotte for persons having business with the telegraph company to walk to the office to send their messages. Why, therefore, is it that in these small villages along the railroad we have got to put ourselves to extraordinary expense in order to accommodate the small amount of telegraphing to be done by the mercantile communities of such places? If we cannot pay expenses, it seems that ought to end the question; we have daily applications from the seven States within this district to do just exactly what Mt. Airy is trying to force us to do in this case.

“No corporation and no business concern whatever is justified in doing business at any point where the expenses are greater or equal

to the receipts. This is a sound business principle that cannot be denied.

“As to the increase of business at these small villages by moving the office up-town, so it will be more handy to the citizens of the place, it is very doubtful that if the convenience was placed at their own doors, as suggested in the attached letter, that it would increase our business, because there is not sufficient trade or speculation to induce the mercantile communities to send any more messages than are absolutely required.”

At a session of the Commission at Raleigh June 9, 1896, this case was called, and it appearing that the Commission had no jurisdiction in the matter, was ordered dismissed.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

MRS. JOE PERSON, *Complainant*,  
v.  
RALEIGH & GASTON RAILROAD COMPANY. } LOST FREIGHT.

June 9, 1896.

Complaint filed February 4, 1896, alleging that on the 1st day of November, 1894, plaintiff delivered to agent of defendant company, at Kittrell, N. C., one box of medicine, marked to J. P. Poteat, Milton, N. C., and to this date box had not been delivered to consignee.

Complaint was served on defendant February 5th, with the request for prompt answer. On May 5, 1896, defendant answered through J. W. Wilson, freight claim agent, as follows :

“I now have papers in my hands, returned to me by the agent at Kittrell’s, N. C., and the record shows that the missing box was delivered to consignee at Milton, N. C., freight charges collected, and all O. K. Agent at Milton, N. C., makes the endorsement under date March 20, 1896. There is, therefore, no further room for claim from Mrs. Persons. The trouble in delay in shipment was on account of being marked to Wilson, N. C., instead of to Milton, N. C.”

The Commission then addressed a communication to plaintiff, as follows :



“The railroad company writes the Commission that the box has been delivered to consignee at Milton. It seems that you marked the box to Wilson, N. C., instead of to Milton, where it remained until traced and forwarded to destination. If the box was marked wrong by you, causing the delay, you would have no recourse on the railroad company.”

At a session of the Commission at Raleigh June 9, 1896, no further communication had been received from plaintiff. Case was ordered closed.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

TUCKER, *Complainant*,  
v.  
WILMINGTON & WELDON RAILROAD COMPANY. } DELAY IN  
FORWARDING  
FREIGHT.

June 9, 1896.

This was a complaint for delay in the transportation of twenty bags of rye, delivered at Candor, N. C., to be shipped to Fair Bluff, N. C.

Complaint was served on April 4, 1896, and reply received on April 20, saying that shipment had been delivered to consignee same day of filing complaint by plaintiff.

At a session of the Commission June 9, 1896, it appearing that plaintiff sought no further redress, case was ordered closed.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

SANDERS, *Complainant*,  
v.  
SOUTHERN EXPRESS COMPANY. } OVERCHARGE.

June 9, 1896.

Complaint for overcharge on package from New York to Morehead City.

Complaint served on April 22, 1896, and answer thereto filed on April 24, 1896, to the effect that the overcharge was caused

by plaintiff having the package directed to Morehead instead of to Morehead City, but that the overcharge had been paid.

At a session of the Commission June 9, 1896, this case was called, and it appearing that the matter had been adjusted to the satisfaction of plaintiff, was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

W. P. EVANS, *Complainant*,  
v.  
CAROLINA CENTRAL RAILROAD COMPANY. } COMPLAINT OF  
TREATMENT  
BY AGENT.

June 22, 1896.

On the 26th day of January, 1896, plaintiff, a merchant doing business at Laurinburg, N. C., filed with the Commission a communication alleging that the agent of the railroad company at Laurinburg, in addition to his agency ran a public dray, and that by virtue of his agency he gave undue preference to his own dray; that he delayed unnecessarily the drays of others by refusing to deliver freight called for; that he required prepayment from some of the patrons, and credited those he himself did the hauling for, to the great injury of complainant and other draymen. The Chairman of the Commission visited Laurinburg and made a thorough investigation of the matter, examining many witnesses, and came to the conclusion that the allegations of plaintiff should not be sustained.

Case was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

C. M. THOMPSON, *Complainant*,  
v.  
SOUTHERN RAILWAY COMPANY. } DELAY IN  
FORWARDING  
FREIGHT.

June 23, 1896.

This was a complaint for delay in forwarding a lot of goods delivered by plaintiff at station on line of defendant's road.

Complaint was served and reply thereto by J. B. Munson, District Freight Agent of defendant company, saying that the delay to this shipment was caused from the fact that destination, Mayodan, was a new point, recently opened, and that there was no agent at



that point, and it was necessary to prepay shipments, and the matter was arranged as speedy as possible, that in future there would be no further trouble or delay.

At a session of the Commission June 23, 1896, it appearing that the matter had been adjusted to the satisfaction of complainant, and that no further action was demanded, case was ordered closed.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

THE INDESTRUCTIBLE BED SPRING COMPANY } PETITION TO  
to } REDUCE  
THE COMMISSION. } CLASSIFICATION.

June 23, 1896.

Petitioners are manufacturers of bed springs and spring beds at Greensboro, N. C. They ask that the Commission order a lower classification on spring beds.

Petitioners say: "Our reason for believing that we should have a better rating is, as we understand, freight rates to be computed on the number of cubic feet occupied, weight and risk. Now by reference to the freight rating, you will see that a shuck mattress takes third-class rating; one of these mattresses weighs less, occupies a larger space, and is more expensive than our spring beds. We are charged first class. We are reliably informed that spring beds take a much lower rating in the Northern and Western States, and can be shipped through the South cheaper than we can ship in our own State. Spring beds knocked down take a lower rating, but our springs being linked together require special machinery to set them up, and for this reason we are unable to take advantage of that class."

On June 11, 1896, the Commission addressed the following communication to petitioners: "The Commission has thoroughly considered the application of your company for a reduction of the classification on bed springs or spring beds. Upon investigation it is ascertained that the same classification as ours applies in the other states and that you are not discriminated against.

"The Commission decides to make no change in the classification at present. A revision of the classification will be gone into later, and the matter of spring beds classification will again be considered."

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

JOHNSON & Co., *Complainant*,  
v.  
NORFOLK & SOUTHERN RAILROAD COMPANY. } DELAY IN FORWARDING  
FREIGHT.

June 23, 1896.

On May 25, 1896, complainant filed complaint for delay on part of defendant in forwarding car-load shipment of corn delivered at Cresswell depot, a station on the line of defendant's road, to be forwarded to Tarboro, N. C. Plaintiff states that defendant delayed the forwarding for ten days or more. Notice of complaint was served on defendant, and immediate answer was received, as follows :

“The corn was put in our warehouse on the 11th, and our agent gave receipt for same, but the shipper instructed him to hold the corn in the warehouse until he ordered it forward, which was done. On May 22d consignee wired us, asking what was the matter, and we, on the same day, were advised by our representative that the shipment was in warehouse ready to be forwarded whenever the shipper received consignee's check in payment for same. As soon as the shipper ordered the corn to go forward, which was on the 23d, it left Cresswell by our steamer and was delivered to the Norfolk & Carolina Railroad at Tunis, N. C., on the same day.”

On May 28, 1896, a communication was addressed to plaintiff, as follows: “We hand you a copy of letter from the General Freight Agent relative to your claim for delay. You will note the delay was caused by instructions received from shipper. If this was not the case, please advise the Commission further. The defendant also states that the corn has been delivered.”

At a session of the Commission on June 23, 1896, this case was called, and it appearing that no further communication had been received from complainant, was ordered closed.



STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

W. H. CLARK, *Complainant*,  
v.  
WESTERN UNION TELEGRAPH COMPANY. } OVERCHARGE.

June 23, 1896.

This was a complaint for overcharge on message of ten words sent from Halifax to Carthage.

Overcharge ordered refunded, and no further action being demanded, case was closed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS.

THE D. PRUDEN COMPANY, *Complainant*,  
v.  
WILMINGTON AND WELDON RAILROAD COMPANY. } OVERCHARGE.

June 26, 1896.

Complaint filed June 17, 1896, alleging an overcharge on shipment of oil.

Plaintiff had two barrels of oil shipped from Baltimore to Washington, reshipped to Tarboro, and complains that the overcharge was made on shipment from Washington to Tarboro.

The facts not being fully set out, the Commission addressed a communication to plaintiff, as follows: "You state you are charged 80 cents per barrel from Washington to Tarboro. The freight receipt shows \$2.00 per barrel. This is an overcharge. Oil is classed as Fourth Class, released, and for a distance of 45 miles the rate should not exceed 22 cents per hundred pounds, and 400 pounds to the barrel. If you are charged in excess of this rate, please advise and the excess will be ordered refunded.

At a session of the Commission June 23, 1896, the case was called and no further communication having been received from plaintiff, was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

SANDERS, *Complainant*, }  
v. } OVERCHARGE.  
WILMINGTON AND WELDON RAILROAD COMPANY. }

June 23, 1896.

Complaint for overcharge on shipment of peas from Williamson, N. C., to Abbeville, S. C.

Plaintiff claimed that he asked for rate before shipping, and was guaranteed a rate of 31 cents per hundred pounds; but when shipment reached consignee a charge of 52 cents per hundred pounds was demanded.

Complaint was served on December 26, 1895, and answer filed January 3, 1896, saying that defendant was not advised of the guaranteed rate as claimed by shipper, but would take the matter up with its connections and endeavor to get adjustment of same.

At a session of the Commission on June 30, 1896, this case was called, and it appeared that the overcharge had been refunded to plaintiff.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

TOWN COMMISSIONERS OF RUTHERFORDTON, }  
*Complainant*, } PETITION FOR DEPOT  
v. } AND CHANGE OF  
CAROLINA CENTRAL RAILROAD COMPANY, } LOCATION.  
CHARLESTON, CINCINNATI & CHICAGO  
RAILROAD COMPANY. }

June 23, 1896.

This was a complaint filed March 27, 1896, by the Commissioners of the town of Rutherfordton, as to the inconvenience and the lack of passenger and freight accommodations. They ask that the Carolina Central be required to rebuild a depot, one having been destroyed by fire. Complainant further states that both depots are located more than a mile from the center of the town, and ask that the two roads be required to extend their respective tracks into the



town; that the county is burdened with large bonded debts for the building of these roads and should be required to grant this relief.

Vice President St. John, representing the Carolina Central Railroad Company, replying to the complaint, says that the business received at Marion by his company would not warrant much expenditure in the way of depot facilities, but they would at an early day have a depot erected. The O. R. & Charleston, in its answer, states that the business does not or would not justify it in extending its road into the town. So far as the bonded debt is concerned, the company now owning the O. R. & C. Railway had nothing whatever to do in placing this debt upon the county, and are deriving no benefit from it.

At a session of the Commission June 23, 1896, this case was called, and it appearing that the depot desired was being erected, and the Commission having no jurisdiction in the other matter of the complaint, case was ordered closed.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

PENNY AND UTLEY, *Complainants*,

v.

RALEIGH AND AUGUSTA RAILROAD COMPANY,

} PETITION FOR  
} ADDITIONAL  
} SIDE TRACK.

June 23, 1896.

Complainants are lumber men and have saw-mills at New Hill, a station on line of defendant road, and complain that they are not furnished with sufficient side track to handle their lumber.

Complaint was served and answer filed May 20, 1896, by Wm. Moncure, Supt., saying that as soon as material to put in side tracks could be obtained, it would be done.

At a session of the Commission June 23, 1896 it appearing that the relief asked by the plaintiff had been granted, and no further action demanded, case was ordered closed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
 COMMISSIONERS,  
 CITIZENS OF GREGORY, *Complainant*, }  
*v.* } PETITION FOR DEPOT.  
 NORFOLK & SOUTHERN RAILROAD CO. }

June 23, 1896.

This was a petition filed May 6, 1896, by the citizens of Gregory, asking that the defendant company be required to enlarge its station facilities at that place.

In answer to this petition, M. K. King, General Manager of defendant company, made answer as follows.

“The station is located on the northern edge of the swamp, (extending from the North river to and across the Virginia line,) about a mile wide where crossed by the railroad.

“There is one highway crossing the swamp in a southwest direction, less than a mile distant from the station, and another one between four and five miles distant to the eastward, both roads leading into Camden county.

“Shawboro station is two miles north of Gregory and Belcross is three miles, including swamp, to the south.

“The population resorting to Gregory is,

*a.* “The few persons across the swamp in Camden who by the first named road are nearer to Gregory than to Belcross;

*b.* Those in Currituck about the station and nearer than to Shawboro;

*c.* Those east of the station about Indian Town, who usually patronize a steamboat running through the canal to and from that point, but who by any irregularity of the boat, or for perishable freight, have to use the railroad.

“There is a saw-mill temporarily located at the station.

“There is a separate siding at the station maintained for the use of car-load shippers of corn and similar products.

“Of the 55 names signed to the petition,

“3 live nearer to and use other stations,

“18 are tenants,

“14 are laborers at the saw-mill and elsewhere,

“14 are land-owners in the vicinity of the station.

“Enclosed is a statement of the revenue from freight shipped to and from the station for each of the three past years, not including



car-loads of lumber, logs, corn, &c.; Also revenue from passengers for the same period, a large part of which is directly and indirectly derived from the saw-mill above mentioned.

“In view of the facts above stated, and that, being situated at the edge of the swamp, the only direction from which traffic can come in any considerable degree is either from the neighborhood of another station or of a distant river landing, the writer does not think any change necessary in depot facilities at Gregory station.”

At a session of the Commission June 23, 1896, this case was called, and upon examination of the freight receipts for the station and a full investigation, the Commission is of the opinion that no additional improvements should be ordered at the present time.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

NORFOLK & SOUTHERN RAILROAD COMPANY } ASSESSMENT OF  
to } PROPERTY.  
THE COMMISSION.

July 8, 1896.

This was a petition of the Norfolk & Southern Railroad Company to the Commission, asking that its line of telegraph along the line of railroad be not assessed for taxation separately from the railroad.

At a session of the Commission July 8, 1896, it appearing upon investigation that the property of petitioner's telegraph line had been included in the assessment of the railroad property, the petition was granted.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

CAPE FEAR AND YADKIN VALLEY RAILWAY CO. } PETITION TO MEET  
to } CUT RATES.  
THE COMMISSION.

July 21, 1896.

This was a petition filed by W. E. Keyle, General Passenger and Freight Agent of the Cape Fear & Yadkin Valley Railway Company, asking to be allowed to meet the “cut rates” of the Seaboard Air-

Line to North Carolina territory from Eastern cities; that such rates could be put into effect from Wilmington and other distributing points on the line of petitioning company as would place the shippers along the line on an equal footing with Virginia and Eastern merchants.

At a session of the Commission July 21, 1896, this matter was taken up and considered. It was adjudged and so ordered that the relief asked for by petitioners be granted.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

WILMINGTON & WELDON RAILROAD COMPANY }  
   *to* } PETITION TO MEET  
 THE COMMISSION. } CUT RATES.

July 30, 1896.

This was a petition filed by T. M. Emerson, Traffic Manager of the Atlantic Coast Line System, as follows :

“As you are, no doubt, aware, considerable demoralization exists in rates from the East to the South.

“This demoralization is brought about by no act of ours, but in order to preserve our revenue it is necessary for us to meet these rates from time to time, and in doing so will reduce the rates from Wilmington and other important points on our line.

“May we ask your authority, by wire, to make such rates between points in North Carolina as are necessary to meet this competition, we, of course, filing with you copies of all such tariffs.

“As these rates will be reductions, we understand it is not necessary to submit the same to your Board before putting into effect.”

At a session of the Commission at Raleigh, N. C., it was adjudged that the prayer of the petitioner be granted.



STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

J. W. CATES, *Complainant*,  
v.  
SOUTHERN RAILWAY COMPANY. } OVERCHARGE.

August 1, 1896.

Complaint filed June 28, 1896, alleging a demand by defendant for freight on a car-load of lumber in excess of contract agreement. The complainant stated that he desired to have a car-load of long timber shipped from Selma to Haw River, and applied to agent of defendant company for rate of freight, and was given a rate of sixteen cents per hundred pounds.

The complaint was served, with the request that settlement be made. Defendant filed its answer on July 28th, saying there had been some misunderstanding about the shipment; but in view of the fact that complainant made the purchase and sale on the basis of the sixteen cents per hundred rate, the rate would be protected.

At a session of the Commission August 1, 1896, it appearing that the matter had been satisfactorily adjusted with complainant, was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

DICKERSON & COMPANY  
v.  
SOUTHERN RAILWAY COMPANY. } FAILURE TO FURNISH  
CARS FOR LOADING.

August 1, 1896.

Plaintiff, under date of May 5, 1896, allege that they are put to great inconvenience by the failure of defendant company to furnish flat cars for hauling stone. The Commission brought the matter to the attention of the railroad company, with the request to supply plaintiff with the cars required for transporting all shipments.

At a session of the Commission August 1, 1896, it appearing by letter from complainant that cars were being furnished as needed, and no further action demanded, case was ordered closed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

W. J. HAWKINS, *Complainant*,

*v.*

CAPE FEAR AND YADKIN VALLEY RAILWAY COMPANY.

} OVERCHARGE.

August 1, 1896.

The plaintiff complained on the 24th of March, 1896, of an excessive charge on a consignment of machinery from Richmond, Virginia, to Mt. Airy, North Carolina, and asked an investigation by the Commission.

Plaintiff was advised that this was an Interstate shipment, and the Commission had no jurisdiction to make an order in same, but would take the matter up with the defendant company and endeavor to get a refund of any overcharge. The answer of the defendant alleged that the shipment was from Philadelphia and not from Richmond, and freight correctly charged at 1½ times first-class; through rate being \$1.06 per 100 pounds.

At a session of the Commission at Raleigh August 1, 1896, this case was called for hearing, and it appearing that the rate complained of was in accord with the through tariff of defendant, which tariff had been approved by I. C. Commission, case was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

FARMERS CENTRAL WAREHOUSE

*v.*

WILMINGTON AND WELDON RAILROAD COMPANY.

} DISCRIMINATION.

August 28, 1896.

Complainant filed his communication alleging discrimination, in that the Lumberton Tobacco Warehouse Company was getting a freight rate much less than the plaintiff on shipments of tobacco, as shown by advertisement of R. T. Lassitter, manager of Lumberton Tobacco Company.

The Commission replied to this communication to the effect that no such special rates had been granted his competitor in business, and that there was no discrimination.



STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

WYNNE, *Complainant*, }  
*To* } TRANSPORTATION  
 THE COMMISSION. } OF BICYCLES.

September 7, 1896.

This was a complaint of the charge made by railroad companies for carrying bicycles, and a petition to the Commission asking that an order be given for a lower rate. The rate complained of is as follows:

“25 cents for each bicycle on an estimated weight of 50 pounds, and not to be carried as a part of the regular baggage allowance.”

At a session of the Commission September 7, 1896, this case is considered, and the Commission is of the opinion that the above charge for transporting a bicycle is not unrrasonable; it was therefore adjudged that complaint be dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

S. K. SCOTT, *Complaniant*, }  
*v.* } PASSENGER  
 SOUTHERN RAILWAY COMPANY. } ACCOMMODATIONS.

September 7, 1896.

This was a communication signed by S. K. Scott, in behalf of the citizens of Mebane, calling attention to frequent requests for better freight and passenger accommodations at Mebane.

The matter was taken up with defendant company by the Commission, and on August 25, 1896, answer was made through W. H. Baldwin, Second Vice-President, stating that an addition of thirty feet had been ordered to be built to the freight house and an additional waiting room provided.

At a session of the Commission September 7, 1896, it appearing that the improvements ordered would meet the requirements, further action was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

CAROLINA CENTRAL RAILROAD COMPANY, }  
*To* } DISCONTINUANCE  
 THE COMMISSION. } OF AGENCY.

September 7, 1896.

This was an application filed by petitioning company on September 1, 1895, asking to be allowed to close the station at Crouse as a billing station, and make same a pre-pay station. The reason stated for desiring to close the agency was that the business at that point was not sufficient to justify the expense of an agent.

With the petition a copy of notice was filed, which had been posted for thirty days, that application would be made to the Commission for the discontinuance of agency.

At a session of the Commission, September, 1, 1896, upon investigation it appeared that the business at Crouse did not justify the expense of an agent, and no objection from the patrons of the station had been filed, it was ordered that petition be granted.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

TOWN OF CLAREMONT, *Complainant*, }  
*v.* } OVERHEAD BRIDGE.  
 SOUTHERN RAILWAY COMPANY. }

September 22, 1896.

This was a complaint against defendant company for failure to place an overhead bridge across a new street recently opened within corporate limits of the town of Claremont. At a session of the Commission at Raleigh September 22, 1896, it appearing that the Commission had no jurisdiction of the subject matter of the complaint, case was ordered closed.



STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

C. E. DAVIS, *Complainant*,  
v.  
RALEIGH & GASTON RAILROAD COMPANY. } OVERCHARGE.

September 7, 1896.

Complainant filed complaint May 27, 1896, alleging an overcharge of freight on shipment of corn from Portsmouth to Lasker, a station on line of defendant's road.

Complaint was served and Defendant asked to refund the overcharge, which was apparent.

At a session of the Commission September 7, 1896, a communication was received from Complainant saying that the overcharge had been refunded. No further action was demanded, case was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

GEO. W. WRIGHT, *Complainant*,  
v.  
SOUTHERN RAILWAY COMPANY. } OVERCHARGE.

September 7, 1896.

This was a complaint for overcharge on shipment of chairs from Concord, Mass. to Salisbury, N. C. Complainant filed freight receipt for five dozen chairs and one-half dozen rockers, weight of same 600 pounds, and a charge for freight of \$11.78.

The complaint was served and answer filed as follows: "I find that shipment originated at West Concord, N. H., from which point we have no through rates. The rate applied was made on the lowest combination; that is, through Nashua, N. H., and there was therefore no overcharge."

At a session of the Commission at Raleigh September 7, 1896, this case was called, and it appearing that the Commission did not have jurisdiction of the matter, the complaint was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

D. S. SANDERS, *Complainant*,  
v.  
A. & N. C. RAILROAD COMPANY. } LOST FREIGHT.

September 7, 1896.

This was a complaint for loss of barrel of flour lost in transit, and the failure on part of defendant to make good the amount of the loss claimed.

The complaint was served on defendant, with the request to answer and show cause, if any, why the loss claimed by plaintiff should not be paid. Answering, it says: "This flour was received from the E. C. D. and N. & S. R. R. in bad order, as they admit, and they will not authorize settlement, saying that it was received from their connections in bad order. We can only refer you to the line turning the freight over to us."

The Commission replied to this communication as follows: "This shipment was in bad order when delivered by you, and, as you admit, so received by your connections. We think you are responsible to Mr. Sanders for the damage, and your recourse is on the connection from whom you received same.

At a session of the Commission September 7, 1896, it appeared that the defendant had paid the plaintiff amount of the loss claimed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

F. MASSEY, *Complainant*,  
v.  
WILMINGTON & WELDON RAILROAD CO. } TRAIN CONNECTION.

September 7, 1896.

Plaintiff files his complaint September 1, 1896, alleging that great inconvenience is caused at Goldsboro by the failure of the "Shoofly" train of the main line of the defendants' road to make connection with the train on the Midland Railroad, and ask that an order be given correcting the same.



Complaint was served, and General Manager Kenly replied on September 7, 1896, that he would within next day or so change the schedule to leave Goldsboro at 7:10 A. M., in order to make connection with main line train. No further order being demanded, case was ordered closed.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

CITIZENS OF SHARPSBURG, *Complainants*, }  
*v.* } STOPPING OF TRAINS.  
 WILMINGTON & WELDON RAILROAD CO. }

September 7, 1896.

Petitioners asked that the local trains No. 48 and 49 of defendant company be required to stop on signal at Sharpsburg, a station on defendant's line. That petitioners are put to great inconvenience by the failure of the stopping of these trains.

This petition was served July 1, 1896, on defendant, and answer filed through General Manager J. R. Kenly on July 6, 1896, to the effect that the trains Nos. 48 and 49 would be stopped on signal at Sharpsburg as requested.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

ALPINE COTTON MILLS, *Complainant*, }  
*v.* }  
 SOUTHERN RAILWAY COMPANY. }

September 7, 1896.

Plaintiff complains as follows:

“The Alpine Cotton Mills, a corporation located and doing a cotton spinning business at Morganton, N. C., respectfully represent to your board—

“First. That in the month of February last they purchased a quantity of cotton in York County, S. C., on the line of the O. R. & C. railway, which connects with the W. N. C. R. R. at Marion, 21 miles west of this place, and which is the most direct and speedy

way of getting such supplies from the locality named (Hickory Grove in the western half of York County, and on the line of said O. R. & C. railway), and that said cotton was detained at Marion by said W. N. C. Railroad Company for many days, necessitating our purchase of other cotton in haste and at disadvantage to avoid the stoppage of our mills and loss of valuable contracts. The freight had been prepaid. Finally, upon notice to the agent at Marion that suit would be brought for damages, the cotton came promptly down without explanation.

“Second. About the 10th of the present month we ordered 40 bales of cotton shipped by the same route from same region, and on the 15th instant received the bill of lading with guaranteed rate to this place of 33 cents, with freight charges following. Owing to the unreasonable delay we have been forced to shut down the mill for lack of cotton, and likewise imperil our contracts. We having tendered freight charges, submit that a common carrier cannot refuse to receive and forward freights under such conditions. They may choke us to death with discriminations, but they must do it in accordance with law.

“We respectfully ask an award of \$15 per day for the time we are deprived of our property.”

Served on July 28, 1896, and answer filed through General Superintendent Green as follows:

“Shipment of January 29th was received at Marion 3.00 P. M., Saturday, February 1st, transferred and forwarded to Morganton by first train on Monday, February 3d.

“The July shipment referred to was delivered to us at Marion 12.45 P. M., July 18th, and forwarded 12.00 midday, July 22d. This shipment was billed from Hickory Grove, S. C., to Morganton, N. C., collect 33 cents through rate, leaving 11 cents for our proportion, whereas our local rate Marion to Morganton is 8 cents. The agent, immediately upon receipt of the cotton, sent a mail telegram to Mr. Munson, our division freight agent at Raleigh, which, however, was enclosed in error to Mr. Halsey at Washington, and did not reach Mr. Munson until July 22d, when he immediately wired the agent to forward the shipment on our local rate, 8 cents, which was done.

“The mistake in directing the mail telegram caused delay of three



days to the shipment at Marion. Our traffic department advise me they have called attention of the agent to his error in holding this cotton, and I hope no like trouble will occur again.

At a session of the Commission September 7, 1896, this case was called, and it appearing that the matter had been satisfactorily adjusted with complainant, case was dismissed.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS.

<p>A CAMERON AND J. A. LESLIE, TRADING AS A. CAMERON &amp; Co., <i>Complainants</i>, <i>v.</i> RALEIGH AND AUGUSTA AIR-LINE RAILROAD COMPANY.</p>	}	<p>PETITION FOR SIDING.</p>
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September 22, 1896.

The petition of the above-named complainants respectfully shows:

I. That A. Cameron and J. A. Leslie are copartners conducting a general mercantile and lumber business in the town of Vass, in Moore county, North Carolina.

II. That the defendant above named is a common carrier engaged in the transportation of passengers and property by railroad between Raleigh and Hamlet, and as such common carrier is subject to the Act of the General Assembly to provide for the general supervision of railroads, steamboat or canal companies, express and telegraph companies doing business in the State of North Carolina.

III. That the complainants operate a saw-mill for the manufacture of lumber, at Vass, on the south side of said railroad; that there is no switch or siding on the south side of said road, and the cars provided by the railroad company for the transportation of complainants' lumber must be loaded by means of skids extending from an embankment on the south side of said road across the main line of railroad to the car situated on a switch or siding on the north side of said railroad; that for a considerable distance along

the main line of said road, north from the town of Vass, there is a very low grade and deep depression, making it impossible to discover a train moving south on said main line a sufficient length of time to remove said skids and make way for the southbound train, by means of all which the complainants are greatly delayed in loading their lumber and made to suffer great inconvenience.

Wherefore, the petitioners pray that the defendant may be required to answer the charges herein, and that after due hearing and investigation an order be made commanding the defendant to construct a siding on the south side of said road, so that your petitioners may be enabled to load their lumber on said cars without danger to themselves and others, and without unnecessary delay and inconvenience.

This case came on for hearing September 22, 1896, Black & Adams appearing for plaintiffs and McRae & Day for defendant. After a full investigation and argument by counsel, defendant proposed a compromise, which was accepted by plaintiffs, as follows:

Defendant agrees to place all the siding as desired by petitioners, and to pay for same, the cost of which is to be estimated and kept account of by Superintendent Moncure, petitioners to enter into bond in the sum estimated to be the cost of the siding, said bond to be void upon plaintiffs' shipping lumber to the amount of one million feet a year, otherwise plaintiffs to pay for the cost of the siding. No further relief being asked, case was ordered closed.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

KERNER BROS., *Complainants*, }  
*v.* } DISCRIMINATION.  
 SOUTHERN EXPRESS COMPANY. }

September 22, 1896.

In this case complaint was filed on the first day of May, 1896, alleging that the defendant company was guilty of discrimination, in that plaintiffs was restrained from the privilege of shipment of packages over its express lines, as shown by the following order of the Southern Express Company:



“To Agent at Kernersville, N. C.:

“You are hereby notified that packages C. O. D., or otherwise, shipped by Kerner Bros. from Kernersville, North Carolina, will not be received by this company unless charges are prepaid in full.”

Plaintiff alleges that it is unjustly discriminated against; that it has guaranteed the express charges of all shipments; that it is put to heavy loss, and has sustained loss to the amount of several hundred dollars on account of the defendant company not allowing plaintiffs the privilege of doing business over said Southern Express Company's lines, and asks that the Railroad Commission issue an order requiring the defendant company to receive and forward such shipments as tendered, and for such damages as plaintiff shall show by itemized statement it has sustained.

This complaint was set for hearing at various times, and continued from session to session in order to suit the convenience of plaintiff and have a full investigation.

Called for final hearing September 22, 1896.

It appeared from sworn evidence that the plaintiff was not a manufacturer, but was shipping cigars under many names, such as C. O. D. Cigar Company, Key West Cigar Company and Dixie Cigar Company, and advertised to ship 300 cigars and a gold-filled watch for \$10, with other similar inducements. It was also in evidence that many of the packages sent were returned and payment of charges refused; at times as many as 100 of these packages were in the express office, returned and not redeemed by plaintiff. Files of *Winston Sentinel*, *Republican*, and *National Advertiser* were produced, in which the firms were spoken of as deceptive, &c. But, apart from the nature of the transactions, the right of a transportation company to credit one shipper and refuse another seems to be settled. In *Allen v. Cape Fear and Yadkin Valley Railway Company*, it was held: “A common carrier has a right to demand the prepayment of charges for transportation before receiving freight for shipment to one individual, although it may have an established custom to accept shipments to its other patrons without such prepayment.” Section 1963 of the Code recognizes this right. Also, in case of *Randall v. Railroad*, 108 North Caro-

lina, in which the Court says: "A common carrier may require prepayment of freight from any shipper it chooses, although it may not require it from others."

The Commission concludes that the defendant has violated no provision of the Act creating the Commission, nor any rule or regulation made in pursuance of it, by the refusal of defendant to require prepayment of charges by plaintiff. The action was dismissed.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

CITIZENS OF SYLVA, <i>Complainant</i> ,	}	PETITION FOR
<i>v.</i>		FREIGHT AND PASSENGER
SOUTHERN RAILWAY COMPANY.		STATION.

September 7, 1896.

The citizens of Sylva, a station on defendant's line, filed their petition July 25, 1896, alleging that the depot at that place was in a dilapidated condition, leaked badly during rainy weather, was insufficient in size and no accommodations of any consequence for passengers or freight, and asking that defendant be required to furnish them better depot facilities.

The petition was served on July 25, 1896, accompanied by a letter from the chairman of the Commission, who had inspected the depot in person, with the request that better accommodations be furnished, and an answer thereto filed on the 25th day of August, 1896, saying that instructions had been given to repair the building and add one waiting room.

At a session of the Commission at Raleigh, N. C., Sept. 7, 1896, it appearing that additional depot facilities had been furnished, case was dismissed.



STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

W. L. BAXTER ET AL., *Complainants*,  
v.  
SOUTHERN EXPRESS COMPANY. } DAMAGES.

September 22, 1896.

This was a complaint by W. L. Baxter, Cheatham and Moore, and other shippers of strawberries from Ridgeway, N. C., to New York. Plaintiff filed complaint August 10, 1896, alleging that complainants delivered to defendant's agent at Ridgeway, on May 11, 1896, 64 crates of strawberries for Northern markets, which were accepted and receipted for. Said shipment of berries went as far as Weldon, and was there refused by A. C. L. train for want of room; that they were kept over in Weldon, and arrived at their destination 24 hours late, in almost worthless condition; that some of the commission merchants refused to receive them, and therefore proved a total loss to shippers; that others paid the express charges and sold at very low prices; that had they arrived on May 12, 1896, they would have met a good market; that the loss sustained was \$150, and asks that the Commission require defendant company to refund to them the amount of damages as claimed. The complaint was served, and on August 11, 1896, defendant filed its answer, saying that the matter would receive attention.

The case was set for hearing on September 22, 1896.

The case was called, and it appearing by letter from plaintiffs that the loss had been paid in full by defendant, and a withdrawal of the complaint asked for, and there being no need of further investigation, case was dismissed.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

IN THE MATTER OF THE REVISION OF THE FREIGHT AND PASSENGER  
TARIFF.

October 21, 1896.

This was an action on the part of the Commission taking into consideration the question of revising and adjusting the local freight

and passenger tariffs. The Commission was advised of a reduction of about 35 per cent. of the through rates, by the railroads passing through this State, which destroyed the relative proportion between the said through rates and the local rates heretofore existing. On September 7, 1896, the Commission addressed the following communication to the railroad companies at interest:

September 7, 1896.

“It appears from press reports that reduced rates have been again ordered to be put in effect from certain points outside of this State to certain points within—clearly causing a discrimination in violation of the long and short haul clause of the act creating the Interstate Commission. Justice to the local business of the State requires of us to take prompt action. It is, therefore, ordered by this Commission that all roads doing business within the State of North Carolina shall reduce their local tariffs of passenger and freight in the same proportion as has been done by them on their through business. The Commission will meet on Saturday the 12th to hear any objection to this order.”

On September 12th, the day set for hearing, this matter was called, and on motion was continued to September 22, 1896, October 5, 1896.

September 12th the Commission amends its order of the 7th to read as follows:

RALEIGH, September 12, 1896.

“In Board of Railroad Commissioners of North Carolina, in session at Raleigh this day. It appeared that the 4th Section of the Interstate Commerce Act, known as the long and short haul clause, was violated by one at least of the companies interested. This Commission has no jurisdiction to remedy this, but for each offense reported will see that it is properly brought to the attention of the Inter-State Commerce Commission, and ask for speedy action by it. It is ordered that all railroad companies doing business within North Carolina who have or may put in force cut rates to and from points in this State to and from points outside, shall so arrange their local freight tariffs that the same relative reduction shall be given to local business as has been or may hereafter be given to through business.



“It is also ordered that the standard passenger rates shall be, on and after the 24th day of September, 1896, as follows :

First-class.....	3 cents per mile.
Second-class.....	2½ cents per mile.

“That all percentage heretofore granted to certain small corporations shall be readjusted by them in like proportion to conform to this order, it being a reduction on passenger rates of one-fourth cent per mile for each class. All parties interested will be heard as to the reasonableness of these rates on September the 22d. All exceptions to be filed on or before that date.”

This case was called for final hearing October 5, 1896. It was in evidence before the Commission that the reduced through rates, known as “cut rates,” had been withdrawn and the old rates restored. This being the case, the matter of freight tariff was not further considered.

The matter of local passenger rates was taken up. The representatives of the various systems of railroads were present and heard at considerable length as to the effect of a reduction of the passenger rates. Numerous witnesses were examined and some fifty pages of evidence taken, which we have not space to embody in this report. The Commission finds as a fact that its present Standard of Passenger rates is as low or lower than most of the other states ; that the majority of the roads in the State are paying no dividends to its stockholders, and in order that an efficient passenger service may be maintained, the earnings as compared with the expenses would not justify a reduction of the rates. The Commission concludes that the present standard of passenger rates of 2¼ and 3¼ cents per mile is not unreasonable, and is therefore of the opinion that it should not reduce the tariff of passenger rates at this time, and it is so adjudged.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD COMMISSIONERS,

v. SOUTHERN EXPRESS COMPANY. } REVISION OF EXPRESS TARIFF.

October 21, 1896.

This was an action on the part of the Commissioners by communication addressed to the Southern Express Company, to the effect that it had under consideration the matter of reducing the express

tariff over the line of the Atlantic and North Carolina Railroad, and make same conform to the rate as applied to other roads of the State, and requested defendant company to appear at the office of the Commissioners on October 5, 1896, to show cause, if any, why this proposed reduction should not be made.

The defendant company in its answer states as follows :

“The Southern Express Company only operates on the Atlantic and North Carolina Railroad by consent of and agreement with the said railroad company, and it can continue its operations on that line only by carrying out its now existing contract in all respects. The rates the Commission would require of us, and the rates the railroad requires of the express company under present contract, are as follows, on merchandise :

“From Goldsboro to New Berne you say we shall charge 50 cents, while we pay the railroad 60 cents.

“From Goldsboro to Morehead you say we shall charge 75 cents, while we pay the railroad 75 cents.

“From New Berne to Morehead you say we shall charge the public 50 cents, and the railroad says we shall pay 50 cents.

“From Goldsboro to Falling Creek you say we shall charge the public 40 cents, and the railroad says we shall pay them 60 cents

“From New Berne to Newport you say we shall charge the public 30 cents, and the railroad says we shall pay them 50 cents.

“From Morehead to Newport you say we shall charge the public 30 cents, and the railroad says we shall pay them 50 cents.

“From Morehead to New Berne you say we shall charge 50 cents, and the railroad says we shall pay them 50 cents.

“On a barrel of fish from Morehead to Goldsboro you would require us to carry it for \$1, and the railroad would require us to pay them \$1.

“From Morehead to New Berne you would require us to charge 80 cents, and the railroad would require us to pay them \$1.

“From New Berne to Goldsboro you would require us to carry it for 80 cents, and the railroad would require us to pay them \$1.

“The other expenses of an express company, besides railroad transportation, are much greater than anybody outside of the express business has any idea of. The casual shipper thinks the express company has no expense except the transportation on the railroad. It is a matter which we have to contemplate ourselves, whether we



can get anybody else to appreciate it or not, that our expenses, outside of railroad transportation, are from 45 to 55 per cent. of our gross earnings on all things. We have to pay agents, clerks, drivers and messengers; we have to hire offices, buy horses, wagons, trucks, safes, horse feed, stationery; we have to keep accounts; we have to pay taxes, and a whole lot of other incidental expenses.

“Whether the express company can undertake to continue to carry express business on the Atlantic and North Carolina Railroad and charge the public the rates required by the Commission will depend upon the rates that we are required to pay the railroad.”

“To revise the Southern Express Company’s rates over the Atlantic and North Carolina Railroad so that it might still be able to pay expenses and live, it would be necessary for the railroad company to make very considerable reductions in the price to the express Company. Whether this should be done or not is a matter of expediency which we apprehend the Commission will consider in the light of their relations to the railroad as the property of the State, as it is understood the State of North Carolina owns a controlling interest in the Atlantic and North Carolina Railroad—the capital stock of said road being \$1,797,100, of which the State owns \$1,266,500.”

The Commission, after much consideration and a careful examination of the facts in the case, concluded that a reduction from the rates now in effect should be made, and the following tariff is ordered :

MILEAGE.		EXPRESS RATES PER 100 POUNDS.				MILEAGE.		EXPRESS RATES PER 100 POUNDS.			
Over Miles.	And not Over Miles.	Merchandise.	Class B.	Class C.	Class D.	Over Miles.	And not Over Miles.	Merchandise.	Class B.	Class C.	Class D.
1	25	\$ 30	\$ 30	\$ 30	\$ 30	209	238	\$ 1 25	\$1 00	\$ 90	\$ 70
25	70	50	45	45	40	238	266	1 40	1 25	1 15	90
70	149	75	65	60	50	266	285	1 50	1 25	1 15	90
149	159	80	75	70	60	285	333	1 75	1 50	1 25	1 00
159	170	90	75	70	60	333	380	2 00	1 50	1 25	1 15
170	190	1 00	80	75	60	380	427	2 25	1 75	1 50	1 25
190	209	1 10	1 00	90	70	427	.....	2 50	2 00	1 75	1 40

Packages not exceeding 5 pounds in weight, or \$5.00 in value, between any two points in North Carolina on any one system of Railroads, will be carried for 25 cents.

With the exception of rate on fish, which shall be ten per cent. less than the present rate in effect from points on Atlantic and North Carolina Railroad.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

OGLESBY, *Complainant*,  
v.  
WNSTERN UNION TELEGRAPH COMPANY. } DAMAGES.

October 21, 1896.

This complaint was filed April 11th, 1896. The plaintiff alleged that on March, 9th, 1896, a telegram was delivered to the agent of the defendant company at Concord, N. C., addressed to G. A. Oglesby, Selma, N. C.

That said message was delivered to the agent at Concord at 10 o'clock, a. m., and reached Selma, N. C., next day at 8:45 a. m.; that plaintiff suffered by this delay to the amount of five dollars. The plaintiff prayed the Commission to investigate the alleged grievance, and for such relief as the Commission might see proper to adjudge in his behalf.

At a session of the Commission at Raleigh, beginning September 22nd, 1896, this case was called for final hearing, and it appearing from the opinion of the Supreme Court, in *Mayo v. Telegraph Co.*, that the Commission has no jurisdiction to hear and determine a case of alleged negligence on the part of a telegraph company on account of unreasonable delay in transmitting or delivering a telegraphic message, it was adjudged that the action be dismissed.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

GARNER, McLEAN & Co., *Complainant*, } DISCRIMINATION  
v. } AND  
WILMINGTON & WELDON RAILROAD COMPANY. } OVERCHARGE.

October 21, 1896.

This was a complaint of unjust discrimination in charging a much higher rate on furniture shipped from Goldsboro to Garysburg than



on same class of furniture from Goldsboro to Weldon; Garysburg being on same line of road and only two miles further than to Weldon. The complaint was filed October 10, 1896, and served same day. On October 12th, 1896, defendant filed answer through H. M. Emerson, General Freight Agent, admitting the discrimination and overcharge, that the same was made through error, and the overcharge would be refunded at once.

At a session of the Commission at Raleigh October 21, 1896, this case was called for hearing, when it appeared that defendant had changed its rates on furniture so as to give the same rates to Garysburg as to Weldon, and that the overcharge had been refunded to plaintiff, and that no further relief was demanded.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

SPARGER BROTHERS, *Complainant*, }  
v. } LOST  
SEABOARD & ROANOKE RAILROAD COMPANY. } FREIGHT.

October 21, 1896.

Plaintiff filed complaint October 3, 1896, alleging a consignment of tobacco had been made to A. T. Liverman, Roxabel, N. C., October 9, 1895. That said lot of tobacco was destroyed by fire in the burning of S. A. L. warehouse at Portsmouth. That defendant had acknowledged liability for the loss, but had failed to pay the loss tho' repeatedly called upon to do so. Complaint was served October 3, 1896, and answer filed October 13, saying that voucher had been made for claim in full.

At a session of the Commission October 21, 1896, it appearing that defendant had paid to plaintiff amount of damage claimed, and no further action was demanded, was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

NATIONAL BANK OF NEW BERNE, <i>Complainant</i> ,	} EXPRESS RATE ON MONEY.
<i>v.</i> SOUTHERN EXPRESS COMPANY.	

October 21, 1896.

Plaintiff filed complaint September 17, 1896, alleging a discrimination by defendant in shipments of currency; that a charge of 75 cents per one thousand dollars was demanded from Newbern to Kinston, a distance of 33 miles, and that the charge to Richmond, Va., a much greater distance, is only 75 cents per thousand dollars.

After investigation a rate of 50 cents per one thousand dollars was put in effect from New Bern to all points on the line of A. & N. C. R. R.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

JOS. P. GULLEY, <i>Complainant</i> ,	} LOST TRUNK.
<i>v.</i> SOUTHERN RAILWAY COMPANY.	

October 21, 1896.

The Complaint in this case was filed September 25, 1896, served September 26, and answer thereto filed October 10, 1896. The investigation disclosed the following facts:

The plaintiff, who was travelling for and represented A. Gans Sons & Co., Clothing Manufacturers, Philadelphia, Pa., on Saturday, July 4, 1896, delivered to agent of defendant company at Rocky Mount, N. C., one large sample trunk filled with overcoats to be transported to Raleigh, N. C., and received from said agent a check for same; that said trunk from some cause was lost and delayed, and not delivered to plaintiff until July 11, 1896; that plaintiff made several trips without this trunk of samples and by the failure to have the samples of overcoats failed to sell to his usual customers and thereby suffered a loss to the amount of sixty dollars. Plaintiff demanded that defendant be required to pay the loss sustained. Defendants answered that a settlement of the claim would be adjusted upon an equitable basis.



At a session of the Commission at Raleigh, October 21, 1896, this case was called, and it appeared that the defendant had complied with the demands of the complainant, and that no further action was required, was dismissed.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

NAT. M. PICKETT, *Complainant*, }  
*v.* } DAMAGE.  
 SOUTHERN RAILWAY COMPANY. }

October 21, 1896.

Plaintiff filed his complaint March 16, 1896, alleging as follows: That on the 16th day of December, 1895, he applied to Mr. Coffin, agent of defendant company at Greensboro, N. C., for a reduced rate ticket to Atlanta, Ga.; that agent told him there were no reduced rate tickets in effect that day nor would not be next day.

Plaintiff avers that he applied the second time to agent, and asked if there would be no reduced rate tickets on sale to Atlanta on the morning of the 17th, and that the agent, Mr. Coffin, replied, "No, sir."

Plaintiff states that he then purchased from some one a mileage ticket book and used same to Atlanta and return.

Plaintiff, after arriving at Atlanta, met with several parties who bought reduced rate tickets at Greensboro for Atlanta and return on the morning that he was told by agent no reduced rate tickets would be on sale.

Plaintiff demands that defendant be required to refund to him the difference in the cost of the ticket used and the cost of the reduced tickets as advertised.

This complaint was served on defendant and answer thereto filed on August 15th through W. A. Turk, General Passenger Agent, as follows:

"I enclose sworn statement of ticket clerk, which shows there was sold at Greensboro ticket office by ticket clerk on December 17, 1895, six round-trip tickets to the Atlanta exposition, at the reduced

rate of \$9.20 each, which will show that Mr. Pickett could have procured a ticket to Atlanta and return at rate as advertised if he had applied for it, as there could be no reason for discriminating against him or any one else; that these tickets were on sale from September 14th until December 24th; that he did not refuse to sell Mr. Pickett or any one else on the night of December 16 tickets at the rate mentioned; that Mr. Pickett did not buy a ticket of any description at our Greensboro office on the date on question; that while he cannot recall the particulars of the previous conversation with Mr. Pickett he has no just cause to believe that he gave him anything but correct information."

Defendant enclosed a sworn certificate signed by prominent citizens of Greensboro to the effect that Mr. Coffin, the ticket clerk, had always been found uniformly courteous and correct in his official capacity, and that no one in that community stands higher for truth and honesty.

At a session of the Commission at Raleigh October 21, 1896, this case was called for final hearing, and it appeared that the Commission had no jurisdiction of the subject matter of the complaint the case was dismissed.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS.

W. B. BRAWLEY, *Complainant*, }  
v. } CARS FOR LOADING.  
SOUTHERN RAILWAY COMPANY. }

November 17, 1896.

This complaint filed by W. B. Brawley, of Grantville, alleges that the defendant company refused to supply him with box cars to be loaded with wood two feet in length, but wished him to use flats, which was unreasonable. The defendants in reply, stated that they had been supplying gondolas for this business, and would have gladly furnished the box cars, but were unable to do so on account of the heavy movements of cotton at that time. The pressure having passed, there will in the future be no cause of complaint.



STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

WHITE BROTHERS, *Complainant*, }  
*v.* } DEMURRAGE CHARGES.  
 SOUTHERN RAILWAY COMPANY. }

November 17, 1896.

This was a complaint filed October 2, 1896, by White Brothers, and alleges that the defendant company demanded demurrage for the failure of plaintiff to unload a shipment of flour and bran less than a car load.

On Nov. 17 the case being called, it was held by the Commission that the rule in regard to demurrage can only apply to car load lots, and that it was the duty of the defendant to unload the contents of the car in its depot, and that the plaintiff was in no way liable for demurrage claimed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

J. S. RAGSDALE, *Complainant*, }  
*v.* } FAILURE TO FURNISH  
 SOUTHERN RAILWAY COMPANY. } FREIGHT RATES.

November 17, 1896.

Plaintiff filed his complaint Sept. 30, 1896, alleging unreasonable delay and annoyance by failure of defendant to furnish freight rates on shipments from Jamestown, N. C., to points outside of the State.

The complaint was served on defendant, and answer filed thereto, saying that the delay was caused by misplacing of tariff by agent at Jamestown, and that in future there would be no further trouble.

This case was called at a meeting of the Commission November 17, 1897, and it appearing by communication from plaintiff that the matter had been satisfactorily explained, and that no further relief was demanded, case was ordered dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

J. MAC NAUGHTON, *Complainant*,  
v.  
SOUTHERN RAILWAY COMPANY. } OVERCHARGE.

November 17, 1896.

Complaint for overcharge on car-load of lumber shipped by plaintiff from Marion, N. C., to Port Chester, New York. Complaint was filed August 17th and served same day.

At a session of the Commission November 17th, 1896, it appeared from letter filed by plaintiff that the matter had been satisfactorily adjusted by defendant, case was ordered closed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

A. G. MAXWELL, *Complainant*,  
v.  
SOUTHERN RAILWAY COMPANY. } OVERCHARGE.

November 17, 1896.

Complaint for overcharge.

Upon investigation of complaint it was found that plaintiff was charged \$5.28 freight on one mower and seven parts from Reidsville to Mt. Olive. It appeared that the mower was not properly knocked down and packed, and according to classification there was no overcharge.



STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

CLARK, *Complainant*,  
v.  
WILMINGTON & WELDON RAILROAD COMPANY. } OVERCHARGE.

November 17, 1896.

Plaintiff filed complaint June 20, 1896, alleging an overcharge on shipment of potatoes from Neals to Raleigh. Upon investigation it appeared that a special rate existed from Neals to Raleigh on this class of freight; that a change of agents had just been made at Neals, and the agent charged freight at regular posted class rate, overlooking at the time the special, hence an overcharge.

At a session of the Commission November 17, 1896, this case was called for final hearing, and the Commission being convinced that there was no intention on part of defendant to disregard the rules of the Commission, and it further appearing that the necessary precaution had been taken by the defendant to prevent a recurrence of the error, and the amount of the overcharge had been refunded to the plaintiff, it was adjudged that the action be dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

LONG, *Complainant*,  
v.  
SEABOARD AND ROANOKE RAILROAD CO. } OVERCHARGE.

November 17, 1896.

Complaint for overcharge on corn shipped from Gary's, a station on S. & R. R., R. to Gaston, a station on R. & G. R.R. Plaintiff alleges that he is charged a rate of 8 cents per 100 pounds, and that he is informed that this is in excess of the rate prescribed by the Railroad Commission for this class of freight.

Complaint was served and defendant answered on June 18, 1896, saying that the rate of 8 cents per 100 pounds on corn from Gary's to Gaston was correct, and, upon defendant's understanding, according to the tariff prescribed by the Commission.

Upon further investigation it was ascertained that defendant was not applying the tariff prescribed by the Commission properly, whereupon the following order was issued :

“From and after this date the Raleigh and Gaston Railroad Company and Seaboard and Roanoke R. R. Company shall apply the Commissioners’ Standard Tariff for the transportation of freight from a station on either road to a station on the other.”

At a session of the Commission November 17, 1896, it appearing that defendant is complying with the order of the Commission, and has refunded to plaintiff certain overcharges, case was ordered closed.

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STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD  
COMMISSIONERS,

CLARK, *Complainant*,  
v.

WESTERN UNION TELEGRAPH COMPANY. }

OVERCHARGE.

November 17, 1896,

Complaint was filed July 9, 1896, alleging that defendant company, in violation of the rules of the Commission fixing a rate of twenty-five cents for a message of ten words to any point on its lines in North Carolina, had demanded and received of plaintiff thirty-five cents for a message of ten words from Raleigh to Oxford, North Carolina.

Notice was served on the manager of the Western Union Telegraph Company, citing him to appear before the Commission and show cause, if any, why it should not be adjudged that defendant company had forfeited the penalty as prescribed by Section 26 of the act creating the Railroad Commission.

Defendant appeared before the Commission and introduced as a witness the messenger boy who demanded from plaintiff the charge of thirty-five cents for the sending of the message.

It appeared upon investigation that the messenger was slightly deaf, and on asking of the manager the rate from Raleigh to Oxford, understood him to say thirty-five cents and not twenty-five cents; hence, demanded of plaintiff thirty-five cents, as he understood the rate told him.



At a session of the Commission November 17, 1896, the case was called for a final hearing, when it appeared that the overcharge had been refunded by defendant, and that plaintiff asked no further redress; it further appeared that the overcharge was not an intentional violation of the law, and that the case did not demand any further action on the part of the Commission.

# CIRCULARS.

BOARD OF RAILROAD COMMISSIONERS,  
RALEIGH, January 18, 1896.

CIRCULAR No. 48.]

## TARIFF.

SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY.

The Southern Bell Telephone and Telegraph Company will be allowed a maximum charge for Telephone service as follows:

### CLASS B.

PLACE OF BUSINESS.	ANNUALLY.
Special wire.....	\$40 00 per year.
2-Party wire, each.....	36 00 " "
3-Party wire, each.....	30 00 " "
4-Party wire, each.....	24 00 " "
5-Party wire, each.....	20 00 " "
RESIDENCE.	
Special wire.....	30 00 " "
2-Party wire, each.....	28 00 " "
3-Party wire, each.....	25 00 " "
4-Party wire, each.....	21 00 " "
5-Party wire, each.....	18 00 " "

### CLASS C.

BUSINESS.	ANNUAL RATE.
Direct wire.....	\$30 00
2-Party wire, each.....	24 00
3-Party wire, each.....	21 00
4-Party wire, each.....	18 00
RESIDENCE.	
Direct wire.....	24 00
2-Party wire, each.....	21 00
3-Party wire, each.....	18 00
4-Party wire, each.....	15 00

Class "B" rate includes battery transmitters.

Class "C" " " " magneto " "

By order of the Board,  
H. C. BROWN, *Clerk.*

J. W. WILSON,  
*Chairman.*



## BOARD OF RAILROAD COMMISSIONERS,

CIRCULAR No. 49.]

RALEIGH, January 18, 1896.

The Inter-State Telephone and Telegraph Company.

The Inter-State Telegraph and Telephone Company will be allowed a maximum charge for telephone service as follows :

Place of business.....	\$ 34 00 per year.
Place of residence.....	24 00 " "

By order of the Board.

H. C. BROWN, *Clerk.*

J. W. WILSON,

*Chairman.*

## BOARD OF RAILROAD COMMISSIONERS,

RALEIGH, February 18, 1896.

CIRCULAR No. 50.]

Circular No. 13 is withdrawn, and the following issued :

It shall be the duty of each railroad company in this State to bulletin at every telegraph station along its line, and other stations if possible, ten minutes in advance of the schedule time of arrival of its trains, whether such train is on time, and if behind its schedule time to state, as near as can be approximated, the time of its arrival.

Effective at once.

By order of the Commission,

H. C. BROWN, *Clerk.*

J. W. WILSON,

*Chairman.*

## BOARD OF RAILROAD COMMISSIONERS,

February 24 1896.

CIRCULAR No. 51.]

On and after March 16th, 1896, the following changes in the tariff of the Southern Express Company will be in effect :

The maximum charge per hundred pounds, over one mile and not

over 25 miles, on shipments classed Merchandise and classes B. C. D. shall not exceed a rate of 30 cents per hundred pounds.

By order of the Commission.  
H. C. BROWN, *Clerk.*

J. W. WILSON,  
*Chairman.*

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BOARD OF RAILROAD COMMISSIONERS.

CIRCULAR No. 52.]

RALEIGH, February, 24, 1866.

The following rule is adopted by the Railroad Commission to take effect on and after March 16, 1896, and to be added to the rules governing the transportation of freights by the Southern Express Company:

On all shipments of freight by the Southern Express Company originating and terminating in this State, which shall pass over the whole or portions of two or more roads, not under the same control, the maximum rates charged shall not be greater than the sum of the local rates on such freights, less ten (10) per cent. for the distance hauled over each road.

By order of the Commission,  
H. C. BROWN, *Clerk.*

J. W. WILSON,  
*Chairman.*



BOARD OF RAILROAD COMMISSIONERS,

CIRCULAR No. 53.]

RALEIGH, April 1, 1896.

ABERDEEN AND WEST END RAILROAD.

PASSENGER TARIFF—

STATIONS.	1ST. 2ND.		1ST. 2ND.		1ST. 2ND.		1ST. 2ND.		1ST. 2ND.			
Aberdeen..... 0			20	15	40	35	50	45	60	50	65	55
Pinehurst..... 6	20	15			25	20	35	30	40	35	45	40
West End.....13	40	35	25	20			15	10	20	15	25	20
Old Stores.....18												
Eagle Springs.....20	60	50	35	30	20	15						
Inland.....22												
Candor.....25	75	65	55	50	40	30	25	20	20	15	15	10
Junction.....30	90	80										
Star.....33	1 00	90	80	70	60	55	45	40	40	35	35	30
Troy.....38	1 20	1 05	1 00	90	80	70	65	60	60	50	55	50
			Aberdeen.	Pinehurst.	West End.	Old Stores.	Eagle Springs.	Inland.				

STATIONS.	1ST. 2ND.		1ST. 2ND.		1ST. 2ND.		1ST. 2ND.	
Aberdeen..... 0	75	65	90	80	1 00.	90	1 15	1 00
Pinehurst..... 6	55	50	75	65	80	70	95	85
West End.....13	40	30	50	45	60	55	75	65
Old Stores.....18								
Eagle Springs.....20	20	15	35	30	40	35	55	45
Inland.....22								
Candor.....25			20	15	25	20	40	35
Junction.....30								
Star.....33	25	20	15	10			35	30
Troy.....38	45	40	30	25	40	35	40	35
			Candor.	Junction.	Star.	Troy.		

Rate for 5 miles, use  
Rate Aberdeen to Pine-  
hurst. 10 miles Rate,  
Aberdeen to West End.  
20 miles Rate, Aberdeen  
to Eagle Springs.

BOARD OF RAILROAD COMMISSIONERS,  
RALEIGH, November 17, 1896.

CIRCULAR No. 56.]

CLASSIFICATION OF FREIGHT.

The Southern Railway and Steamship Association's Classification of Freight, issue No. 24, effective May 1, 1896, with supplement No. 1, effective September 1, 1896 Supplement No. 11, Exception Sheet No. 31, is approved, and is hereby made the Classification of Freight for North Carolina, except as otherwise classified in Commissioners' Exception Sheet "A."

Rules governing Transportation of Freight as appear in Commissioners' Report for the year 1896.

The above Classification and Rules to be applied by all roads in the State. By order of the Commission.

J. W. WILSON,  
*Chairman.*

H. C. BROWN,  
*Clerk.*





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PART TWO.

ASSESSMENT OF RAILROAD PROPERTY, TELE-  
GRAPH, STEAMBOAT AND CANAL COM-  
PANIES, FOR THE YEAR 1896.

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## STATEMENT A. Showing the Railroads, Mileage, Valuation Per Mile, Rolling Stock, Other Property, &amp;c.

NAME OF ROAD.	MILEAGE.			Valuation per Mile	Value of Track.	Rolling Stock.	Other Property.	Total Valuation.
	Main Line.	Sidings.	Total.					
ATLANTIC COAST LINE SYSTEM—								
Albemarle and Raleigh.....	53.33	1.26	54.59	\$ 4,000	\$ 218,360 00	\$ 36,470 00	\$ 12,915 00	\$ 267,745 00
Cheraw and Darlington.....	13.90	1.17	15.07	3,000	45,210 00	2,999 25	3,320 00	51,729 25
Petersburg.....	7.18	.49	7.67	10,000	76,700 00	14,438 40	1,000 00	92,138 40
Wilmington, Columbia and Augusta.....	63.33	3.31	66.64	10,000	666,400 00	121,112 00	9,654 00	797,166 00
Wilmington, Chadburn and Conway.....	24.88	.65	25.53	2,500	63,825 00	5,000 00	500 00	69,325 00
Wilmington and Weldon.....	161.41	14.24	175.65	10,000	1,756,500 00	282,322 00	82,745 00	2,121,567 00
Norfolk and Carolina.....	66.11	4.87	70.98	10,000	709,800 00	104,846 00	9,920 00	824,566 00
Tarboro Branch.....	14.38	.72	15.10	8,500	128,350 00	16,455 00	5,400 00	150,205 00
Scotland Neck Branch.....	85.82	3.41	89.23	6,000	535,380 00	96,353 00	22,770 00	654,503 00
Midland Branch.....	21.50	.13	21.63	3,000	64,890 00	4,000 00	85 00	68,975 00
Wilson and Fayetteville Branch.....	116.20	5.48	121.68	10,000	1,216,800 00	227,748 00	31,185 00	1,475,733 00
Nashville Branch.....	19.20	.33	19.53	5,500	68,365 00	12,207 00	2,940 00	83,502 00
Clinton Branch.....	13.43	.11	13.54	3,500	47,390 00	8,758 00	1,290 00	57,408 00
Washington Branch.....	25.39	.58	25.97	4,000	103,880 00	18,587 00	15,320 00	137,787 00
Total.....	686.06	36.75	722.81		\$5,701,840 00	\$ 951,295 65	\$ 199,214 00	\$ 6,852,349 65
SOUTHERN RAILWAY COMPANY—								
Atlanta and Charlotte Air-Line.....	43.13	5.74	48.87	10,000	488,700 00	40,623 98	5,430 00	534,753 98
Atlantic, Tennessee and Ohio.....	44.00	1.53	45.53	5,500	250,415 00	5,980 00	6,650 00	262,995 00
Asheville and Spartanburg.....	41.91	2.03	43.95	7,000	307,650 00	17,921 89	3,250 00	328,821 89
Charlotte, Columbia and Augusta.....	11.48	3.20	14.68	8,500	124,780 00	23,049 34	3,890 00	151,719 34
Danville and Western.....	.75		.75	3,000	2,250 00			2,250 00

ASSESSMENT OF RAILROAD PROPERTY.

High Point, Randleman, Ashboro and Southern.....	27.81	2.44	30.25	3,500	105,875 00	8,563 00	4,140 00	118,580 00
North Carolina.....	225.87	29.41	255.28	{ 3,000 8,000 11,000	2,715,830 00	114,708 00	45,275 00	2,875,813 00
North Carolina Midland.....	26.11	.87	26.98	2,500	67,450 00	.....	3,890 00	71,310 00
Northwestern North Carolina.....	100.15	5.43	105.58	{ 6,500 3,000	420,830 00	27,115 00	12,300 00	460,245 00
Oxford and Clarksville.....	49.32	2.64	51.96	4,500	233,820 00	14,756 80	5,875 00	254,451 80
Oxford and Henderson.....	13.30	1.09	14.39	3,500	50,365 00	8,765 00	2,500 00	61,630 00
Piedmont.....	41.66	4.91	46.57	10,000	465,700 00	.....	4,630 00	470,330 00
State University.....	10.14	.42	10.57	2,000	21,120 00	2,515 00	1,000 00	24,635 00
Statesville and Western.....	20.38	.76	21.12	2,000	42,240 00	.....	3,950 00	46,190 00
Southern Railway.....	110.10	9.25	120.35	8,500	1,022,975 00	50,551 42	20,110 00	1,093,636 42
Western N. C.—Salisbury to Old Fort.....	73.91	11.69	85.60	8,000	684,800 00	47,278 58	17,360 00	749,438 58
Western N. C.—Old Fort to Paint Rock.....	122.16	3.39	125.55	3,500	439,425 00	20,815 00	5,830 00	466,100 00
Western N. C.—Asheville to Murphy.....	41.17	2.73	43.90	2,500	109,750 00	8,310 00	4,000 00	1,2,000 00
Yadkin.....	1,004.34	87.53	1,091.87	.....	\$7,553,975 00	\$ 380,905 01	\$ 160,080 00	\$ 8,104,960 01
Total.....	264.51	222.59	287.10	{ 4,500 10,000 6,000	1,622,370 00	146,244 91	39,465 00	1,808,079 91
Durham and Northern.....	42.10	1.70	43.80	4,500	157,100 00	14,260 17	5,310 00	217,080 17
Georgia, Carolina and Northern.....	14.30	1.49	15.79	9,000	142,110 00	2,946 76	1,810 00	146,866 76
Louisburg.....	10.00	.33	10.33	3,000	30,990 00	.....	1,000 00	31,990 00
Murfreesboro.....	6.15	.09	6.24	2,000	12,480 00	.....	275 00	12,755 00
Palmetto.....	7.00	.33	7.33	2,000	14,660 00	1,938 43	100 00	16,688 43
Pittsboro.....	12.00	.40	12.40	2,000	24,800 00	.....	320 00	25,120 00
Raleigh and Gaston.....	97.00	17.92	114.92	10,000	1,149,200 00	222,253 30	29,967 00	1,401,360 30

SEABOARD AIR-LINE SYSTEM—

Carolina Central.....	208.42 @ 4,500	53.10 @ 10,000	25.58 @ 6,000
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## STATEMENT A.—Continued.

NAME OF ROAD.	MILEAGE.			Valuation per Mile.	Value of Track.	Rolling Stock.	Other Property.	Total Valuation.
	Main Line.	Sidings.	Total.					
Raleigh and Augusta.....	106.50	12.71	119.21	\$ 3,000 10,000	\$ 1,117,060 00	\$ 17,565 10	\$ 13,105 00	\$ 1,147,730 10
Roanoke and Tar River.....	32.42	2.25	34.67	4,000	138,680 00		4,635 00	143,315 00
Seaboard and Roanoke.....	19.02	2.88	21.90	10,000	219,000 00	42,114 50	3,135 00	264,249 50
Wilmington Railway Bridge Company.....	2.40		2.40		50,000 00			50,000 00
Total.....	613.40	62.69	676.09		\$ 4,718,450 00	\$ 447,683 17	\$ 99,062 00	\$ 5,265,195 17
MISCELLANEOUS ROADS.—								
Aberdeen and Rock Fish.....	15.50	.50	16.00	1,750	28,000 00	3,000 00	200 00	31,200 00
Aberdeen and West End.....	40.25		40.25		88,687 00	18,875 00	1,600 00	109,162 00
Atlantic and North Carolina.....	95.00	7.26	102.26	5,000	511,300 00	64,450 00	43,350 00	619,100 00
Atlantic and Danville.....	22.00	.40	22.40	5,000	112,000 00	18,984 35	750 00	131,734 35
Cape Fear and Yadkin Valley.....	331.24	29.89	361.13	5,000	1,805,650 00	224,186 67	36,250 00	2,066,086 67
Carthage.....	21.00	.60	21.60	2,000	43,200 00	3,800 00	1,200 00	48,200 00
Cashie and Clowan.....	19.00	10.00	29.00	1,250	36,250 00	4,000 00		40,250 00
Chester and Lenoir.....	62.38	2.15	64.53	2,750	177,457 50	11,147 40	2,200 00	190,804 90
Danville, Mocksville and Southwestern.....	7.80	.20	8.00	2,500	20,000 00		1,200 00	21,200 00
East Tennessee and Western North Carolina.....	3.00		3.00	3,100	9,300 00	2,865 00	1,350 00	13,515 00
Egypt.....	8.00		8.00	2,000	16,000 00	11,215 00		27,215 00
Glendon and Gulf Manufacturing and Mining Co.....	8.00	.58	8.58	2,000	17,160 00	1,525 00		18,685 00
Hamilton Railway Company.....								
Hendersonville and Brevard.....	21.60	.30	21.90	2,500	54,750 00	4,570 00	780 00	60,100 00
Hoffman and Troy.....	3.50		3.50	1,500	5,250 00	3,200 00		8,450 00





## STATEMENT A.—Continued.

TELEGRAPH COMPANIES—Poles, Wires and Batteries.	Valuation.
Western Union Telegraph Company.....	\$ 182,252 80
Atlantic Postal Telegraph Company.....	29,586 00
Carthage Telegraph Company.....	210 00
Pittsboro Telegraph Company.....	250 00
Louisburg Telegraph Company.....	200 00
United Telegraph Company.....	145 00
Cleveland Springs Telegraph Company.....	50 00
Oak Ridge and Stokesdale Telegraph Company.....	210 00
Elizabeth City and Norfolk Telegraph Company.....	1,090 00
Lenoir and Blowing Rock Telegraph Company.....	480 00
Sweepsonville Telegraph Company.....	80 00
Carolina Postal Telegraph Company.....	220 00
Wilmington and Southport Telegraph Company.....	500 00
Total.....	<u>\$215,273 80</u>

## STATEMENT A.—Continued—Showing Valuation of Steamboats.

OWNERS.	KINDS OF PROPERTY.	Total Assessed Value.
		\$
Pamlico Towing Co.....	One Steamer.....	1,000 00
Black River Steamboat Line.....	Two Steamers.....	5,300 00
W. H. Ward.....	One Steamer.....	800 00
Old Dominion Steamship Company.....	Three Steamers.....	35,000 00
Fairfield Canal and Turpike Company.....	Canal Property.....	8,055 00
H. G. Wood.....	Two Steamers.....	675 00
Wilmington Steamship Company.....	One Steamer.....	50,000 00
Albemarle Steam Navigation Company.....	Two Steamers.....	1,750 00
D. W. Raper Company.....	One Steamer.....	800 00
J. C. Whitty.....	One Steamer.....	1,000 00
David Styron.....	One Steamer.....	600 00
Walter Taft.....	One Steamer.....	1,000 00
C. F. Rives Transportation Company.....	Three Steamers.....	9,100 00
Chas. Wessell.....	One Steamer.....	700 00
J. J. Lassiter and M. W. Jones.....	One Steamer.....	1,300 00
Mocason River Steamboat Company.....	One Steamer.....	1,500 00
C. F. R. T. and Transportation Company.....	Three Steamers.....	23,000 00
J. W. Harper.....	One Steamer.....	8,000 00
J. S. Basnight.....	One Steamer.....	300 00
Newbern and Snow Hill Steamboat Company.....	Two Steamers.....	1,500 00
Branning Manufacturing Company.....	Two Steamers.....	7,000 00
J. G. and F. Wood.....	Five Steamers.....	3,500 00
Roanoke and Tar River Steamboat Company.....	One Steamer.....	6,000 00



## STATEMENT A.—Continued—Showing Valuation of Steamboats.

OWNERS.	KINDS OF PROPERTY.	Total Assessed Value.
Albemarle and Chesapeake Canal Company.....	Canal Property.....	\$ 100,000 00
Tar River Oil Company.....	One Steamer.....	2,500 00
Chas. L. Ives.....	One Steamer.....	800 00
Fairfield and Elizabeth City Transportation Company.....	One Steamer.....	1,000 00
Cashie Steam Navigation Company.....	One Steamer.....	1,000 00
Lake Drummond Canal Company.....	.....	1,600 00
Dixon and Dixon.....	One Steamer.....	500 00
J. H. Gard.....	One Steamer.....	500 00
Styrons Transportation Company.....	One Steamer.....	3,000 00
		\$ 278,780 00

RECAPITULATION OF VALUATIONS—Atlantic Coast Line System.....	\$ 6,852,349 65
Southern Railway.....	8,104,960 01
Seaboard Air-Line.....	5,265,195 17
Miscellaneous Roads.....	5,775,555 89
	\$25,998,060 72
Pullman's Palace Car Company.....	\$ 83,982 47
Telegraph Companies.....	215,273 80
Steamboat Companies.....	278,780 00
	\$578,036 27 — \$ 578,036 27
Grand total valuation.....	\$36,576,066 99

**STATEMENT B. Showing Railroads, Assessed Value, Apportioned to Counties and Towns in Proportion to Mileage.**

The following is a list of Railroads in North Carolina, and valuation placed thereon for State, County and Municipal taxation for the year 1896, by the Board of Railroad Commissioners of North Carolina :

NAME OF ROAD.	COUNTY.	TOWN.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.	
Aberdeen and Rock Fish.....	Moore .....	.....	3.25	\$ 1,950 00	\$ 6,337 50	
	Cumberland .....	.....	12.75	.....	24,862 50	
Aberdeen and West End.....	Moore .....	.....	23.00	2,712 10	62,378 30	
	Montgomery.....	.....	17.25	do	46,783 70	
		Aberdeen .....	.50	do	1,356 05	
		Candor .....	1.00	do	2,712 00	
		Troy.....	.25	do	678 02	
Atlantic and North Carolina...	Wayne .....	.....	11.80	6,054 18	71,439 32	
	Lenoir .....	.....	17.71	.....	107,219 52	
	Jones .....	.....	3.61	.....	21,855 58	
	Craven .....	.....	52.05	.....	315,120 06	
	Carteret.....	.....	.....	17.09	.....	103,465 93
			Goldsboro.....	6.59	.....	39,897 04
			LaGrange.....	1.25	.....	7,567 72
			Kinston .....	.92	.....	5,569 84
			Newbern .....	3.48	.....	21,068 54
			Newport .....	1.06	.....	6,417 43
		Morehead City..	3.20	.....	19,373 37	
Atlantic and Danville.....	Caswell.....	.....	14.90	5,881 00	87,626 90	
	Person .....	.....	5.30	.....	31,169 30	
	Granville .....	.....	2.20	.....	12,938 20	
Cape Fear and Yadkin Valley.	New Hanover	.....	10.37	5,721 17	59,328 53	
	Pender .....	.....	22.31	.....	127,639 30	
	Sampson .....	.....	40 89	.....	233,938 64	
	Cumberland .....	.....	44.46	.....	254,363 22	
	Robeson.....	.....	29.01	.....	165,971 14	
	Richmond .....	.....	10.47	.....	59,900 65	
	Harnett .....	.....	14.24	.....	81,469 46	
	Moore .....	.....	15.71	.....	89,879 58	
	Chatham .....	.....	31.16	.....	178,271 66	
	Randolph .....	.....	31.73	.....	181,532 72	
	Guilford.....	.....	45.62	.....	260,999 78	
	Rockingham.	.....	10 89	.....	62,303 54	
	Forsyth .....	.....	11.03	.....	63,104 51	
	Stokes .....	.....	22.13	.....	126,609 49	



## STATEMENT B.—Continued.

NAME OF ROAD.	COUNTY.	TOWN.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Cape Fear and Yadkin Valley (Continued.)	Surry		21.11	\$ 5,721 17	\$ 120,773 90
		Wilmington	.15		858 18
		Roseboro	.73		4,176 45
		Fayetteville	7.43		42,508 29
		Jonesboro	1.22		6,979 83
		Sanford	2.98		17,049 09
		Siler City	1.22		6,979 83
		Greensboro	6.04		34,384 23
		Germanton	6.50		2,860 59
		Pilot Mountain	1.58		9,039 45
		Mt. Airy	2.65		15,161 10
		Hope Mills	1.75		10,012 05
		Red Springs	1.59		9,096 66
		Maxton	1.51		8,638 97
		Madison	.82		4,091 36
		Liberty	1.70		9,725 99
		Ramseur	.94		5,377 90
Carthage	Moore		21 60	2,231 48	48,200 97
Carthage and Western		Carthage	.50		1,115 74
		Cameron	.50		1,115 74
Cashie and Chowan	Bertie		29.00	1,387 93	40,250 00
Cashie and Roanoke	Bertie				
Ohio River and Charleston	Cleveland		22.60	5,266 74	119,028 32
		Rutherford	28.40		149,575 42
		McDowell	13.50		71,100 99
		Forest City	1.42		7,478 77
		Marion	.78		4,108 06
		Moorestown	1.00		5,266 74
		Shelby	1.69		8,900 79
		Earle's	1.00		5,266 74
Danville, Mocksville and South Western	Rockingham		8.00	2,650 00	21,200 00
East Tennessee and Western North Carolina	Mitchell		3.00	4,505 00	13,515 00
		Elk Park	.50		2,252 50
Egypt	Chatham		8.00		27,215 00
Glendon and Gulf	Chatham		5.36	2,177 74	11,672 68
	Moore		3.22		7,012 32
Hoffman and Troy	Richmond		3.50	2,414 29	8,450 01

## STATEMENT B.—Continued.

NAME OF ROAD.	COUNTY.	TOWN.	Dis- ance.	Valuation Per Mile.	Total Assessed Value.
Jamesville and Washington.....	Beaufort .....		5.12	\$ 3,826 17	\$ 19,589 99
Marietta and North Georgia.....	Cherokee .....		13.25	3,403 77	45,099 94
Moore County.....	Moore .....		12.15	1,944 86	23,630 05
	Montgomery.....		.50		972 43
		Aberdeen .....	.60		1,166 92
Northampton and Hertford.....	Northhampt'n .....		9.00	2,370 00	21,330 00
New Hanover Transit Com- pany.....	New Hanover .....		3.80	2,343 42	8,905 00
NORFOLK AND WESTERN—					
Roanoke and Southern Divis- ion.....	Rockingham.....		20.94	7,176 98	150,285 96
	Stokes .....		11.56		82,965 89
	Forsyth .....		17.06		122,439 28
		Stoneville .....	1.20		8,612 38
		Madison.....	2.17		15,574 05
		Winston.....	2.63		18,875 46
		Salem .....	.25		1,794 24
Lynchburg and Durham Di- vision.....	Person .....		22.97	5,526 10	126,934 51
	Durham .....		20.64		114,058 70
		Roxboro .....	.98		5,415 57
		Durham .....	.22		1,215 74
Norfolk and Southern.....	Currituck .....		16 04	8,859 46	142,105 00
	Camden .....		5.80	8,859 46	51,384 86
	Pasquotank.....		16.21	8,859 46	143,611 84
	Chowan .....		6.40	8,859 46	56,700 54
	Perquimans .....		17.69	8,859 46	156,723 84
		Elizabeth City.....	3.39	8,859 46	30,033 56
		Windfall .....	.63	8,859 46	5,581 45
		Edenton.....	2.77	8,859 46	24,540 80
Albemarle and Pantego Di- vision.....	Washington .....		19.84	4,422 63	87,744 97
	Beaufort .....		12.65	4,422 63	55,946 26
		Pantego .....	.63		2,786 25
Raleigh and Western.....	Chatham .....		1.00	1,000 00	1,000 00
Suffolk and Carolina.....	Gates .....		17.50	2,952 10	51,661 75
	Chowan .....		8.00		23,616 80
Suffolk Lumber Company.....	Gates .....		9.00	3,277 77	29,500 00
Warrenton.....	Warren .....		3.12	3,025 64	9,440 00
Wilmington, Newbern and Norfolk.....	New Hanover .....		14.11	4,198 25	59,237 31



## STATEMENT B.—Continued.

NAME OF ROAD.	COUNTY.	TOWN.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
NORFOLK AND WESTERN—					
Wilmington, Newbern and Norfolk—Continued.	Pender.....		16.02	\$ 4,198 25	\$ 67,255 97
	Onslow.....		37.97		159,407 55
	Jones.....		13.08		54,913 11
	Craven.....		9.84		41,310 78
		Wilmington.....	2.60		10,915 45
		Jacksonville.....	1.77		7,430 90
		Pollocksville.....	.68		2,854 81
		Newbern.....	1.39		5,835 57
Wilmington Railway Bridge Co.....	New Hanover.....		2.366		49,283 90
	Brunswick.....		.034		716 10
Wilmington Sea Coast.....	New Hanover.....		11.81	\$ 3,285 27	39,980 00
Winton.....	Hertford.....		20.00	2,050 00	41,000 00
ATLANTIC COAST LINE—					
Wilmington and Weldon— Main Line.....	New Hanover.....		12.11	12,078 38	146,269 18
	Pender.....		26.35	do	318,265 31
	Duplin.....		35.91	"	433,734 63
	Wayne.....		32.10	"	387,716 00
	Wilson.....		21.53	"	260,047 52
	Nash.....		11.51	"	139,022 15
	Edgecombe.....		12.52	"	151,221 32
	Halifax.....		23.62	"	285,291 34
		Wilmington.....	3.58		43,240 60
		Burgaw.....	1.41		17,030 52
		Wallace.....	.91		10,991 33
		Magnolia.....	1.33		16,064 25
		Warsaw.....	1.42		17,151 30
		Faison.....	1.14		13,769 35
		Mt. Olive.....	.80		9,662 70
		Goldsboro.....	2.79		33,698 68
		Pikeville.....	1.00		12,078 38
		Fremont.....	1.19		14,373 27
		Black Creek.....	.87		10,508 19
		Wilson.....	1.13		13,648 57
		Elm City.....	.80		9,662 70
		Rocky Mount.....	1.42		17,151 30
		Battleboro.....	.80		9,662 70

## STATEMENT B.—Continued.

NAME OF ROAD.	COUNTY.	TOWN.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
ATLANTIC COAST LINE—					
Wilmington and Weldon— Continued.		Whitaker .....	1.28	\$ 12,078 28	\$ 15,460 33
		Enfield .....	1.28	.....	15,460 33
		Weldon .....	1.22	.....	14,735 62
Clinton Branch.....	Duplin.....	.....	3.00	\$ 4,239 88	12,719 64
	Sampson .....	.....	10.54	.....	44,688 34
		Warsaw .....	.18	.....	763 18
		Clinton .....	.68	.....	2,883 12
Nashville Branch.....	Nash.....	.....	19.53	4,275 58	83,502 07
		Rocky Mount.....	.26	.....	1,111 65
		Spring Hope.....	.81	.....	3,463 22
		Nashville .....	.87	.....	3,719 75
Wilson and Fayetteville Branch .....	Wilson .....	.....	12.76	12,127 98	154,753 02
	Johnston.....	.....	31.69	.....	384,335 69
	Harnett.....	.....	6.63	.....	80,408 51
	Cumberland .....	.....	34 11	.....	413,685 40
	Robeson.....	.....	36.49	.....	442,549 99
		Pembroke.....	1.30	.....	15,766 37
		Lucama.....	.83	.....	10,066 22
		Kenly.....	.79	.....	9,581 10
		Selma .....	1.39	.....	16,857 89
		Four Oaks.....	.85	.....	10,308 78
		Benson .....	.79	.....	9,581 10
		Dunn .....	1.31	.....	15,887 65
		Fayetteville .....	1.54	.....	18,677 09
		Hope Mills.....	1.80	.....	21,830 36
		Rowland .....	1.30	.....	15,766 37
		Rennert .....	2.30	.....	27,894 35
	Scotland Neck Branch.....	Halifax.....	.....	27.18	7,335 01
Martin.....		.....	17.94	.....	131,590 08
Pitt .....		.....	32.13	.....	235,673 87
Lenoir.....		.....	11.98	.....	87,873 42
		Scotland Neck .....	1.18	.....	8,655 31
		Hobgood .....	.86	.....	6,308 11
		Conoho, "Goose Nest" .....	1.18	.....	8,655 31
		Greenville .....	.97	.....	7,114 96
		Ayden .....	.47	.....	3,447 45



## STATEMENT B.—Continued.

NAME OF ROAD.	COUNTY.	TOWN.	Dis tance.	Valuation Per Mile.	Total Assessed Value.
ATLANTIC COAST LINE—					
Scotland Neck Branch—Con- tinued.		Grifton .....	.79	\$ 7,335 01	\$ 5,794 66
		Kinston .....	1.27	.....	9,315 46
		Parmele.....	1.52	.....	11,149 22
Tarboro Branch.....	Edgecombe .....	.....	15.10	\$ 9,947 35	150,204 99
		Tarboro .....	.54	.....	5,371 57
Albemarle and Raleigh.....	Edgecombe .....	.....	9.52	4,904 65	46,692 27
	Pitt.....	.....	6.86	.....	33,645 90
	Martin.....	.....	34.26	.....	168,033 31
	Washington .....	.....	3.95	.....	19,373 37
		Tarboro .....	1 20	.....	5,885 58
		Hilmer .....	.....	.....	.....
		Princeville.....	.77	.....	3,776 58
		Coneto .....	.76	.....	3,727 53
		Bethel .....	.42	.....	2,059 95
		Robersonville ...	.84	.....	4,119 91
		Williamston .....	.41	.....	2,010 91
		Jamesville .....	.76	.....	3,727 53
		Plymouth .....	.13	.....	637 60
		Parmele.....	1.00	.....	4,904 65
		Everett.....	.90	.....	4,414 19
Cheraw and Darlington.....	Anson .....	.....	14.41	3,432 60	49,463 77
	Richmond.....	.....	.66	.....	2,265 52
		McFarland.....	1.13	.....	3,878 84
		Morven.....	1.15	.....	3,947 49
Washington Branch.....	Martin .....	.....	.42	5,305 62	2,228 36
	Pitt.....	.....	18.48	.....	98,047 86
	Beaufort .....	.....	7.07	.....	37,510 73
		Washington .....	1.27	.....	6,738 14
		Parmele.....	.34	.....	1,803 91
Midland North Carolina.....	Wayne.....	.....	8.76	3,188 86	27,934 41
	Johnston .....	.....	12.87	.....	41,040 63
Petersburg.....	Northampton .....	.....	7.67	12,012 83	92,138 40
Norfolk and Carolina .....	Gates .....	.....	16.07	11,616 88	186,683 26
	Hertford .....	.....	15.70	.....	182,385 01
	Bertie .....	.....	13.75	.....	159,732 10
	Halifax .....	.....	14.45	.....	167,863 91
	Edgecombe .....	.....	11.01	.....	127,901 84

## STATEMENT B.—Continued.

NAME OF ROAD.	COUNTY.	TOWN.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.	
ATLANTIC COAST LINE—						
Norfolk and Carolina—Con- tinued.		Ahoskie .....	.91	\$ 11,616 88	\$ 10,571 36	
		Kelford .....	.56		6,505 45	
		Hobgood .....	.90		10,455 19	
		Tarboro .....	.09		1,045 52	
Wilmington, Chadbourne and Conway .....	Columbus .....		25.53	2,715 43	69,324 93	
		Chadbourne .....	1.34		3,638 68	
		Hub .....	.80		2,172 34	
Wilmington, Columbia and Augusta .....	Brunswick .....		13.49	11,962 27	161,371 02	
		Columbus .....	53.15		635,794 65	
		Fair Bluff .....	1.32		15,790 20	
		Cerro Gordo .....	1.39		16,627 56	
		Chadbourne .....	1.04		12,440 76	
		Whiteville .....	1.25		14,952 84	
SOUTHERN RAILWAY—						
Asheville and Spartanburg...		Polk .....	10.27	7 481 72	76,837 33	
		Henderson .....	22.78	"	170,433 74	
		Buncombe .....	10.90		81,550 82	
		Hendersonville...	1.96	7,481 72	14,664 18	
		Saluda .....	1.06	do	7,930 62	
		Tryon City .....	1.15	do	8,603 97	
		Victoria .....	.14	do	1,047 44	
Atlanta and Charlotte Air- Line .....	Cleveland .....		9.00	10,942 37	98,481 39	
		Gaston .....	25.68	do	281,000 26	
		Mecklenburg .....	14.19	do	155,272 33	
		Grover .....	.73	do	7,987 93	
		King's Mountain	1.75	do	19,149 14	
		Gastonia .....	2.28	do	24,948 60	
		Lowell .....	1.45	do	15,866 43	
		Charlotte .....	4.39	do	48,037 00	
		Bessemer City...	3.90	do	42,675 24	
		Atlantic, Tennessee and Ohio	Mecklenburg .....		23.08	5,776 30
Iredell .....	22.45			do	129,677 96	
Charlotte .....	.56			do	3,235 06	
Huntersville .....	1.11			do	6,412 35	
Davidson College	1.21			do	6,990 04	
Mooreville .....	2.12			do	12,247 02	



## STATEMENT B.—Continued.

NAME OF ROAD.	COUNTY.	TOWN.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
SOUTHERN RAILWAY—					
Atlantic, Tennessee and Ohio —Continued.....		Statesville .....	.66	\$ 5,776 30	\$ 3,812 75
Charlotte, Columbia and Au- gusta .....	Mecklenburg.	.....	14.68	10,335 10	151,719 34
		Charlotte .....	1.74	do	17,983 07
		Pineville .....	1.35	do	13,952 38
Chester and Lenoir .....	Gaston .....	.....	20.06	2,956 84	59,814 21
		Lincoln .....	14.39		42,548 93
	Catawba .....	.....	12.09		35,748 20
		Burke .....	2.58		7,628 65
	Caldwell .....	.....	15.41		46,564 90
		Dallas .....	1.10		3,252 52
		Gastonia .....	1.65		4,878 79
		Lincolnton .....	1.02		3,015 98
		Newton .....	1.89		5,588 43
		Maiden .....	1.16		3,429 93
		Hickory .....	.45		1,330 57
Lenoir .....	.86		2,542 88		
Danville and Western.....	Caswell.....	.....	.75	3,000 00	2,250 00
High Point, Randleman, Asheboro and Southern.....	Guilford.....	.....	3.83	3,920 00	15,013 00
		Randolph .....	26.42	do	103,566 40
	.....	High Point.....	2.17	do	8,506 40
		Randleman .....	.93	do	3,645 60
		Asheboro .....	1.10	do	4,312 00
		Trinity .....	.88	do	3,449 60
North Western North Caro- lina .....	Guilford.....	.....	12.42	4,359 20	54,141 33
		Forsyth .....	40.27	do	175,545 25
	Surry .....	.....	33.90	do	147,777 10
		Wilkes.....	18.99	do	82,781 32
	.....	Kernersville ...	1.41	do	6,146 47
		Salem .....	1.50	do	6,538 80
		Winston.....	2.63	do	11,464 69
		Elkin .....	1.88	do	8,195 29
		North Wilkesb'ro	1.82	do	7,933 74
	North Carolina Midland.....	Forsyth .....	.....	14.06	2,643 06
Davie .....		.....	12.92	do	34,148 43
		Winston.....	1.36	do	3,594 56
		Mocksville .....	1.23	do	1,770 85

## STATEMENT B.—Continued.

NAME OF ROAD.	COUNTY.	TOWN.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
SOUTHERN RAILWAY—					
Oxford and Clarksville.....	Granville .....		40.04	\$ 4,897 07	\$ 196,078 73
	Durham .....		11.92	do	58,373 07
		Oxford .....	.90	do	4,707 36
		Durham.....	.30	do	1,469 12
Piedmont.....	Caswell.....		7.31	10,099 42	73,826 00
	Rockingham.....		22.02	do	222,389 24
	Guilford.....		17.24	do	174,114 00
		Ruffin .....	1.26	do	12,725 66
		Reidsville.....	2.74	do	27,672 41
		Greensboro.....	2.70	do	27,268 43
State University.....	Orange .....		10.56		24,635 00
North Carolina.....	Wayne .....		12.50	11,265 33	140,816 59
	Johnston.....		27.53		310,134 49
	Wake .....		30.52		355,083 15
	Durham .....		18.69		210,548 98
	Orange .....		17.85		201,086 11
	Alamance.....		20.93		235,783 32
	Guilford.....		37.87		426,618 00
	Randolph .....		.60		6,759 18
	Davidson .....		28.61		322,301 05
	Rowan .....		23.85		268,678 11
	Cabarrus .....		19.10		215,167 76
	Mecklenburg.....		16.23		182,836 26
		Goldsboro.....	1.64		18,475 14
		Princeton.....	.63		7,097 15
		Pine Level .....	1.15		12,955 12
		Selma .....	1.53		17,235 95
		Clayton.....	1.30		14,644 92
		Raleigh.....	2.46		27,712 71
		Cary .....	1.31		14,757 58
		Morrisville.....	.81		9,124 91
		Durham .....	3.00		33,795 99
		Hillsboro.....	.25		2,816 33
		Mebane.....	1.34		15,095 54
		Graham .....	.69		7,773 07
		Burlington.....	4.63		52,158 47
		Elon College.....	.90		10,138 79
		Gibsonville.....	.82		9,237 57



## STATEMENT B.—Continued.

NAME OF ROAD.	COUNTY.	TOWN.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
SOUTHERN RAILWAY—					
North Carolina—Continued...					
		Greensboro .....	4.60	\$ 11,265 33	\$ 51,820 51
		High Point .....	3.18	.....	35,823 74
		Thomasville .....	1.65	.....	18,587 79
		Lexington .....	.84	.....	9,462 87
		Salisbury .....	2.98	.....	33,570 68
		China Grove .....	1.54	.....	17,348 60
		Concord .....	2.23	.....	25,121 68
		Charlotte .....	2.70	.....	30,416 39
Oxford and Henderson .....	Granville .....		6.08	4,282 84	26,039 64
	Vance .....		8.31	do	35,590 36
		Oxford .....	.59	do	2,526 87
		Henderson .....	.74	do	3,169 30
Statesville and Western .....	Iredell .....		11.42	2,187 03	24,975 84
	Alexander .....		9.70	do	21,214 16
		Statesville .....	.78	2,187 03	1,705 88
		Taylorsville .....	.76	do	1,662 14
Yadkin .....	Rowan .....		18 25	2,780 41	50,742 48
	Cabarrus .....		1.15	do	3,197 47
	Stanly .....		24.50	do	68,120 05
		Salisbury .....	.52	do	1,445 81
		Albemarle .....	1.14	do	3,169 66
		New London .....	2 02	do	5,616 42
		Norwood .....	.75	do	2,085 30
Western North Carolina—					
Salisbury to Old Fort .....					
	Rowan .....		19.95	9,087 13	181,288 27
	Iredell .....		21.10	do	191,738 52
	Catawba .....		24.44	do	222,089 53
	Burke .....		31.67	do	287,789 48
	McDowell .....		23.19	do	210,730 62
		Salisbury .....	2.76	do	25,080 47
		Cleveland .....	1.79	do	16,265 96
		Statesville .....	2.17	do	19,719 07
		Newton .....	.67	do	6,088 37
		Conover .....	1.72	do	15,629 86
		Hickory .....	2.59	do	23,535 66
		Morganton .....	1.99	do	18,083 38
		Glen Alpine .....	1.14	do	10,359 32
		Marion .....	1.83	do	16,629 44

## STATEMENT B.—Continued.

NAME OF ROAD.	COUNTY.	TOWN.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
SOUTHERN RAILWAY—					
Salisbury to Old Fort—Con- tinued.		Old Fort.....	1.88	\$ 9,087 13	\$ 17,083 80
		Claremont .....	1.27	do	11,540 65
Old Fort to Paint Rock.....	McDowell .....		11.60	8,755 12	101,559 46
	Buncombe .....		41.24	do	361,061 28
	Madison.....		32.76	do	286 817 84
		Asheville .....	3.94	do	34,494 17
		Marshall .....	1.14	do	9,980 83
		Hot Springs.....	2 38	do	20,837 18
		Victoria.....	3.23	do	28,279 03
		Paint Rock.....	2.67	do	23,376 17
Murphy Division.....	Buncombe .....		13.11	3,712 46	48,670 43
	Haywood .....		22.27	do	82,676 55
	Jackson .....		23.68	do	87,911 15
	Swain .....		39.97	do	145,046 10
	Macon .....		2.57	do	9,541 03
	Cherokee.....		24.85	do	92,254 74
		Canton .....	.60	do	2,227 47
		Waynesville .....	1.37	do	5,086 07
		Clyde .....	1.14	do	4,232 20
		Sylva .....	1.11	do	4,120 83
		Dillsboro.....	1.51	do	5,605 81
		Bryson City.....	1.16	do	4,306 45
		Murphy .....	1.27	do	4,714 82
	Whittier.....	1 07	do	3,972 33	
SEABOARD AIR-LINE SYSTEM—					
Durham and Northern.....	Vance .....		7.59	4,955 03	37,608 68
	Granville .....		22.86		113,271 99
	Wake .....		1.15		5,698 28
	Durham.....		12.20		60,451 37
		Henderson .....	.65		3,220 77
		Durham .....	1.53		7,581 20
Georgia, Carolina and North- ern.....	Union .....		15.79		116,866 77
	Monroe .....		1.42		14,627 78
	Waxhaw .....		.48		4,944 60
Louisburg.....	Franklin .....		10.33	3,096 81	31,990 05
	Louisburg.....		.32		990 98
	Franklinton .....		.48		1,486 47



## STATEMENT B.—Continued.

NAME OF ROAD.	COUNTY.	TOWN.	Dis tance.	Valuation Per Mile.	Total Assessed Value.
SEABOARD AIR-LINE SYSTEM—					
Carolina Central.....	New Hanover.....		6.55	\$ 6,297 74	\$ 41,250 20
	Brunswick.....		12.81		80,674 05
	Columbus.....		9.59		60,395 33
	Bladen.....		34.63		218,090 74
	Robeson.....		32.70		205,936 10
	Richmond.....		35.58		224,073 59
	Anson.....		29.22		184,019 96
	Union.....		27.10		170,668 75
	Mecklenburg.....		26.87		169,220 27
	Gaston.....		18.17		114,429 94
	Lincoln.....		16.17		101,834 46
	Cleveland.....		21.90		137,920 51
	Rutherford.....		15.81		99,567 27
		Wilmington.....	4.80		30,229 15
		Lumberton.....	.59		3,715 67
		Maxton.....	.93		5,856 90
		Laurinburg.....	1.60		10,076 38
		Rockingham.....	.87		5,479 03
		Lilesville.....	1.20		7,557 29
		Polkton.....	1.26		7,935 15
		Beaver Dam.....	1.21		7,620 27
		Monroe.....	1.50		9,446 61
		Matthews.....	1.15		7,242 40
		Charlotte.....	3.54		22,294 00
		Mt. Holly.....	1.63		10,265 32
		Stanly Creek.....	.63		3,967 58
		Cherryville.....	1.12		7,053 47
		Lincolnton.....	1.15		7,242 40
		Waco.....	1.10		6,927 51
		Shelby.....	1.35		8,501 96
		Ellenboro.....	1.50		9,446 61
Murfreesboro.....	Northampton.....		4.00	2,044 07	8,176 28
	Hertford.....		2.24		4,578 72
Pittsboro.....	Chatham.....		12.40	2,025 81	25,120 04
		Pittsboro.....	.73		1,478 84
Palmetto.....	Richmond.....		7.33	2,278 09	16,698 40
Raleigh and Gaston.....	Wake.....		27.28	12,194 22	332,658 32
	Franklin.....		13.87		169,133 83

## STATEMENT B.—Continued.

NAME OF ROAD.	COUNTY.	TOWN.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
SEABOARD AIR-LINE SYSTEM—					
Raleigh and Gaston—Continued.					
	Vance .....		25.08	\$ 12,194 22	\$ 305,831 04
	Warren .....		25.34		309,001 53
	Halifax .....		23.35		284,735 04
		Raleigh .....	5.23		63,775 77
		Wake Forest .....	1.30		15,852 49
		Youngsville .....	.75		9,145 67
		Franklinton .....	1.48		18,047 45
		Kittrell .....	.55		6,706 82
		Henderson .....	3 35		40,850 64
		Macon .....	1.35		16,462 20
		Littleton .....	1.70		20,730 17
		Weldon .....	1.88		22,925 13
		Vaughan .....	1.15		14,023 85
Raleigh and Augusta Air-Line.					
	Wake .....		25.75	9,627 80	247,915 35
	Chatham .....		17.49		168,390 22
	Moore .....		43.91		422,756 70
	Richmond .....		32.06		308,667 27
		Raleigh .....	.38		3,658 56
		Cary .....	.73		7,028 29
		Apex .....	.38		3,658 56
		Sanford .....	1.81		17,426 32
		Cameron .....	.51		4,910 18
		Manly .....	1.31		12,612 42
		Southern Pines .....	1.78		17,167 48
		Keyser .....	1.53		14,730 53
		Aberdeen .....	2.50		24,069 50
Roanoke and Tar River .....	Northamp'tn .....		26 57	4,133 69	109,832 14
	Bertie .....		8.10		33,482 89
		Kelford .....	.57		2,356 20
Seaboard and Roanoke .....	Northamp'tn .....		20.22	12,066 19	243,978 36
	Halifax .....		1.68		20,271 20
		Seaboard .....	1.30		15,686 05
		Gary's .....	2.00		24,132 38
		Weldon .....	.68		8,205 01
Caldwell and Northern .....	Caldwell .....		12.10	1,975 21	23,900 00
Hall Tram Road .....	Moore .....		3.00	716 66	2,150 60
Hendersonville and Brevard .....	Henderson .....		12.30	2,744 29	33,754 77



## STATEMENT B.—Continued.

NAME OF ROAD.	COUNTY.	TOWN.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
SEABOARD AIR-LINE SYSTEM— Hendersonville and Brevard —Continued.	Transylvania .....		9.60		\$ 26,345 18
Wellington and Powellsville.	Bertie .....		28.00	1,255 36	35,150 00

## STATEMENT C.—The following Table Shows List of Counties with Railroad Mileage and Assessed Value.

COUNTY.	NAME OF ROAD.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Alamance.....	North Carolina.....	20.93	\$ 11,265 33	\$ 235,783 32
Alexander.....	Statesville and Western.....	9.70	2,187 03	21,214 16
Anson.....	Carolina Central.....	29.22	6,297 74	184,019 96
	Cheraw and Darlington.....	14.41	3,432 60	49,463 77
Beaufort.....	Jamesville and Washington.....	5.12	3,826 17	19,589 99
	Albemarle and Pantego.....	12.65	4,422 63	55,916 26
	Washington Branch (Wilmington & Weldon)	7.07	5,305 62	37,510 73
Bladen.....	Carolina Central.....	34.63	6,297 74	218,090 74
Bertie.....	Cashie and Chowan.....	29.00	1,387 93	40,250 00
	Wellington and Powellsville.....	28.00	1,255 36	35,150 00
	Norfolk and Carolina.....	13.75	11,616 88	159,732 10
	Roanoke and Tar River.....	8.10	4,133 69	33,482 89
Brunswick.....	Carolina Central.....	12.81	6,297 74	80,674 05
	Wilmington, Columbia and Augusta.....	13.49	11,962 27	161,371 02
	Wilmington Railway Bridge Co.....			716 10
Buncombe.....	Western North Carolina.....	41.24	8,755 12	361,061 28
	Western North Carolina.....	13.11	3,712 46	48,670 43
	Asheville and Spartanburg.....	10.90	7,481 72	81,550 82
				\$ 491,282 53
Burke.....	Chester and Lenoir.....	2.58	2,956 84	7,628 65
	Western North Carolina.....	31.67	9,087 13	287,789 48
Cabarrus.....	North Carolina.....	19.10	11,265 33	215,167 76
	Yadkin.....	1.15	2,780 41	3,197 47
Caldwell.....	Chester and Lenoir.....	15.41	2,956 84	46,564 90
	Caldwell and Northern.....	12.10	1,975 21	23,900 00
Camden.....	Norfolk and Southern.....	5.80	8,859 46	51,384 86
Cartaret.....	Atlantic and North Carolina.....	17.09	6,054 18	103,465 93
Caswell.....	Piedmont.....	7.31	10,099 42	73,826 00
	Atlantic and Danville.....	14.90	5,881 00	87,626 90
	Danville and Western.....	.75	3,000 00	2,250 00



## STATEMENT C.—Continued.

COUNTY.	NAME OF ROAD.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Catawba.....	Chester and Lenoir.....	12.09	\$ 2,956 84	\$ 35,748 20
	Western North Carolina.....	24.44	9,087 13	222,089 53
Chatham.....	Egypt Railway.....	8.00		27,215 00
	Raleigh and Augusta Air-Line.....	17.49	9,627 80	168,390 22
	Cape Fear and Yadkin Valley.....	31.16	5,721 17	178,271 66
	Pittsboro.....	12.40	2,025 81	25,120 04
	Glendon and Gulf.....	5.36	2,177 74	11,672 68
	Raleigh and Western.....	1.00	1,000 00	1,000 00
Cherokee.....	Marietta and North Georgia.....	13.25	3,403 77	45,099 94
	Western North Carolina.....	24.85	3,712 46	92,254 74
Chowan.....	Norfolk and Southern.....	6.40	8,859 46	56,700 54
	Suffolk and Carolina.....	8.00	2,952 10	23,616 80
Cleveland.....	Carolina Central.....	21.90	6,297 74	137,920 51
	Ohio River and Charleston.....	22.60	5,266 74	119,028 32
	Atlanta and Charlotte Air-Line.....	9.00	10,942 37	98,481 39
Columbus.....	Carolina Central.....	9.59	6,297 74	60,395 33
	Wilmington, Chadbourne and Conway.....	25.53	2,715 43	69,324 93
	Wilmington, Columbia and Augusta.....	53 15	11,962 27	635,794 65
Craven.....	Atlantic and North Carolina.....	52.05	6,054 18	315,120 06
	Wilmington, Newberne and Norfolk.....	9.84	4,198 25	41,310 78
Cumberland.....	Wilmington and Weldon (Wilson and Fayetteville Branch).....	34.11	12,127 98	413,685 40
	Cape Fear and Yadkin Valley.....	44.46	5,721 17	254,363 22
	Aberdeen and Rock Fish.....	12.75	1,950 00	24,862 50
Currituck.....	Norfolk and Southern.....	16.04	8,859 46	142,105 00
Davidson.....	North Carolina.....	28.61	11,265 33	322,301 05
Davie.....	North Carolina Midland.....	12.92	2,643 06	34,148 43
Duplin.....	Wilmington and Weldon (Clinton Branch)....	3.00	4,239 88	12,719 64
	Wilmington and Weldon.....	35.91	12,078 38	433,734 63

## STATEMENT C.—Continued.

COUNTY.	NAME OF ROAD.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Durham.....	Durham and Northern.....	12.20	\$ 4,955 03	\$ 60,451 37
	North Carolina.....	18.69	11,265 33	210,548 98
	Oxford and Clarksville.....	11.92	4,897 07	58,373 07
	Norfolk and Western.....	20.64	5,526 10	114,058 70
Edgecombe.....	Norfolk and Carolina.....	11.01	11,616 88	127,901 84
	Wilmington and Weldon (Tarboro Branch)...	15.10	9,947 35	150,204 99
	Albemarle and Raleigh.....	9.52	4,904 65	46,692 27
	Wilmington and Weldon.....	12.52	12,078 38	151,221 32
Forsyth.....	North Western North Carolina.....	40.27	4,359 20	175,545 25
	Cape Fear and Yadkin Valley.....	11.03	5,721 17	63,104 51
	North Carolina Midland.....	14.06	2,643 06	37,161 57
	Norfolk and Western.....	17.06	7,176 98	122,439 28
Franklin .....	Louisburg.....	10.33	3,096 81	31,990 05
	Raleigh and Gaston.....	13.87	12,194 22	169,133 83
Gaston.....	Chester and Lenoir.....	20.06	2,956 84	59,314 21
	Carolina Central.....	18.17	6,297 74	114,429 94
	Atlanta and Charlotte Air Line.....	25.68	10,942 37	281,000 26
Gates .....	Norfolk and Carolina.....	16.07	11,616 88	186,683 26
	Suffolk Lumber.....	9.00	3,277 77	29,500 00
	Suffolk and Carolina.....	17.50	2,952 10	51,661 75
Granville .....	Durham and Northern.....	22.86	4,955 03	113,271 99
	Oxford and Clarksville.....	40.04	4,897 07	196,078 73
	Oxford and Henderson.....	6.08	4,282 84	26,039 64
	Atlantic and Danville.....	2.20	5,881 00	12,938.20
Guilford.....	High Point, Randleman, Asheboro and Southern.....	3.83	3,920 00	15,013 00
	North Western North Carolina.....	12.42	4 359 20	54,141 33
	North Carolina.....	37 87	11,265 33	426,618 00
	Piedmont .....	17.24	10,099 42	174,114 00
	Cape Fear and Yadkin Valley.....	45.62	5,721 17	260,999 78



## STATEMENT C.—Continued.

COUNTY.	NAME OF ROAD.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Halifax.....	Norfolk and Carolina.....	14.45	\$ 11,616 88	\$ 167,863 91
	Raleigh and Gaston.....	23.35	12,194 22	284,735 04
	Wilmington and Weldon (Scotland Neck Branch).....	27.18	7,335 01	199,365 57
	Wilmington and Weldon.....	23.62	12,078 38	285,291 34
	Seaboard and Roanoke.....	1.68	12,066 19	20,271 20
Harnett.....	Wilmington and Weldon (Wilson and Fay- etteville Branch).....	6.63	12,127 98	80,408 51
	Cape Fear and Yadkin Valley.....	14.24	5,721 17	81,469 46
Haywood.....	Western North Carolina.....	22.27	3,712 46	82,676 55
Henderson.....	Asheville and Spartanburg.....	22.78	7,481 72	170,433 74
	Hendersonville and Brevard.....	12.30	2,744 29	33,754 77
Hertford.....	Norfolk and Carolina.....	15.70	11,616 88	182,385 01
	Murfreesboro.....	2.24	2,044 07	4,578 72
	Winton.....	20.00	2,050 00	41,000 00
Iredell.....	Statesville and Western.....	11.42	2,187 03	24,975 84
	Western North Carolina.....	21.10	9,087 13	191,738 52
	Atlantic, Tennessee and Ohio.....	22.45	5,776 30	129,677 96
Jackson.....	Western North Carolina.....	23.68	3,712 46	87,911 15
Johnston.....	Midland North Carolina.....	12.87	3,188 86	41,040 63
	North Carolina.....	27.53	11,265 33	310,134 49
	Wilmington and Weldon (Wilson and Fay- etteville Branch).....	31.69	12,127 98	384,335 69
Jones.....	Atlantic and North Carolina.....	3.61	6,054 18	21,855 58
	Wilmington, Newbern and Norfolk.....	13.08	4,198 25	54,913 11
Lenoir.....	Wilmington and Weldon (Scotland Neck Branch).....	11.98	7,335 01	87,873 42
	Atlantic and North Carolina.....	17.71	6,054 18	107,219 52
Lincoln.....	Chester and Lenoir.....	14.39	2,956 84	42,548 93
	Carolina Central.....	16.17	6,297 74	101,834 46
Macon.....	Western North Carolina.....	2.57	3,712 46	9,541 03

## STATEMENT C.—Continued.

COUNTY.	NAME OF ROAD.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Madison .....	Western North Carolina.....	32.76	\$ 8,755 12	\$ 286,817 84
Martin.....	Wilmington and Weldon (Scotland Neck Branch) .....	17.94	7,335 01	131,590 08
	Albemarle and Raleigh.....	34.26	4,904 65	168,033 31
	Wilmington and Weldon (Washington Br'ch)	.42	5,305 62	2,228 36
McDowell .....	Ohio River and Charleston.....	13.50	5,266 74	71,100 99
	Western North Carolina.....	23.19	9,087 13	210,730 62
	Western North Carolina.....	11.60	8,751 12	101,559 46
Mecklenburg .....	Charlotte, Columbia and Augusta.....	14.68	10,335 10	151,719 34
	Carolina Central.....	26.87	6,297 74	169,220 27
	North Carolina.....	16.23	11,265 33	182,836 26
	Atlantic, Tennessee and Ohio.....	23.08	5,776 30	133,317 04
	Atlanta and Charlotte Air-Line.....	14.19	10,942 37	155,272 33
Mitchell.....	East Tennessee and Western North Carolina	3.00	4,505 00	13,515 00
Montgomery.....	Aberdeen and West End.....	17.25	2,712 10	46,783 70
	Moore County Railroad.....	.60	1,944 86	1,166 92
Moore .....	Carthage .....	21.60	2,231 48	48,200 00
	Moore County Railroad.....	12.15	1,944 86	23,630 05
	Raleigh and Augusta.....	43 91	9,627 80	422,756 70
	Aberdeen and West End.....	23.00	2,712 10	62,378 30
	Cape Fear and Yadkin Valley.....	15.71	5,721 17	89,879 58
	Aberdeen and Rock Fish.....	3.25	1,950 00	6,337 50
	Hall Tram Road.....	3.00	716 66	2,150 00
	Glendon and Gulf.....	3.22	2,177 74	7,012 32
Nash.....	Wilmington and Weldon (Nashville Branch)	19.53	4,275 58	83,502 07
	Wilmington and Weldon.....	11.51	12,078 38	139,022 15



## STATEMENT C.—Continued.

COUNTY.	NAME OF ROAD.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
New Hanover.....	New Hanover Transit Company.....	3.80	\$ 2,343 42	\$ 8,905 00
	Carolina Central.....	6.55	6,297 74	41,250 20
	Wilmington, Newberne and Norfolk.....	14.11	4,198 25	59,237 31
	Wilmington and Weldon.....	12.11	12,078 38	146,269 18
	Wilmington Sea Coast.....	11.81	3,385 27	39,980 00
	Cape Fear and Yadkin Valley.....	10.37	5,721 17	59,328 53
	Wilmington Bridge Company.....			49,283 90
			\$ 404,254 12	
Northampton.....	Petersburg.....	7.67	12,012 83	92,138 40
	Roanoke and Tar River.....	26.57	4,133 69	109,832 14
	Seaboard and Roanoke.....	20.22	12,066 19	243,978 36
	Murfreesboro.....	4.00	2,044 07	8,176 28
	Northampton and Hertford.....	9.00	2,370 00	21,330 00
			\$ 475,455 18	
Onslow.....	Wilmington, Newberne and Norfolk.....	37.97	4,198 25	159,407 55
Orange.....	North Carolina.....	17.85	11,265 33	201,086 11
	State University.....	10.56		24,635 00
Pasquotank.....	Norfolk and Southern.....	16.21	8,859 46	143,611 84
Pender.....	Wilmington, Newberne and Norfolk.....	16.02	4,198 25	67,255 97
	Wilmington and Weldon.....	26.35	12,078 38	318,265 31
	Cape Fear and Yadkin Valley.....	22.31	5,721 17	127,639 30
			\$ 513,160 58	
Perquimans.....	Norfolk and Southern.....	17.69	8,859 46	156,723 84
Person.....	Atlantic and Danville.....	5.30	5,881 00	31,169 30
	Norfolk and Western.....	22.97	5,526 10	126,934 51
Pitt.....	Wilmington and Weldon (Scotland Neck Branch).....	32.13	7,335 01	235,673 87
	Albemarle and Raleigh.....	6.86	4,904 65	33,645 90
	Wilmington and Weldon (Washington Branch).....	18.48	5,305 62	98,047 86
Polk.....	Asheville and Spartanburg.....	10.27	7,481 72	76,837 33
Randolph.....	High Point, Randleman, Asheboro and Southern.....	26.42	3,920 00	103,566 40
	North Carolina.....	.60	11,265 33	6,759 18
	Cape Fear and Yadkin Valley.....	31.73	5,721 17	181,532 72

## STATEMENT C.—Continued.

COUNTY.	NAME OF ROAD.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Richmond.....	Carolina Central.....	35.58	\$ 6,297 74	\$ 224,073 59
	Palmetto.....	7.33	2,278 09	16,698 40
	Raleigh and Augusta.....	32.06	9,627 80	308,667 27
	Cape Fear and Yadkin Valley.....	10.47	5,721 17	59,900 65
	Hoffman and Troy.....	3.50	2,414 29	8,450 01
	Cheraw and Darlington.....	.66	3,432 60	2,265 52
Robeson .....	Carolina Central.....	32.70	6,297 74	205,936 10
	Cape Fear and Yadkin Valley.....	29.01	5,721 17	165,971 14
	Wilmington and Weldon (Wilson and Fayetteville Branch).....	36.49	12,127 98	442,549 99
				\$ 814,457 23
Rockingham.....	Danville, Mocksville and South Western.....	8.00	2,650 00	21,200 00
	Piedmont.....	22.02	10,094 42	222,389 24
	Norfolk and Western.....	20.94	7,176 98	150,285 96
	Cape Fear and Yadkin Valley.....	10.89	5,721 17	62,303 54
				\$ 456,178 74
Rowan .....	North Carolina.....	23.85	11,265 33	268,678 11
	Western North Carolina.....	19.95	9,087 13	181,288 27
	Yadkin.....	18.25	2,780 41	50,742 48
Rutherford.....	Carolina Central.....	15.81	6,297 74	99,567 27
	Ohio River and Charleston.....	28.40	5,266 74	149,575 42
Sampson.....	Wilmington and Weldon (Clinton Branch)...	10.54	4,239 88	44,688 34
	Cape Fear and Yadkin Valley.....	40.89	5,721 17	233,938 64
Stanly.....	Yadkin.....	24.50	2,780 41	68,120 05
Stokes.....	Cape Fear and Yadkin Valley.....	22.13	5,721 17	126,609 49
	Norfolk and Western.....	11.56	7,176 98	82,965 89
Surry.....	Cape Fear and Yadkin Valley.....	21.11	5,721 17	120,773 90
	North Western North Carolina.....	33.90	4,359 20	147,777 10
Swain.....	Western North Carolina.....	39.07	3,712 46	145,046 10
Transylvania .....	Hendersonville and Brevard.....	9.60	2,744 29	26,345 18
Union.....	Georgia, Carolina and Northern.....	15.79		146,866 76
	Carolina Central.....	27.10	6,297 74	170,668 75



## STATEMENT C.—Continued.

COUNTY.	NAME OF ROAD.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Vance .....	Durham and Northern.....	7.59	\$ 4,955 03	\$ 37,608 68
	Oxford and Henderson.....	8.31	4,282 84	35,590 36
	Raleigh and Gaston.....	25.08	12,194 22	305,831 04
Wake .....	Durham and Northern.....	1.15	4,955 03	5,698 28
	North Carolina.....	30.52	11,265 33	355,083 15
	Raleigh and Augusta.....	25.75	9,627 80	247,915 85
	Raleigh and Gaston.....	27.28	12,194 22	332,658 32
	Southern Railway.....			10,000 00
				\$ 951,355 60
Warren.....	Raleigh and Gaston.....	25.34	12,194 22	309,001 53
	Warrenton.....	3.12		9,440 00
Washington .....	Albemarle and Pantego.....	19.84	4,422 63	87,744 97
	Albemarle and Raleigh.....	3 95		19,373 37
Wayne .....	Midland North Carolina.....	8.76	3,188 86	27,934 41
	Atlantic and North Carolina.....	11.80	6,054 18	71,439 32
	North Carolina.....	12.50	11,265 33	140,816 59
	Wilmington and Weldon.....	32.10	12,078 38	387,716 00
				\$ 627,906 32
Wilkes .....	North Western North Carolina.....	18.99	4,359 20	82,781 32
Wilson.....	Wilmington and Weldon (Wilson and Fayetteville Branch).....	12.76	12,127 98	154,753 02
	Wilmington and Weldon.....	21.53	12,078 38	260,047 52

## STATEMENT D.—Showing Incorporated Towns and Valuation.

TOWN.	NAME OF ROAD.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Albemarle .....	Yadkin .....	1.14	\$ 2,780 41	\$ 3,169 66
Ahoskie .....	Norfolk and Carolina.....	.91	11,616 88	10,571 36
Asheboro .....	High Point, Randleman, Asheboro and Southern .....	1.10	3,920 00	4,312 00
Aberdeen .....	Aberdeen and West End.....	.50	2,712 10	1,356 05
	Moore County Railroad.....	.50	1,944 86	972 43
	Raleigh and Augusta Air-Line.....	2.50	9,627 80	24,069 50
Asheville.....	Western North Carolina.....	3.94	8,755 12	34,494 17
Apex .....	Raleigh and Augusta Air-Line.....	.38	9,627 80	3,658 56
Ayden.....	Wilmington and Weldon (Scotland Neck Branch) .....	.47	7,335 01	3,447 45
Battleboro .....	Wilmington and Weldon.....	.80	12,078 38	9,662 70
Benson .....	Wilmington and Weldon (Wilson and Fay- etteville Branch).....	.79	12,127 98	9,581 10
Beaver Dam.....	Carolina Central.....	1.21	6,297 94	7,620 27
Bessemer City.....	Atlanta and Charlotte Air-Line.....	3.90	10,942 37	42,675 24
Black Creek.....	Wilmington and Weldon.....	.87	12,078 38	10,508 19
Burlington.....	North Carolina.....	4.63	11,265 33	52,158 47
Bryson City.....	Western North Carolina.....	1.16	3,712 46	4,306 45
Bethel.....	Albemarle and Raleigh.....	.42	4,904 65	2,059 95
Burgaw .....	Wilmington and Weldon.....	1.41	12,078 38	17,030 52
Charlotte.....	Atlanta and Charlotte Air-Line.....	4.39	10,942 37	48,037 00
	Atlantic, Tennessee and Ohio.....	.56	5,776 30	3,235 06
	Carolina Central.....	3.54	6,297 74	22,294 00
	Charlotte, Columbia and Augusta.....	1.74	10,335 10	17,983 07
	North Carolina.....	2.70	11,265 33	30,416 39
Carthage .....	Carthage .....	.50	.....	1,115 74
Cameron .....	Carthage .....	.50	2,231 48	1,115 74
	Raleigh and Augusta Air-Line.....	.51	9,627 80	4,910 18
Cherryville.....	Carolina Central.....	1.12	6,297 74	7,053 47
Cerro Gordo .....	Wilmington, Columbia and Augusta.....	1.39	11,962 27	16,627 15
Candor .....	Aberdeen and West End.....	1.00	.....	2,712 10
Clayton .....	North Carolina.....	1.30	11,265 33	14,644 92
Clinton .....	Wilmington and Weldon (Clinton Branch)...	.68	4,239 88	2,883 12
Cary .....	North Carolina.....	1.31	11,265 33	14,757 58
	Raleigh and Augusta Air-Line.....	.73	9,627 80	7,028 29
Conoho .....	Wilmington and Weldon (Scotland Neck Br'ch) .....	1.18	7,335 01	8,655 31
China Grove.....	North Carolina.....	1.54	11,265 33	17,348 60
Concord .....	North Carolina.....	2.23	11,265 33	25,121 68
Chadbourne .....	Wilmington, Chadbourne and Conway.....	1.34	2,715 43	3,638 68
	Wilmington, Columbia and Augusta.....	1.04	11,962 27	12,440 76



## STATEMENT D.—Continued.

TOWN.	NAME OF ROAD.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Canton .....	Western North Carolina .....	.60	\$ 3,712 46	\$ 2,227 47
Cleveland .....	Western North Carolina .....	1.79	9,087 13	16,265 96
Claremont .....	Western North Carolina .....	1.27	9,087 13	11,540 65
Coneto .....	Albemarle and Raleigh .....	.76	4,904 65	3,727 53
Conover .....	Western North Carolina .....	1.72	9,087 13	15,629 86
Clyde .....	Western North Carolina .....	1.14	3,712 46	4,232 20
Davidson College	Atlantic, Tennessee and Ohio .....	1.21	5,776 30	6,990 04
Durham .....	Oxford and Clarksville .....	.30	4,897 07	1,469 12
	Durham and Northern .....	1 53	4,955 03	7,581 20
	North Carolina .....	3 00	11,265 33	33,795 99
	Norfolk and Western .....	.22	5,526 10	1,215 74
Dallas .....	Chester and Lenoir .....	1.10	2,956 84	3,252 52
Dillsboro .....	Western North Carolina .....	1.51	3,712 46	5,605 81
Dunn .....	Wilmington and Weldon (Wilson and Fayetteville Branch) .....	1.31	12,127 98	15,887 65
Ellenboro .....	Carolina Central .....	1.50	6,297 74	9,446 61
Earle's .....	Ohio River and Charleston .....	1 00	.....	5,266 74
Elk Park .....	East Tennessee and Western North Carolina .....	.50	.....	2,252 50
Elizabeth City ...	Norfolk and Southern .....	3.39	8,859 46	30,033 56
Edenton .....	Norfolk and Southern .....	2.77	8,859 46	24,540 80
Elkin .....	North Western Carolina .....	1.88	4,359 20	8,195 29
Elon College .....	North Carolina .....	.90	11,265 33	10,133 79
Enfield .....	Wilmington and Weldon .....	1.28	12,078 38	15,460 33
Elm City .....	Wilmington and Weldon .....	.80	12,078 38	9,662 70
Everett .....	Albemarle and Raleigh .....	.90	4,904 65	4,414 19
Forest City .....	Ohio River and Charleston .....	1.42	5,266 74	7,478 77
Franklinton .....	Louisburg .....	.48	3,096 81	1,486 47
	Raleigh and Gaston .....	1.48	12,194 22	18,047 45
Four Oaks .....	Wilmington and Weldon (Fayetteville Branch) .....	.85	12,127 98	10,308 78
Fair Bluff .....	Wilmington, Columbia and Augusta .....	1.32	11,962 27	15,790 20
Fayetteville .....	Cape Fear and Yadkin Valley .....	7.43	5,721 17	42,508 29
	Wilmington and Weldon (Fayetteville Branch) .....	1.54	12,127 98	18,677 09
Fremont .....	Wilmington and Weldon .....	1.19	12,078 38	14,373 27
Faison .....	Wilmington and Weldon .....	1.14	12,078 38	13,769 35
Garysburg .....	Seaboard and Roanoke .....	2.00	12,066 19	24,132 38
Grover .....	Atlanta and Charlotte Air Line .....	.73	10,942 37	7,987 93
Gastonia .....	Atlanta and Charlotte Air-Line .....	2.28	10,942 37	24,948 60
	Chester and Lenoir .....	1.65	2,956 84	4,878 79
Germanton .....	Cape Fear and Yadkin Valley .....	.50	5,721 17	2,860 59

## STATEMENT D.—Continued.

TOWN.	NAME OF ROAD.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Gibsonville .....	North Carolina.....	.82	\$ 11,265 33	\$ 9,237 57
Glen Alpine.....	Western North Carolina.....	1.14	9,087 13	10,359 32
Goldsboro.....	Wilmington and Weldon.....	2.79	12,078 38	33,698 68
	Atlantic and North Carolina.....	6.59	6,054 18	39,897 04
	North Carolina.....	1.64	11,265 33	18,475 14
Greensboro.....	Cape Fear and Yadkin Valley.....	6.01	5,721 17	34,384 23
	North Carolina.....	4.60	11,265 33	51,820 51
	Piedmont.....	2.70	10,099 42	27,268 43
Greenville .....	Wilmington and Weldon (Scotland Neck Branch).....	.97	7,335 01	7,114 96
Grifton .....	Wilmington and Weldon (Scotland Neck Branch).....	.79	7,335 01	5,794 66
Graham .....	North Carolina.....	.69	11,265 33	7,773 07
Hendersonville..	Asheville and Spartanburg.....	1.96	7,481 72	14,664 18
Hobgood .....	Norfolk and Carolina.....	.90	11,616 88	10,455 19
	Wilmington and Weldon (Scotland Neck Branch).....	.86	7 335 01	6,308 11
Henderson .....	Durham and Northern.....	.65	4,955 03	3,220 77
	Oxford and Henderson.....	.74	4,282 84	3,169 30
	Raleigh and Gaston.....	3.35	12,194 22	40,850 64
Hope Mills.....	Wilmington and Weldon (Fayetteville Branch).....	1 80	12,127 98	21,830 36
Hickory .....	Chester and Lenoir.....	.45	2,956 84	1,330 57
	Western North Carolina.....	2.59	9,087 13	23,535 66
High Point.....	High Point, Randleman, Asheboro and Southern.....	2.17	3,920 00	8,506 40
	North Carolina.....	3.18	11,265 33	35,823 74
Hub.....	Wilmington, Chadbourne and Conway.....	.80	2,715 43	2,172 34
Hillsboro.....	North Carolina.....	.25	11,265 33	2,816 33
Hope Mills.....	Cape Fear and Yadkin Valley.....	1.75	5,721 17	10,012 05
Huntersville.....	Atlantic, Tennessee and Ohio.....	1.11	5,776 30	6,412 35
Hot Springs.....	Western North Carolina.....	2.38	8,755 12	20,897 18
Jacksonville .....	Wilmington, Newberne and Norfolk.....	1.77	4,198 25	7,430 90
Jamesville .....	Albemarle and Raleigh.....	.76	4,904 65	3,727 53
Jonesboro.....	Cape Fear and Yadkin Valley.....	1.22	5,721 17	6,979 83
King's Mountain	Atlanta and Charlotte Air-Line.....	1.75	10,942 37	19,149 14
Kernersville.....	North Western North Carolina.....	1.41	4,359 20	6,146 47
Kinston .....	Atlantic and North Carolina.....	.92	6,054 18	5,569 84
	Wilmington and Weldon (Scotland Neck Branch).....	1.27	7,335 01	9,315 46
Keyser .....	Raleigh and Augusta Air-Line.....	1.53	9,627 80	14,730 53
Kelford.....	Roanoke and Tar River.....	.57	4,133 69	2,356 20
Kittrell.....	Raleigh and Gaston.....	.55	12,194 22	6,706 82



## STATEMENT D.—Continued.

TOWN.	NAME OF ROAD.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Kelford .....	Norfolk and Carolina .....	.56	\$ 11,616 88	\$ 6,505 45
Kenly .....	Wilmington and Weldon (Wilson and Fayetteville Branch).....	.79	12,127 98	9,581 10
Littleton .....	Raleigh and Gaston.....	1.70	12,194 22	20,730 17
Lowell .....	Atlanta and Charlotte Air-Line.....	1.45	10,942 37	15,866 43
LaGrange.....	Atlantic and North Carolina.....	1.25	6,054 18	7,567 72
Lumberton .....	Carolina Central.....	.59	6,297 74	3,715 67
Laurinburg.....	Carolina Central.....	1.60	6,297 74	10,076 38
Lilesville.....	Carolina Central.....	1.20	6,297 74	7,557 29
Liberty.....	Cape Fear and Yadkin Valley.....	1.70	5,721 17	9,725 99
Lincolnton.....	Carolina Central.....	1.15	6,297 74	7,242 40
	Chester and Lenoir.....	1.02	2,956 84	3,015 98
Lenoir.....	Chester and Lenoir.....	.86	2,956 84	2,542 88
Lexington .....	North Carolina.....	.84	11,265 33	9,462 87
Louisburg.....	Louisburg.....	.32	3,096 81	990 98
Lucama .....	Wilmington and Weldon (Fayetteville Branch).....	.83	12,127 98	10,066 22
Morehead City...	Atlantic and North Carolina.....	3.20	6,054 18	19,373 37
Morrisville.....	North Carolina.....	.81	11,265 33	9,124 91
Maxton .....	Cape Fear and Yadkin Valley.....	1.51	5,721 17	8,638 97
	Carolina Central.....	.93	6,297 74	5,856 90
Mebane.....	North Carolina.....	1.34	11,265 33	15,095 54
Madison.....	Cape Fear and Yadkin Valley.....	.82	5,721 17	4,091 36
	Norfolk and Western.....	2.17	7,176 98	15,574 05
Mt. Airy.....	Cape Fear and Yadkin Valley.....	2.65	5,721 17	15,161 10
Mooresville .....	Atlantic, Tennessee and Ohio.....	2.12	5,776 30	12,247 02
Monroe .....	Carolina Central.....	1.50	6,297 74	9,446 61
	Georgia, Carolina and Northern.....	1.42		14,627 78
Matthews .....	Carolina Central.....	1.15	6,297 74	7,242 40
Mount Holly.....	Carolina Central.....	1.63	6,297 74	10,265 32
McFarland.....	Cheraw and Darlington.....	1.13	3,432 60	3,878 84
Marion .....	Ohio River and Charleston.....	.78	5,266 74	4,108 06
	Western North Carolina.....	1.83	9,087 13	16,629 44
Mocksville .....	North Carolina Midland.....	1.23	2,643 06	1,770 85
Morven.....	Cheraw and Darlington.....	1.15	3,432 60	3,947 49
Mooresboro.....	Ohio River and Charleston.....	1.00		5,266 74
Murphy .....	Western North Carolina.....	1.27	3,712 46	4,714 82
Maiden .....	Chester and Lenoir.....	1.16	2,956 84	3,429 93
Manly .....	Raleigh and Augusta Air-Line.....	1.31	9,627 80	12,612 42
Macon .....	Raleigh and Gaston.....	1.35	12,194 22	16,462 20

## STATEMENT D.—Continued.

TOWN.	NAME OF ROAD.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Morganton.....	Western North Carolina.....	1.99	\$ 9,087 13	\$ 18,083 38
Marshall .....	Western North Carolina .....	1.14	8,755 12	9,980 83
Magnolia.....	Wilmington and Weldon.....	1.33	12,078 38	16,064 25
Mount Olive .....	Wilmington and Weldon.....	.80	12,078 38	9,662 70
Newbern .....	Atlantic and North Carolina.....	3.48	6,054 18	21,068 54
	Wilmington, Newbern and Norfolk.....	1.39	4,198 25	5,835 57
Newport .....	Atlantic and North Carolina.....	1.06	6,054 18	6,417 43
Nashville .....	Wilmington and Weldon (Nashville Branch)	.87	4,275 58	3,719 75
Newton .....	Chester and Lenoir.....	1.89	2,956 84	5,588 43
	Western North Carolina.....	.67	9,087 13	6,088 37
New London.....	Yadkin .....	2.02	2,780 41	5,616 42
Norwood .....	Yadkin .....	.75	2,780 41	2,085 30
North Wilkesboro	North Western North Carolina.....	1.82	4,359 20	7,933 74
Oxford .....	Oxford and Clarksville.....	.90	4,897 07	4,707 36
	Oxford and Henderson.....	.59	4,282 84	2,526 87
Old Fort.....	Western North Carolina.....	1.88	9,087 13	17,083 80
Pantego.....	Albemarle and Pantego.....	.63	4,422 63	2,786 25
Parmele .....	Albemarle and Raleigh.....	1.00	.....	4,904 65
	Wilmington and Weldon (Washington Br'ch)	.34	5,305 62	1,803 91
	Wilmington and Weldon (Scot'l'd Neck Br'ch)	1.52	7,335 01	11,149 22
Pembroke.....	Wilmington and Weldon (Fayetteville Br'ch)	1.30	12,127 98	15,766 37
Polkton.....	Carolina Central.....	1.26	6,297 74	7,935 15
Paint Rock.....	Western North Carolina.....	2.67	8,755 12	23,376 17
Pine Level.....	North Carolina.....	1.15	11,265 33	12,955 12
Plymouth .....	Albemarle and Raleigh.....	.13	4,904 65	637 60
Pilot Mountain...	Cape Fear and Yadkin Valley.....	1.58	5,721 17	9,039 45
Pineville .....	Charlotte, Columbia and Augusta.....	1.35	10,335 10	13,952 38
Pittsboro.....	Pittsboro.....	.73	2,025 81	1,478 84
Pollocksville.....	Wilmington, Newbern and Norfolk.....	.68	4,198 25	2,854 81
Princeton .....	North Carolina.....	.63	11,265 33	7,097 15
Princeville .....	Albemarle and Raleigh.....	.77	4,904 65	3,776 58
Pikeville .....	Wilmington and Weldon.....	1.00	.....	12,078 38
Rowland .....	Wilmington and Weldon (Fayetteville Br'ch)	1.30	12,127 98	15,766 37
Rennert .....	Wilmington and Weldon (Fayetteville Br'ch)	2.30	12,127 98	27,894 35
Red Springs .....	Cape Fear and Yadkin Valley.....	1.59	5,721 17	9,096 66
Roseboro .....	Cape Fear and Yadkin Valley.....	.73	5,721 17	4,176 45
Ramseur .....	Cape Fear and Yadkin Valley.....	.94	5,721 17	5,377 90
Rockingham.....	Carolina Central.....	.87	6,297 74	5,479 03
Robersonville ...	Albemarle and Raleigh.....	.84	4,904 65	4,119 91



## STATEMENT D.—Continued.

TOWN.	NAME OF ROAD.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Randleman .....	High Point, Randleman, Asheboro and Southern .....	.93	\$ 3,920 00	\$ 3,645 60
Raleigh .....	North Carolina .....	2.46	11,265 33	2,712 71
	Raleigh and Augusta Air-Line .....	.38	9,267 80	3,658 56
	Raleigh and Gaston .....	5.23	12,194 22	63,775 77
	Southern .....			10,000 00
Ruffin .....	Piedmont .....	1.26	10,099 42	12,725 66
Roxboro .....	Norfolk and Western .....	.98	5,526 10	5,415 57
Reidsville .....	Piedmont .....	2.74	10,099 42	27,672 41
Rocky Mount .....	Wilmington and Weldon .....	1.42	12,078 38	17,151 30
	Wilmington and Weldon (Nashville Branch) .....	.26	4,275 58	1,111 65
Saluda .....	Asheville and Spartanburg .....	1.06	7,481 72	7,930 62
Sanford .....	Cape Fear and Yadkin Valley .....	2.98	5,721 17	17,049 09
	Raleigh and Augusta Air-Line .....	1.81	9,627 80	17,426 32
Statesville .....	Atlantic, Tennessee and Ohio .....	.66	5,776 30	3,812 75
	Statesville and Western .....	.78	2,187 03	1,705 88
	Western North Carolina .....	2.17	9,087 13	19,719 07
Stanly Creek .....	Carolina Central .....	.63	6,297 74	3,967 58
Shelby .....	Carolina Central .....	1.35	6,297 74	8,501 95
	Ohio River and Charleston .....	1.69	5,266 74	8,900 79
Salem .....	North Western North Carolina .....	1.50	4,359 20	6,538 80
	Norfolk and Western .....	.25	7,176 98	1,794 24
Selma .....	North Carolina .....	1.53	11,265 33	17,235 95
	Wilmington and Weldon (Fayetteville Branch) .....	1.39	12,127 98	16,857 89
Salisbury .....	North Carolina .....	2.98	11,265 33	33,570 68
	Yadkin .....	.52	2,780 41	1,445 81
	Western North Carolina .....	2.76	9,087 13	25,080 47
Southern Pines ..	Raleigh and Augusta Air-Line .....	1.78	9,627 80	17,137 48
Siler City .....	Cape Fear and Yadkin Valley .....	1.22	5,721 17	6,979 83
Stoneville .....	Norfolk and Western .....	1.20	7,176 98	8,612 38
Sylva .....	Western North Carolina .....	1.11	3,712 46	4,120 83
Springhope .....	Wilmington and Weldon (Nashville Branch) .....	.81	4,275 58	3,463 22
Scotland Neck .....	Wilmington and Weldon (Scotland Neck Branch) .....	1.18	7,335 01	8,655 31
Seaboard .....	Seaboard and Roanoke .....	1.30	12,066 19	15,686 05
Tryon City .....	Asheville and Spartanburg .....	1.15	7,481 72	8,603 97
Troy .....	Aberdeen and West End .....	.25	2,712 10	678 02
Trinity .....	High Point, R. A. & S. ....	.88	3,920 00	3,449 60

## STATEMENT D.—Continued.

TOWN.	NAME OF ROAD.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Tarboro .....	Albemarle and Raleigh .....	1.20	\$ 4,904 65	\$ 5,885 58
	Norfolk and Carolina .....	.09	11,616 88	1,045 52
	Wilmington and Weldon (Tarboro Branch)...	.54	9,947 35	5,371 57
Thomasville .....	North Carolina.....	1.65	11,265 33	18,587 79
Taylorsville.....	Statesville and Western.....	.76	2,187 03	1,662 14
Vaughan .....	Raleigh and Gaston.....	1.15	12,194 22	14,023 35
Victoria .....	Asheville and Spartanburg.....	.14	7,481 72	1,047 44
	Western North Carolina.....	3.23	8,755 12	28,279 03
Weldon .....	Seaboard and Roanoke.....	.68	12,066 19	8,205 01
	Wilmington and Weldon.....	1.22	12,078 38	14,735 62
	Raleigh and Gaston.....	1.88	12,194 22	22,925 13
Wilmington .....	Cape Fear and Yadkin Valley.....	.15	5,721 17	858 18
	Carolina Central.....	4.80	6,297 74	30,229 15
	Wilmington, Newbern and Norfolk.....	2.60	4,198 25	10,915 45
	Wilmington and Weldon.....	3.58	12,078 38	43,240 60
Wallace .....	Wilmington and Weldon.....	.91	12,078 38	10,991 33
Warsaw .....	Wilmington and Weldon.....	1.42	12,078 38	17,151 30
	Wilmington and Weldon (Clinton Branch)...	.18	4,239 88	763 18
Wilson.....	Wilmington and Weldon.....	1.13	12,078 38	13,648 57
Whitaker .....	Wilmington and Weldon.....	1.28	12,078 38	15,460 33
Windfall .....	Norfolk and Southern.....	.63	8,859 46	5,581 45
Williamston .....	Albemarle and Raleigh.....	.41	4,904 65	2,010 91
Wake Forest .....	Raleigh and Gaston.....	1.30	12,194 22	15,852 49
Winston.....	North Carolina Midland.....	1.36	2,643 00	3,594 56
	North Western North Carolina.....	2.63	4,359 20	11,464 69
	Norfolk and Western.....	2.63	7,176 98	18,875 46
Waco .....	Carolina Central.....	1.10	6,297 74	6,927 51
Waxhaw .....	Georgia, Carolina and Northern.....	.48	4,955 03	4,944 60
Whittier.....	Western North Carolina.....	1.07	3,712 46	3,972 33
Whiteville .....	Wilmington, Columbia and Augusta.....	1.25	11,962 27	14,952 84
Waynesville .....	Western North Carolina.....	1.37	3,712 46	5,086 07
Washington .....	Wilmington and Weldon (Washington Branch) .....	1.27	5,305 62	6,738 14
Youngsville.....	Raleigh and Gaston .....	.75	12,194 22	9,145 67



## ASSESSMENT OF PULLMAN'S PALACE CAR COMPANY.

**STATEMENT E.**—Showing the total number of cars required to operate each line through the State, the total value of the cars in each line, the number of miles of each line within the State of North Carolina, and the proportional value of the cars in each line according to the number of miles in North Carolina, with a Recapitulation showing the total number of cars operated on each Railroad through the State, the total mileage of lines running over such Railroad, the total number of cars required to operate them, with the total value of such cars, the total number of miles of all lines running over such roads in the State of North Carolina, and the proportional value of such cars according to the mileage in the State of North Carolina, and the apportionment to the different Counties.

### ATLANTIC COAST LINE.—Standard Sleeping Cars at \$5,000 Each.

NUMBER AND NAME OF LINE.	Total Mileage of Line.	Total Cars R'q'r'd	Total Value of Cars.	Mileage in North Carolina	Proportion of Value Accordi'g to the Mileage in North Carolina.
186 Jersey City and Port Tampa.....	1,244	5	\$ 25,000	183	\$ 3,677 65
187 Wilmington and Wilson.....	108	1	5,000	108	5,000 00
188 Jersey City and Charleston.....	738	3	15,000	183	3,719 51
189 Wilmington and Charleston.....	212	2	10,000	67	3,160 38
190 Jersey City and Jacksonville.....	1,011	4	20,000	183	3,620 18
196 Jersey City and Macon.....	920	4	20,000	183	3,978 26
197 Jersey City and Jacksonville.....	1,011	4	20,000	183	3,620 18
595 Washington and Atlanta.....	718	3	15,000	9	188 02
	5,962	26	\$ 130,000	1,099	\$ 26,964 18

### SOUTHERN RAILWAY.—Standard Sleeping Cars at \$5,000 Each.

NUMBER AND NAME OF LINE.	Total Mileage of Line.	Total Cars R'q'r'd	Total Value of Cars.	Mileage in North Carolina	Proportion of Value Accordi'g to the Mileage in North Carolina.
560 Jersey City and New Orleans.....	1,368	5	\$ 25,000	177	\$ 3,234 65
561 Jersey City and New Orleans.....	1,368	5	25,000	177	3,234 65
564 Richmond and Augusta.....	474	2	10,000	147	3,101 27
565 Jersey City and Jacksonville.....	997	4	20,000	147	2,948 85
566 Jersey City and Tampa.....	1,209	5	25,000	147	3,039 70
568 Greensboro and Raleigh.....	81	2	10,000	81	10,000 00
570 Jersey City and Memphis.....	1,293	5	25,000	177	3,422 27
571 Charlotte and Augusta.....	191	2	10,000	12	628 27
572 Jersey City and Paint Rock.....	748	3	15,000	255	5,113 64
590 Cincinnati and Asheville.....	435	3	15,000	44	1,517 24
	8,164	36	\$ 180,000	1,364	\$ 36,240 54

## SEABOARD AIR LINE.—Standard Sleeping Cars at \$5,000 Each.

NUMBER AND NAME OF LINE.	Total Mileage of Line.	Total Cars R'q'r'd	Total Value of Cars.	Mileage in North Carolina	Proportion of Value Accord'g to the Mileage in North Carolina.
595 Washington and Atlanta.....	718	3	\$ 15,000	262	\$ 5,473 54
596 Portsmouth and Charlotte.....	349	2	10,000	289	8,280 80
597 Portsmouth and Atlanta.....	598	3	15,000	280	7,023 41
	1,665	8	\$ 40,000	831	\$ 20,777 75

## RECAPITULATION.

NUMBER AND NAME OF LINE.	Total Mileage of Line.	Total Cars R'q'r'd	Total Value of Cars.	Mileage in North Carolina	Proportion of Value Accord'g to the Mileage in North Carolina.
Atlantic Coast Line.....	5,962	26	\$ 130,000	1,099	\$ 26,964 18
Southern Railway.....	8,164	36	180,000	1,364	36,240 54
Seaboard Air-Line.....	1,665	8	40,000	831	20,777 75
	15,791	70	\$ 350,000	3,294	\$ 83,982 47



## Apportioned to the following Counties:

## PULLMAN'S PALACE CAR COMPANY.

COUNTY.	VALUATION.
Wake.....	\$ 4,580 24
Durham .....	1,975 36
Orange.....	2,222 28
Alamance.....	2,469 20
Guilford.....	3,870 77
Caswell.....	438 54
Rockingham .....	1,388 71
Davidson.....	1,754 16
Rowan.....	2,777 42
Cabarrus.....	1,242 53
Mecklenburg.....	2,924 08
Gaston .....	1,681 07
Cleveland.....	657 81
Iredell.....	1,461 80
Catawba.....	1,607 98
Burke.....	2,119 61
McDowell.....	2,338 88
Buncombe.....	2,485 06
Madison .....	2,046 52
Northampton.....	1,856 89
Halifax .....	3,207 24
Warren .....	1,561 70
Vance.....	1,425 90
Franklin.....	882 70
Chatham.....	1,086 40
Moore.....	2,580 20
Richmond .....	2,716 00
Union.....	2,172 80
Anson.....	1,833 30
Nash .....	890 67
Edgecombe.....	809 70
Wilson .....	2,510 07
Johnston .....	2,429 10
Harnett.....	485 82
Cumberland.....	2,591 04
Robeson .....	2,752 98
New Hanover.....	809 70
Brunswick.....	971 64
Columbus.....	3,238 80
Pender.....	2,024 25
Duplin.....	2,672 01
Wayne.....	2,429 10

## ASSESSMENT OF TELEGRAPH COMPANIES.

STATEMENT F.—Showing Miles of Poles and Wires belonging to Telegraph Companies, together with Valuation of same; also Valuation of Instruments, Battery and Office Furniture and the Apportionment to the different Counties and Towns.

## WESTERN UNION TELEGRAPH COMPANY.

3,224.60 Miles of Line.....	\$ 98,926 60
8,650.99 Miles Excess Wire.....	75,188 08
Battery and Office Furniture.....	8,138 12
Total Value.....	\$ 182,252 80

## Apportioned as Follows :

COUNTIES.	Miles of Line.	Miles of Wire in Excess of one Wire.	Value of Miles of Line.	Value of Miles of Wire in Excess of one Wire.	Value of Instru-ments, Battery, and Office Furniture	Total Valuation
Alamance.....	17.23	51.69	\$ 515 34	\$ 404 57	\$ 105 50	\$ 1,025 41
Alexander .....	9.10		218 68		53 60	272 28
Anson .....	41.48	96.44	1,214 16	755 62	99 00	2,068 78
Beaufort .....	6.38		153 32		20 35	173 67
Bertie.....	16.09	26.18	421 66	179 99	40 20	641 85
Bladen .....	32.79	65.58	980 74	510 21	24 00	1,514 95
Brunswick .....	23.29	83.37	965 51	660 77		1,626 28
Buncombe .....	63.36	120.39	1,853 86	870 90	401 60	3,126 36
Burke.....	29.40	55.60	851 94	355 87	42 25	1,290 06
Cabarrus .....	39.88	418.58	2,107 81	4,066 93	53 85	6,228 59
Caldwell .....	14.20		341 03		25 45	366 48
Camden .....	5.00		120 15		7 05	127 20
Carteret.....	18.13		414 54		32 60	447 14
Caswell.....	31.80	153.25	1,211 77	1,454 33	42 30	2,708 40
Catawba .....	46.21	61.02	854 99	427 20	63 45	1,345 64
Chatham .....	45.00	45.00	1,273 45	290 70	51 15	1,615 30
Cherokee .....	23.50		564 70		27 05	591 75
Chowan .....	4.20		100 93			100 93
Cleveland .....	55.52	93.51	1,560 32	987 84	80 40	2,628 56
Columbus .....	88.06	284.62	3,595 25	2,272 64	66 85	5,934 74
Craven .....	61.02	31.18	1,551 77	204 96	112 30	1,869 03
Cumberland .....	78.40	113.72	2,253 02	999 19	155 15	3,407 36
Currituck .....	14.30		343 63		14 10	357 73
Davidson .....	50.72	532.56	2,676 05	5,305 05	56 40	8,037 50
Davie.....	12.20		277 06		14 10	291 16



## Western Union Telegraph Company.—Continued.

COUNTIES.	Miles of Line.	Miles of Wire in Excess of One Wire.	Value of Miles of Line.	Value of Miles of Wire in Excess of One Wire.	Value of Instruments, Battery, and Office Furniture	Total Valuation
Duplin.....	35.00	315.00	\$ 1,577 45	\$ 2,691 50	\$ 75 15	\$ 4,344 10
Durham.....	47.07	83.51	1,295 75	637 91	97 10	2,030 76
Edgecombe.....	58.50	354.77	2,085 83	3,037 37	231 85	5,355 05
Forsyth.....	80.96	32.81	2,075 34	235 37	175 05	2,485 76
Franklin.....	12.00	24.00	326 52	155 04	30 25	511 81
Gaston.....	83.14	254.87	1,821 15	2,689 58	112 80	4,623 53
Gates.....	14.84	29.68	400 82	220 38	13 05	634 25
Granville.....	47.08	48.72	1,358 21	318 43	57 20	1,733 84
Guilford.....	143.17	857.05	5,851 49	8,089 07	524 55	14,465 11
Halifax.....	83.76	281.69	2,642 94	2,262 47	321 95	5,227 36
Harnett.....	16.42	22.84	450 98	197 11	14 50	662 59
Haywood.....	21.60	.....	519 05	.....	21 15	540 20
Henderson.....	22.00	44.00	472 12	404 14	43 55	919 81
Hertford.....	14.53	29.06	392 45	215 77	19 30	627 52
Iredell.....	54.06	44.58	1,395 36	320 40	61 60	1,777 36
Jackson.....	22.80	.....	547 88	.....	14 10	561 98
Johnston.....	72.24	187.88	2,102 78	1,639 48	130 35	3,872 61
Jones.....	16.28	3.50	384 57	22 61	12 50	419 68
Lenoir.....	28.07	17.00	648 71	109 82	28 60	787 13
Lincoln.....	31.79	.....	742 53	.....	14 10	756 63
McDowell.....	33.69	67 38	1,007 67	497 75	28 20	1,533 62
Macon.....	2.60	.....	62 48	.....	.....	62 48
Madison.....	30.56	61.12	914 04	435 17	60 00	1,409 21
Martin.....	51.68	.....	1,173 65	.....	78 40	1,252 05
Mecklenburg.....	116.89	667 41	4,535 84	6,005 44	1,311 80	11,853 08
Mitchell.....	5.00	.....	113 55	.....	7 45	121 00
Moore.....	50.50	50.50	1,388 00	326 23	97 90	1,812 13
Nash.....	19.20	.....	436 03	.....	34 85	470 88
New Hanover.....	40.64	164.85	1,457 05	1,365 68	862 42	3,685 15
Northampton.....	57.70	225.40	1,864 34	1,787 44	99 15	3,750 93
Onslow.....	36.36	.....	882 25	.....	21 15	903 40
Orange.....	27.17	61 51	770 45	467 75	61 35	1,299 55
Pasquotank.....	12.57	.....	302 05	.....	.....	302 05
Pender.....	63.12	249.00	2,136 78	3,081 29	38 10	4,256 17
Perquimans.....	16.30	.....	391 72	.....	7 05	398 77
Person.....	30.71	8.50	733 98	54 91	19 05	807 94
Pitt.....	56.49	.....	1,357 45	.....	35 25	1,392 70

## Western Union Telegraph Company.—Continued.

COUNTIES.	Miles of Line.	Miles of Wire in Excess of One Wire.	Value of Miles of Line.	Value of Miles of Wire in Excess of One Wire.	Value of Instruments, Battery, and Office Furniture	Total Valuation
Polk .....	9.50	19.00	\$ 348 55	\$ 73 91	\$ 14 10	\$ 436 56
Randolph .....	47.16	25.78	1,172 09	231 40	35 25	1,438 74
Richmond .....	64.92	111.85	1,927 60	831 91	79 55	2,839 06
Robeson .....	90.62	121.54	2,541 50	1,194 66	85 35	3,761 51
Rockingham .....	81.25	484.44	3,377 09	4,646 90	88 70	8,112 69
Rowan .....	76.79	506.20	3,191 44	4,734 36	156 65	8,082 45
Rutherford .....	16.00		280 00		117 45	397 45
Sampson .....	38.70	38.70	1,122 69	250 00	28 20	1,400 89
Stanly .....	23.00		502 55		23 15	525 70
Stokes .....	30.55	10.65	780 79	68 80	33 15	882 74
Surry .....	52.10		1,183 20		42 30	1,225 50
Swain .....	38.50		925 16		14 10	939 26
Union .....	26.65	79.89	821 08	641 14	45 30	1,507 52
Vance .....	28.82	53.24	839 71	349 53	128 55	1,317 79
Wake .....	74.13	195.23	2,240 65	1,285 01	413 60	3,939 26
Warren .....	28.37	52.37	831 24	339 46	55 55	1,226 25
Washington .....	3.87		87 89		24 50	112 39
Wayne .....	60.05	313.16	2,092 16	2,579 25	240 85	4,912 26
Wilkes .....	18.10		409 25		27 05	436 30
Wilson .....	31.77	219.62	1,211 02	1,966 87	135 25	3,313 14
Totals—Counties.....	3,224.60	8,650.99	\$ 98,926 60	\$ 75,188 08	\$ 8,138 12	\$ 182,252 80



## Western Union Telegraph Company.—Continued.

CORPORATIONS.	Miles of Line.	Miles of Wire in Excess of One Wire.	Value of Miles of Line.	Value of Miles of Wire in Excess of One Wire.	Value of Instruments, Battery and Office Furniture	Total Valuation
Aberdeen .....	1.00	1.00	\$ 26 11	\$ 7 78	\$ 14 10	\$ 47 99
Ahoskie .....	.37	.37	7 94	3 95	13 05	24 94
Albemarle .....	.80	.....	18 80	.....	7 45	26 25
Apex .....	.90	.90	24 70	5 81	14 10	44 61
Asheboro .....	1.07	.....	24 50	.....	7 05	31 55
Asheville.....	2.72	19.40	142 35	150 93	316 30	609 58
Ayden .....	.30	.....	6 87	.....	7 05	13 92
Battleboro.....	.53	4.77	23 88	36 88	21 15	81 91
Benson .....	.50	1.00	15 72	10 32	13 70	39 74
Bethel .....	.27	.....	6 18	.....	.....	6 18
Black Creek.....	.53	4.24	21 34	35 93	14 10	71 37
Bryson City.....	.80	.....	18 32	.....	7 05	25 37
Burgaw.....	.33	2.97	14 85	24 99	14 10	53 94
Burlington.....	2.00	8.00	53 58	67 48	32 55	153 61
Cameron .....	.93	.93	22 46	7 23	14 10	43 79
Canton .....	.57	.....	13 60	.....	7 05	20 65
Cary .....	1.76	12.32	66 03	95 85	33 00	194 88
Chadbourne .....	2.34	6.69	71 40	52 05	28 20	151 65
Charlotte.....	3.30	60.18	227 46	467 80	1,068 60	1,763 86
Cherryville.....	1.16	.....	26 56	.....	6 65	33 21
China Grove.....	2.06	25.75	92 52	200 34	21 15	314 01
Claremont .....	1.00	2.00	28 59	15 56	14 10	58 25
Clinton .....	.33	.....	7 56	.....	13 45	21 01
Clayton .....	1.13	4.52	36 50	31 64	20 10	88 24
Concord.....	3.40	29.40	122 03	228 73	18 60	369 36
Conetoe.....	.63	.....	14 43	.....	7 05	21 48
Conover.....	1.00	3.00	27 95	25 56	.....	53 51
Cleveland.....	1.33	2.66	40 70	20 69	14 10	75 26
Clyde .....	.73	.....	16 74	.....	7 05	23 79
Davidson College.....	1.83	.....	41 50	.....	7 45	48 95
Dallas .....	.76	.....	16 31	.....	7 05	23 36
Dillsboro.....	.67	.....	15 34	.....	7 05	22 39
Dunn .....	1.00	2.00	31 69	21 96	14 50	68 16
Durham.....	1.43	6.25	62 58	50 10	96 30	208 98
Earles .....	1.00	.....	22 78	.....	7 05	29 83
Elkin .....	.93	.....	21 29	.....	7 05	28 34
Elk Park.....	1.20	.....	27 48	.....	7 45	34 93

## Western Union Telegraph Company.—Continued.

CORPORATIONS.	Miles of Line.	Miles of Wire in Excess of One Wire.	Value of Miles of Line.	Value of Miles of Wire in Excess of One Wire.	Value of Instruments, Battery and Office Furniture	Total Valuation
Elm City.....	1.23	13.53	\$ 56 00	\$ 112 27	\$ 14 90	\$ 183 17
Enfield.....	1.36	12.24	61 29	102 97	21 15	185 41
Everett.....	.80		18 32		7 05	25 37
Faison.....	.67	6.03	14 38	65 67	14 10	94 15
Fair Bluff.....	.84	4.20	31 08	19 60	20 65	71 33
Fayetteville.....	4.76	11.34	141 75	80 45	116 00	338 20
Forest City.....	.83		18 92		6 65	25 57
Four Oaks.....	.57	1.14	13 90	11 38	7 45	32 73
Franklinton.....	.70	1.40	20 94	9 97	13 30	44 21
Fremont.....	.63	5.04	14 35	47 95	20 35	82 65
Gastonia.....	2.74	8.70	82 05	88 35	31 00	201 40
Goldsboro.....	1.19	15.96	75 24	124 96	193 50	393 70
Greensboro.....	8.48	93.08	487 39	726 13	404 65	1,618 17
Greenville.....	.50		11 45		7 05	18 50
Grifton.....	.73		15 74		7 05	22 79
Grover.....	1.37	6.79	47 57	62 00	21 15	130 72
Henderson.....	1.82	4.24	54 68	32 99	93 30	180 97
Hendersonville.....	1.67		39 16		6 85	46 01
Hickory.....	2.17	6.51	73 75	47 78	21 15	142 68
High Point.....	3.00	26.00	140 96	175 56	49 25	365 77
Hillsboro.....	.17	.51	5 12	3 97	27 15	36 24
Hobgood.....	1.00	2.00	29 13	14 24	20 50	63 87
Hope Mills.....	.16	3.48	30 10	27 07	20 95	78 12
Huntersville.....	.90		21 88			21 88
Hot Springs.....	.80	1.60	21 78	10 34	14 10	46 22
Jacksonville.....	.71		16 26		7 45	23 71
Jamesville.....	.43		10 66		7 05	17 71
Jonesboro.....	1.47	1.47	40 54	9 49	14 10	64 13
Kenly.....	.57	1.14	16 21	12 52	14 90	43 63
Kelford.....	1.00	.50	25 15	3 43	13 05	41 63
Kernersville.....	1.13	2.26	32 18	14 60	14 10	60 88
King's Mountain.....	3.52	17.70	118 15	165 44	21 15	304 74
Kinston.....	1.17	1.66	31 24	10 72	21 55	63 51
Kittrell.....	.43	.86	12 29	6 69	13 70	32 68
Keyser.....	1.03	1.03	26 67	8 01	14 10	48 78
La Grange.....	.73	.73	22 32	4 72	7 05	34 09
Laurinburg.....	1.50	3.00	44 56	23 34	21 15	89 05



## Western Union Telegraph Company.—Continued.

CORPORATIONS.	Miles of Line.	Miles of Wire in Excess of One Wire.	Value of Miles of Wire.	Value of Miles of Wire in Excess of One Wire.	Value of Instruments, Battery, and Office Furniture	Total Valuation
Lenoir.....	.57		\$ 13 05	\$.....	\$ 25 45	\$ 38 50
Lexington.....	1.13	12.42	75 07	108 11	28 20	211 38
Liberty.....	1.17	1.17	32 40	9 10	6 65	48 15
Lilesville.....	1.00	3.00	29 89	23 34	21 15	74 38
Littleton.....	1.17	2.34	25 28	18 15	16 20	59 63
Lincolnton.....	1.33	.50	31 13	3 43	14 10	48 66
Lowell.....	2.00	13.00	96 36	131 52	22 35	250 23
Lucama.....	.73	1.46	19 80	11 36		31 16
Lumberton.....	.33	.66	11 25	5 13	16 60	32 98
Macon.....	.87	1.74	26 02	19 15	13 30	58 47
Madison.....	1.57	1.57	42 40	10 14	14 90	67 44
McFarland.....	.96	.96	25 93	7 47	7 05	40 45
Maiden.....	1.00		21 46		7 05	28 51
Manly.....	1.00	1.00	27 58	6 46	14 10	48 14
Magnolia.....	1.00	9.00	51 07	75 72	14 10	140 89
Marion.....	1.10	2.20	33 28	17 12	14 10	64 50
Marshall.....	1.07	2.14	32 00	15 24	14 10	61 34
Mebane.....	.73	1.46	20 79	11 36	19 30	51 45
Maxton.....	1.10	2.20	32 38	17 12	20 75	70 25
Milton.....	.13	.13	3 30	83	14 10	18 23
Mocksville.....	.50		11 50		6 65	18 15
Morehead City.....	2.13		51 18		14 10	65 28
Monroe.....	1.13	3.39	34 81	26 37	27 05	88 23
Mooresville.....	1.70		39 87		6 85	46 72
Mount Airy.....	.17		3 65		17 05	20 70
Mount Holly.....	1.00		24 22		6 65	30 87
Morrisville.....	.40	2.00	12 51	15 56	14 10	42 17
Morven.....	1.00		26 11		7 05	33 16
Morganton.....	1.43	2.86	40 87	20 07	14 10	75 04
Mount Olive.....	.53	4.77	12 07	51 94	13 30	77 31
Murfreesboro.....	.57	.57	14 62	3 68	6 25	24 55
Murphy.....	.83		19 00		27 05	46 05
Matthews.....	1.00	4.00	31 71	28 48	14 10	74 29
Nashville.....	.67		15 34		7 05	22 39
Newbern.....	3.09	2.68	103 15	20 85	77 25	201 25
New London.....	.67		17 46		7 05	24 51
Newport.....	.70	.70	17 33	4 52	18 50	40 35

## Western Union Telegraph Company.—Continued.

CORPORATIONS.	Miles of Line.	Miles of Wire in Excess of One Wire.	Value of Miles of Line.	Value of Miles of Wire in Excess of One Wire.	Value of Instruments, Battery and Office Furniture	Total Valuation
Newton.....	2.30	1.12	\$ 54 98	\$ 8 71	\$ 21 15	\$ 84 84
North Wilkesboro.....	1.00		22 90		27 05	49 95
Norwood.....	.10		2 42		8 65	11 07
Old Fort.....	.70	1.40	19 01	14 24	14 10	47 35
Oxford.....	1.16	2.80	47 50	21 78	14 50	83 78
Parmele.....	.43		10 26		29 75	40 01
Pikeville.....	.83	6.64	33 43	57 37	13 70	104 50
Pine Level.....	.90	2.70	25 23	21 00		46 23
Pilot Mountain.....	.90		20 61		7 05	27 66
Pineville.....	2.03	17.30	85 18	128 83	19 95	233 96
Polkton.....	1.00	3.00	30 81	23 34	14 10	68 25
Pollocksville.....	.50		10 73		7 85	18 58
Plymouth.....	.27		6 18		24 50	30 68
Randleman.....	.40		9 16		7 05	16 21
Raleigh.....	3.45	25.91	168 67	208 97	333 25	710 89
Red Springs.....	1.00	1.00	25 18	6 46	13 30	44 94
Reidsville.....	2.22	24.46	106 13	190 30	20 30	316 73
Robersonville.....	.60		12 88		7 05	19 93
Rockingham.....	.63	1.89	18 58	14 70	21 15	54 43
Rocky Mount.....	1.60	28.00	55 60	216 33	95 95	367 88
Roseboro.....	.37	.37	9 34	2 88	6 85	19 07
Rowland.....	.82	.82	22 15	11 68	7 05	40 88
Roxboro.....	1.00		11 39		6 85	18 24
Salem.....	.57	1.14	14 46	8 87		23 33
Salisbury.....	3.71	38.51	207 68	300 79	121 40	629 87
Saluda.....	1.00	1.00	26 68	7 78	6 65	41 11
Sanford.....	2.33	6.99	62 17	45 16	14 10	121 43
Seaboard.....	1.00	2.00	29 91	14 24	14 10	58 25
Selma.....	2.00	6.00	60 16	43 98	67 15	171 29
Scotland Neck.....	1.00		22 90		7 05	29 95
Shelby.....	2.78	2.49	72 75	19 37	31 05	123 17
Siler City.....	1.00	1.00	25 66	6 46	7 05	39 17
Smithfield.....	.30		7 85		7 05	14 90
Southern Pines.....	1.17	1.17	30 13	9 10	13 30	52 53
Spring Hope.....	.60		22 54		6 65	29 19
Stanley Creek.....	.83		20 77		6 85	27 62
Statesville.....	2.04	4.54	81 65	35 32	23 50	140 47



## Western Union Telegraph Company.—Continued.

CORPORATIONS.	Miles of Line.	Miles of Wire in Excess of One Wire.	Value of Miles of Line.	Value of Wire in Excess of One Wire.	Value of Instruments, Battery and Office Furniture	Total Valuation
Stoneville.....	.87	.87	\$ 22 35	\$ 6 77	\$ 6 65	\$ 35 77
Sylva.....	.67		15 33		7 05	22 38
Tarboro.....	1.22	7.93	45 73	61 70	66 30	173 73
Taylorville.....	.37		7 94		53 45	61 39
Thomasville.....	2.17	23.55	126 43	230 89	21 15	378 47
Trinity.....	.80		18 32		7 05	25 37
Tryon City.....	.90	.90	22 82	5 81	7 05	35 68
Vaughan.....	.87	1.74	24 87	13 54		38 41
Wallace.....	.67	6.03	30 19	46 62	14 10	90 91
Warrenton.....	.87	.87	23 49	6 77	7 05	37 31
Warsaw.....	1.42	12.78	64 00	109 19	21 15	194 34
Washington.....	1.00		21 67		7 05	28 72
Waxhaw.....	.87		19 92		7 05	26 97
Waynesville.....	.93		22 63		7 05	29 68
Wake Forest.....	1.13	2.26	32 18	14 60	14 10	60 88
Weldon.....	2.10	17.81	113 24	138 56	191 50	443 30
Whiteville.....	1.10	5.50	35 34	42 79	18 00	96 13
Whitaker.....	1.33	11.97	48 99	93 13	20 55	162 67
Williamston.....	.23	.23	5 40	1 49	7 05	13 94
Wilmington.....	4.56	43.52	247 94	336 59	789 92	1,376 45
Wilson.....	1.01	12.94	60 09	100 67	75 25	236 01
Winfall.....	.50		11 45		7 05	18 50
Winston.....	3.89	5.04	150 14	39 21	71 25	260 60
Totals—Corporations.....	207.89	866.60	\$ 7,171 50	\$ 6,914 40	\$ 6,299 02	\$ 20,384 92

STATEMENT G.—Miscellaneous Telegraph Companies.

NAME OF COMPANY.	No. Miles.	Val'at'n per Mile.	Total Value of Line.	Battery, Etc.	Total.	Appor-ti'ment.
Carthage Telegraph Line.....	10	\$ 20 00	\$ 200 00	\$ 10 00	\$ 210 00	
Moore County.....						\$ 210 00
Pittsboro Telegraph Line.....	12	20 00	240 00	10 00	250 00	
Chatham County.....						250 00
Pittsboro.....						5 21
Louisburg Telegraph Company.....	10	20 00	200 00		200 00	
Franklin County.....						200 00
United Telegraph Company.....	6	20 00	120 00		120 00	
Hertford County.....						40 00
Northampton County.....						80 00
Cleveland Springs Telegraph C'mp'ny	2	20 00	40 00	10 00	50 00	
Cleveland County.....						50 00
Shelby.....						15 00
Oak Ridge and Stokesdale Tel. Co.....	6		200 00	10 00	210 00	
Guilford County.....						210 00
Elizabeth City and Norfolk Tel. Co.....	52	20 00	1,040 00	50 00	1,090 00	
Camden County.....						209 62
Pasquotank County.....						398 29
Perquimans County.....						377 28
Chowan County.....						104 81
Lenoir and Blowing Rock Tel. Co.....	22		440 00	40 00	480 00	
Caldwell County.....						436 37
Watauga County.....						43 63
Swepsonville Telegraph Company.....	4	20 00	80 00			
Alamance County.....						80 00
Carolina Postal Telegraph Company.	8	20 00	160 00	5 00	165 00	
Cumberland County.....						165 00
Wilmington and Southport.....						
Brunswick County.....						500 00



# ATLANTIC POSTAL TELEGRAPH COMPANY.

## STATEMENT H.

### ATLANTIC POSTAL TELEGRAPH COMPANY.

COUNTIES.	Miles of Poles.	Miles of Wire.	Value of Poles.	Value of Wire.	Total Valuation
Bladen .....	47.60	95.20	\$ 1,570 80	\$ 1,428 00	\$ 2,998 80
Brunswick.....	13.90	27.80	458 70	417 00	875 70
Columbus .....	8.50	17.00	280 50	255 00	535 50
Cumberland.....	40.46	175.45	1,335 18	2,631 75	3,966 93
Durham .....	13.50	13.50	445 50	202 50	648 00
Franklin .....	12.15	72.90	400 95	1,093 50	1,494 45
Halifax .....	9.50	57.00	313 50	855 00	1,168 50
Harnett.....	21.00	126.00	693 00	1,890 00	2,583 00
Johnston .....	1.00	6.00	33 00	90 00	123 00
New Hanover.....	1.75	3.50	57 75	52 50	110 25
Northampton .....	5.20	31.20	171 60	468 00	639 60
Richmond .....	21.55	101.45	711 15	1,521 75	2,232 90
Robeson .....	18.04	90.20	595 32	1,353 00	1,948 32
Vance .....	19.05	114.30	628 65	1,714 50	2,343 15
Wake.....	47.20	219.45	1,557 60	3,291 75	4,849 35
Warren .....	24.95	149.70	823 35	2,245 50	3,068 85
	305.35	1,300.65	\$ 10,076 55	\$ 19,509 75	\$ 29,586 30
<b>CITIES AND TOWNS.</b>					
Durham .....	.60	.60	\$ 60 00	\$ 9 00	\$ 69 00
Fayetteville.....	3.20	15.73	320 00	235 93	555 93
Franklinton .....	.75	4.50	24 75	67 50	92 25
Henderson .....	1.25	7.50	41 25	112 50	153 75
Raleigh .....	2.55	19 25	255 00	288 75	543 75
Warrenton .....	.25	1.50	8 25	22 50	30 75
Wilmington .....	.25	.50	25 00	7 50	32 50
	314.20	1,350.23	\$ 10,810 80	\$ 20,253 43	\$ 31,064 23
<b>SUB-MARINE CABLE.</b>					
Cape Fear River.....		Feet.			
		8.25		206 25	206 25
	314.20		\$ 10,810 80	\$ 20,459 68	\$ 31,270 48

## ASSESSMENT OF STEAMBOAT AND CANAL PROPERTY.

STATEMENT I.—Showing Assessment of Steamboat and Canal Property.

OWNERS.	KIND OF PROPERTY.	LOCATION.	Valuation and apportionm't.
Moccasin River Steamboat Co.....	One Steamer .....	Pitt Co.....	\$ 1,500 00
Cape Fear River T. and T. Co.....	Two Steamers.....	Brunswick Co.....	23,000 00
Albemarle Steam Nav. Co.....	One Steamer .....	Gates Co.....	875 00
		Hertford Co.....	875 00
Pamlico Towing Co.....	One Steamer .....	Beaufort Co.....	1,000 00
Fairfield Canal Co.....	Canal Property.....	Hyde Co.....	8,055 00
Styron's Transportation Co.....	One Steamer .....	Beaufort Co.....	3,000 00
Cashie Steam Nav. Co.....	One Steamer .....	Bertie Co.....	1,000 00
J. G. and F. Wood.....	Five Steamers.....	Chowan County.....	3 500 00
Tar River Oil Co.....	One Steamer .....	Edgecombe Co.....	2,500 00
Newbern Lumber Co.....	One Steamer .....	Craven Co.....	300 00
D. W. Raper & Co.....	One Steamer .....	Chowan Co.....	800 00
Dixon & Dixon.....	One Steamer .....	Craven Co.....	500 00
David Styron.....	One Steamer .....	Craven Co.....	600 00
Old Dominion Steamship Co.....	Three Steamers and Wharves.....	Beaufort Co.....	1,350 00
		Pitt Co.....	1,500 00
		Edgecombe Co.....	500 00
		Pasquotank Co.....	1,357 14
		Camden Co.....	1,357 14
		Dare Co.....	5,357 14
		Hyde Co.....	1,357 14
		Carteret Co.....	1,357 15
		Pamlico Co.....	1,357 15
		Craven Co.....	7,357 14
Albemarle and Chesapeake Canal Co.....	Canal Co.....	Currutuck Co.....	100,000 00
M. E. Sutton.....	One Steamer .....	Craven Co.....	400 00
		Pamlico Co.....	600 00
Jno. W. Harper.....	One Steamer .....	Brunswick Co.....	8,000 00
Walter Taft.....	One Steamer .....	New Hanover Co.....	1,000 00
W. H. Ward.....	One Steamer .....	Pender Co.....	800 00
Black River Steamboat Co.....	Two Steamers.....	Pender Co.....	5,300 00
Cape Fear River Transportation Co.....	One Steamer .....	Cumberland Co.....	9,100 00
Chas. Wessell.....	One Steamer .....	New Hanover Co.....	700 00



## Assessment of Steamboat and Canal Property.—Continued.

OWNERS.	KIND OF PROPERTY.	LOCATION.	Valuation and apportionm't.
Branning M'fg Co.....	Two Steamers....	Chowan Co.....	\$ 7,000 00
Newbern and Snow Hill Steamboat Co...	Two Steamers....	Craven Co.....	1,500 00
Chas. L. Ives.....	One Steamer.....	Craven Co.....	800 00
J. J. Lassiter.....	One Steamer and Wharf.....	Craven Co.....	1,000 00
		Jones Co.....	300 00
J. C. Whitty.....	One Steamer.....	Craven Co.....	1,000 00
Roanoke and Tar River Co.....	One Steamer.....	Martin Co.....	6,000 00
Lake Drummond Canal Co.....	Canal.....	Camden Co.....	8,000 00
		Pasquotank Co.....	8,000 00
Wilmington Steamship Co.....	One Steamer.....	Pasquotank Co.....	7,142 86
		Camden Co.....	7,142 86
		Dare Co.....	7,142 86
		Hyde Co.....	7,142 86
		Carteret Co.....	7,142 86
		Pamlico Co.....	7,142 86
		Craven Co.....	7,142 86
Fairfield and Elizabeth City Trans. Co.....	One Steamer.....	Hyde Co.....	1,000 00
A. J. Gatlin.....	One Steamer.....	Craven Co.....	1,000 00
J. H. Gard.....	One Steamer.....	Pasquotank Co.....	500 00
H. G. Wood.....	Two Steamers....	Chowan Co.....	675 00

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**COMPILATION OF RAILROAD RETURNS FOR THE  
YEAR ENDING JUNE 30, 1896.**

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## ATLANTIC COAST LINE SYSTEM.

### Lines Owned, Leased, Controlled and Operated in North Carolina.

	MILES.
Wilmington and Weldon Railroad.....	161.40
Branches—	
Tarboro Branch.....	67.71
Scotland Neck Branch.....	85.82
Midland Branch.....	21.50
Wilson and Fayetteville Branch—Short Cut.....	116.20
Nashville Branch.....	19.20
Clinton Branch.....	13.43
Washington Branch.....	25.39
Wilmington, Columbia and Augusta Railroad, including Conway Branch.	93.80
Cheraw and Darlington Railroad.....	14.27
Petersburg Railroad.....	6.98
Norfolk and Carolina.....	66.54
Spurs.....	10.20
	702.44

## WILMINGTON AND WELDON RAILROAD COMPANY.

### HISTORY.

The Wilmington and Weldon Railroad Company was organized March 14, 1836, under the laws of North Carolina, Acts of General Assembly 1833-'35-'36 (amendatory Acts 1851-'2-'5-'67). January, 1833, chartered as Wilmington and Raleigh Railroad Company; main line opened March 9, 1840. Name changed in February, 1855.

Tarboro Branch opened in August, 1849, and Scotland Neck Branch October 1, 1882.

Midland North Carolina Railroad was purchased in June, 1885.

The Fayetteville Branch was completed and opened October 1, 1886.

The Nashville Branch was opened in 1887.

The Clinton Branch on April 1, 1887.

Washington Branch was opened in 1892.

This Corporation was chartered as the Wilmington and Raleigh Railroad, by the General Assembly of North Carolina, year 1833, for the purpose of effecting a communication by a railroad from some point within the town of Wilmington, or immediate neighborhood of the said town, to the city of Raleigh, or in the immediate neighborhood of the said city.

The charter was amended in 1835, so as to allow the Company to run its main road from some point within or near the town of Wilmington, to some point in the city of Raleigh, or in the immediate neighborhood thereof, or to some point at or near the river Roanoke, at the election of the Stockholders, with a view of connecting with the Petersburg and Norfolk Railroads.

Exemption from taxation surrendered at session General Assembly 1893.

Reference to Statutes 1833-'35-'36-'51-'52-'55-'67-'93.

1893. Albemarle and Raleigh Railroad, from Tarboro to Plymouth, consolidated with the Wilmington and Weldon Railroad, and operated as a prolongation of the Tarboro Branch.

1896. Wilmington, Chadbourne and Conway Railroad purchased by and consolidated with Wilmington, Columbia and Augusta Railroad Company.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
W. G. Elliott, President.....	Wilmington, N. C.
H. Walters, Vice-President.....	Wilmington, N. C.
J. H. Norwood.....	Wilmington, N. C.
Michael Jenkins.....	Baltimore, Md.
H. B. Plant.....	New York.
B. F. Newcomer.....	Baltimore, Md.
A. J. DeRosset.....	Wilmington, N. C.
E. B. Borden.....	Goldsboro, N. C.
W. H. Willard.....	Raleigh, N. C.
George Howard.....	Tarboro, N. C.
J. P. McCay.....	Baltimore, Md.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	W. G. Elliott.....	Wilmington, N. C.
First Vice-President.....	H. Walters.....	Wilmington, N. C.
Secretary.....	} Jas. F. Post, Jr.....	Wilmington, N. C.
Treasurer.....		
Auditor-General.....	W. A. Riach.....	Wilmington, N. C.
Assistant Auditor.....	J. R. Latta.....	Wilmington, N. C.
General Manager.....	J. R. Kenly.....	Wilmington, N. C.
Engineer of Roadway.....	E. B. Pleasants.....	Wilmington, N. C.
General Superintendent.....	J. F. Divine.....	Wilmington, N. C.
Superintendent of Telegraph and Transportation.....	E. Borden.....	Wilmington, N. C.
Traffic Manager.....	T. M. Emerson.....	Wilmington, N. C.
General Freight Agent.....	H. M. Emerson.....	Wilmington, N. C.
General Passenger Agent.....	H. M. Emerson.....	Wilmington, N. C.



## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	FROM	TO		
Wilmington and Weldon.....	Wilmington .....	Weldon.....	161.4	161.40
BRANCHES.				
Wilson and Fayetteville Branch	Contentnea .....	N. C. & S. C. St. Line	116.20	
Tarboro Branch.....	Rocky Mount.....	Plymouth.....	67.71	
So. Neck and Kinston Branch	Pender .....	Kinston .....	85.82	
Washington Branch.....	Parmele.....	Washington .....	25.39	
Nashville Branch.....	Rocky Mount.....	Spring Hope.....	19.20	
Clinton Branch.....	Warsaw.....	Clinton.....	13.43	
Midland Branch.....	Goldsboro.....	Smithfield.....	21.50	
				349.25
Spurs to Mills and Factories.....			10.20	10.20
Total carried forward.....				520.85

## CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Am't Issued and Outstand'g.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital Stock—Common	30,000	\$100 00	\$3,000,000 00	\$3,000,000 00	6 Per Ct.	\$180,000 00

**FUNDED DEBT.**

**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.**

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
Gold Interest.....	1867	1897	\$ 936,000 00	\$ 874,000 00	\$ 874,000 00	\$ 874,000 34
General first mortgage....	1885	1935	3,064,000 00	3,062,000 00	3,062,000 00	3,249,924 00
General first mortgage.....		1944	500,000 00	500,000 00	500,000 00	500,000 34
			\$ 4,500,000 00	\$ 4,436,000 00	\$ 4,436,000 00	\$ 4,623,924 34
Certificates of Indebtedness						
W. & W. Special Trust Certificates.....	1888	1937	380,000 00	380,000 00	380,000 00	380,000 00
W. & W. Certificates of Indebtedness.....	1887	*	2,500,000 00	2,500,000 00	2,500,000 00	
			\$ 2,880,000 00	\$ 2,880,000 00	\$ 2,880,000 00	380,000 00
Grand Total.....			\$ 7,380,000 00	\$ 7,316,000 00	\$ 7,316,000 00	\$ 5,003,924 34

\*Irredeemable.

CLASS OF BOND OR OBLIGATION.	INTEREST.			
	Rate	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
Gold Interest.....	7	Jan. and July	\$ 63,350 00	\$ 63,350 00
General first mortgage.....	5	Jan. and July	151,550 00	151,550 00
General first mortgage.....	4	Jan. and July	20,000 00	20,000 00
			\$ 234,900 00	\$ 234,900 00
Certificates of Indebtedness.				
W. & W. Special Trust Certificates.....	6	May and Nov.	22,800 00	22,800 00
W. & W. Certificates of Indebtedness.....	7	.....	175,000 00	175,000 00
			\$ 197,800 00	\$ 197,800 00
Grand Total.....			\$ 432,700 00	\$ 432,700 00



## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Acrued During Year.	Amount Paid During Year.
Mortgage Bonds.....	\$ 7,316,000 00	\$ 7,316,000 00	\$ 432,700 00	\$ 432,700 00
Total.....	\$ 7,316,000 00	\$ 7,316,000 00	\$ 432,700 00	\$ 432,700 00

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash .....	\$ 253,828 82
Bills Receivable.....	15,598 90
Due from Agents.....	33,966 74
Due from Solvent Companies and Individuals.....	52,742 60
Cash Deposited to Pay Coupons.....	107,755 00
Total—Cash and Current Assets.....	\$ 463,892 06
Balance—Current Liabilities.....	29,605 56
Total.....	\$ 493,497 62

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1896.

Loans and Bills Payable.....	\$ 300,000 00
Audited Vouchers and Accounts.....	17,797 03
Wages and Salaries.....	59,822 96
Dividends not Called for.....	3,953 00
Matured Interest Coupons Unpaid (Including Coupons due July 1).....	108,130 63
Miscellaneous.....	3,794 00
Total—Current Liabilities.....	\$ 493,497 62
Total.....	\$ 493,497 62

## RECAPITULATION.

ACCOUNT.	Total Amo't Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock.....	\$ 3,000,000 00	\$ 3,000,000 00	520.85	\$ 5,760 00
Bonds.....	7,316,000 00	7,316,000 00	520.85	14,046 00
Total.....	\$ 10,316,000 00	\$ 10,316,000 00	520.85	\$ 19,806 00

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

## EXPENDITURES DURING YEAR.

## GRAND TOTAL COST CONSTRUCTION, EQUIPMENT, ETC :

Charged to Construction or Equipment (not included in operating expenses)...	\$	96,905 25
Total Cost to June 30, 1895.....		10,716,154 07
Total Cost to June 30, 1896.....		10,813,059 32
Cost Per Mile.....		20,760 41

## INCOME ACCOUNT.

Gross earnings from operation.....	\$	1,813,492 24	
Less operating expenses.....		1,067,206 94	
Income from operation.....			\$ 746,285 30
Miscellaneous income—less expenses.....	\$	38,580 26	
Income from other sources.....			38,380 26
Total income.....			\$ 784,665 56
DEDUCTIONS FROM INCOME :			
Interest on funded debt accrued.....	\$	432,700 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....		15,000 00	
Taxes.....		43,315 71	
Total deductions from income.....			491,015 71
Net income.....			\$ 293,649 85
Dividends, 6 per cent. common stock.....	\$	180,000 00	
Total.....			180,000 00
Surplus from operations of year ending June 30, 1896.....			\$ 113,649 85
Surplus on June 30, 1895, [from "General Balance Sheet," 1895 report].....			353,803 91
Surplus on June 30, 1896, [for entry on "General Balance Sheet."].			\$ 467,453 76



## EARNINGS FROM OPERATION.

ITEM.	Actual Earnings.
<b>PASSENGER:</b>	
Total Passenger Revenue.....	\$ 434,693 10
Mail.....	96,700 66
Express.....	46,418 12
Extra Baggage and Storage.....	4,810 32
Other Items.....	13,518 31
Total Passenger Earnings.....	\$ 596,140 51
<b>FREIGHT:</b>	
Total Freight Revenue.....	1,202,427 43
Total Freight Earnings.....	\$ 1,202,427 43
Total Passenger and Freight Earnings.....	\$ 1,798,567 94
<b>OTHER EARNINGS FROM OPERATION:</b>	
Telegraph Companies.....	\$ 4,628 52
Rents from Tracks, Yards and Terminals.....	10,295 78
Total Other Earnings.....	\$ 14,924 30
Total Gross Earnings from Operation—North Carolina.....	\$ 1,813,492 24

## RENTALS RECEIVED.

Situation of Property Leased.	Name of Company Using Property Leased.	Total.
Selma to Tarboro.....	Southern Railway.....	\$ 10,295 78
	Grand Total Rents Received.....	\$ 10,295 78

## MISCELLANEOUS INCOME.

ITEM.	Net Miscel- laneous Income.
Interest, &c.....	\$ 18,269 00
Operating Hotels.....	2,001 43
Premium from Sale of Bonds.....	5,890 00
From Lease of Wilmington, Columbia and Augusta Railroad.....	12,219 83
Total.....	\$ 38,380 26

## OPERATING EXPENSES.

## MAINTENANCE OF WAY AND STRUCTURES:

Repairs of Roadway.....	\$ 110,237 99
Renewals of rails.....	23,970 73
Renewals of ties.....	52,271 75
Repairs and renewals of bridges and culverts.....	34,554 86
Repairs and renewals of fences, road crossings, signs and cattle guards...	2,188 44
Repairs and renewals of buildings and fixtures.....	27,845 95
Repairs and renewals of docks and wharves.....	2,654 02
Repairs and renewals of telegraph.....	1,384 00
Stationery and printing.....	314 12
Other expenses.....	7 13
Total.....	\$ 255,428 99

## MAINTENANCE OF EQUIPMENT:

Superintendence.....	\$ 8,729 17
Repairs and renewals of locomotives.....	80,921 82
Repairs and renewals of passenger cars.....	31,593 07
Repairs and renewals of freight cars.....	105,455 41
Repairs and renewals of work cars.....	901 48
Repairs and renewals of shop machinery and tools.....	9,554 82
Stationery and printing.....	204 82
Other expenses.....	6,318 74
Total.....	\$ 243,679 33

## CONDUCTING TRANSPORTATION:

Superintendence.....	\$ 18,420 75
Engine and roundhouse men.....	76,734 42
Fuel for locomotives.....	129,933 18
Water supply for locomotives.....	4,454 38
Oil, tallow and waste for locomotives.....	5,895 83
Other supplies for locomotives.....	950 92
Train service.....	52,862 69
Train supplies and expenses.....	13,549 37
Switchmen, flagmen, and watchmen.....	13,406 85
Telegraph expenses.....	23,106 45
Station service.....	64,727 72
Station supplies.....	3,853 53
Car mileage—balance.....	19,383 95
Total carried forward.....	\$ 427,280 04



## OPERATING EXPENSES—Continued.

## CONDUCTING TRANSPORTATION—Continued:

Total brought forward.....	\$ 427,280 04
Loss and damage.....	14,923 48
Injuries to persons.....	7,005 84
Clearing wrecks.....	688 16
Operating marine equipment.....	2,699 46
Advertising.....	5,554 77
Outside agencies.....	32,841 26
Commissions.....	11 20
Stock yards and elevators.....	910 65
Rents for tracks, yards and terminals.....	9,057 57
Rents of buildings and other property.....	1,262 70
Stationery and printing.....	13,805 24
Other expenses.....	946 70
Total.....	\$ 516,987 07

## GENERAL EXPENSES:

Salaries of general officers.....	\$ 16,506 16
Salaries of clerks and attendants.....	12,026 32
General office expenses and supplies.....	6,113 47
Insurance.....	6,539 25
Law expenses.....	7,613 49
Stationery and printing (general offices).....	1,715 37
Other expenses.....	597 49
Total.....	\$ 51,111 55

## RECAPITULATION OF EXPENSES:

Maintenance of way and structures.....	\$ 255,428 99
Maintenance of equipment.....	243,679 33
Conducting transportation.....	516,987 07
General expenses.....	51,111 55
Grand total.....	\$ 1,067,206 94
Percentage of expenses to earnings—entire line.....	58.8

## COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1895.		JUNE 30, 1896.	YEAR ENDING June 30, 1896.
Total.	ASSETS.	Total.	Increase.
\$ 10,716,154 07	Cost of Road.....	\$ 10,813,059 32	\$ 96,905 25
435,486 44	Cash and Current Assets.....	463,892 06	28,405 62
\$ 11,151,640 51	Grand Total.....	\$ 11,276,951 38	\$ 125,310 87
	LIABILITIES.		
3,000,000 00	Capital Stock.....	\$ 3,000,000 00	
7,316,000 00	Funded Debt.....	7,316,000 00	
481,836 60	Current Liabilities.....	493,497 62	\$ 11,661 02
353,803 91	Profit and Loss.....	467,453 76	113,649 85
\$ 11,151,640 51	Grand Total.....	\$ 11,276,951 38	\$ 125,310 87



## EMPLOYEES AND SALARIES.

CLASS.	Num-ber.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers.....	18	6,570	\$ 16,506 16	\$ 2 51
General Office Clerks.....	53	19,345	12,026 32	62
Station Agents.....	73	26,645	37,974 04	1 43
Other Station Men.....	94	29,328	26,806 16	91
Enginemen.....	47	15,510	55,991 10	3 61
Firemen.....	49	16,170	16,118 84	1 00
Conductors.....	32	10,560	30,729 60	2 91
Other Trainmen.....	72	23,760	21,384 90	90
Machinists.....	54	16,848	42,931 92	2 54
Carpenters.....	59	18,408	37,254 60	2 02
Other Shopmen.....	168	52,416	54,207 28	1 03
Section Foremen.....	62	19,344	28,632 00	1 48
Other Trackmen.....	398	124,976	89,667 90	72
Switchmen, Flagmen and Watchmen.....	43	14,190	13,406 85	94
Telegraph Operators and Dispatchers.....	34	12,410	23,106 45	1 86
All other Employees and Laborers.....	63	19,696	16,433 56	83
Total (Including "General Officers")—N. C....	1,319	426,176	\$ 523,177 68	\$ 1 23
Less "General Officers".....	18	6,570	16,506 16	2 51
Total (Excluding "General Officers")—N. C....	1,301	419,606	\$ 506,671 52	\$ 1 21
DISTRIBUTION OF ABOVE:				
General Administration.....	71	25,915	\$ 28,532 48	\$ 1 10
Maintenance of Way and Structures.....	487	152,786	125,233 06	82
Maintenance of Equipment.....	284	88,606	135,142 60	1 52
Conducting Transportation.....	477	158,869	234,269 54	1 47
Total (Including "General Officers")—N. C....	1,319	426,176	\$ 523,177 68	\$ 1 23
Less "General Officers".....	18	6,570	16,506 16	2 51
Total (Excluding "General Officers")—N. C....	1,301	419,606	\$ 506,671 52	\$ 1 21

## PASSENGER AND FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue	406,871			
Number of passengers carried one mile .....	17,297,274			
Number of passengers carried one mile per mile of road.....	33,209			
Average distance carried.....	42.5			
Total passenger revenue.....		434,693	10	
Average amount received from each passenger .....		1	06	838
Average receipts per passenger per mile.....			02	513
Total passenger earnings.....		596,140	51	
Passenger earnings per mile of road.....		1,144	55	
Passenger earnings per train mile.....			98	122
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning rev- enue .....	882,854			
Number of tons carried one mile.....	71,104,831			
Number of tons carried one mile per mile of road.....	136,517			
Average distance haul of one ton.....	80.6			
Total freight revenue.....		1,202,427	43	
Average amount received for each ton of freight .....		1	36	198
Average receipts per ton per mile.....			01	6 91
Total freight earnings.....		1,202,427	43	
Freight earnings per mile of road.....		2,308	58	
Freight earnings per train mile.....		1	84	912
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....		1,637,120	53	
Passenger and freight revenue per mile of road .....		3,143	17	
Passenger and freight earnings.....		1,798,567	94	
Passenger and freight earnings per mile of road .....		3,453	14	
Gross earnings from operation.....		1,813,492	24	
Gross earnings from operation per mile of road .....		3,481	79	
Gross earnings from operation per train mile..		1	44	177
Operating expenses.....		1,067,206	94	
Operating expenses per mile of road.....		2,048	97	
Operating expenses per train mile.....			84	845
Income from operation.....		746,285	30	
Income from operation per mile of road.....		1,432	82	



PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:

Miles run by passenger trains.....	584,854
Miles run by freight trains.....	582,175
Miles run by mixed trains.....	90,794
Total mileage trains earning revenue.....	1,257,823

FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	Freight Originating on this Road.	Freight Received From Connecting Roads and Other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons	Per Ct.
<b>PRODUCTS OF AGRICULTURE:</b>				
Grain.....	5,674	7,514	13,188	1.49
Flour.....	2,257	18,112	20,369	2.40
Other Mill Products.....	1,784	5,446	7,230	.81
Hay.....	1,491	3,424	4,915	.55
Tobacco.....	12,355	5,154	17,509	1.98
Cotton.....	16,425	3,578	20,003	2.26
Fruit and Vegetables.....	15,503	44,519	60,022	6.75
Oranges.....		156	156	.01
Melons.....	1,441	18,932	20,373	2.30
<b>PRODUCTS OF ANIMALS:</b>				
Live Stock.....	679	3,564	4,243	.48
Dressed Meats.....	1,339	11,964	13,303	1.50
Poultry, Game and Fish.....	3,132	695	3,827	.43
Wool.....	3	6	9	
Hides and Leather.....	272	692	964	.11
<b>PRODUCTS OF MINES:</b>				
Anthracite Coal.....	1,194	4,854	6,048	.68
Bituminous Coal.....				
Ores.....	2		2	
Stone, Sand and other like articles.....	78	1,521	1,599	.18
<b>PRODUCTS OF FORBST:</b>				
Lumber.....	209,163	82,121	291,284	33.00
Logs.....	157,659	24	157,683	17.86

## FREIGHT TRAFFIC MOVEMENT.—Continued.

COMMODITY.	Freight Originating on this Road.	Freight Re- ceived From Connecting Roads and Other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons	Per Ct.
<b>MANUFACTURES :</b>				
Petroleum and other Oils.....	2,743	14,412	17,155	1.94
Sugar.....	527	3,849	4,376	49
Naval Stores.....	12,440	3,159	15,599	1.76
Other Castings and Machinery.....	706	11,238	11,944	1.35
Bar and Sheet Metal.....	2,625	19,098	21,723	2.46
Cement, Brick and Lime.....	7,678	4,566	12,244	1.38
Agricultural Implements.....	571	2,169	2,740	31
Wagons, Carriages, Tools, etc.....	538	1,853	2,391	27
Wines, Liquors and Beers.....	686	3,116	3,802	43
Household Goods and Furniture.....	2,120	1,705	3,825	43
Fertilizers.....	45,337	38,267	83,604	9.50
Merchandise.....	8,312	30,206	38,518	4.38
<b>MISCELLANEOUS :</b>				
Other commodities not mentioned above	5,892	16,314	22,206	2.51
Total Tonnage—Entire Line.....	520,626	362,228	882,854	100.00

## MILEAGE.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Total Mileage Operated.	RAILS.	
	Main Line	Branches and Spurs.			Iron.	Steel.
Miles of single track.....	161.40	359.45	520.85	520.85	47.23	473.62
Miles of yard track and sidings.....	72.15			72.15	40.80	31.35
Total mileage operated (all tracks).....	233.55	359.45	520.85	593.00	88.03	504.97

## RENEWALS OF RAILS AND TIES.

## NEW RAILS LAID DURING YEAR :

Steel.....	5,444.89 Tons.
Weight per yard.....	70 Pounds.
Average price per yard at distributing point.....	\$25

## NEW TIES LAID DURING YEAR :

Pine and Cypress.....	199,275
Average price at distributing point.....	.30 cts



## DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Name.	No.	Name.
<b>LOCOMOTIVES—Owned and leased:</b>						
Freight.....		54	50	Westi'ghouse	51	Janney
Switching.....		3	3	"		
Total Locomotives in Service.....		57	53		51	"
<b>CARS—Owned and Leased:</b>						
<b>IN PASSENGER SERVICE—</b>						
First-class Cars.....		28	28	Westi'ghouse	28	"
Combination Cars.....		8	8	"	8	"
Baggage, Express and Postal Cars.....		14	14	"	14	"
Total.....		50	50		50	"
<b>IN FREIGHT SERVICE—</b>						
Box Cars.....		972	690	Westi'ghouse	880	"
Flat Cars.....	47	416	114	"	316	"
Stock Cars.....		10	2	"	9	"
Other Cars in Freight Service, Log.....		114	0	"	0	"
Total.....		1,512	806		1,205	"
<b>IN COMPANY'S SERVICE—</b>						
Officers' and Pay Cars.....		7	7	Westi'ghouse	7	"
Gravel Cars.....	14	55	0	"	24	"
Derrick Cars, and Other Tool..	1	10	8	"	8	"
Caboose Cars.....		68	0	"	40	"
Total.....		140	15		79	"
Total Cars in Service.....	62	1,702	871		1,334	"
Total Cars Owned.....	62	1,702	871		1,334	"

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal— Bitu'inous Tons.	Wood— Soft. Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger.....	31,435	15,592	39,231	554,294	69
Freight.....				544,537	
Switching.....				185,261	
Construction.....				48,119	
Total.....				1,332,211	
Average cost at distributing point...	\$ 2 70	\$ 1 75			

ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.				
	TRAINMEN.		Other Em- ployees. Injured.	TOTAL.	
	Killed.	Injured.		Killed.	Injured.
Coupling and Uncoupling.....	1	22		1	22
Falling from Trains and Engines.....		16	1		17
Overhead Obstructions.....		2			2
Derailments.....		1			1
Other Train Accidents.....		2			2
At Stations.....		4	4		8
Other Causes.....			11		11
Total.....	1	47	16	1	63

KIND OF ACCIDENT.	Passen- gers Injured.	OTHERS.				
		TRESPASSING.		Not Tres- passing. Injured.	TOTAL.	
		Killed.	Injured.		Killed.	Injured.
Collisions.....			1			1
Other Train Accidents.....	15	10	16		10	16
At Highway Crossings.....		1	1	1	1	2
At Stations.....	1		1			1
Total.....	16	11	19	1	11	20



## CHARACTERISTICS OF ROAD.

ITEM.	No.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
<b>BRIDGES :</b>							
Iron .....	30	2,732	1¼	13	9	514	7
Wooden.....	1	202	0	202	0	202	0
Combination.....	1	279	10	279	10	279	10
Total.....	32	3,213	11¼				
<b>TRESTLES :</b>							
25 feet and over.....	461	40,978	8	25	0	1,691	0
Less than 25 feet.....	397	8,642	2	6	0	24	0

Overhead highway crossings, 1: height of lowest above surface of rail, 20 feet.  
Gauge of track, four feet, nine inches, 520.85 miles.

## CHERAW AND DARLINGTON RAILROAD COMPANY.

### HISTORY.

Chartered December 19, 1849, and in 1857 for a term of ninety-nine years, by Act ratified the 2d day of February, 1857.

The Cheraw and Salisbury Railroad Company was organized in December, 1857, under laws of South Carolina and North Carolina; amended December, 1861, and December, 1868; name changed by latter amendment; originally Cheraw and Coal Fields.

Road opened in 1880.

By Act ratified 16th day of December, 1868, changing the name of said corporation, it was allowed five years from said 16th day of December, 1868, to complete its road to the crossing of the Wilmington, Charlotte and Rutherford Railroad (now the Carolina Central), and five additional years thereto to complete the extension authorized by said Act, to such point on the North Carolina Railroad at or near Salisbury as might be selected by said Company.

The ordinance of the State Convention, ratified the 10th day of March, 1862, provided that the Cheraw and Coal Fields Railroad Company should complete its road to the Coal Fields, in Chatham County, within five years after the close of the war, or forfeit its charter.

Sold under foreclosure November 30, 1892.

### ORGANIZATION.

NAMES OF DIRECTORS	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. S. Gadsden, President.....	Charleston, S. C.....	1896.
H. Walters, Vice-President.....	Wilmington, N. C.....	
B. F. Newcomer.....	Baltimore, Md.....	
Michael Jenkins.....	Baltimore, Md.....	
Waldo Newcomer.....	Baltimore, Md.....	
J. F. Divine.....	Baltimore, Md.....	
W. G. Elliott.....	Baltimore, Md.....	
H. D. Malloy.....	Cheraw, S. C.....	
W. A. Carrigan.....	Cheraw, S. C.....	
J. J. Lucas.....	Society Hill, S. C.....	
W. C. Cohen.....	Darlington, S. C.....	
J. C. Marshall.....	Wadesboro, N. C.....	



## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	C. S. Gadsden.....	Charleston, S. C.
First Vice-President.....	H. Walters.....	Wilmington, N. C.
Secretary.....	} C. C. Olney.....	Charleston, S. C.
Treasurer.....		
Attorney, or General Counsel.....	J. T. Barron.....	Columbia, S. C.
Auditor, General.....	W. A. Riach.....	Wilmington, N. C.
Assistant Auditor.....	John R. Latta.....	Wilmington, N. C.
General Manager.....	J. R. Kenly.....	Wilmington, N. C.
Engineer, Roadway.....	E. B. Pleasants.....	Wilmington, N. C.
General Superintendent.....	John F. Divine.....	Wilmington, N. C.
Superintendent of Telegraph and Transportation.....	E. Borden.....	Wilmington, N. C.
Traffic Manager.....	T. M. Emerson.....	Wilmington, N. C.
General Freight Agent.....	} H. M. Emerson.....	Wilmington, N. C.
General Passenger Agent.....		

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of Line for Each Road Named.
	From	To	
Cheraw and Darlington.....	Florence.....	Wadesboro.....	64.26
Hartsville Branch.....	Floyds.....	Hartsville.....	10.00
Gibson Branch.....	Darlington.....	Gibson.....	36.64
Spurs to Mills and Factories.....			1.88
Total carried forward.....			112.78

**CAPITAL STOCK.**

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Am't Issued and Outstand'g.	DIVIDENDS DECLAR'D DURING YEAR.	
					Rate.	Amount.
Capital Stock—Common	8,000	\$50 00	\$ 400,000 00	\$ 400,000 00	3 Per Ct.	\$ 12,000 00

**FUNDED DEBT.**

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
First Mortgage.....	1888	1938	\$ 400,000 00	\$ 366,000 00	\$ 366,000 00	\$ 366,000 00
First Mortgage C. & N. R. R.....	1895	1915	250,000 00	250,000 00	250,000 00	250,000 00
Total.....			\$ 650,000 00	\$ 616,000 00	\$ 616,000 00	\$ 616,000 00

CLASS OF BOND OR OBLIGATION.	INTEREST.			
	Rate	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
First Mortgage.....	5	April and Oct.	\$ 18,300 00	\$ 18,300 00
First Mortgage C. & N. R. R.....	5	Mch. and Sept	12,500 00	12,500 00
Total.....	5		\$ 30,800 00	\$ 30,800 00



## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Acrued During Year.	Amount Paid During Year.
Mortgage bonds.....	\$ 616,000 00	\$ 616,000 00	\$ 30,800 00	\$ 30,800 00

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 61,570 55
Due from Agents.....	3,335 22
Total—Cash and Current Assets.....	\$ 64,905 77

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1896.

Wages and Salaries.....	\$ 3,016 67
Net Traffic Balances due to other Companies.....	13,136 15
Dividend not Called for.....	1,856 50
Matured Interest Coupons Unpaid (Including Coupons due July 1).....	850 00
Miscellaneous.....	3,330 00
Total—Current Liabilities.....	\$ 22,189 32
Balance—Cash Assets.....	42,716 45
Total.....	\$ 64,905 77

## RECAPITULATION.

ACCOUNT.	Total Amount Outstanding.	AMOUNT PER MILE OF LINE.	
		Miles.	Amount.
Capital Stock.....	\$ 400,000 00	112.78	\$ 3,547 00
Bonds.....	616,000 00	112.78	5,462 00
Total.....	\$ 1,016,000 00	112.78	\$ 9,009 00

**COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.**  
**EXPENDITURES DURING YEAR.**

GRAND TOTAL COST CONSTRUCTION, EQUIPMENT, ETC.:

Charged to Construction or Equipment (not included in operating expenses)...	\$	200 50
Total Cost to June 30, 1895.....		1,111,858 38
Total Cost to June 30, 1896.....		1,112,058 88
Cost Per Mile.....		9,860 42

**INCOME ACCOUNT.—Entire Line.**

Gross earnings from operation.....	\$	134,295 46	
Less operating expenses.....		93,834 94	
Income from operation.....			\$ 40,460 52
Miscellaneous Income—less expenses.....	\$	1,676 70	
Income from other sources.....			1,676 70
Total income.....			\$ 42,137 22
<b>DEDUCTIONS FROM INCOME:</b>			
Interest on funded debt accrued.....	\$	30,800 00	
Taxes.....		4,473 51	
Total deductions from income.....			35,273 51
Net income.....			\$ 6,863 71
Dividends, 3 per cent. common stock.....	\$	12,000 00	
Total.....			12,000 00
Deficit from operations of year ending June 30, 1896.....			\$ 5,136 29
Surplus on June 30, 1895, [from "General Balance Sheet," 1895 report].....			147,497 85
..... (?).....			\$ 142,361 56
Deductions for year.....			3,586 23
Surplus on June 30, 1896, [for entry on "General Balance Sheet."]			\$ 138,775 33



**EARNINGS FROM OPERATION.—Entire Line.**

ITEM.	Actual Earnings.
<b>PASSENGER :</b>	
Total Passenger Revenue.....	\$ 22,763 74
Mail.....	7,167 15
Express.....	1,031 74
Extra Baggage and Storage.....	586 15
Total Passenger Earnings.....	<u>\$ 31,548 78</u>
<b>FREIGHT :</b>	
Total Freight Revenue.....	<u>\$ 100,531 66</u>
Total Freight Earnings.....	<u>\$ 100,531 66</u>
Total Passenger and Freight Earnings.....	<u>\$ 132,080 44</u>
<b>OTHER EARNINGS FROM OPERATION :</b>	
Car Mileage—Balance.....	\$ 734 54
Telegraph Companies.....	687 59
Other Sources.....	792 89
Total Other Earnings.....	<u>\$ 2,215 02</u>
Total Gross Earnings from operation—Entire Line.....	<u>\$ 134,295 46</u>

**MISCELLANEOUS INCOME.**

Interest on Balances, Etc.—Net Miscellaneous Income.....	\$ 1,676 70
--	-------------

## OPERATING EXPENSES.—Entire Line.

## MAINTENANCE OF WAY AND STRUCTURES :

Repairs of Roadway.....	\$ 15,016 30
Renewals of Rails.....	3,330 00
Renewals of Ties.....	6,570 00
Repairs and Renewals of Bridges and Culverts.....	3,863 12
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards.....	299 60
Repairs and Renewals of Buildings and Fixtures.....	3,932 19
Repairs and Renewals of Telegraph.....	48
Stationery and Printing.....	28 03
<b>Total.....</b>	<b>\$ 33,039 72</b>

## MAINTENANCE OF EQUIPMENT :

Superintendence.....	294 70
Repairs and Renewals of Locomotives.....	3,065 68
Repairs and Renewals of Passenger Cars.....	3,635 39
Repairs and Renewals of Freight Cars.....	6,551 39
Repairs and Renewals of Work Cars.....	35 19
Repairs and Renewals of Shop Machinery and Tools.....	61 82
Stationery and Printing.....	3 27
Other Expenses.....	304 58
<b>Total.....</b>	<b>\$ 13,952 02</b>

## CONDUCTING TRANSPORTATION :

Superintendence.....	1,410 95
Engine and Roundhouse Men.....	6,440 29
Fuel for Locomotives.....	5,688 12
Water Supply for Locomotives.....	1,018 84
Oil, Tallow and Waste for Locomotives.....	538 02
Other Supplies for Locomotives.....	42 70
Train Service.....	4,824 47
Train Supplies and Expenses.....	472 75
Switchmen, Flagmen and Watchmen.....	1,338 74
Telegraph Expenses.....	2,686 33
Station Service.....	11,282 95
Station Supplies.....	564 67
<b>Total carried forward.....</b>	<b>\$ 36,308 83</b>



## OPERATING EXPENSES.—Continued.

## CONDUCTING TRANSPORTATION—Continued.

Total brought forward.....	\$ 36,308 83
Loss and Damage.....	660 35
Injuries to Persons.....	32 50
Clearing Wrecks.....	48 67
Advertising .....	58 16
Outside Agencies.....	1,149 58
Rents for Tracks, Yards and Terminals.....	284 52
Rents of Buildings and other Property.....	45 34
Stationery and Printing.....	2,062 26
Other Expenses.....	194 09
Total.....	\$ 40,844 30

## GENERAL EXPENSES:

Salaries of General Officers.....	2,865 53
Salaries of Clerks and Attendants.....	1,172 02
General Office Expenses and Supplies.....	419 54
Insurance.....	779 15
Law Expenses.....	547 54
Stationery and Printing (General Offices).....	193 02
Other Expenses.....	22 10
Total.....	\$ 5,998 90

## RECAPITULATION OF EXPENSES:

Maintenance of Way and Structures.....	33,039 72
Maintenance of Equipment.....	13,952 02
Conducting Transportation.....	40,844 30
General Expenses.....	5,998 90
Grand Total.....	\$ 93,834 94

Percentage of Expenses to Earnings—Entire Line..... .69

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1895.	ASSETS.	JUNE 30, 1896.	YEAR ENDING JUNE 30, 1896.	
		Total.	Increase.	Decrease.
\$ 1,111,858 38	Cost of Road.....	\$ 1,112,058 88	\$ 200 50	
250 00	Stocks Owned.....			\$ 250 00
66,085 33	Cash and Current Assets.....	64,905 77		1,179 56
\$ 1,178,193 71	Grand Total.....	\$ 1,176,964 65		\$ 1,229 06
	LIABILITIES.			
\$ 400,000 00	Capital Stock.....	\$ 400,000 00		
616,000 00	Funded Debt.....	616,000 00		
14,695 86	Current Liabilities.....	22,189 32	\$ 7,493 46	
147,497 85	Profit and Loss.....	138,775 33		\$ 8,722 52
\$ 1,178,193 71	Grand Total.....	\$ 1,176,964 65		\$ 1,229 06



## EMPLOYEES AND SALARIES—Entire Line.

CLASS.	Number	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.	
General Officers.....	} A proportion of.....	21	\$ 2,865 53	\$ 37	
General Office Clerks }		53	1,172 02	06	
Station Agents.....		18	8,115 96	1 44	
Other Station Men.....		18	5,094 00	90	
Enginemen.....		3	3,897 88	4 16	
Firemen.....		3	936 00	1 00	
Conductors.....		2	624	1,371 00	2 20
Other Trainmen.....		7	2,184	1,969 84	90
Carpenters.....		4	1,246	1,421 62	1 14
Section Foremen.....		11	3,432	4,212 00	1 23
Other Trackmen.....		45	14,040	9,831 80	70
Switchmen, Flagmen and Watchmen.....		5	1,815	1,372 32	72
Telegraph Operators and Dispatchers.....		2	730	900 00	1 23
Total (Including "General Officers")—N. C.....		192	64,168	\$ 43,159 97	\$ 67
Less "General Officers".....		20	7,300	\$ 2,865 53	\$ 37
Total (Excluding "General Officers")—N. C..		172	56,868	\$ 40,294 44	\$ 71
DISTRIBUTION OF ABOVE:					
General Administration.....		74	26,957	4,037 55	15
Maintenance of Way and Structures.....		58	18,718	15,465 42	83
Conducting Transportation.....		60	18,493	23,657 00	1 28
Total (Including "General Officers")—N. C.		192	64,168	\$ 43,159 97	\$ 67
Less "General Officers".....		20	7,300	\$ 2,865 53	\$ 37
Total (Excluding "General Officers")—N. C.		172	56,868	\$ 40,294 44	\$ 71

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—Entire Line.

ITEM.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUe AND RATES.		
		Dollars.	Cts.	Mills
<b>PASSENGER TRAFFIC :</b>				
Number of passengers carried earning revenue.....	42,169			
Number of passengers carried one mile.....	755,678			
Number of passengers carried one mile per mile of road.....	6,700			
Average distance carried.....	17.9			
Total passenger revenue.....		22,763	74	
Average amount received from each passenger.....			54	059
Average receipts per passenger per mile.....			03	012
Total passenger earnings.....		31,548	78	
Passenger earnings per mile of road.....		279	74	
Passenger earnings per train mile.....			63	668
<b>FREIGHT TRAFFIC :</b>				
Number of tons carried of freight earning reve- nue.....	72,839			
Number of tons carried one mile.....	1,800,589			
Number of tons carried one mile per mile of road.....	15,965			
Average distance haul of one ton.....	24.7			
Total freight revenue.....		100,531	66	
Average amount received for each ton of freight.....		1	38	019
Average receipts per ton per mile.....			05	583
Total freight earnings.....		100,531	66	
Freight earnings per mile of road.....		891	39	
Freight earnings per train mile.....		1	66	446
<b>PASSENGER AND FREIGHT :</b>				
Passenger and freight revenue.....		123,295	40	
Passenger and freight revenue per mile of road.....		1,093	24	
Passenger and freight earnings.....		132,080	44	
Passenger and freight earnings per mile of road.....		1,171	13	
Gross earnings from operation.....		134,295	46	
Gross earnings from operation per mile of road.....		1,190	77	
Gross earnings from operation per train mile.....		1	22	141
Operating expenses.....		93,834	94	
Operating expenses per mile of road.....		832	01	
Operating expenses per train mile.....			85	342
Income from operation.....		40,460	52	
Income from operation per mile of road.....		358	76	



**PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—Entire Line.—Continued.****TRAIN MILEAGE**

Miles run by passenger trains.....	36,996
Miles run by freight trains.....	22,730
Miles run by mixed trains.....	50,225
Total Mileage Trains Earning Revenue.....	<u>109,951</u>

**FREIGHT TRAFFIC MOVEMENT.—Entire Line.**

COMMODITY.	Freight Originating on this Road.	Freight Received from Connecting Roads and Other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons	Per Ct
<b>PRODUCTS OF AGRICULTURE :</b>				
Grain.....	167	1,052	1,219	1.74
Flour.....	72	3,125	3,197	4.38
Other Mill Products.....	40	1,457	1,497	2.04
Hay.....	2	63	65	.....
Tobacco.....	1,239	57	1,296	1.80
Cotton.....	6,728	224	6,952	9.54
Fruit and Vegetables.....	256	357	613	.84
Melons.....	163	551	714	1.00
<b>PRODUCTS OF ANIMALS :</b>				
Live Stock.....	139	469	608	.85
Dressed Meats.....	85	1,179	1,264	1.70
Poultry, Game and Fish.....	.....	14	14	.....
Hides and Leather.....	15	.....	15	.....
<b>PRODUCTS OF MINES :</b>				
Anthracite Coal. ) Bituminous Coal )	5	1,604	1,609	2.29
Stone, Sand and other like articles.....	23	159	182	.23
<b>PRODUCTS OF FOREST :</b>				
Lumber.....	3,477	1,238	4,715	6.47
<b>MANUFACTURES :</b>				
Petroleum and other Oils.....	924	526	1,450	2.00
Sugar.....	5	540	545	.76
Naval Stores.....	4,297	57	4,354	5.98
Other Castings and Machinery.....	193	203	396	.57
Bar and Sheet Metal.....	86	457	543	.74
Cement, Brick and Lime.....	2,044	517	2,591	3.56
Agricultural Implements.....	11	100	111	.14
Wagons, Carriages, Tools, etc.....	53	166	219	.26
Wines, Liquors and Beers.....	5	135	140	.20
Household Goods and Furniture.....	228	107	335	.48
Fertilizers.....	10,470	21,299	31,769	43.61
Merchandise.....	866	2,754	3,620	4.97
<b>MISCELLANEOUS :</b>				
Other commodities not mentioned above	1,139	1,667	2,806	3.85
Total Tonnage—Entire Line.....	32,732	40,107	72,839	100.00



## DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Name.	No.	Name.
LOCOMOTIVES—Owned and leased :						
Freight .....		4	3	Westinghouse	3	Janney
Total Locomotives in Service		4	3	"	3	"
CARS—Owned and Leased :						
IN PASSENGER SERVICE—						
First-class Cars.....		2	2	Westinghouse	2	"
Second-class Cars .....		1	0	"	1	"
Combination Cars .....	2	4	4	"	4	"
Total .....	2	7	6	"	7	"
IN FREIGHT SERVICE—						
Box Cars .....	8	20	13	Westinghouse	18	"
Flat Cars .....	1	15	7	"	15	"
Total.....	9	35	20	"	33	"
IN COMPANY'S SERVICE—						
Gravel Cars.....		1	0	Westinghouse	0	"
Caboose Cars.....		5		"	1	"
Total.....		6	0	"	1	"
Total Cars in Service.....	9	48	26	"	41	"
Total Cars owned.....		48	26	"	41	"

## MILEAGE.

## MILEAGE OF LINE OPERATED.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.
	Main Line.	Branches and Spurs	
North Carolina.....	13.90	37	14.27
South Carolina.....	50.36	48.15	98.51
Sidings in South Carolina.....	5.94		5.94
Sidings in North Carolina.....	1.19		1.19
Total Mileage Operated (Single Track).....	71.39	48.52	119.91

**RENEWALS OF RAILS AND TIES.**

NEW TIES LAID DURING YEAR:

Pine.....	33,837
Average price at distributing point.....	25 cts.

**CONSUMPTION OF FUEL BY LOCOMOTIVES.**

Total cords wood—Soft.....	3,328
Total fuel consumed—Tons.....	1,664
Miles run.....	102,648
Average pounds consumed per mile.....	32
Average cost at distributing point.....	\$ 1 60

**ACCIDENTS TO PERSONS.—State of North Carolina.**

KIND OF ACCIDENT.	EMPLOYEES.	
	Trainmen Injur-d.	Total Injured.
Other Causes.....	1	1

KIND OF ACCIDENT.	OTHERS.		
	Passengers Injured.	Trespassing Injured.	Total Injured.
Other Train Accidents.....	1	1	1 2?
At Stations.....	1		
Total.....	2	1	1 3?

**CHARACTERISTICS OF ROAD.**

BRIDGES, TRESTLES, ETC.

ITEM.	No.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
<b>BRIDGES:</b>							
Iron.....	1	388		388		388	
<b>TRESTLES:</b>							
25 feet and over.....	105	18,089	6	25		941	6
Less than 25 feet.....	62	1,066		8		23	

Gauge of track, 4 feet, 9 inches ; 119.91 miles.



## NORFOLK AND CAROLINA RAILROAD COMPANY.

### HISTORY.

The Western Branch Railway Company was chartered by the General Assembly of Virginia February 19, 1886, and the Chowan and Southern Railroad Company was chartered in North Carolina March 7, 1887, and January 21, 1889, and in Virginia May 5, 1887, and January 27, 1888; the Western Branch Railway chartered in Virginia February 19, 1886. The Chowan and Southern Railroad Company, under the acts of January 27, 1888, of Virginia, purchased the entire property and franchise of the Western Branch Railway Company, and took possession of same July 1, 1888. The main line of the road was completed in the latter part of 1889; road opened April 1, 1890. On February 14, 1889, the name was changed to the Norfolk and Carolina Railroad Company. This company was chartered for the purpose of constructing a railway between Tunis Landing on the Chowan River through the counties of Hertford and Bertie, to some point on the Roanoke river in the county of Bertie, with the privilege of extending its line on the south or west of Roanoke river to any point on the Tar or Neuse rivers, and northwardly to the county of Gates to any point on the Virginia State line.

### ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. Walters.....	Wilmington, N. C.....	Third Monday in November, 1896, and until their successors are elected.
B. F. Newcomer.....	Baltimore, Md.....	
Waldo Newcomer.....	Baltimore, Md.....	
Michael Jenkins.....	Baltimore, Md.....	
Samuel Spencer.....	New York, N. Y.....	
C. W. Grandy.....	Norfolk, Va.....	

### OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President .....	W. G. Elliott.....	Wilmington, N. C.
Vice-President .....	H. Walters.....	Wilmington, N. C.
Secretary .....	} C. G. Elliott.....	Norfolk, Va.
Treasurer .....		
Auditor-General .....	W. A. Riach.....	Wilmington, N. C.
Assistant Auditor.....	Spencer LeGrand.....	Norfolk, Va.
General Manager.....	G. M. Serpell.....	Norfolk, Va.
Engineer of Roadway.....	E. B. Pleasants.....	Wilmington, N. C.
Superintendent Transportation.....	J. R. Kenly.....	Wilmington, N. C.
General Freight Agent.....	} T. M. Emerson.....	Wilmington, N. C.
General Passenger Agent.....		

**PROPERTY OPERATED.**

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	FROM	To		
A. Main Line.....	Pinners Pt., Va.....	Tarboro, N. C.....	100.49	
B. Pig Point Branch.....	Bruce, Va.....	Pig Pt. and Belleville, Va.....	6.53	
Bennett's Pasture Branch.....	Driver, Va.....	Bennett's Pasture, Va.....	1.55	
To S. & R. R. R.....	Armistead.....	S. & R. R. R.....	1.13	
Spurs to Mills and Factories.....			1.566	111.266

**CAPITAL STOCK.**

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Am't Issued and Outstand'g.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital Stock—Common	See p. 16	\$ 100 00	See p. 16	\$ 1,500,000 00	3 Per Ct.	\$ 45,000 00

MANNER OF PAYMENT FOR CAPITAL STOCK.	Tot'l Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash—Common.....	550	\$ 55,000 00
Issued for Construction—Common.....	14,450	See p. 16
Total.....	15,000	



## FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
First mortgage.....	Ap. 1 1889	Ap. 1 1939	\$ 1 500,000 00	\$ 1,320,000 00	\$ 1,320,000 00	See p. 18
Second mortgage.....	Ja. 1 1896	Ja. 1 1946	500,000 00	300,000 00	300,000 00	270,000 34
TOTAL—						
Mortgage bonds.....			\$ 2,000,000 00	\$ 1,620,000 00	\$ 1,620,000 00	See p. 18

CLASS OF BOND OR OBLIGATION.	INTEREST.			
	Rate	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
First mortgage.....	5%	Apr. and Oct.	\$ 66,000 00	\$ 66,000 00
Second mortgage.....	5%	Jan. and July	7,500 00	7,500 00
TOTAL—				
Mortgage bonds.....			\$ 73,500 00	\$ 73,500 00

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage Bonds.....	\$ 1,620,000 00	\$ 1,620,000 00	\$ 73,500 00	\$ 73,500 00

**CURRENT ASSETS AND LIABILITIES.**

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash .....	\$ 16,180 63
Bills Receivable.....	3,259 50
Due from Agents.....	14,689 55
Due from Solvent Companies and Individuals.....	16,411 46
Net Traffic Balances due from Other Companies.....	11,216 51
Cash Deposited to Pay Coupons.....	20,525 00
<b>Total—Cash and Current Assets.....</b>	<b>\$ 82,282 65</b>
<b>Balance—Current Liabilities.....</b>	<b>44,763 63</b>
<b>Total.....</b>	<b>\$ 127,046 28</b>

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1896.

Loans and Bills Payable.....	\$ 56,495 60
Audited Vouchers and Accounts.....	26,484 16
Wages and Salaries.....	16,604 10
Matured Interest Coupons Unpaid (Including Coupons due July 1).....	20,525 00
Miscellaneous.....	6,937 42
<b>Total—Current Liabilities.....</b>	<b>\$ 127,046 28</b>
<b>Total.....</b>	<b>\$ 127,046 28</b>

**RECAPITULATION.**

ACCOUNT.	Total Amo'nt Outstanding.	Apportion- ment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock.....	\$ 1,500,000 00		111.266	\$ 13,481 00
Bonds.....	1,620,000 00		111.266	14,560 00
<b>Total.....</b>	<b>\$ 3,120,000 00</b>	<b>\$ 3,120,000 00</b>		<b>\$ 28,041 00</b>

FOR MILEAGE OPERATED BY ROAD (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Norfolk and Carolina....	\$ 1,500,000 00	\$ 1,620,000 00	\$ 3,120,000 00	111.266	\$ 28,040 00



## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR— NOT INCLUDED IN OPERATING EXPENSES.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
	Charged to Con- struction or Equipment.			
<b>CONSTRUCTION:</b>				
Other Real Estate.....	\$ 42,948 43			
Buildings, Furniture and Fix- tures.....	2,108 69			
Discount on Securities Sold for Construction .....	30,000 06			
Telegraph Line.....	2,616 00			
Sidings .....	22,603 72			
Terminal Improvements.....	135,011 26			
Total Construction.....	\$ 235,288 10	\$ 2,496,742 34	\$ 2,732,030 44	\$ 24,554 05
<b>EQUIPMENT:</b>				
Locomotives.....	26,635 00			
Total Equipment.....	\$ 26,635 00	\$ 500,511 81	\$ 527,146 81	\$ 4,737 72
Total Cost Construction, Equip- ment, Etc.—Entire Line.....	\$ 261,923 10	\$ 2,997,254 15	\$ 3,259,177 25	\$ 29,291 76

## INCOME ACCOUNT.—Entire Line.

Gross earnings from operation.....	\$ 492,411 87	
Less operating expenses.....	305,979 82	
Income from operation.....		\$ 186,432 05
Miscellaneous income—less expenses.....		1,300 78
Total income.....		\$ 187,732 83
<b>DEDUCTIONS FROM INCOME:</b>		
Interest on funded debt accrued.....	\$ 73,500 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	6,808 78	
Taxes.....	11,500 04	
Total deductions from income.....		91,808 82
Net income.....		\$ 95,924 01
Dividends, 3 per cent. common stock.....		45,000 00
Surplus from operations of year ending June 30, 1896.....		\$ 50,924 01
Surplus on June 30, 1895, [from "General Balance Sheet," 1895 report].....		43,489 61
Surplus on June 30, 1896, [for entry on "General Balance Sheet."].		\$ 94,413 62

**EARNINGS FROM OPERATION.—Entire Line.**

ITEM.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
<b>PASSENGER :</b>			
Passenger revenue.....	\$ 70,804 40		
Total deductions.....		\$ 141 23	
Total passenger revenue.....			\$ 70,663 17
Mail.....			6,480 96
Express.....			4,029 43
Extra baggage and storage.....			653 13
Other items.....			2,689 56
Total passenger earnings.....			\$ 84,516 25
<b>FREIGHT :</b>			
Freight Revenue.....	\$ 381,355 01		
Total deductions.....		\$ 1,193 78	
Total freight revenue.....			\$ 380,161 23
Other items.....			3,045 91
Total freight earnings.....			\$ 383,207 14
Total passenger and freight earnings.....			\$ 467,723 39
<b>OTHER EARNINGS FROM OPERATION :</b>			
Switching charges.....			1,203 73
Telegraph companies.....			252 94
Rents from tracks yards and terminals—entire line.....			23,231 81
Total other earnings.....			\$ 24,688 48
Total gross earnings from operation—entire line.....			\$ 492,411 87



**RENTALS RECEIVED.****RENTS RECEIVED FROM LEASE OF TRACKS AND TERMINALS.**

Situation of Property Leased.	Name of Company Using Property Leased.	Total.
Pinner's Point Junction, Virginia, to Tarboro, N. C.....	Southern Railway.....	\$ 17,231 81
Pinner's Point, Virginia.....	Southern Railway.....	\$ 6,000 00
	Grand Total Rents Received.....	\$ 23,231 81

**MISCELLANEOUS INCOME.**

ITEM.	Net Miscellaneous Income.
Rent of Warehouse.....	\$ 975 00
Rent of House.....	3 00
Rent of Rail.....	28 33
Sale of Water.....	7 76
Interest.....	286 69
Total.....	\$ 1,300 78

## OPERATING EXPENSES.

## MAINTENANCE OF WAY AND STRUCTURES:

Repairs of roadway.....	\$ 29,840 47
Renewals of rails.....	4,003 06
Renewals of ties.....	8,753 40
Repairs and renewals of bridges and culverts.....	17,654 95
Repairs and renewals of fences, road crossings, signs and cattle guards.....	577 41
Repairs and renewals of buildings and fixtures.....	4,929 11
Repairs and renewals of docks and wharves.....	139 57
Repairs and renewals of telegraph.....	67
Stationery and printing.....	57 78
Total.....	\$ 65,956 42

## MAINTENANCE OF EQUIPMENT:

Superintendence.....	\$ 1,745 57
Repairs and renewals of locomotives.....	11,987 34
Repairs and renewals of passenger cars.....	2,295 48
Repairs and renewals of freight cars.....	14,997 87
Repairs and renewals of work cars.....	220 34
Repairs and renewals of marine equipment.....	5,468 42
Repairs and renewals of shop machinery and tools.....	157 62
Stationery and printing.....	16 40
Other expenses.....	48 00
Total.....	\$ 36,937 04

## CONDUCTING TRANSPORTATION:

Superintendence.....	\$ 4,672 44
Engine and roundhouse men.....	24,547 76
Fuel for locomotives.....	31,018 07
Water supply for locomotives.....	2,487 99
Oil, tallow and waste for locomotives.....	1,167 58
Other supplies for locomotives.....	546 00
Train service.....	14,808 21
Train supplies and expenses.....	3,569 72
Switchmen, flagmen, and watchmen.....	7,775 18
Telegraph expenses.....	6,670 48
Station service.....	38,733 40
Station supplies.....	2,069 66
Switching charges—balance.....	94 00
Car mileage—balance.....	5,412 10
Hire of equipment.....	1,482 52
Total carried forward.....	\$ 145,055 11



## OPERATING EXPENSES.—Continued.

## CONDUCTING TRANSPORTATION—Continued:

Total brought forward.....	\$ 145,055 11
Loss and damage.....	5,605 86
Injuries to persons.....	629 85
Clearing wrecks.....	518 71
Operating marine equipment.....	14,507 12
Advertising.....	888 89
Outside agencies.....	6,895 04
Rents of buildings and other property.....	157 77
Stationery and printing.....	2,989 93
Other expenses.....	6 00
Total.....	\$ 177,254 28

## GENERAL EXPENSES:

Salaries of general officers.....	\$ 9,888 26
Salaries of clerks and attendants.....	6,815 47
General office expenses and supplies.....	984 65
Insurance.....	3,480 08
Law expenses.....	3,236 69
Stationery and printing (general offices).....	804 69
Other expenses.....	622 24
Total.....	\$ 25,832 08

## RECAPITULATION OF EXPENSES:

Maintenance of way and structures.....	\$ 65,956 42
Maintenance of equipment.....	36,937 04
Conducting transportation.....	177,254 28
General expenses.....	25,832 08
Grand total.....	\$ 305,979 82
Percentage of expenses to earnings—entire line.....	.62

**COMPARATIVE GENERAL BALANCE SHEET.**

JUNE 30, 1895.	ASSETS.	JUNE 30, 1896.	YEAR ENDING June 30, 1896.	
			Total.	Increase.
<b>Total.</b>		<b>Total.</b>	<b>Increase.</b>	<b>Decrease.</b>
\$ 2,496,742 34	Cost of Road.....	\$ 2,732,030 44	\$ 235,288 10	
500,511 81	Cost of Equipment.....	527,146 81	26,635 00	
47,117 13	Cash and Current Assets.....	82,282 65	35,165 52	
<b>\$ 3,044,371 28</b>	<b>Grand Total.....</b>	<b>\$ 3,341,459 90</b>	<b>\$ 297,088 62</b>	
	<b>LIABILITIES.</b>			
\$ 1,500,000 00	Capital Stock.....	\$ 1,500,000 00		
1,320,000 00	Funded Debt.....	1,620,000 00	\$ 300,000 00	
180,881 67	Current Liabilities.....	127,046 28		\$ 53,835 39
43,489 61	Profit and Loss.....	94,413 62	50,924 01	
<b>\$ 3,044,371 28</b>	<b>Grand Total.....</b>	<b>\$ 3,341,459 90</b>	<b>\$ 297,088 62</b>	



## EMPLOYEES AND SALARIES.—Entire Line.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers.....	9	2,817	\$ 11,199 72	\$ 5 11
Other Officers.....	3	991	4,080 00	4 12
General Office Clerks.....	14	3,756	7,821 83	2 08
Station Agents.....	14	5,006	9,038 00	1 81
Other Station Men.....	124	26,572	27,815 86	1 05
Enginemen.....	19	4,813	19,944 10	4 14
Firemen.....	19	4,813	5,461 48	1 13
Conductors.....	14	4,181	9,380 64	2 24
Other Trainmen.....	43	6,957	7,311 32	1 05
Machinists.....	1	372	936 00	2 52
Carpenters.....	28	3,672	5,952 72	1 62
Other Shopmen.....	28	8,232	9,854 79	1 20
Section Foremen.....	17	4,167	7,597 50	1 82
Other Trackmen.....	200	32,758	23,424 69	71
Switchmen, Flagmen and Watchmen.....	32	7,294	8,405 45	1 15
Telegraph Operators and Dispatchers.....	10	2,569	3,052 79	1 19
Employees—account Floating Equipment.....	24	7,050	11,510 72	1 63
All other Employees and Laborers.....	15	5,006	4,203 88	84
Total (Including "General Officers").....	614	131,026	\$ 176,991 49	\$ 1 36
Less "General Officers".....	9	2,817	11,199 72	5 11
Total (Excluding "General Officers").....	605	128,209	\$ 165,791 77	\$ 1 29
DISTRIBUTION OF ABOVE:				
General Administration.....	18	5,016	\$ 16,198 79	\$ 3 69
Maintenance of Way and Structures.....	255	44,292	42,244 51	95
Maintenance of Equipment.....	23	6,291	9,411 09	1 50
Conducting Transportation.....	318	75,427	109,137 10	1 45
Total (Including "General Officers").....	614	131,026	\$ 176,991 49	\$ 1 36
Less "General Officers".....	9	2,817	11,199 72	5 11
Total (Excluding "General Officers").....	605	128,209	\$ 165,791 77	\$ 1 29

PASSENGER AND FREIGHT AND TRAIN MILEAGE.—Entire Line.

ITEM.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC :</b>				
Number of passengers carried earning revenue	83,596			
Number of passengers carried one mile.....	2,904,474			
Number of passengers carried one mile per mile of road.....	26,103.88			
Average distance carried.....	34.74			
Total passenger revenue.....		70,663	17	
Average amount received from each passenger.....			84	529
Average receipts per passenger per mile.....			02	433
Total passenger earnings.....		84,516	25	
Passenger earnings per mile of road.....		759	58	739
Passenger earnings per train mile.....			60	727
<b>FREIGHT TRAFFIC :</b>				
Number of tons carried of freight earning revenue.....	461,710			
Number of tons carried one mile.....	31,953,269			
Number of tons carried one mile per mile of road.....	287,179.09			
Average distance haul of one ton.....	69.21			
Total freight revenue.....		380,161	23	
Average amount received for each ton of freight.....			82	338
Average receipts per ton per mile.....			01	190
Total freight earnings.....		383,207	14	
Freight earnings per mile of road.....		3,444	06	324
Freight earnings per train mile.....		1	85	202
<b>PASSENGER AND FREIGHT :</b>				
Passenger and freight revenue.....		450,824	40	
Passenger and freight revenue per mile of road.....		4,051	77	143
Passenger and freight earnings.....		467,723	39	
Passenger and freight earnings per mile of road.....		4,203	65	062
Gross earnings from operation.....		492,411	87	
Gross earnings from operation per mile of road.....		4,425	53	763
Gross earnings from operation per train mile.....		1	42	280
Operating expenses.....		305,979	82	
Operating expenses per mile of road.....		2,749	98	490
Operating expenses per train mile.....			88	411
Income from operation.....		186,432	05	
Income from operation per mile of road.....		1,675	55	273



## FREIGHT TRAFFIC MOVEMENT.—Entire Line.

COMMODITY.	Freight Originating on this Road.	Freight Received from Connecting Roads and Other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
<b>PRODUCTS OF AGRICULTURE:</b>				
Grain.....	878	1,087	1,965	.43
Flour.....	2,957	655	3,612	.78
Other Mill Products.....	678	20	698	.15
Hay.....	890	37	927	.20
Tobacco.....	117	599	716	.16
Cotton.....	1,370	6,140	7,510	1.63
Fruit and Vegetables.....	11,294	3,191	14,485	3.14
<b>PRODUCTS OF ANIMALS:</b>				
Live Stock.....	1,825	222	2,047	.44
Dressed Meats.....	824	400	1,224	.26
Other Packing-House Products.....	85	181	266	.06
Poultry, Game and Fish.....	139	2,691	2,830	.61
Wool.....	5	7	12	.00
Hides and Leather.....	34	480	514	.11
<b>PRODUCTS OF MINES:</b>				
Anthracite Coal } Bituminous Coal }	3,957		3,957	.86
<b>PRODUCTS OF FOREST:</b>				
Lumber.....	65,401	42,392	107,793	23.35
Logs.....	68,104	105,582	173,686	37.62
<b>MANUFACTURES:</b>				
Petroleum and other Oils.....	1,080	3,078	4,158	.90
Sugar.....	743	811	1,554	.34
Naval Stores.....	71	4,827	4,898	1.06
Iron, Pig and Bloom.....	15	51	66	.01
Iron and Steel Rails.....	87	572	659	.14
Other Castings and Machinery.....	373	270	643	.14
Bar and Sheet metal.....	12	202	214	.04
Cement, Brick and Lime.....	848	80	928	.20
Agricultural Implements.....	151	32	183	.04
Wagons, Carriages, Tools, etc.....	68	14	82	.02
Wines, Liquors and Beers.....	155	477	632	.14
Household Goods and Furniture.....	157	298	455	.10
Merchandise.....	41,138	83,858	124,996	27.07
Total Tonnage—Entire Line.....	203,456	258,254	461,710	100.00

DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Name.	No.	Name.
<b>LOCOMOTIVES—Owned and leased:</b>						
Passenger.....	2	15	15	Westinghou'e	14	Janney.
Freight.....						
Switching.....	1	2	2	"		"
Total Locomotives in Service	3	17	17	"	14	"
<b>CARS—Owned and Leased:</b>						
<b>In Passenger Service—</b>						
First-class Cars.....		4	4	"	4	"
Combination Cars.....		3	3	"	3	"
Total.....		7	7	"	7	"
<b>IN FREIGHT SERVICE—</b>						
Box Cars.....		177	109	"	174	"
Flat Cars.....		110	28	"	106	"
Other Cars in Freight Service, Log.....		276				
Total.....		563	137	"	280	"
<b>IN COMPANY'S SERVICE—</b>						
Gravel Cars.....		10		"	9	"
Derrick Cars.....		1		"		
Caboose Cars.....		19		"	7	"
Total.....		30		"	16	"
Total Cars in Service.....		600	144	"	303	"
Total Cars Owned.....		600	144	"	303	"



## MILEAGE.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.
	Main Line	Branches and Spurs		Steel.
Miles of Single Track.....	100.49	10.77	111.26	111.26
Miles of Yard Track and Sidings.....	20.59	.....	20.59	20.59
Total Mileage Operated (All Tracks).....	121.08	10.77	131.86	131.86

## MILEAGE OF LINE OPERATED BY STATES.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.
	Main Line	Branches and Spurs		Steel.
Virginia.....	34.38	10.34	44.72	44.72
North Carolina.....	66.11	.43	66.54	64.54
Total Mileage Operated (Single Track)....	100.49	10.77	111.26	111.26

## RENEWALS OF RAILS AND TIES.

## NEW TIES LAID DURING YEAR:

Oak, Pine and Cypress—Number.....	44,297
Average price at distributing point.....	33½ cts.

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—Bituminous Tons.	Wood—Soft. Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger.....	6,800	48	6,824	160,930	84.80
Freight.....	7,726.35	246	7,849.35	244,585	64.18
Switching.....	1,026.17	8	1,030.17	41,047	50.19
Construction.....	336	17	344.50	18,822	37.14
Total.....	15,888.52	319	16,048.02	465,384	68.96
Average cost at distributing point....		\$ 1 60			

ACCIDENTS TO PERSONS.—State of North Carolina.

KIND OF ACCIDENT.	EMPLOYEES.						
	TRAINMEN.		SWITCHMEN, FLAGMEN AND WATCHMEN.		OTHER EMPLOY- EES.	TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Injured.	Killed.	Injur'd.
Coupling and Uncoupling.....			1	4	1	1	5
Falling from Trains and Engines.....	2	2			1	2	3
Other Train Accidents.....		3					3
Other Causes.....		1		1			2
Total.....	2	6	1	5	2	3	13

KIND OF ACCIDENT.	OTHERS.		
	TRESPASS- ING.	NOT TRESPASS- ING.	TOTAL.
	Killed.	Killed.	Killed.
At Highway Crossings.....		1	1
At Stations.....	1		1
Total.....	1	1	2



## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			
			Number of Curves	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	PROFILE.
From	To	Miles.				Length of Level Line. Miles.
Pinners Point	Tarboro	100.49	22	7.07	93.42	39.59
Amistead	S. & R. R. R.	1.13	2	.42	.71	.39
Bruce	Pig Point and Belleville	6.53	10	1.66	4.87	1.91
Driver	Bennetts Pasture	1.55	1	.32	1.23	.51
	Total	109.70	35	9.47	100.23	42.40

WORKING DIVISIONS OR BRANCHES.		PROFILE.					
		Ascending Grades.			Descending Grades.		
		No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
From	To						
Pinners Point	Tarboro	64	494.16	32.12	64	4,265.6	28.78
Amistead	S. & R. R. R.	2	4	.74			
Bruce	Pig. Point and Belleville	9	24.2	2.77	7	190.5	1.85
Driver	Bennetts Pasture	2	6	.40	2	5.2	.64
	Total	77	528.36	36.03	73	4,508.1	31.27

## CHARACTERISTICS OF ROAD.—Continued.

ITEM.	No.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
<b>BRIDGES:</b>							
Iron	7	1,313		50		455	
Wooden	2	128		35		93	
Total	9	1,441					
Trestles	68	16,040		8		3,033	6

Overhead highway crossings, 1: height of lowest above surface of rail, 20 feet, 5 inches.  
Gauge of track, four feet, nine inches, 111.26 miles.

## PETERSBURG RAILROAD COMPANY.

### HISTORY.

The Petersburg Railroad Company was organized 1830, under laws of Virginia and North Carolina.

Original charter granted by Act of the General Assembly of the State of Virginia, passed February 10, 1830, and by the General Assembly of the State of North Carolina at its session of 1830. Amendatory Acts were passed by the Legislature of Virginia as follows: 1830, 1831, 1832, 1833, 1834, 1836, 1840 and 1843.

The charter expired by limitation in 1891. A renewal of the same was granted by the Legislature for two years, by Act ratified the 9th day of March, 1891. The Legislature refused to renew for a longer period than two years, because the Wilmington and Weldon Railroad Company claimed exemption from taxation, not only for its main line, but for its branch roads as well, and had, in the meantime, become the owner by lease of the Petersburg Road. Charter renewed by Act of Legislature, March 1, 1893.

### ORGANIZATION.

NAMES OF DIRECTORS	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
B. F. Newcomer .....	Baltimore, Md. ....	} November, 1896.
Wald Newcomer.....	Baltimore, Md.....	
H. Walters.....	Wilmington, N. C.....	
Fred. R. Scott.....	Richmond, Va.....	
D. W. Lassiter.....	Petersburg, Va.....	

### OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board.....	} Warren G. Elliott.....	Wilmington, N. C.
President.....		
Vice-President.....	H. Walters.....	Wilmington, N. C.
Secretary.....	} W. R. Jones.....	Richmond, Va.
Treasurer.....		
General Counsel.....	Alex. Hamilton.....	Petersburg, Va.
General Auditor.....	W. A. Riach.....	Wilmington, N. C.
Assistant Auditor.....	R. A. Williams.....	Richmond, Va.
General Manager.....	J. R. Kenly.....	Wilmington, N. C.
General Superintendent.....	E. T. D. Myers.....	Richmond, Va.
Division Superintendent.....	R. M. Sully.....	Richmond, Va.
Superintendent of Transportation.....	E. Borden.....	Wilmington, N. C.
Assistant Supt. of Transportation.....	J. A. Fountain.....	Richmond, Va.
Traffic Manager.....	T. M. Emerson.....	Wilmington, N. C.
General Freight Agent.....	} H. M. Emerson.....	Wilmington, N. C.
General Passenger Agent.....		



## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of Line for Each Road Named.
	From	To	
Petersburg R. R.....	Petersburg.....	Garysburg, N. C..	58.98
Seaboard & Roanoke R. R.....	Garysburg, N. C..	Weldon, N. C.....	2.00
Total carried forward.....			60.98

## CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Am't Issued and Outstand'g.	DIVIDENDS DECLAR'D DURING YEAR.	
					Rate.	Amount.
<b>CAPITAL STOCK:</b>						
Common.....	10,000	\$ 100 00	\$1,000,000 00	\$ 960,800 00	7 Per Ct.	\$ 67,256 00
Preferred.....	3,235	\$ 100 00	323,500 00	323,500 00	7 Per Ct.	22,645 00
Total.....	13,235		\$1,323,500 00	\$1,284,300 00		\$ 89,901 00
<b>MANNER OF PAYMENT FOR CAPITAL STOCK.</b>				Total Num- ber Shares Issued and Outstanding.	Total Cash Realized.	
<b>ISSUED FOR CASH:</b>						
Common.....				9,608		\$ 960,800 00
Preferred.....				3,235		\$ 323,500 00
Total.....				12,843		\$ 1,284,300 00

**FUNDED DEBT.**

CLASS OF BOND OR OBLIGATION. Coupons and Registered Bonds.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
First Mortgage.....	1861	1898	.....	\$ 500,000 00	\$ 50,000 00	.....
Class A.....	1881	1926	\$ 1,000,000 00	868,000 00	868,000 00	\$ 868,000 00
Class B.....	1881	1926	1,000,000 00	800,000 00	800,000 00	800,000 00
Grand total.....			\$ 2,000,000 00	\$ 2,168,000 00	\$ 1,718,000 00	\$ 1,668,000 00

CLASS OF BOND OR OBLIGATION. Coupons and Registered Bonds.	INTEREST.			
	Rate	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
First Mortgage.....	8	Jan. and July.	\$ 5,000 00	.....
Class A.....	5	Jan. and July.	43,400 00	.....
Class B.....	6	Apl. and Oct.	48,000 00	.....
Grand total.....			\$ 96,400 00	\$ 96,400 00

**RECAPITULATION OF FUNDED DEBT.**

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds.....	\$ 2,168,000 00	\$ 1,718,000 00	\$ 96,400 00	\$ 96,400 00



**CURRENT ASSETS AND LIABILITIES.**

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 195,658 09
Due from Agents.....	2,578 63
Total—Cash and Current Assets.....	\$ 198,236 72

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1896.

Audited Vouchers and Accounts.....	\$ 44,487 78
Wages and Salaries.....	10,809 71
Net Traffic Balances due to other Companies.....	37,025 96
Dividends not Called for.....	52,505 50
Matured Interest Coupons Unpaid (Including Coupons due July 1).....	27,710 00
Miscellaneous.....	6,393 84
Total—Current Liabilities.....	\$ 178,932 79
Balance—Cash Assets.....	19,303 93
Total.....	\$ 198,236 72

**RECAPITULATION.**

## A. FOR MILEAGE OWNED.

ACCOUNT.	Total Amount Outstanding.	APPORTION- MENT. To Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock.....	\$ 1,284,300 00	\$ 1,284,300 00	59	\$ 21,767 79
Bonds.....	1,718,000 00	1,718,000 00	59	29,118 65
Total.....	\$ 3,002,300 00	\$ 3,002,300 00		\$ 50,886 44

## B. FOR MILEAGE OPERATED.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Petersburg Railroad.....	\$ 1,284,300 00	\$ 1,718,000 00	\$ 3,002,300 00	59	\$ 50,886 44

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Total Cost to June 30, 1895.....	\$ 3,083,890 80
Total Cost to June 30, 1896.....	3,083,890 80

## INCOME ACCOUNT.—Entire Line.

Gross earnings from operation.....	\$ 584,195 97	
Less operating expenses.....	330,620 08	
Income from operation.....		\$ 253,575 89
Dividends on Stocks owned.....	\$ 4,567 50	
Miscellaneous Income—less expenses.....	2,618 20	
Income from other sources.....		7,185 70
Total income.....		\$ 260,761 59
DEDUCTIONS FROM INCOME :		
Interest on funded debt accrued.....	\$ 96,400 00	
Taxes.....	13,617 47	
Other deductions.....	1,827 00	
Total deductions from income.....		111,844 47
Net income.....		\$ 148,917 12
Dividends, 7 per cent. common stock.....	\$ 67,256 00	
Dividends, 7 per cent. preferred stock.....	22,645 00	
Other payments from net income.....	12,564 00	
Total.....		102,465 00
Surplus from operations of year ending June 30, 1896.....		\$ 46,452 12
Surplus on June 30, 1895 [from "General Balance Sheet," 1895 report].....		311,481 72
Surplus on June 30, 1896 [for entry on "General Balance Sheet."]		\$ 357,933 84



## EARNINGS FROM OPERATION.—Entire Line.

ITEM.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
<b>PASSENGER :</b>			
Passenger Revenue.....	\$ 134,122 88		
Less Repayments—Total Deductions.....		\$ 1,647 61	
Total Passenger Revenue.....			\$ 132,475 27
Mail.....			30,250 64
Express .....			19,593 37
Extra Baggage and Storage.....			1,222 13
Total Passenger Earnings.....			\$ 183,541 41
<b>FREIGHT :</b>			
Freight Revenue.....	418,403 58		
Less Repayments—Total Deductions.....		18,509 48	
Total Freight Revenue.....			399,894 10
Total Freight Earnings.....			399,894 10
Total Passenger and Freight Earnings.....			583,435 51
<b>OTHER EARNINGS FROM OPERATION :</b>			
Telegraph Companies.....	460 20		
Other sources.....	300 26		
Total Other Earnings.....			760 46
Total Gross Earnings from Operation—Entire Line .....			584,195 97

## STOCKS OWNED.

A. C. L. Sleeping Car Association—Total Par Value.....	\$ 24,273 00
Income received.....	4,567 00

## OPERATING EXPENSES.

## MAINTENANCE OF WAY AND STRUCTURES:

Repairs of Roadway.....	\$ 29,982 21
Renewals of Rails.....	10,251 61
Renewals of Ties.....	5,883 51
Repairs and Renewals of Bridges and Culverts.....	3,941 30
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards.....	1,039 75
Repairs and Renewals of Buildings and Fixtures.....	3,670 08
Stationery and Printing.....	58 73
Total.....	\$ 54,827 19

## MAINTENANCE OF EQUIPMENT:

Superintendence.....	\$ 2,564 40
Repairs and Renewals of Locomotives.....	9,622 33
Repairs and Renewals of Passenger Cars.....	4,480 21
Repairs and Renewals of Freight Cars.....	47,731 70
Repairs and Renewals of Work Cars.....	32 55
Repairs and Renewals of Shop Machinery and Tools.....	421 00
Stationery and Printing.....	9 91
Other Expenses.....	757 86
Total.....	\$ 65,019 96

## CONDUCTING TRANSPORTATION:

Superintendence.....	5,628 71
Engine and Roundhouse Men.....	23,896 42
Fuel for Locomotives.....	36,374 03
Water Supply for Locomotives.....	1,708 13
Oil, Tallow and Waste for Locomotives.....	1,452 71
Other Supplies for Locomotives.....	128 29
Train Service.....	16,526 27
Train Supplies and Expenses.....	6,131 49
Switchmen, Flagmen and Watchmen.....	8,837 17
Telegraph Expenses.....	9,272 65
Station Service.....	14,983 83
Station Supplies.....	1,823 05
Car Mileage—Balance.....	28,014 45
Hire of Equipment.....	757 88
Total carried forward.....	\$155,535 08



## OPERATING EXPENSES.—Continued.

## CONDUCTING TRANSPORTATION—Continued.

Total brought forward.....	\$155,535 08
Loss and Damage.....	4,083 65
Injuries to Persons.....	757 07
Clearing Wrecks.....	824 28
Advertising.....	1,564 34
Outside Agencies.....	8,204 72
Commissions.....	3,532 47
Stock Yards and Elevators.....	729 01
Rents for Tracks, Yards and Terminals.....	16,754 26
Rents of Buildings and other Property.....	201 03
Stationery and Printing.....	2,519 05
Other Expenses.....	799 83
Total.....	\$195,504 79

## GENERAL EXPENSES:

Salaries of General Officers.....	7,328 88
Salaries of Clerks and Attendants.....	3,052 53
General Office Expenses and Supplies.....	920 21
Insurance.....	1,407 88
Law Expenses.....	1,360 95
Stationery and Printing (General Offices).....	570 49
Other Expenses.....	627 20
Total.....	\$ 15,268 14

## RECAPITULATION OF EXPENSES:

Maintenance of Way and Structures.....	54,827 19
Maintenance of Equipment.....	65,019 96
Conducting Transportation.....	195,504 79
General Expenses.....	15,268 14
Grand Total.....	\$330,620 08

Percentage of Expenses to Earnings—Entire Line..... 56.6

**RENTALS PAID.**

RENTS PAID FOR LEASE OF TRACKS, YARDS, AND TERMINALS.

DESIGNATION OF PROPERTY.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks and Bridge...	Garysburg, N. C., to Weldon, N. C.....	S. & R. R. R.....		\$ 5,568 00
Terminals.....	Weldon, N. C.....	W. & W. R. R.....	\$ 1,546 85	
	Richmond, Va.....	R. & P. R. R.....	9,639 41	
Total.....				\$ 11,186 26
		Grand Total Rents		\$ 16,754 26

**COMPARATIVE GENERAL BALANCE SHEET.**

JUNE 30, 1895.	ASSETS.	JUNE 30, 1896.
Total.		Total.
\$ 3,083,890 80	{ Cost of Road..... } { Cost of Equipment..... }	\$ 3,083,890 80
26,100 00	Stocks Owned.....	24,273 00
223,767 65	Other Permanent Investments.....	232,766 11
140,457 35	Cash and Current Assets.....	198,236 72
\$ 3,474,215 80	Grand Total.....	\$ 3,539,166 63
	LIABILITIES.	
\$ 1,284,300 00	Capital Stock.....	\$ 1,284,300 00
1,743,000 00	Funded Debt.....	1,718,000 00
135,434 08	Current Liabilities.....	178,932 79
311,481 32	Profit and Loss.....	357,933 84
\$ 3,474,215 80	Grand Total.....	\$ 3,539,166 63



## EMPLOYEES AND SALARIES.—Entire Line.

CLASS.	Number	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers.....	8		\$ 7,328 88	
General Office Clerks.....	8		3,052 53	
Station Agents.....	8	2,920	4,500 00	\$ 1 54
Other Station Men.....	6	2,190	3,320 00	1 52
Enginemen.....	11	3,915	15,896 96	4 04
Firemen.....	13	4,302	4,580 45	1 07
Conductors.....	8	2,908	7,436 20	2 56
Other Trainmen.....	26	9,410	8,879 50	94
Machinists.....	2	708	1,984 80	2 83
Carpenters.....	3	1,087	2,480 94	2 25
Other Shopmen.....	4	1,385	2,537 56	1 83
Section Foremen.....	8	2,532	3,960 00	1 56
Other Trackmen.....	7	2,424	4,298 12	1 77
Switchmen, Flagmen and Watchmen.....	27	9,864	9,368 45	95
Telegraph Operators and Dispatchers.....	14	5,220	8,964 76	1 71
All Other Employees and Laborers.....	134	48,845	45,884 76	93
Total (Including "General Officers")—N. C.....	287		\$ 134,413 91	
Less "General Officers".....	8		\$ 7,328 88	
Total (Excluding "General Officers")—N. C..	279		\$ 127,085 03	
DISTRIBUTION OF ABOVE:				
General Administration.....	16		10,381 41	
Maintenance of Way and Structures.....	87		29,483 24	
Maintenance of Equipment.....	28		15,586 21	
Conducting Transportation.....	156		78,963 05	
Total (Including "General Officers")—N. C.....	287		\$ 134,413 91	
Less "General Officers".....	8		\$ 7,328 88	
Total (Including "General Officers")— Entire Line.....	279		\$ 127,085 03	

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—Entire Line.

ITEM.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue	95,452			
Number of passengers carried one mile .....	5,104,443			
Number of passengers carried one mile per mile of road.....	83,679			
Average distance carried.....	53.47			
Total passenger revenue.....		132,475	27	
Average amount received from each passenger.....		1	38	7
Average receipts per passenger per mile.....			02	595
Total passenger earnings.....		183,541	41	
Passenger earnings per mile of road.....		3,008	87	557
Passenger earnings per train mile.....		1	21	960
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning rev- enue.....	564,473			
Number of tons carried one mile.....	33,201,697			
Number of tons carried one mile per mile of road.....	544,290			
Average distance haul of one ton.....	58.81			
Total freight revenue.....		399,894	10	
Average amount received for each ton of freight.....			70	843
Average receipts per ton per mile.....			01	204
Total freight earnings.....		399,894	10	
Freight earnings per mile of road.....		6,555	64	098
Freight earnings per train mile.....		2	09	895
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....		532,369	37	
Passenger and freight revenue per mile of road.....		8,727	36	508
Passenger and freight earnings.....		583,435	51	
Passenger and freight earnings per mile of road.....		9,564	51	655
Gross earnings from operation.....		584,195	97	
Gross earnings from operation per mile of road.....		9,575	34	375
Gross earnings from operation per train mile..		1	70	9
Operating expenses.....		330,620	08	
Operating expenses per mile of road.....		5,420	00	130
Operating expenses per train mile.....			96	719
Income from operation.....		253,575	89	
Income from operation per mile of road.....		4,156	98	18



## FREIGHT TRAFFIC MOVEMENT.—Entire Line.

COMMODITY.	Freight Originating on this Road.	Freight Received From Connecting Roads and Other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons	Per Ct.
<b>PRODUCTS OF AGRICULTURE:</b>				
Grain.....	660	9,658	10,318	1.83
Flour.....	1,149	19,770	20,919	3.71
Other Mill Products.....	5,223	5,560	10,783	1.92
Hay.....	2,037	3,881	5,918	1.05
Tobacco.....	639	16,751	17,390	3.09
Cotton.....	1,568	2,897	4,465	.80
Fruit and Vegetables.....	2,969	81,867	84,836	15.03
<b>PRODUCTS OF ANIMALS:</b>				
Live Stock.....	295	2,635	2,930	.52
Dressed Meats.....	1,105	9,849	10,954	1.95
Other Packing-House Products.....	77	2,547	2,624	.47
Poultry, Game and Fish.....	57	841	898	.16
Wool.....	2		2	
Hides and Leather.....	143	1,888	2,031	.36
<b>PRODUCTS OF MINES:</b>				
Anthracite Coal.....	10	1,128	1,138	.21
Bituminous Coal.....	457	52,147	52,604	9.32
Stone, Sand and other like articles.....	2,151	8,897	11,048	1.96
<b>PRODUCTS OF FOREST:</b>				
Lumber.....	54,213	130,815	185,028	32.78
<b>MANUFACTURES:</b>				
Petroleum and other Oils.....	191	14,560	14,751	2.61
Sugar.....	176	3,046	3,222	.57
Naval Stores.....		4,113	4,113	.72
Iron, Pig and Bloom.....	344	9,954	10,298	1.82
Iron and Steel Rails.....	402	7,249	7,651	1.35
Other Castings and Machinery.....	401	21,966	22,367	3.96
Cement, Brick and Lime.....	590	5,213	5,803	1.03
Agricultural Implements.....	11	175	186	.03
Wagons, Carriages, Tools, etc.....	754	2,483	3,237	.57
Wines, Liquors and Beers.....	144	4,926	5,070	.89
Household Goods and Furniture.....	467	3,532	3,999	.70
Fertilizers.....	5,536	9,106	14,642	2.59
Merchandise.....	11,583	13,979	25,562	4.52
<b>MISCELLANEOUS:</b>				
Other commodities not mentioned above.....	3,979	15,707	19,686	3.48
Total Tonnage—Entire Line.....	97,333	467,140	564,473	

DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Name.	No.	Name.
<b>LOCOMOTIVES—Owned and leased:</b>						
Passenger } .....		13	13	West'ghouse	13	Janney
Freight... } .....						
Switching.....	1	1	1	"		
Total Locomotives in Service.....		14	14	"	13	"
<b>CARS—Owned and Leased:</b>						
<b>IN PASSENGER SERVICE—</b>						
First-class Cars.....		2	2	"	2	"
Second-Class Cars.....		2	2	"	2	"
Baggage, Express and Postal Cars.....		3	3	"	3	"
Total.....		7	7	"	7	"
<b>IN FREIGHT SERVICE—</b>						
Box Cars.....	90	292	288	"	291	"
Flat Cars.....		64	25	"	58	"
Stock Cars.....		4	4	"	4	"
Total.....		360	317	"	353	"
<b>IN COMPANY'S SERVICE—</b>						
Gravel Cars.....		18	2	"	9	"
Derrick Cars.....		1				
Caboose Cars.....		15	1	"	10	"
Total.....		34	3	"	19	"
Total Cars in Service.....		401	327	"	379	"
Total Cars Owned.....		401				



**MILEAGE.**

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated Under Trackage Rights.	Total Mileage Operated.	RAILS.	
	Main Line	Branches and Spurs.			Iron.	Steel.
Miles of single track.....	58.98	5.75	2.00	66.73	.....	66.73
Miles of yard track and sidings.....	8.89	.....	.....	8.89	.....	8.89
Total mileage operated (all tracks).....	67.87	5.75	2.00	75.62	.....	75.62

**MILEAGE OF LINE OPERATED.**

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.	Line Operated Under Trackage Rights.	Total Mileage Operated.	RAILS.
	Main Line.			Steel.
Virginia.....	57.75	.....	57.75	57.75
North Carolina.....	6.98	2	8.98	8.98
Total mileage operated (single track).....	64.73	2	66.73	66.73

**RENEWALS OF RAILS AND TIES.**

NEW TIES LAID DURING YEAR :

Oak.....	19,462
Average Price at Distributing Point.....	33.5 cts.

**CONSUMPTION OF FUEL BY LOCOMOTIVES.**

LOCOMOTIVES.	Total Fuel Consumed	Miles Run.	Average Pounds Consumed Per Mile.
Passenger.....	4,306	151,313	63.75
Freight.....	8,255	190,521	97.06
Switching.....	730	24,250	67.48
Construction.....	876	30,988	63.35
Total.....	14,167	397,072	
Average Cost at Distributing Point.....	\$ 2 40		

**CHARACTERISTICS OF ROAD.—Continued.**

TRESTLES :

Number.....	1
Aggregate Length—Feet.....	80
Gauge of track, 4 feet, 9 inches ; 52 miles.	
Gauge of track, 4 feet, 9 inches ; 6.98 miles.	

## WILMINGTON, COLUMBIA AND AUGUSTA RAILROAD COMPANY.

### HISTORY.

The Wilmington, Columbia and Augusta Railroad Company was organized January, 1847, under the laws of the States of North and South Carolina.

Reorganized March 1, 1870, under the name of the Wilmington and Carolina Railroad Company, which was changed to Wilmington, Columbia and Augusta Railroad Company.

On June 1, 1895, the Wilmington, Columbia and Augusta Railroad was leased to the Wilmington and Weldon Railroad Company for ninety-nine years.

### ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. G. Elliott, President.....	Wilmington, N. C.....	November, 1896.
Henry Walters, Vice-President....	Wilmington, N. C.....	November, 1896.
B. F. Newcomer, Vice-President...	Baltimore, Md.....	November, 1896.
H. B. Plant.....	New York.....	November, 1896.
J. T. Baron.....	Columbia, S. C.....	November, 1896.
H. B. Short.....	Lake Waccamaw, N. C.....	November, 1896.
G. Michael Jenkins.....	Baltimore, Md.....	November, 1896.
Enoch Pratt.....	Baltimore, Md.....	November, 1896.

### OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	W. G. Elliott.....	Wilmington, N. C.
First Vice-President.....	Henry Walters.....	Wilmington, N. C.
Second Vice-President.....	B. F. Newcomer.....	Baltimore, Md.
Secretary.....	Jas. F. Post, Jr.....	Wilmington, N. C.
Treasurer.....		
Attorney, or General Counsel.....	J. T. Barron.....	Columbia, S. C.
Auditor-General.....	W. A. Riach.....	Wilmington, N. C.
Assistant Auditor.....	John R. Latta.....	Wilmington, N. C.
General Manager.....	J. R. Kenly.....	Wilmington, N. C.
General Superintendent.....	J. F. Divine.....	Wilmington, N. C.
Superintendent Transportation.....	E. Borden.....	Wilmington, N. C.
Traffic Manager.....	T. M. Emerson.....	Wilmington, N. C.
General Freight Agent.....	H. W. Emerson.....	Wilmington, N. C.
Asst. General Freight Agent.....		
General Passenger Agent.....		
Asst. General Passenger Agent.....		



**PROPERTY OPERATED.**

NAME.	TERMINALS.		Miles of Line for Each Road Named.
	FROM	To	
Wilmington, Columbia and Augusta R. R.	Wilmington.....	Columbia .....	191.70
Wilmington and Conway Branch.....	Hub.....	Conway .....	50.00
Spurs to mills and factories.....			4.82
Total carried forward.....			246.52

**CAPITAL STOCK.**

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Am't Issued and Outstand'g.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital Stock—Common	9,600	\$ 100 00	\$ 960,000 00	\$ 960,000 00	6 Per Ct.	\$ 57,600 00

**FUNDED DEBT.**

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
First mortgage.....	1879	1910	\$ 1,600,000 00	\$ 1,600,000 00	\$ 1,600,000 00	\$ 1,600,000 00
First mortgage Wilmington and Conway Bonds	1896	1946	200,000 00	200,000 00	200,000 00	.....
TOTAL—			\$ 1,800,000 00	\$ 1,800,000 00	\$ 1,800,000 00	

**INTEREST.**

CLASS OF BOND OR OBLIGATION.	INTEREST.			
	Rate	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
First mortgage.....	6%	Jan. and July	\$ 96,000 00	\$ 96,000 00
First mortgage Wilmington and Conway bonds.....	4%	Jan. and July	4,000 00	4,000 00
TOTAL—			\$ 100,000 00	\$ 100,000 00

**RECAPITULATION OF FUNDED DEBT.**

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Acrued During Year.	Amount Paid During Year.
Mortgage Bonds.....	\$ 1,800,000 00	\$ 1,800,000 00	\$ 100,000 00	\$ 100,000 00

**CURRENT ASSETS AND LIABILITIES.**

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash .....	\$ 27,094 26
Due from Agents.....	15,472 04
Due from Solvent Companies and Individuals.....	31,381 23
<b>Total—Cash and Current Assets.....</b>	<b>\$ 73,947 53</b>
Balance—Current Liabilities.....	137,810 92
<b>Total.....</b>	<b>\$ 211,758 45</b>

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1896.

Loans and Bills Payable.....	\$ 137,810 92
Audited Vouchers and Accounts.....	5,532 76
Wages and Salaries.....	27,173 59
Dividends not Called for.....	1,779 00
Matured Interest Coupons Unpaid (Including Coupons due July 1).....	18,825 00
Miscellaneous.....	20,637 18
<b>Total.....</b>	<b>\$ 211,758 45</b>

**RECAPITULATION.**

FOR MILEAGE OWNED.

ACCOUNT.	Total Amo'nt Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock.....	\$ 960,000 00	All.	246.52	\$ 3,894 00
Bonds.....	1,800,000 00	All.	246.52	7,302 00
<b>Total.....</b>	<b>\$ 2,760,000 00</b>		<b>246.52</b>	<b>\$ 11,196 00</b>



**COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.**

**EXPENDITURES DURING YEAR.**

**TOTAL COST CONSTRUCTION, EQUIPMENT, ETC.**

Charged to Construction or Equipment (not included in operating expenses)...	\$ 200,410 00
Total Cost to June 30, 1895.....	2,575,179 47
Total Cost to June 30, 1896.....	2,775,589 47
Cost Per Mile.....	11,259 08

**INCOME ACCOUNT.—Entire Line.**

Gross earnings from operation.....	\$ 637,241 00	
Less operating expenses.....	451,406 02	
Income from operation.....		\$ 185,834 98
Dividends on Stocks Owned.....	\$ 18,440 63	
Interest on Bonds Owned.....	400 00	
Miscellaneous income—less expenses.....	13,728 37	
Income from Other Sources.....		32,569 00
Total income.....		\$ 218,403 98
<b>DEDUCTIONS FROM INCOME:</b>		
Interest on funded debt accrued.....	\$ 100,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	14,461 60	
Taxes.....	22,601 55	
Total deductions from income.....		137,063 15
Net income.....		\$ 81,340 83
Dividends, 6 per cent. common stock.....	\$ 57,600 00	
Total.....		57,600 00
Surplus from operations of year ending June 30, 1896.....		\$ 23,740 83
Surplus on June 30, 1895, [from "General Balance Sheet," 1895 report].....		130,413 79
Deductions for year.....		\$ 29,441 83
Surplus on June 30, 1896, [for entry on "General Balance Sheet."].		\$ 124,712 79

**EARNINGS FROM OPERATION.—Entire Line.**

ITEM.	Actual Earnings.
<b>PASSENGER :</b>	
Total Passenger Revenue.....	\$ 135,085 71
Mail.....	37,024 89
Express.....	8,172 54
Extra Baggage and Storage.....	2,952 13
Total Passenger Earnings.....	\$ 183,235 27
<b>FREIGHT :</b>	
Total Freight Revenue.....	\$ 449,593 57
Total Freight Earnings.....	\$ 449,593 57
Total Passenger and Freight Earnings.....	\$ 632,828 84
<b>OTHER EARNINGS FROM OPERATION :</b>	
Telegraph Companies.....	\$ 1,859 91
Other Sources.....	2,552 25
Total Other Earnings.....	\$ 4,412 16
Total Gross Earnings from operation.....	\$ 637,241 00

**STOCKS OWNED.**

**A. RAILWAY STOCKS.**

NAME.	Total Par Value	Rate	Income or Dividend Received.	Valuation
Chester and Lenoir R. R.....	\$ 347 10			\$ 347 10
Columbia, Newberry & Laurens R. R.....	5,001 00			5,001 00
Wilmington Railway Bridge Co.....	10,000 00	31.6%	3,163 13	10,000 00
Total.....	\$15,348 10		\$ 3,163 13	\$ 15,348 10

**B. OTHER STOCKS.**

NAME.	Total Par Value	Rate	Income or Dividend Received.	Valuation
Atlantic Coast Line Sleeping Car Association.....	\$ 87,300 00	17.5%	\$ 15,277 50	\$ 81,189 00
Total.....	\$ 87,300 00		\$ 15,277 50	\$ 81,189 00
Grand Total A and B.....	\$102,648 10		\$ 18,440 63	\$ 96,537 10



**BONDS OWNED.**

**RAILWAY BONDS.**

Enterprise Railroad—Total Par Value.....	\$ 8,000 00
Income or Interest Received.....	400 00
Valuation .....	8,000 00
Rate of Interest, 5 per cent.	

**MISCELLANEOUS INCOME.**

ITEM.	Net Miscellaneous Income.
Current Interest.....	\$ 2,676 24
Lease of Land.....	204 00
Lease Central R. R. of S. C.....	2,371 45
Rent of Rails.....	8,476 68
Total.....	\$ 13,728 37

## OPERATING EXPENSES.—Entire Line.

## MAINTENANCE OF WAY AND STRUCTURES:

Repairs of roadway.....	\$ 40,887 94
Renewals of rails.....	9,235 82
Renewals of ties.....	11,643 24
Repairs and renewals of bridges and culverts.....	18,894 55
Repairs and renewals of fences, road crossings, signs and cattle guards.....	1,632 76
Repairs and renewals of buildings and fixtures.....	7,919 08
Repairs and renewals of telegraph.....	5 03
Stationery and printing.....	89 88
Total.....	\$ 90,308 30

## MAINTENANCE OF EQUIPMENT:

Superintendence.....	\$ 2,564 41
Repairs and renewals of locomotives.....	28,745 74
Repairs and renewals of passenger cars.....	19,942 60
Repairs and renewals of freight cars.....	28,973 72
Repairs and renewals of work cars.....	104 67
Repairs and renewals of shop machinery and tools.....	3,845 20
Stationery and printing.....	119 25
Other expenses.....	799 61
Total.....	\$ 85,095 20

## CONDUCTING TRANSPORTATION:

Superintendence.....	\$ 5,896 36
Engine and roundhouse men.....	37,447 21
Fuel for locomotives.....	41,292 52
Water supply for locomotives.....	2,182 29
Oil, tallow and waste for locomotives.....	1,603 53
Other supplies for locomotives.....	747 00
Train service.....	19,600 54
Train supplies and expenses.....	4,507 19
Switchmen, flagmen, and watchmen.....	8,786 57
Telegraph expenses.....	8,871 24
Station service.....	21,630 68
Station supplies.....	2,019 33
Car mileage—balance.....	3,052 45
Total carried forward.....	\$ 157,636 91



## OPERATING EXPENSES.—Continued.

## CONDUCTING TRANSPORTATION—Continued:

Total brought forward.....	\$ 157,636 91
Loss and damage.....	3,876 82
Injuries to persons.....	2,636 70
Clearing wrecks.....	120 76
Advertising.....	1,391 69
Outside agencies.....	9,887 11
Commissions.....	1 61
Rents for tracks, yards and terminals.....	69,784 27
Rents of buildings and other property.....	1,901 32
Stationery and printing.....	6,083 12
Other expenses.....	391 65
Total.....	\$ 253,711 96

## GENERAL EXPENSES:

Salaries of general officers.....	\$ 6,455 76
Salaries of clerks and attendants.....	4,479 55
General office expenses and supplies.....	3,140 06
Insurance.....	2,216 80
Law expenses.....	1,900 68
Stationery and printing (general offices).....	646 46
Other expenses.....	3,451 25
Total.....	\$ 22,290 56

## RECAPITULATION OF EXPENSES:

Maintenance of way and structures.....	\$ 90,308 30
Maintenance of equipment.....	85,095 20
Conducting transportation.....	253,711 96
General expenses.....	22,290 56
Grand total.....	\$ 451,406 02
Percentage of expenses to earnings—entire line.....	70.8

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1895.		JUNE 30, 1896. YEAR ENDING June 30, 1896.		
ASSETS.				
Total.		Total.	Increase.	Decrease.
\$ 2,575,179 47	Cost of Road.....	\$ 2,775,589 47	\$ 200,410 00	
102,648 10	Stocks Owned.....	96,537 10		\$ 6,111 00
8,000 00	Bonds Owned.....	8,000 00		
140,940 22	Other Permanent Investments.....	142,397 14	1,450 92	
67,073 67	Cash and Current Assets.....	73,947 53	6,873 65	
\$ 2,893,847 46	Grand Total.....	\$ 3,096,471 24	\$ 202,623 78	
LIABILITIES.				
\$ 960,000 00	Capital Stock.....	\$ 960,000 00		
1,600,000 00	Funded Debt.....	1,800,000 00	\$ 200,000 00	
203,433 67	Current Liabilities.....	211,758 45	8,324 78	
130,413 79	Profit and Loss.....	124,712 79		\$ 5,701 00
\$ 2,893,847 46	Grand Total.....	\$ 3,096,471 24	\$ 202,623 78	



## EMPLOYEES AND SALARIES.—Entire Line.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers.....	18	6,570	\$ 6,455 76	\$ 98
General Office Clerks.....	53	19,345	4,479 55	23
Station Agents.....	30	10,636	14,927 96	1 40
Other Station Men.....	42	13,728	9,866 60	72
Enginemen.....	20	7,094	24,596 32	3 47
Firemen.....	40	12,965	11,777 72	93
Conductors.....	16	4,986	11,646 50	2 36
Other Trainmen.....	30	9,360	8,518 92	91
Machinists.....	33	10,296	25,212 72	2 45
Carpenters.....	36	11,232	20,124 82	1 79
Other Shopmen.....	92	28,704	28,032 24	98
Section Foremen.....	29	10,585	13,560 00	1 28
Other Trackmen.....	170	53,040	35,536 80	67
Switchmen, Flagmen and Watchmen.....	31	9,672	8,786 57	91
Telegraph Operators and Dispatchers.....	12	4,380	7,980 00	1 82
All other Employees and Laborers.....	18	5,116	4,491 16	80
Total (Including "General Officers")—N. C....	670	217,709	\$ 235,993 64	\$ 1 08
Less "General Officers".....	18	6,570	\$ 6,455 76	\$ 98
Total (Excluding "General Officers")—N. C....	652	211,139	\$ 229,537 88	\$ 1 09
DISTRIBUTION OF ABOVE:				
General Administration.....	71	25,915	10,935 31	42
Maintenance of Way and Structures.....	199	63,625	49,096 80	77
Maintenance of Equipment.....	161	50,232	73,369 78	1 46
Conducting Transportation.....	239	77,937	102,591 75	1 32
Total (Including "General Officers")—N. C....	670	217,709	\$ 235,993 64	\$ 1 08
Less "General Officers".....	18	6,570	\$ 6,455 76	\$ 98
Total (Excluding "General Officers").....	652	211,139	\$ 229,537 88	\$ 1 09

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—Entire Line.

ITEM.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue.....	188,562			
Number of passengers carried one mile.....	5,887,854			
Number of passengers carried one mile per mile of road.....	23,884			
Average distance carried.....	31.12			
Total passenger revenue.....		135,085	71	
Average amount received from each passenger.....			71	640
Average receipts per passenger per mile.....			02	294
Total passenger earnings.....		183,235	27	
Passenger earnings per mile of road.....		743	29	
Passenger earnings per train mile.....			70	443
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning reve- nue.....	470,536			
Number of tons carried one mile.....	26,294,711			
Number of tons carried one mile per mile of road.....	106,663			
Average distance haul of one ton.....	55.9			
Total freight revenue.....		449,593	57	
Average amount received for each ton of freight.....			95	549
Average receipts per ton per mile.....			01	710
Total freight earnings.....		449,593	57	
Freight earnings per mile of road.....		1,823	76	
Freight earnings per train mile.....		1	64	639
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....		584,679	28	
Passenger and freight revenue per mile of road.....		2,371	73	
Passenger and freight earnings.....		632,828	84	
Passenger and freight earnings per mile of road.....		2,567	05	
Gross earnings from operation.....		637,241	00	
Gross earnings from operation per mile of road.....		2,584	05	
Gross earnings from operation per train mile.....		1	23	960
Operating expenses.....		451,406	02	
Operating expenses per mile of road.....		1,831	11	
Operating expenses per train mile.....			87	811
Income from operation.....		185,834	98	
Income from operation per mile of road.....		753	84	



## FREIGHT TRAFFIC MOVEMENT.—State of North Carolina.

COMMODITY.	Freight Originating on this Road.	Freight Received from Connecting Roads and Other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons	Per Ct
<b>PRODUCTS OF AGRICULTURE :</b>				
Grain.....	2,207	11,210	13,417	2.85
Flour.....	2,414	9,597	12,011	2.55
Other Mill Products.....	1,328	4,095	5,423	1.18
Hay.....	346	1,320	1,666	.35
Tobacco.....	1,619	2,679	4,298	.91
Cotton.....	13,492	17,732	31,224	6.63
Fruit and Vegetables.....	530	37,905	38,435	8.18
Melons.....		19,182	19,182	4.09
Oranges.....		157	157	.03
<b>PRODUCTS OF ANIMALS :</b>				
Live Stock.....	271	3,456	3,727	.79
Dressed Meats.....	2,403	4,242	6,645	1.42
Poultry, Game and Fish.....	80	497	577	.13
Wool.....		10	10	.....
Hides and Leather.....	101	550	651	.14
<b>PRODUCTS OF MINES :</b>				
Anthracite Coal. } Bituminous Coal }	5,637	3,243	8,880	1.88
Stone, Sand and other like articles.....	7,190	2,260	9,450	2.00
<b>PRODUCTS OF FOREST :</b>				
Lumber.....	31,243	67,098	98,341	20.90
Logs.....	5,042		5,042	1.07

**FREIGHT TRAFFIC MOVEMENT.—State of North Carolina.—Continued.**

COMMODITY.	Freight Originating on this Road.	Freight Received From Connecting Roads and Other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons	PerCt.
<b>MANUFACTURES:</b>				
Petroleum and other Oils.....	1,805	11,226	13,031	2.79
Sugar.....	640	1,880	2,520	.53
Naval Stores.....	9,546	4,172	13,718	2.92
Other Castings and Machinery.....	709	9,559	10,268	2.18
Bar and Sheet Metal.....	2,864	22,896	25,760	5.47
Cement, Brick and Lime.....	2,812	3,501	6,313	1.35
Agricultural Implements.....	42	803	845	.18
Wagons, Carriages, Tools, etc.....	139	1,446	1,585	.33
Wines, Liquors and Beers.....	1,229	1,032	2,261	.48
Household Goods and Furniture.....	459	1,515	1,974	.42
Fertilizers.....	33,795	60,056	93,851	19.96
Merchandise.....	2,681	21,539	24,220	5.10
<b>MISCELLANEOUS:</b>				
Other commodities not mentioned above	4,397	10,657	15,054	3.19
Total Tonnage—Entire Line.....	135,021	335,515	470,536	100.00



## DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Name.	No.	Name.
<b>LOCOMOTIVES—Owned and leased:</b>						
Passenger } Freight... }		25	21	Westi'ghouse	20	Janney
Switching.....		2	2	"		
Total Locomotives in Service.....		27	23		20	
Total Locomotives Owned.....		27	23		20	
<b>CARS—Owned and Leased:</b>						
<b>IN PASSENGER SERVICE—</b>						
First-class Cars.....		11	11	Westi'ghouse	11	Janney
Second-class Cars.....		3	3	"	3	"
Combination Cars.....		8	8	"	8	"
Baggage, Express and Postal Cars.....		6	6	"	6	"
Total.....		28	28		28	
<b>IN FREIGHT SERVICE—</b>						
Box Cars.....		286	133	Westi'ghouse	227	Janney
Flat Cars.....	7	166	48	"	122	"
Stock Cars.....		4	2	"	4	"
Total.....	7	456	183		353	
<b>IN COMPANY'S SERVICE—</b>						
Gravel Cars.....		19			12	"
Derrick and Tool Cars.....		6	3	Westi'ghouse	4	"
Caboose Cars.....		44			20	"
Total.....		69	3	Westi'ghouse	36	
Total Cars in Service.....		553	214		417	
Total Cars owned.....		553	214	Westi'ghouse	417	Janney

**MILEAGE.**

**MILEAGE OF ROAD OPERATED (ALL TRACKS).**

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.
	Main Line.	Branches and Spurs.	
Miles of single track.....	191.70	54.82	246.52
Miles of yard track and sidings, N. C.....	5.81	.....	5.81
Miles of yard track and sidings, S. C.....	19.25	.....	19.25
Total Mileage Operated (All Tracks).....	216.76	54.82	271.58

**MILEAGE OF LINE OPERATED BY STATES.**

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.
	Main Line.	Branches and Spurs	
North Carolina.....	67.51	26.29	93.80
South Carolina.....	124.19	28.53	152.72
Total Mileage Operated (Single Track).....	191.70	54.82	246.52

**RENEWALS OF RAILS AND TIES.**

**NEW RAILS LAID DURING YEAR:**

Steel.....	254.34 Tons.
Weight per yard.....	70 Pounds.
Average price per yard at distributing point.....	\$26

**NEW TIES LAID DURING YEAR:**

Pine.....	97,552
Average price at distributing point.....	.25 cts.

**CONSUMPTION OF FUEL BY LOCOMOTIVES.**

LOCOMOTIVES.	COAL—Tons.	WOOD—Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds consumed Per Mile.
	Bituminous.	Soft.			
Passenger.....	6,300	16,453	14,256	733,837	40
Freight.....					
Switching.....					
Construction.....					
Average Cost at Distributing Point....	\$ 2.45	\$ 1.70			



## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.			
	Trainmen Injured.	Switchmen, Flagmen, and Watchmen Injured.	Other Employees Injured.	Total Injured.
Coupling and Uncoupling.....	12	5	1	18
Falling from Trains and Engines.....	3			3
Collisions.....			1	1
Other Train Accidents.....	1			1
At Stations.....	3		5	8
Other Causes.....			2	2
Total.....	19	5	9	33

KIND OF ACCIDENT.	Passengers Injured.	OTHERS.				
		TRESPASSING.		Not Trespassing. Injured.	TOTAL.	
		Killed.	Injured.		Killed.	Injured.
Other Train Accidents.....	7	1	7	1	1	8
At Stations.....	3		1			1
Total.....	10	1	8	1	1	9

## CHARACTERISTICS OF ROAD.

## BRIDGES, TRESTLES, ETC.

ITEM.	No.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
<b>BRIDGES</b>							
Iron.....	7	1,430	7	50		431	2
Total.....	7	1,430	7				
Trestles.....	225	37,948	9	25		6,461	8
Waterways.....	60	1,194		10		24	

Gauge of track, 4 feet, 9 inches : 246.52 miles.

## SEABOARD AIR LINE SYSTEM.

### LINES CONTROLLED AND OPERATED IN NORTH CAROLINA.

Carolina Central Railroad.....	267
Durham and Northern Railway.....	42.20
Georgia, Carolina and Northern Railway.....	14
Louisburg Railroad.....	10
Pittsboro Railroad.....	12
Raleigh and Augusta Air Line Railroad.....	107.27
Raleigh and Gaston Railroad.....	97
Roanoke and Tar River Railroad.....	32.30
Seaboard and Roanoke Railroad.....	19.02
Total length of all lines, Seaboard Air Line System in North Carolina.....	600.79

### GENERAL OFFICERS.

#### SEABOARD AIR LINE SYSTEM.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	R. C. Hoffman.....	Baltimore, Md.
Vice-President and General Manager	E. St. John.....	Portsmouth, Va.
Treasurer.....	John H. Sharp.....	Portsmouth, Va.
Comptroller.....	W. W. Chamberlain.....	Portsmouth, Va.
General Counsel.....	Legh R. Watts.....	Portsmouth, Va.
General Auditor.....	J. B. Martin.....	Portsmouth, Va.
General Superintendent.....	V. E. McBee.....	Portsmouth, Va.
Div. Superintendent S. & R. and R. & G	T. W. Whisnant.....	Portsmouth, Va.
Div. Superintendent R. & A. and C. C	William Moncure.....	Raleigh, N. C.
Traffic Manager.....	H. W. B. Glover.....	Portsmouth, Va.
General Freight Agent.....	C. R. Capps.....	Portsmouth, Va.
General Passenger Agent.....	T. J. Anderson.....	Portsmouth, Va.
Superintendent of Telegraph.....	W. F. Williams.....	Portsmouth, Va.



## CAROLINA CENTRAL RAILROAD COMPANY.

## HISTORY.

The Carolina Central Railroad Company was organized July 14, 1880, under laws of the State of North Carolina, under an Act to incorporate the Wilmington and Charlotte Railroad Company (1855), an Act that the name of the Wilmington and Charlotte Railroad Company shall be altered and the same company shall be known and styled the Wilmington, Charlotte and Rutherford Railroad Company, ratified February 14, 1885; an Act to incorporate the Carolina Central Railway Company, December, 1873; and an Act to perfect the organization of the Carolina Central Railroad Company, ratified January 18, 1881.

The corporate powers of this Company are granted for ninety-nine years from the passage of the Act creating the Wilmington and Charlotte Railroad Company, passed at the session of 1855.

The original purpose of this company was to effect railroad communication between Wilmington and Charlotte, by way of Lumberton, Rockingham and Wadesboro and Monroe, with a capital stock of \$2,000,000, with the privilege of increasing the same to \$3,000,000. Its capital stock was further increased \$1,000,000 for the purpose of continuing said road to a point at or near the town of Rutherfordton.

## OFFICERS.

See page 133.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. C. Hoffman.....	Baltimore, Md.....	} October 8, 1896.
W. H. Blackford.....	Baltimore, Md.....	
J. A. Johnson.....	New York, N. Y.....	
A. J. Onderdonk.....	New York, N. Y.....	
W. W. Chamberlain.....	Norfolk, Va.....	
D. A. Thompkins.....	Charlotte, N. C.....	
I. L. Minis.....	Baltimore, Md.....	
G. J. Boney.....	Wilmington, N. C.....	
J. C. Stevenson.....	Wilmington, N. C.....	
Jno. Gill.....	Baltimore, Md.....	
C. D. Fisher.....	Baltimore, Md.....	

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of Line for Each Road Named.
	From	To	
C. C. R. R.....	Wilmington, N. C.	Rutherford, N. C.	264.6
Wilmington Railway Bridge Co.....	Wilmington, N. C.	Meares Bluff.....	2.4
Total carried forward.....			267

## CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Am't Issued and Outstand'g.	DIVIDENDS DECLAR'D DURING YEAR.	
					Rate.	Amount.
<b>CAPITAL STOCK:</b>						
Common.....	12,000	\$ 100 00	\$1,200,000 00	\$1,200,000 00	0	0
<b>MANNER OF PAYMENT FOR CAPITAL STOCK.</b>				Total Num- ber Shares Issued and Outstanding.	Total Cash Realized.	
<b>ISSUED FOR CONSTRUCTION:</b>						
Common.....				12,000	\$ 1,200,000 00	



**FUNDED DEBT.**

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.
	Date of Issue.	When Due.			
First Mortgage.....	1881	1920	\$ 2,000,000 00	\$ 2,000,000 00	\$ 2,000,000 00
First Mortgage, Shelby Div.....	1893	1920	250,000 00	152,000 00	152,000 00
Second Income.....	1881	1915	1,500,000 00	1,500,000 00	1,500,000 00
Third Income.....	1881	1910	1,500,000 00	1,500,000 00	1,500,000 00
<b>TOTAL:</b>					
Mortgage Bonds.....			\$ 2,250,000 00	\$ 2,152,000 00	\$ 2,125,000 00
Income bonds.....			3,000,000 00	3,000,000 00	3,000,000 00
Grand total.....			\$ 5,250,000 00	\$ 5,152,000 00	\$ 5,152,000 00

CLASS OF BOND OR OBLIGATION.	INTEREST.			
	Rate	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
First Mortgage.....	4	Jan. and July.	\$ 80,000 00	\$ 80,000 00
First Mortgage, Shelby Div.....	4	Jan. and July.	6,080 00	6,080 00
Second Income.....	}	Income Non-Cumulative Inters't		
Third Income.....				
<b>TOTAL:</b>				
Mortgage Bonds.....			\$ 86,080 00	\$ 86,080 00
Income Bonds.....			0	0
Grand total.....			\$ 86,080 00	\$ 86,080 00

**RECAPITULATION OF FUNDED DEBT.**

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds.....	\$ 2,152,000 00	\$ 2,152,000 00	\$ 86,080 00	\$ 86,080 00
Income bonds.....	3,000,000 00	3,000,000 00		
<b>Total</b> .....	\$ 5,152,000 00	\$ 5,152,000 00	\$ 86,080 00	\$ 86,080 00

**CURRENT ASSETS AND LIABILITIES.**

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 7,449 26
Due from Solvent Companies and Individuals.....	99,024 23
<b>Total—Cash and Current Assets.....</b>	<b>\$ 106,473 49</b>
<b>Balance—Current Liabilities.....</b>	<b>172,846 81</b>
<b>Total.....</b>	<b>\$ 279,320 30</b>

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1896.

Loans and Bills Payable.....	\$ 110,895 55
Audited Vouchers and Accounts.....	58,236 27
Wages and Salaries.....	15,261 34
Net Traffic Balances due to other Companies.....	94,927 04
<b>Total—Current Liabilities.....</b>	<b>\$ 279,320 30</b>

**RECAPITULATION.**

A. FOR MILEAGE OWNED.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.	AMOUNT PER MILE OF LINE.	
		To Railroads.	Miles.	Amount.
Capital Stock.....	\$ 1,200,000 00	\$ 1,200,000 00	2,646	\$ 4,535 00
Bonds.....	5,152,000 00	5,152,000 00	2,646	19,479 00
<b>Total.....</b>	<b>\$ 6,352,000 00</b>	<b>\$ 6,352,000 00</b>	<b>2,646</b>	<b>\$ 24,014 00</b>

B. FOR MILEAGE OPERATED BY ROAD (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
C. C. R. R.....	\$ 1,200,000 00	\$ 5,152,000 00	\$ 6,352,000 00	264.60	\$ 24,014 00



## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR— NOT INCLUDED IN OPERATING EXPENSES.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
	Charged to Con- struction or Equipment.			
<b>CONSTRUCTION:</b>				
Other Real Estate.....	No Details Ob	tainable.		
Bridges and Trestles.....	\$ 1,500 00			
Total Construction.....	\$ 1,500 00	\$ 5,601,207 19	\$ 5,602,707 19	\$ 21,174 61
Total Equipment.....		\$ 340,123 37	\$ 340,123 37	\$ 1,285 00
Total Cost Construction, Equipment, Etc., N. C.....	\$ 1,500 00	\$ 5,944,330 56	\$ 5,942,830 56	\$ 22,459 61

## INCOME ACCOUNT.—Entire Line.

Gross earnings from operation.....	\$ 587,695 18	
Less operating expenses.....	403,149 65	
Income from operation.....		\$ 184,545 53
Miscellaneous Income—less expenses.....	\$ 593 31	
Income from other sources.....		593 31
Total income.....		\$ 185,138 84
<b>DEDUCTIONS FROM INCOME:</b>		
Interest on funded debt accrued.....	\$ 92,077 50	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	7,599 80	
Taxes.....	16,905 35	
Other deductions.....	500 00	
Total deductions from income.....		117,082 65
Net income.....		\$ 68,056 19
Surplus from operations of year ending June 30, 1896.....		\$ 68,056 19
Deficit on June 30, 1895 [from "General Balance Sheet," 1895 report].....		513,938 33
Deficit on June 30, 1896 [for entry on "General Balance Sheet."]		\$ 445,882 14

## EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
<b>PASSENGER :</b>			
Passenger Revenue.....	\$ 149,980 69		
Less Repayments—Tickets Redeemed.....		\$ 139 83	
Excess Fares Refunded.....		204 95	
Other Repayments.....		74	
Total Deductions.....		\$ 345 52	
Total Passenger Revenue.....			\$ 149,635 17
Mail.....			22,918 13
Express.....			10,884 27
Extra Baggage and Storage.....			1,370 12
Other Items.....			1,619 01
Total Passenger Earnings.....			\$ 186,426 70
<b>FREIGHT :</b>			
Freight Revenue.....	\$ 386,344 75		
Less Repayments—Overcharge to Shippers.....		2,036 88	
Total Deductions.....		\$ 2,036 88	
Total Freight Revenue.....			\$ 384,307 87
Other Items.....			5,618 81
Total Freight Earnings.....			\$ 389,926 68
Total Passenger and Freight Earnings.....			\$ 576,353 38
<b>OTHER EARNINGS FROM OPERATION :</b>			
Switching Charges—Balance.....			1,823 75
Telegraph Companies.....			1,677 05
Rents not otherwise provided for.....			4,099 90
Other sources.....			226 42
Hire of Equipment.....			3,514 68
Total Other Earnings.....			\$ 11,341 80
Total Gross Earnings from Operation—Entire Line.....			\$ 587,695 18



MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Net Mis- cellaneous Income.
Outside Rents.....	\$ 400 00	
Interest on Accounts.....	193 31	
Total.....	593 31	\$ 593 31

## OPERATING EXPENSES.

## MAINTENANCE OF WAY AND STRUCTURES:

Repairs of Roadway.....	\$ 40,070 91
Renewals of Ties.....	7,527 50
Repairs and Renewals of Bridges and Culverts.....	13,317 16
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards.....	1,202 99
Repairs and Renewals of Buildings and Fixtures.....	3,986 19
Repairs and Renewals of Docks and Wharves.....	91 03
Repairs and Renewals of Telegraph.....	474 53
Stationery and Printing.....	170 55
Other Expenses.....	192 13
Total.....	\$ 67,032 99

## MAINTENANCE OF EQUIPMENT:

Superintendence.....	\$ 1,724 01
Repairs and Renewals of Locomotives.....	11,781 17
Repairs and Renewals of Passenger Cars.....	5,557 11
Repairs and Renewals of Freight Cars.....	9,793 03
Repairs and Renewals of Work Cars.....	269 21
Repairs and Renewals of Shop Machinery and Tools.....	937 79
Stationery and Printing.....	186 24
Other Expenses.....	1,077 35
Total.....	\$ 31,407 91

## CONDUCTING TRANSPORTATION:

Superintendence.....	\$ 13,289 87
Engine and Roundhouse Men.....	43,339 09
Fuel for Locomotives.....	40,881 84
Water Supply for Locomotives.....	4,054 76
Oil, Tallow and Waste for Locomotives.....	1,874 55
Other Supplies for Locomotives.....	155 19
Train Service.....	25,358 95
Train Supplies and Expenses.....	6,128 64
Switchmen, Flagmen and Watchmen.....	7,653 87
Telegraph Expenses.....	8,473 77
Station Service.....	40,534 80
Station Supplies.....	2,163 43
Switching Charges—Balance.....	40 53
Car Mileage—Balance.....	29,364 29
Hire of Equipment.....	23,162 33
Total carried forward.....	\$246,475 91



## OPERATING EXPENSES.—Continued.

## CONDUCTING TRANSPORTATION—Continued.

Total brought forward.....	\$246,475 91
Loss and Damage.....	6,845 20
Injuries to Persons.....	2,532 47
Clearing Wrecks.....	104 01
Advertising.....	6,361 84
Outside Agencies.....	12,355 94
Commissions.....	1,433 94
Rents of Buildings and other Property.....	1,177 03
Stationery and Printing.....	6,119 79
Other Expenses.....	32 10
Total.....	\$283,438 23

## GENERAL EXPENSES:

Salaries of General Officers.....	\$ 8,678 55
Salaries of Clerks and Attendants.....	6,472 92
General Office Expenses and Supplies.....	640 80
Insurance.....	1,850 29
Law Expenses.....	2,212 77
Stationery and Printing (General Offices).....	920 98
Other Expenses.....	594 21
Total.....	\$ 21,290 52

## RECAPITULATION OF EXPENSES:

Maintenance of Way and Structures.....	\$ 67,032 99
Maintenance of Equipment.....	31,407 91
Conducting Transportation.....	283,438 23
General Expenses.....	21,270 52
Grand Total.....	\$403,149 65
Percentage of Expenses to Earnings—Entire Line.....	66.9

## COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1895.	ASSETS.	JUNE 30, 1896.	YEAR ENDING June 30, 1896.	
			Total.	Increase.      Decrease.
\$ 5,601,207 19	Cost of Road.....	\$ 5,602,707 19	\$ 1,500 00	
340,123 37	Cost of Equipment.....	340,123 37		\$ 5,724 06
40,541 97	Other Permanent Investments.....	34,817 91		
71,702 36	Other Permanent Improvements....	194,944 41	123,242 05	
56,266 05	Cash and Current Assets.....	106,473 49	50,207 44	
7,138 45	Materials and Supplies.....	12,798 98	5,660 53	
513,938 33	Profit and Loss.....	447,054 85		68,056 19
\$ 6,630,917 72	Grand Total.....	\$ 6,738,920 20	\$ 108,002.58	
	LIABILITIES.			
\$ 1,200,000 00	Capital Stock.....	\$ 1,200,000 00		
5,152,000 00	Funded Debt.....	5,152,000 00		
214,357 72	Current Liabilities.....	279,320 30	\$ 64,962 58	
64,560 00	Certificates of Indebtedness.....	107,660 00	43,040 00	
\$ 6,630,917 72	Grand Total.....	\$ 6,738,920 30	\$ 108,002 58	



## EMPLOYEES AND SALARIES.

CLASS.	Number	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Compen- sation.
General Officers.....	10	3,130	\$ 8,625 00	\$ 2 75
Other Officers.....	6	1,878	3,180 00	1 70
General Office Clerks.....	18	5,634	14,289 60	2 53
Station Agents.....	36	11,268	19,452 00	1 73
Other Station Men.....	60	18,780	20,491 32	1 09
Enginemen.....	21	6,573	19,732 56	3 00
Firemen.....	21	6,573	6,831 24	1 04
Conductors.....	24	7,512	11,880 72	1 58
Other Trainmen.....	20	6,260	6,162 40	91
Section Foremen.....	31	9,703	14,184 00	1 46
Other Trackmen.....	221	69,173	46,288 68	67
Switchmen, Flagmen and Watchmen.....	20	6,260	5,258 40	84
Telegraph Operators and Dispatchers.....	14	4,382	5,940 00	1 35
All Other Employees and Laborers.....	105	33,097	27,801 67	84
Total (Including "General Officers")—N. C.....	607	190,223	\$ 210,117 60	1 11
Less "General Officers".....	10	3,130	\$ 8,625 00	
Total (Excluding "General Officers")—N. C..	597	187,093	\$ 201,492 60	1 08
DISTRIBUTION OF ABOVE:				
General Administration.....	34	10,642	26,094 60	2 45
Maintenance of Way and Structures.....	252	78,876	60,472 68	77
Conducting Transportation.....	321	100,705	123,550 32	1 22
Total (Including "General Officers")—N. C.	607	190,223	\$ 210,117 60	1 11
Less "General Officers".....	10	3,130	\$ 8,625 00	
Total (Excluding "General Officers")—N. C.	597	187,093	\$ 201,492 60	1 08
Total (Including "General Officers")— Entire Line.....	607	190,223	210,117 60	1 11

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue	210,644			
Number of passengers carried one mile.....	7,432,343			
Number of passengers carried one mile per mile of road.....	789			
Average distance carried.....	100.445			
Total passenger revenue.....		149,635	17	
Average amount received from each passenger.....			71	037
Average receipts per passenger per mile.....			02	013
Total passenger earnings.....		186,426	70	
Passenger earnings per mile of road.....		560	43	135
Passenger earnings per train mile.....			52	233
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning revenue	290,690			
Number of tons carried one mile.....	21,165,046			
Number of tons carried one mile per mile of road.....	79,269			
Average distance haul of one ton.....	72.80			
Total freight revenue.....		384,307	87	
Average amount received for each ton of freight.....		1	32	208
Average receipts per ton per mile.....			01	811
Total freight earnings.....		389,926	68	
Freight earnings per mile of road.....		1,460	39	
Freight earnings per train mile.....		1	35	472
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....		533,943	04	
Passenger and freight revenue per mile of road.....		1,999	83	
Passenger and freight earnings.....		576,353	38	
Passenger and freight earnings per mile of road.....		2,158	62	
Gross earnings from operation.....		587,695	18	
Gross earnings from operation per mile of road.....		2,201	11	
Gross earnings from operation per train mile.....		1	02	331
Operating expenses.....		403,149	65	
Operating expenses per mile of road.....		1,509	92	
Operating expenses per train mile.....			70	198
Income from operation.....		184,545	53	
Income from operation per mile of road.....		691	18	



## FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	Freight Originating on this Road.	Freight Re- ceived from Connecting Roads and Other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
<b>PRODUCTS OF AGRICULTURE :</b>				
Grain.....	96	7,611	7,707	2.65
Flour.....	76	7,356	7,432	2.59
Hay.....	17	403	420	.14
Tobacco.....	89	1,310	1,399	.48
Cotton.....	6,020	11,707	17,727	6.09
Fruit and Vegetables.....	197	1,633	1,830	.63
<b>PRODUCTS OF ANIMALS :</b>				
Live Stock.....	267	1,812	2,079	.72
Other Packing-House Products.....	35	2,671	2,706	.93
Poultry, Game and Fish.....	3	27	30	.01
Wool.....	2	1	3	
Hides and Leather.....	40	350	390	.13
<b>PRODUCTS OF MINES :</b>				
Anthracite Coal.....	139	33	172	.06
Bituminous Coal.....	86	6,763	6,849	2.36
Ores.....		22	22	
Stone, Sand, and other like articles.....	410	2,271	2,681	.92
<b>PRODUCTS OF FOREST :</b>				
Lumber.....	24,888	14,998	39,886	13.72

## FREIGHT TRAFFIC MOVEMENT.—Continued.

COMMODITY.	Freight Originating on this Road.	Freight Re- ceived from Connecting Roads and Other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons	Per Ct.
<b>MANUFACTURES:</b>				
Petroleum and other Oils.....	230	3,255	3,485	1.20
Sugar.....	8	2,536	2,544	.87
Naval Stores.....	4,050	1,060	5,110	1.76
Iron, Pig and Bloom.....	272	1,623	1,895	.65
Iron and Steel Rails.....	94	3,143	3,237	1.12
Other Castings and Machinery.....	230	6,060	6,290	2.16
Bar and Sheet Metal.....	28	388	416	.14
Cement, Brick and Lime.....	128	1,640	1,768	.61
Agricultural Implements.....	27	840	867	.30
Wagons, Carriages, Tools, etc.....	56	422	478	.16
Wines, Liquors and Beers.....	176	1,474	1,650	.57
Household Goods and Furniture.....	487	1,363	1,850	.63
Cotton Mill Products.....	6,177	11,216	17,393	5.98
Merchandise.....	60,338	50,732	111,070	38.21
<b>MISCELLANEOUS:</b>				
Other commodities not mentioned above	9,824	31,450	41,304	14.21
Total Tonnage—Entire Line.....	114,490	176,200	290,690	100.00



## DESCRIPTION OF EQUIPMENT.

ITEM.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
<b>LOCOMOTIVES—Owned and leased :</b>					
Passenger.....	8	8	Westinghou'e	8	M. C. B.
Freight.....	10	6	"	7	"
Switching.....	1		"		"
Total Locomotives in Service.....	19	14	"	15	"
<b>CARS—Owned and Leased :</b>					
<b>In Passenger Service—</b>					
Second-class Cars.....	12	12	"	12	"
Combination Cars.....	3	3	"	3	"
Sleeping Cars.....	2	2	"	2	"
Baggage, Express and Postal Cars.....	6	6	"	6	"
Total.....	23	23	"	23	"
<b>IN FREIGHT SERVICE—</b>					
Flat Cars.....	189	3	"	76	"
Stock Cars.....	98		"	22	"
Coal Cars.....	7		"		"
Total.....	22	3	"	98	"
<b>IN COMPANY'S SERVICE—</b>					
Caboose Cars.....	22	0	"	20	"
Total.....	22	3	"	20	"
Total Cars in Service.....	339				
Total Cars Owned.....	339				

**MILEAGE.**

**MILEAGE OF ROAD OPERATED (ALL TRACKS.)**

LINE IN USE.	Main Line	Branches and Spurs.	Line of Proprietary Companies.	Line Operated Under Trackage Rights.	Total Mileage Operated.
Miles of Single Track.....	264.60	4.60	269.20	2.40	271.60
Miles of Yard Track and Sidings.....			19.89		19.89
Total Mileage Operated (All Tracks)	264.60	4.60	289.09	2.40	291.49

LINE IN USE.	New Line Constructed During Year.	RAILS.	
		Iron.	Steel.
Miles of Single Track.....	4.60	66.41	205.19
Miles of Yard Track and Sidings.....		19.89	
Total Mileage Operated (All Tracks).....	4.60	86.30	205.19

**RENEWALS OF RAILS AND TIES.**

**NEW RAILS LAID DURING YEAR:**

Steel—Tons .....	1,782.08
Weight per yard.....	68 lbs.
Average price per ton at distributing point.....	\$ 32 43

**NEW TIES LAID DURING YEAR:**

Oak—Number .....	11,776
Pine—Number .....	14,972
Total.....	26,748
Average price at distributing point—Oak.....	30 cts.
Average price at distributing point—Pine.....	20 cts.

**CONSUMPTION OF FUEL BY LOCOMOTIVES.**

LOCOMOTIVES.	Coal—Bituminous Tons.	Wood—Soft. Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger.....	3,623	4,360	6,529	277,893	52.62
Freight.....	4,131	8,045	9,495	336,630	63.18
Switching.....	1,259	795	1,789	138,526	28.20
Construction.....	200	900	800	54,005	33.18
Total.....	9,213	14,100	18,613	807,054	51.78
Average cost at distributing point....	\$ 2 60	\$ 1 26			



## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.					
	TRAIN- MEN.	SWITCHMEN, FLAGMEN AND WATCHMEN.	OTHER EMPLOY- EES.		TOTAL.	
	Injured.	Injured.	Killed.	Injured.	Killed.	Injur'd.
Coupling and Uncoupling.....	2	4				6
Falling from Trains and Engines.....	1		1		1	1
At Stations.....	1					1
Other Causes.....				1		1
Total.....	4	4	1	2	1	9

KIND OF ACCIDENT.	OTHERS.			
	NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.
At Highway Crossings.....	1	3	1	3
At Stations.....		2		2
Other Causes.....	1	1	1	1
Total.....	2	6	2	6

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			
			Number of Curves	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	PROFILE.
From	To	Miles.				Length of Level Line. Miles.
Wilmington.....	Hilton.....	110				
Meares Bluff.....	Rutherfordton.....	263.50	192	52.60	212.00	43.65
Hilton.....	Meares Bluff.....	2.40	1	.33	2.07	1.25
	Total.....	267.00	193	52.93	214.07	44.90

WORKING DIVISIONS OR BRANCHES.		PROFILE.					
		Ascending Grades.			Descending Grades.		
		No.	Sum of As-	Aggregate Length of Ascending Grades. Miles.	No.	Sum of De-	Aggregate Length of Descending Grades. Miles.
cents. Feet.	s-cents. Feet.						
From	To						
Wilmington.....	Hilton.....						
Meares Bluff.....	Rutherfordton.....	597	48,792.6	129.83	466	38,052.2	
Hilton.....	Meares Bluff.....	9	107.9	.45	6	102.4	
	Total.....	606	48,900.5	130.28	472	38,154.6	

CHARACTERISTICS OF ROAD.—Continued.

BRIDGES, TRESTLES, ETC.

ITEM.	No.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inchs.	Feet.	Inches.	Feet.	Inches.
<b>BRIDGES:</b>							
Iron.....	9	4,062	4	143		1,223	4
Wooden.....	4	555		49		260	
Combination.....	2	766		262		504	
Total.....	15	5,383	4				
Trestles.....	82	18,164	2	30		1,930	4

Overhead highway crossings, bridges, 23: height of lowest above surface of rail, 16 feet. Gauge of track, four feet, nine inches, 264.60 miles.



## DURHAM AND NORTHERN RAILWAY COMPANY.

## HISTORY.

The Durham and Northern Railway Company was organized August 29, 1887, under the laws of the State of North Carolina, Acts February 2, 1887. It is largely owned by the Raleigh and Gaston Railroad Company, and forms part of the Seaboard Air-Line System. The road was opened April 1, 1889.

The purpose of this company was to construct and operate a road between Durham and some point in Wake, Franklin or Vance counties, to be determined by the present directors, with the privilege of extending the road to tide-water or Roanoke River, and with power to build branch roads not exceeding 25 miles in length, and with authority to consolidate with other railroad companies incorporated under the laws of this or any other State.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. W. Watts.....	Durham, N. C.....	November 12, 1896.
L. A. Carr.....	Durham, N. C.....	November 12, 1896.
L. D. Heartt.....	Durham, N. C.....	November 12, 1896.
D. Y. Cooper.....	Henderson, N. C.....	November 12, 1896.
C. E. Johnson.....	Raleigh, N. C.....	November 12, 1896.
L. R. Watts.....	Portsmouth, Va.....	November 12, 1896.

## OFFICERS.

(See page 133.)

## PROPERTY OPERATED.

Durham and Northern Railway Company—from Durham to Henderson, 42.20 miles.

## CAPITAL STOCK.

Capital stock—number of shares authorized.....	5,000
Par value of shares.....	\$ 100 00
Total par value authorized.....	500,000 00
Total amount issued and outstanding.....	290,100 00
Dividends declared during year, rate 2½ per cent.	
Dividends declared during year, amount.....	7,250 50
Issued for cash—total number of shares issued, common.....	2,901 00
Total cash realized from stock issued.....	290,100 00

**FUNDED DEBT.**

**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.**

Class of bond or obligation—First mortgage. Date of issue, November, 1888. When due, November, 1928.

Amount of authorized issue, per mile.....	\$ 6,000 00
Amount issued.....	150,000 00
Amount outstanding.....	150,000 00
Cash realized on amount issued.....	145,264 52
Rate of interest, 6 per cent. ; payable May and November.	
Amount of interest accrued during year.....	9,000 00
Amount of interest paid during year.....	9,000 00

**RECAPITULATION OF FUNDED DEBT.**

Mortgage Bonds—Amount issued.....	\$ 150,000 00
Amount outstanding.....	150,000 00
Amount of interest accrued during year.....	9,000 00
Amount of interest paid during year.....	9,000 00

**CURRENT ASSETS AND LIABILITIES.**

**CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.**

Cash .....	\$ 18,178 39
Due from Solvent Companies and Individuals.....	1,376 34
<b>Total—Cash and Current Assets.....</b>	<b>\$ 19,554 73</b>

**CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1896.**

Audited Vouchers and Accounts.....	4,398 24
Wages and Salaries.....	2,374 61
Net Traffic Balances due to other Companies.....	8,963 77

<b>Total—Current Liabilities.....</b>	<b>15,736 62</b>
Balance—Cash Assets.....	3,818 11

<b>Total.....</b>	<b>\$ 19,554 73</b>
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**RECAPITULATION.**

**FOR MILEAGE OWNED.**

ACCOUNT.	Total Amo'nt Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock.....	\$ 290,100 00	\$ 290,100 00	42.20	\$ 6,874 15
Bonds.....	150,000 00	150,000 00	42.20	3,554 50
<b>Total.....</b>	<b>\$ 440,100 00</b>	<b>\$ 440,100 00</b>	42.20	<b>\$ 10,428 65</b>



## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR— NOT INCLUDED IN OPERATING EXPENSES.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Total Cost Per Mile.
	Charged to Construction or Equipment.			
<b>CONSTRUCTION:</b>				
Right of Way.....	\$ 200 00	\$ 9,580 75	\$ 9,780 75	\$ 231 77
Other Real Estate.....			10,370 00	245 73
Grading, Bridge and Culvert Masonry.....			93,987 15	2,292 37
Bridges and Trestles.....			59,515 26	1,421 59
Rails.....			102,605 45	2,502 57
Ties.....			39,300 80	958 56
Other Superstructure.....			36,709 55	895 35
Buildings, Furniture and Fix- tures.....			13,210 31	322 20
Engineering Expenses.....			17,367 19	423 59
Discount on Securities Sold for Construction.....			14,135 48	344 76
Telegraph Line.....			2,209 33	53 89
Sidings and Yard Extensions..			6,021 26	142 68
Other Items.....			10,426 57	254 30
Total Construction.....	\$ 200 00	\$ 415,439 10	\$ 415,639 10	\$ 9,849 25
<b>EQUIPMENT:</b>				
Locomotives.....			8,000 00	195 12
Passenger Cars.....			3,000 00	73 17
Combination Cars.....			2,618 13	63 86
Freight Cars.....			12,694 25	380 80
Total Equipment.....		\$ 26,312 56	\$ 26,312 56	\$ 623 51
Total Cost Construction, Equipment, Etc.—N. C.....	\$ 200 00	\$ 441,751 66	\$ 441,951 66	\$ 10,472 76

## INCOME ACCOUNT.

Gross earnings from operation.....	\$ 70,283 99	
Less operating expenses.....	54,211 61	
Income from operation.....		\$ 16,072 38
Miscellaneous income—less expenses.....	\$ 313 34	
Income from Other Sources.....		313 34
Total income.....		\$ 16,385 72
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued.....	\$ 9,000 00	
Taxes.....	1,578 88	
Total deductions from income.....		10,578 88
Net income.....		\$ 5,806 84
Dividends, 2½ per cent. common stock.....	\$ 7,252 50	
Total.....		7,252 50
Deficit from operations of year ending June 30, 1896.....		\$ 1,445 66
Surplus on June 30, 1895, [from "General Balance Sheet," 1895 report].....		8,837 68
Deductions for year.....		\$ 1,445 66
Surplus on June 30, 1896, [for entry on "General Balance Sheet"].....		\$ 7,392 02



## EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
<b>PASSENGER:</b>			
Passenger revenue.....	\$ 10,663 65		
Less repayments—Tickets redeemed.....		\$ 5 30	
Excess fares refunded.....		3 25	
Total deductions.....		\$ 8 55	
Total passenger revenue.....			\$ 10,665 10
Mail.....			1,775 40
Express.....			423 01
Extra baggage and storage.....			34 95
Other items.....			52 42
Total passenger earnings.....			\$ 12,940 88
<b>FREIGHT:</b>			
Freight Revenue.....	\$ 55,983 17		
Less repayments—Overcharge to shippers.....		\$ 192 23	
Total deductions.....		\$ 192 23	
Total freight revenue.....			\$ 55,790 94
Total freight earnings.....			\$ 55,790 94
Total passenger and freight earnings.....			\$ 68,731 82
<b>OTHER EARNINGS FROM OPERATION:</b>			
Switching charges—Balance.....			657 17
Telegraph companies.....			61 62
Rents not otherwise provided for.....			600 00
Other sources.....			4 66
Hire of equipment—Balance.....			228 72
Total other earnings.....			\$ 1,552 17
Total gross earnings from operation—North Carolina.....			\$ 70,283 99
Total gross earnings from operation—entire line.....			70,283 99

## OPERATING EXPENSES.

## MAINTENANCE OF WAY AND STRUCTURES:

Repairs of roadway.....	\$	6,925 78
Renewals of rails.....		833 78
Renewals of ties.....		3,508 67
Repairs and renewals of bridges and culverts.....		3,624 50
Repairs and renewals of fences, road crossings, signs and cattle guards.....		43 18
Repairs and renewals of buildings and fixtures.....		325 40
Repairs and renewals of telegraph.....		146 40
Stationery and printing.....		14 53
Other Expenses.....		1 49
Total.....	\$	15,423 73

## MAINTENANCE OF EQUIPMENT:

Superintendence.....	\$	203 74
Repairs and renewals of locomotives.....		2,813 49
Repairs and renewals of passenger cars.....		510 21
Repairs and renewals of freight cars.....		769 91
Repairs and renewals of work cars.....		8 35
Repairs and renewals of shop machinery and tools.....		74 59
Stationery and printing.....		26 81
Other expenses.....		83 31
Total.....	\$	4,490 41

## CONDUCTING TRANSPORTATION:

Superintendence.....	\$	1,719 49
Engine and roundhouse men.....		4,841 48
Fuel for locomotives.....		5,602 10
Water supply for locomotives.....		252 96
Oil, tallow and waste for locomotives.....		195 86
Other supplies for locomotives.....		60 56
Train service.....		2,471 93
Train supplies and expenses.....		299 38
Switchmen, flagmen, and watchmen.....		1,206 95
Telegraph expenses.....		690 74
Station service.....		4,934 91
Station supplies.....		148 18
Switching charges—balance.....		185 56
Car mileage—balance.....		1,649 08
Hire of equipment.....		3,336 94
Total carried forward.....	\$	27,596 12



## OPERATING EXPENSES.—Continued.

## CONDUCTING TRANSPORTATION—Continued:

Total brought forward.....	\$	27,596 12
Loss and damage.....		603 61
Injuries to persons.....		62 05
Advertising.....		629 76
Outside agencies.....		1,438 26
Commissions.....		3 74
Rents for tracks, yards and terminals.....		180 00
Rents of buildings and other property.....		173 82
Stationery and printing.....		596 56
Other expenses.....		3 75
Total.....	\$	31,287 67

## GENERAL EXPENSES:

Salaries of general officers.....	\$	753 95
Salaries of clerks and attendants.....		721 05
General office expenses and supplies.....		70 55
Insurance.....		9 77
Law expenses.....		1,303 41
Stationery and printing (general offices).....		120 01
Other expenses.....		31 06
Total.....	\$	3,009 80

## RECAPITULATION OF EXPENSES:

Maintenance of way and structures.....	\$	15,423 73
Maintenance of equipment.....		4,490 41
Conducting transportation.....		31,287 67
General expenses.....		3,009 80
Grand total.....	\$	54,211 61
Percentage of expenses to earnings—entire line.....		75.5

## COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1895.	ASSETS.	JUNE 30, 1896.	YEAR ENDING JUNE 30, 1896.	
			Total.	Increase.
\$ 415,439 10	Cost of Road.....	\$ 415,639 10	\$ 200 00	
26,312 56	Cost of Equipment.....	26,312 56		
15,045 65	Cash and Current Assets.....	19,554 73	4,509 08	
2,731 71	Materials and Supplies.....	1,722 25		\$ 1,009 46
\$ 459,529 02	Grand Total.....	\$ 463,228 64	\$ 3,699 62	
	LIABILITIES.			
\$ 290,100 00	Capital Stock.....	\$ 290,100 00		
150,000 00	Funded Debt.....	150,000 00		
10,591 34	Current Liabilities.....	15,736 62		
8,837 68	Profit and Loss.....	7,392 02		
\$ 459,529 02	Grand Total.....	\$ 463,228 64	\$ 3,699 62	



## EMPLOYEES AND SALARIES.

CLASS.	Num- ber.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily C'mpen- sation.
General Officers.....	10	3,130	\$ 761 25	\$ 2 43
Other Officers.....	6	1,878	597 00	32
General Office Clerks.....	2	624	1,587 72	2 53
Station Agents.....	4	1,248	1,996 80	1 60
Other Station Men.....	9	2,808	3,385 20	1 21
Enginemen.....	3	936	2,394 24	2 56
Firemen.....	3	936	756 00	81
Conductors.....	2	624	1,406 40	2 25
Other Trainmen.....	3	936	758 40	81
Section Foremen.....	5	1,560	2,100 00	1 35
Other Trackmen.....	28	8,736	4,354 08	49
Switchmen, Flagmen and Watchmen.....	5	1,560	1,214 16	78
All other Employees and Laborers.....	15	3,294	3,129 51	95
Total (Including "General Officers")—N. C....	95	28,270	\$ 24,440 76	\$ 87
Less "General Officers".....	10	3,130	761 25	
Total (Excluding "General Officers")—N. C....	85	25,140	\$ 23,679 51	\$ 94
DISTRIBUTION OF ABOVE:				
General Administration.....	18	5,632	2,945 97	52
Maintenance of Way and Structures.....	33	10,296	6,454 08	62
Conducting Transportation.....	44	12,342	15,040 71	1 22
Total (Including "General Officers")—N. C....	95	28,270	\$ 24,440 76	\$ 87
Less "General Officers".....	10	3,130	761 25	
Total (Excluding "General Officers")—N. C....	85	25,140	\$ 23,679 51	\$ 94
Total (Including "General Officers")Entire Line.....	95	28,270	24,440 76	87

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUED AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC :</b>				
Number of passengers carried earning revenue	17,077			
Number of passengers carried one mile .....	407,103			
Number of passengers carried one mile per mile of road.....	412			
Average distance carried.....	23.839			
Total passenger revenue.....		10,655	10	
Average amount received from each passenger.....			62	394
Average receipts per passenger per mile.....			02	617
Total passenger earnings.....		12,940	88	
Passenger earnings per mile of road.....		257	37	
Passenger earnings per train mile.....			39	663
<b>FREIGHT TRAFFIC :</b>				
Number of tons carried of freight earning rev- enue.....	48,733			
Number of tons carried one mile.....	1,889,761			
Number of tons carried one mile per mile of road.....	44,781			
Average distance haul of one ton.....	38.77			
Total freight revenue.....		55,790	94	
Average amount received for each ton of freight.....		1	14	483
Average receipts per ton per mile.....			02	952
Total freight earnings.....		55,790	94	
Freight earnings per mile of road.....		1,347	61	
Freight earnings per train mile.....		1	84	382
<b>PASSENGER AND FREIGHT :</b>				
Passenger and freight revenue.....		66,446	04	
Passenger and freight revenue per mile of road.....		1,604	98	
Passenger and freight earnings.....		68,731	82	
Passenger and freight earnings per mile of road.....		1,660	19	
Gross earnings from operation.....		70,283	99	
Gross earnings from operation per mile of road.....		1,697	68	
Gross earnings from operation per train mile..		1	23	042
Operating expenses.....		54,211	61	
Operating expenses per mile of road.....		1,309	46	
Operating expenses per train mile.....			94	905
Income from operation.....		16,072	38	
Income from operation per mile of road.....		388	22	



## FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	Freight Originating on This Road.	Freight Received From Con- necting Roads and Other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
<b>PRODUCTS OF AGRICULTURE:</b>				
Grain .....	37	908	945	1.93
Flour .....	180	3,010	3,190	6.54
Hay .....	17	222	239	.49
Tobacco .....	6,800	2,803	9,603	19.70
Cotton .....	311	1,255	1,566	3.21
Fruit and Vegetables .....	7	144	151	.31
<b>PRODUCTS OF ANIMALS:</b>				
Live Stock .....	4	79	83	.17
Other Packing-House Products .....	10	275	285	.59
Poultry, Game and Fish .....		3	3	.....
Wool .....		1	1	.....
Hides and Leather .....	4	16	20	.04
<b>PRODUCTS OF MINES:</b>				
Anthracite Coal .....	7	103	110	.23
Bituminous Coal .....	2,689	2,457	5,146	10.56
Stone, Sand and other like articles .....	16	777	793	1.63
<b>PRODUCTS OF FOREST:</b>				
Lumber .....	563	7,208	7,771	15.95
<b>MANUFACTURES:</b>				
Petroleum and other Oils .....	17	42	59	.12
Sugar .....	7	172	179	.37
Naval Stores .....		13	13	.03
Iron, Pig and Bloom .....		166	166	.34
Iron and Steel Rails .....	9		9	.02
Other Castings and Machinery .....	335	883	1,218	2.50
Bar and Sheet Metal .....	37	55	92	.19
Cement, Brick and Lime .....	163	756	919	1.89
Agricultural Implements .....	1	8	9	.02
Wagons, Carriages, Tools, etc .....	5	39	44	.10
Wines, Liquors and Beers .....	1	121	122	.25
Household Goods and Furniture .....	77	89	166	.34
Cotton Mill Products .....	949	174	1,123	2.30
Merchandise .....	2,802	4,686	7,488	15.36
<b>MISCELLANEOUS:</b>				
Other commodities not mentioned above	1,717	5,503	7,220	14.82
Total Tonnage—Entire Line .....	16,765	31,968	48,733	100.00

**DESCRIPTION OF EQUIPMENT.**

ITEM.	Number Added During Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Name.	No.	Name.
<b>LOCOMOTIVES—Owned and leased:</b>						
Freight.....		2	2	Westinghouse	2	M. C. B.
<b>CARS—Owned and Leased:</b>						
<b>IN PASSENGER SERVICE—</b>						
Second-Class Cars.....		1	1	"	1	Janney.
Combination Cars.....		1	1	"	1	"
Baggage, Express and Postal Cars.....		1	1	"	1	"
Total.....		3	3	"	3	
<b>IN FREIGHT SERVICE—</b>						
Box Cars.....		22	22	"	22	"
<b>IN COMPANY'S SERVICE—</b>						
Total Cars in Service.....		25				
Total Cars Owned.....		25				

**MILEAGE.**

MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Total Mileage Operated.	RAILS.	
	Main Line	Branches and Spurs			Iron.	Steel.
Miles of single track.....	41.40		41.40	41.40		41.4
Miles of yard track and sidings.....			1.28	1.28	1.28	
Total mileage operated (all tracks).....	41.40		42.68	42.68	1.28	41.4



## RENEWALS OF RAILS AND TIES.

## NEW TIES LAID DURING YEAR:

Switch Oak—Number.....	141
Eight Feet Oak—Number.....	11,023
Total.....	11,164
Average Price at Distributing Point—Switch Oak.....	70 cts.
“ “ “ “ —Eight Feet Oak.....	31½ cts.

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal, Bitumi- nous. Tons.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger.....	608	608	26,920	50.59
Freight.....	807	807	26,920	67.15
Switching.....	376	376	45,083	18.68
Construction.....	16	16	1,256	28.53
Total.....	1,807	1,807	100,179	40.40
Average Cost at Distributing Point.....	\$ 2 82			

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	OTHERS.	
	Trespassing Killed.	Total Killed.
Other Causes.....	2	2

**CHARACTERISTICS OF ROAD—State of North Carolina.**

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			
			Number of Curves	Aggregate Length of Curved Line.	Length of Straight Line.	PROFILE. Length of Level Line.
From	To	Miles.		Miles.	Miles.	Miles.
Henderson .....	Durham .....	42.20	90	20.01	22.19	6.18

WORKING DIVISIONS OR BRANCHES.			PROFILE.					
			Ascending Grades.			Descending Grades.		
From	To	Miles.	No.	Sum of Ascents.	Aggregate Length of Ascending Grades.	No.	Sum of Descents.	Aggregate Length of Descending Grades.
			Feet.	Miles.	Feet.	Miles.		
Henderson .....	Durham .....	42.20	39	802	18.01	35	86.2	17.86

**CHARACTERISTICS OF ROAD.**

**BRIDGES, TRESTLES, ETC.**

ITEM.	No.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
<b>BRIDGES:</b>							
Iron.....	2	300		150		150	
Total.....	2	300					
Trestles.....	66	6,617		10		1,600	

Gauge of track, 4 feet, 9 inches ; 42.20 miles.



## GEORGIA, CAROLINA AND NORTHERN RAILWAY COMPANY.

### HISTORY.

The Georgia, Carolina and Northern Railway Company was organized under the laws of the States of North Carolina, South Carolina and Georgia: Acts January 18, 1887, North Carolina; December 24, 1886, South Carolina; December 7, 1886, Georgia.

The Chester, Greenwood and Abbeville Railroad Company was chartered by the South Carolina Legislature December 22, 1885. Charter amended and name changed by Act December 24, 1886.

Authority for consolidation—Acts March 8, 1887, North Carolina; Acts March 10, 1887, South Carolina; Acts March 12, 1887, Georgia.

The road is operated by the Seaboard and Roanoke and Raleigh and Gaston Railroad Companies, under lease dated July 1, 1889.

### ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. F. Hoke.....	Raleigh, N. C.....	November 13th, 1896.
R. C. Hoffman.....	Baltimore, Md.....	November 13th, 1896.
Jno. Oliver.....	Atlanta, Ga.....	November 13th, 1896.
Dan O'Daugherty.....	Atlanta, Ga.....	November 13th, 1896.
R. J. Lowry.....	Atlanta, Ga.....	November 13th, 1896.
W. R. Tucker.....	Raleigh, N. C.....	November 13th, 1896.
M. G. Michael.....	Athens, Ga.....	November 13th, 1896.
J. F. Rhodes.....	Athens, Ga.....	November 13th, 1896.
J. K. Dunt.....	Greenwood, S. C.....	November 13th, 1896.
McAlpine Arnold.....	Elberton, Ga.....	November 13th, 1896.
S. M. Pickens.....	Elberton, Ga.....	November 13th, 1896.
S. M. Jones.....	Chester, S. C.....	November 13th, 1896.
W. A. Shands.....	Clinton, S. C.....	November 13th, 1896.

### OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	R. F. Hoke.....	Raleigh, N. C.
First Vice-President.....	R. C. Hoffman.....	Baltimore, Md.
Secretary.....	J. M. Sherwood.....	Portsmouth, Va.
Treasurer.....	John H. Sharp.....	Portsmouth, Va.

**PROPERTY LEASED.**

Georgia, Carolina and Northern Railway—from Monroe, N. C., to Atlanta, Georgia, 266.20 miles. Operated and leased by Seaboard and Roanoke and Raleigh and Gaston Railroad Companies jointly.

The Seaboard and Roanoke Railroad Company and the Raleigh and Gaston Railroad Company leased the Georgia, Carolina and Northern Railway, together with its equipment and all other property, both real and personal, for the term of its corporate existence. Lease dated July 1, 1889.

The lessees agree to keep the road and property in good order for transaction of business, make all repairs, pay all taxes and other assessments out of the gross earnings. They are to retain sixty five per cent. of the gross earnings (less taxes and other assessments,) the remaining thirty-five per cent. to be applied as follows: 1. To keep up organization of lessor company. 2. To pay interest on its bonds. 3. To payment of valid debts to lessees. 4. To payment of dividends on lessor's capital stock.

**CAPITAL STOCK.**

Capital stock, common—number of shares authorized.....	10,000
Par value of shares.....	\$ 100 00
Total par value authorized.....	1,000,000 00
Total amount issued and outstanding.....	535,400 00

**MANNER OF PAYMENT FOR CAPITAL STOCK.**

Issued for cash—common, total number of shares issued.....	7,973
Total cash realized.....	535,400 00

**FUNDED DEBT.**

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
First mortgage.....	July 1889	1929	\$ 5,360,000 00	\$ 5,360,000 00	\$ 5,360,000 00	\$ 4,862,600 00

**INTEREST.**

CLASS OF BOND OR OBLIGATION.	Rate	When Payable.	Amount Accrued During Year.	Amount Paid During Year.



**RECAPITULATION OF FUNDED DEBT.**

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage Bonds.....	\$ 5,360,000 00	\$ 5,360,000 00	\$ 268,000 00	\$ 268,000 00

**CURRENT ASSETS AND LIABILITIES.**

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Balance—Current Liabilities.....\$1,065,970 28

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1896.

Loans and Bills Payable.....\$1,063,941 70

Miscellaneous.....2,028 58

Total—Current Liabilities.....\$1,065,970 28

**RECAPITULATION.**

FOR MILEAGE OWNED.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.	AMOUNT PER MILE OF LINE.	
		To Railroads.	Miles.	Amount.
Capital Stock.....	\$ 535,400 00	\$ 535,400 00	266.20	\$ 2,010 89
Bonds.....	5,360,000 00	5,360,000 00		20.135 23
Total.....	\$ 5,895,400 00	\$ 5,895,400 00		\$ 22,146 12

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR— NOT INCLUDED IN OPERATING EXPENSES.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
	Charged to Con- struction or Equipment.			
<b>CONSTRUCTION:</b>				
Right of Way.....			\$ 220,463 84	\$ 828 19
Other Real Estate.....			17,177 40	64 53
Fences.....			10,386 20	59 02
Grading and Bridge and Culvert Masonry.....			2,228,847 72	8,372 08
Bridges and Trestles.....			569,461 16	2,139 22
Rails.....			877,291 87	3,295 61
Ties.....			299,450 37	1,124 92
Other Superstructure.....			344,590 53	1,294 48
Buildings, Furniture, and Fix- tures.....			196,678 36	737 98
Shop Machinery and Tools.....			1,470 03	5 52
Engineering Expenses.....			290,101 72	1,089 79
Interest during Construction.....			670,600 00	2,516 90
Discount on Securities Sold for Construction.....			497,400 00	1,868 52
Telegraph Line.....			50,346 04	113 99
Sidings and Yard Extensions....	\$ 1,203 97		13,607 01	51 12
Other items.....			106,289 55	399 28
Total Construction.....	\$ 1,203 97		\$ 6,373,561 80	\$ 23,942 76
<b>EQUIPMENT:</b>				
Locomotives.....			43,308 13	162 69
Passenger Cars.....			3,600 00	13 56
Baggage, Express and Postal Cars.....			3,300 00	12 39
Freight Cars.....			83,021 77	311 88
Other Cars of all classes.....			2,050 48	7 70
Total Equipment.....			\$ 135,280 38	\$ 508 20
Grand Total Cost Construc- tion, Equipment, Etc.....	\$ 1,203 97		\$ 6,508,842 18	\$ 24,450 96
Total Cost Construction, Equipment, Etc., N. C.....			341,714 21	



## INCOME ACCOUNT.—Entire Line.

Income from lease of road.....	\$ 262,373 74	
Total income.....		\$ 262,373 74
DEDUCTIONS FROM INCOME:		
Salaries and maintenance of organization.....	\$ 777 77	
Interest on funded debt accrued.....	260,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	40,980 06	
Total deductions from income.....		309,757 83
Deficit.....		\$ 47,384 09
Deficit from operations of year ending June 30, 1896.....		\$ 47,384 09
Deficit on June 30, 1895, [from "General Balance Sheet," 1895 report].....		395,244 01
Deficit on June 30, 1896, [for entry on "General Balance Sheet"].....		\$ 442,628 10

## BONDS OWNED.

## OTHER BONDS.

Town of Clinton, S. C.—Total Par Value.....	\$ 10,000 00
Income or Interest Received.....	Received by Lessees.
Valuation.....	\$ 10,000 00
Rate of Interest, 6 per cent.	

## COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1895.		JUNE 30, 1896.		YEAR ENDING June 30, 1896.
Item.	ASSETS.	Item.	Increase.	
\$ 6,372,357 83	Cost of Road.....	\$ 6,373,561 80	\$ 1,203 97	
135,280 38	Cost of Equipment.....	135,286 38		
10,000 00	Bonds Owned.....	10,000 00		
395,244 01	Profit and Loss.....	442,628 10	47,384 09	
\$ 6,912,882 22	Grand Total.....	\$ 6,961,470 28	\$ 48 588 06	
	LIABILITIES.			
\$ 535,400 00	Capital Stock.....	\$ 535,400 00	\$ 100 00	
5,360,000 00	Funded Debt.....	5,360,000 00		
1,017,482 22	Current Liabilities.....	1,065,970 28	48,488 06	
\$ 6,912,882 22	Grand Total.....	\$ 6,961,470 28	\$ 48,588 06	

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Name.	No.	Name.
LOCOMOTIVES—Owned and leased :						
Passenger.....		5	5	West'ghouse	5	M. C. B.
Total Locomotives in Service.....		5	5	"	5	"
Total Locomotives Owned.....		5	5	"	5	"
CARS—Owned and Leased :						
IN PASSENGER SERVICE—						
First-class Cars.....		1	1	West'ghouse	1	Janney.
Combination Cars.....		1	1	"	1	"
Total.....		2	2	"	2	"
IN FREIGHT SERVICE—						
Box Cars.....		77	30	"	63	Janney.
Flat Cars.....		94		"	45	"
Total.....		171	30	"	158	"
IN COMPANY'S SERVICE—						
Caboose Cars.....		3		West'ghouse	2	Standard.
Total.....		3				
Total Cars in Service.....		176				
Total Cars owned.....		176				

## MILEAGE.

## MILEAGE OF LINE OWNED BY STATES (SINGLE TRACK).

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.	RAILS.
	Main Line.	Steel.
North Carolina.....	14.30	14.30
South Carolina.....	136.52	136.52
Georgia.....	115.38	115.38
Total mileage owned (single track).....	266.20	266.20



## CHARACTERISTICS OF ROAD.—Entire Line.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			
			Number of Curves	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	PROFILE. Length of Level Line. Miles.
From	To	Miles.				
Monroe.....	Inman Park.....	266.10	365	76.40	189.70	33.93

WORKING DIVISIONS OR BRANCHES.		PROFILE.					
		Ascending Grades.			Descending Grades.		
		No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
From	To						
Monroe.....	Inman Park.....	162	5,761.0	122.86	166	5,297.0	109.31

## CHARACTERISTICS OF ROAD.

## BRIDGES, TRESTLES, ETC.

ITEM.	No.	AGGREGATE LENGTH.		MINIMUM LENGTH.	MAXIMUM LENGTH.
		Feet.	Inches.	Feet.	Feet.
<b>BRIDGES:</b>					
Iron .....	26	5,177	60	43	885
Total.....	26	5,177	60		
Trestles.....	174	37,717		40	1,080

Overhead highway crossings, bridges, 34: height of lowest above surface of rail, 20 ft., 6 in.  
 Overhead railway crossings, bridges, 4: height of lowest above surface of rail, 20 ft., 6 in.  
 Gauge of track, four feet, nine inches, 266.20 miles.

GEORGIA, CAROLINA AND NORTHERN RAILWAY COMPANY.—CONTINUED.

LESSEES' REPORT OF OPERATIONS.

OFFICERS.

Same as Seaboard Air Line System, page 133.

PROPERTY OPERATED.

Georgia, Carolina and Northern Railway—from Monroe, N. C., to Atlanta, Ga., 236.20 miles.  
Seaboard Air Line—from Belt Junction to Wanda, 8.10 miles.

Western and Atlantic Railroad—from Wanda to Union Passenger Depot, 3 miles.

The Seaboard and Roanoke Railroad Company and the Raleigh and Gaston Railroad Company leased the Georgia, Carolina and Northern Railway, together with its equipment and all other property, both personal and real, for the term of its corporate existence. Lease dated July 1, 1889. The lessees agree to keep the road and property in good order for transaction of business, make all repairs, pay all taxes and other assessments out of the gross earnings. They are to retain 65 per cent. of the gross earnings, less taxes and other assessments, the remaining 35 per cent. to be applied as follows: 1. To keep up organization of the lessor company. 2. To pay interest on its bonds. 3. To payment of valid debts to lessees. 4. To payment of dividends on lessor's capital stock.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash .....	\$ 473 46
Bills Receivable.....	11,281 08
Due from Solvent Companies and Individuals.....	54,748 69
Net Traffic Balances due from other Companies.....	35,955 61
Total—Cash and Current Assets.....	\$ 102,458 84
Balance—Current Liabilities.....	13,076 12
Total.....	\$ 115,534 96

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1896.

Loans and Bills Payable.....	\$ 28,200 00
Audited Vouchers and Accounts.....	63,971 86
Wages and Salaries.....	23,363 10
Total—Current Liabilities.....	115,534 96

Materials and Supplies on hand, \$13,076.12.

INCOME ACCOUNT.—Entire Line.

Gross Earnings from Operation.....	\$ 787,105 39	
Less Operating Expenses.....	760,283 32	
Income from Operation.....		\$ 26,822 07
Miscellaneous Income—less Expenses.....	\$ 273,617 79	
Income from Other Sources.....		273,617 79
Total Income.....		\$ 300,439 86
DEDUCTIONS FROM INCOME:		
Rents Paid for Lease of Road.....	\$ 262,373 74	
Taxes.....	38,066 12	
Total Deductions from Income.....		300,439 86



## EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
<b>PASSENGER:</b>			
Passenger revenue.....	\$ 289,322 31		
Less repayments—Tickets redeemed.....		\$ 240 43	
Excess fares refunded.....		599 12	
Total deductions.....		\$ 839 55	
Total passenger revenue.....			\$ 288,482 76
Mail.....			22,085 87
Express.....			13,161 01
Extra baggage and storage.....			1,762 82
Other items.....			1,178 44
Total passenger earnings.....			\$ 326,670 90
<b>FREIGHT:</b>			
Freight Revenue.....	\$ 462,399 43		
Less repayments—Overcharge to shippers.....		\$ 7,742 09	
Total deductions.....		\$ 7,742 09	
Total freight revenue.....			\$ 454,657 34
Total freight earnings.....			\$ 454,657 34
Total passenger and freight earnings.....			\$ 781,328 24
<b>OTHER EARNINGS FROM OPERATION:</b>			
Switching charges—Balance.....			42 50
Telegraph companies.....			1,107 30
Rents from tracks, yards and terminals.....			689 15
Rents not otherwise provided for.....			1,628 79
Other sources.....			283 63
Hire of equipment—Balance.....			2,025 78
Total other earnings.....			\$ 5,777 15
Total gross earnings from operation—North Carolina.....			\$ 41,323 03
Total gross earnings from operation—entire line.....			787,105 39

**RENTALS RECEIVED.**

Situation of Property Leased.	Name of Company Using Property Leased.	Total.
Clinton, S. C., to Dover, S. C., 2 miles.....	C. N. & L. R. R. Co.....	\$ 689 15

**MISCELLANEOUS INCOME.**

ITEM.	Gross Income.	Net Miscellaneous Income.
Interest Received.....	\$ 600 00	
R. & G. R. R. and S. & R. R. R.....	273,017 79	
Total.....		\$ 273,617 79



## OPERATING EXPENSES.—Entire Line.

## MAINTENANCE OF WAY AND STRUCTURES:

Repairs of roadway.....	\$	73,764	46
Renewals of ties.....		27,180	60
Repairs and renewals of bridges and culverts.....		24,238	67
Repairs and renewals of fences, road crossings, signs and cattle guards...		307	31
Repairs and renewals of buildings and fixtures.....		2,591	84
Repairs and renewals of telegraph.....		1,106	67
Stationery and printing.....		167	19
Other expenses.....		105	39
Total.....	\$	129,462	13

## MAINTENANCE OF EQUIPMENT:

Superintendence.....	\$	2,102	09
Repairs and renewals of locomotives.....		5,457	60
Repairs and renewals of passenger cars.....		6,021	52
Repairs and renewals of freight cars.....		19,053	28
Repairs and renewals of work cars.....		1,543	78
Repairs and renewals of shop machinery and tools.....		1,998	44
Stationery and printing.....		246	45
Other expenses.....		1,428	95
Total.....	\$	37,852	11

## CONDUCTING TRANSPORTATION:

Superintendence.....	\$	19,099	99
Engine and roundhouse men.....		64,202	65
Fuel for locomotives.....		76,209	87
Water supply for locomotives.....		3,251	46
Oil, tallow and waste for locomotives.....		4,108	12
Other supplies for locomotives.....		757	30
Train service.....		38,725	08
Train supplies and expenses.....		12,626	33
Switchmen, flagmen, and watchmen.....		11,557	11
Telegraph expenses.....		12,803	67
Station service.....		53,263	88
Station supplies.....		3,963	78
Switching charges—balance.....		10,630	48
Car mileage—balance.....		93,636	91
Hire of equipment.....		69,210	60
Total carried forward.....	\$	474,047	23

**OPERATING EXPENSES.—Continued.**
**CONDUCTING TRANSPORTATION—Continued :**

Total brought forward.....	\$ 471,047 23
Loss and damage.....	13,658 85
Injuries to persons.....	17,125 70
Clearing wrecks.....	211 52
Advertising.....	8,636 78
Outside agencies.....	17,476 52
Commissions.....	6,594 44
Rents for tracks, yards and terminals.....	12,755 00
Rents of buildings and other property.....	4,391 47
Stationery and printing.....	8,482 63
Other expenses.....	65 17
Total.....	\$ 563,445 31

**GENERAL EXPENSES :**

Salaries of general officers.....	\$ 9,114 87
Salaries of clerks and attendants.....	8,601 04
General office expenses and supplies.....	1,119 27
Insurance.....	3,125 07
Law expenses.....	5,897 09
Stationery and printing (general offices).....	1,133 03
Other expenses.....	533 40
Total.....	\$ 29,523 77

**RECAPITULATION OF EXPENSES :**

Maintenance of way and structures.....	\$ 129,462 13
Maintenance of equipment.....	37,852 11
Conducting transportation.....	563,445 31
General expenses.....	29,523 77
Grand total.....	\$ 760,283 32
Percentage of expenses to earnings—entire line.....	96.6
Operating expenses—North Carolina.....	39,914 87



**RENTALS PAID.****A. RENTS PAID FOR LEASE OF ROAD.**

NAME OF ROAD:

CASH.

G. C. &amp; N..... \$262,373 94

**B. RENTS PAID FOR LEASE OF TRACKS, YARDS, AND TERMINALS.**

DESIGNATION OF PROPERTY.	Situation of Property Leased.	Name of Company Owning Property Leased.	Total.
<b>TRACKS:</b>			
Trackage Rights for Passenger Trains.....	Wanda, Ga., to U. Pass. Station, Atlanta, Ga.	N. C. & St. L., Lessees W. & A. R. R.....	\$ 5,000 00
<b>TERMINALS:</b>			
Depot for Passenger Trains.....	Atlanta, Ga.....	N. C. & St. L. Ry., Lessees W. & A. R. R.....	7,755 00
Grand Total Rents—B.....			\$ 12,755 00

**COMPARATIVE GENERAL BALANCE SHEET.**

JUNE 30, 1895.		ASSETS.	JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.
Item.	Total.		Item.	Total.	Decrease.
\$ 178,335 91		Cash and Current Assets	\$ 102,458 84		
15,181 59		Materials and Supplies...	13,076 12		
	\$193,517 50	Grand Total.....		\$ 115,534 96	\$ 77,982 54
<b>LIABILITIES.</b>					
\$ 193,517 50		Current Liabilities.....	\$ 115,534 96		
	\$193,517 50	Grand Total.....		\$ 115,534 96	\$ 77,982 54

## EMPLOYEES AND SALARIES.

CLASS.	Number	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers.....	9	2,817	\$ 11,222 50	\$ 3 98
Other Officers.....	6	1,878	6,102 00	3 25
General Office Clerks.....	22	6,886	17,465 04	2 54
Station Agents.....	40	12,520	17,256 00	1 38
Other Station Men.....	52	16,276	16,464 00	1 01
Enginemen.....	40	12,520	34,734 48	2 78
Firemen.....	40	12,520	11,237 56	89
Conductors.....	20	6,260	13,896 00	2 22
Other Trainmen.....	63	19,719	17,103 60	87
Section Foremen.....	34	10,642	15,048 00	1 41
Other Trackmen.....	187	58,531	40,386 59	69
Switchmen, Flagmen and Watchmen.....	14	4,382	3,084 16	70
Telegraph Operators and Dispatchers.....	15	4,695	6,320 04	1 35
All Other Employees and Laborers.....	258	81,195	66,579 95	82
Total (Including "General Officers").....	800	250,841	\$ 276,899 72	\$ 1 10
Less "General Officers".....	9	2,817	\$ 11,222 50	
Total (Excluding "General Officers").....	791	248,024	\$ 265,677 22	\$ 1 07
DISTRIBUTION OF ABOVE:				
General Administration.....	37	11,581	34,789 54	3 00
Maintenance of Way and Structures.....	221	69,173	55,434 39	80
Conducting Transportation.....	542	170,087	186,673 79	1 09
Total (Including "General Officers").....	800	250,841	\$ 276,899 72	\$ 1 10
Less "General Officers".....	9	2,817	\$ 11,222 50	
Total (Excluding "General Officers").....	791	248,024	\$ 265,677 22	\$ 1 07
Total (Including "General Officers")— Entire Line.....	800	250,841	276,899 72	1 10



## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—Entire Line.

ITEM.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUCE AND RATES.		
		Dollars.	Cts.	Mills
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue.....	200,566			
Number of passengers carried one mile.....	20,145,939			
Number of passengers carried one mile per mile of road.....	753			
Average distance carried.....	100.445			
Total passenger revenue.....		288,482	76	
Average amount received from each passenger.....			43	834
Average receipts per passenger per mile.....			01	400
Total passenger earnings.....		326,670	90	
Passenger earnings per mile of road.....		10	83	707
Passenger earnings per train mile.....			52	430
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning reve- nue.....	275,693			
Number of tons carried one mile.....	37,730,455			
Number of tons carried one mile per mile of road.....	136,063			
Average distance haul of one ton.....	136.85			
Total freight revenue.....		454,657	34	
Average amount received for each ton of freight.....		1	64	914
Average receipts per ton per mile.....			01	205
Total freight earnings.....		454,657	34	
Freight earnings per mile of road.....		1,707	57	
Freight earnings per train mile.....		1	25	069
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....		743,140	10	
Passenger and freight revenue per mile of road.....		2,791	66	
Passenger and freight earnings.....		781,328	24	
Passenger and freight earnings per mile of road.....		2,935	12	
Gross earnings from operation.....		787,105	39	
Gross earnings from operation per mile of road.....		2,956	82	
Gross earnings from operation per train mile.....			86	139
Operating expenses.....		760,283	32	
Operating expenses per mile of road.....		2,856	06	
Operating expenses per train mile.....			83	204
Income from operation.....		26,822	07	
Income from operation per mile of road.....		100	76	

**FREIGHT TRAFFIC MOVEMENT.—Entire Line.**

COMMODITY.	Freight Originating on this Road.	Freight Received from Connecting Roads and Other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
<b>PRODUCTS OF AGRICULTURE:</b>				
Grain.....	742	17,768	18,510	6.71
Flour.....	857	32,667	33,534	12.15
Hay.....	57	1,507	1,564	.57
Tobacco.....	24	1,302	1,326	.48
Cotton.....	12,178	7,959	20,137	7.31
Fruit and Vegetables.....	724	495	1,219	.44
<b>PRODUCTS OF ANIMALS:</b>				
Live Stock.....	4,293	3,310	7,603	2.76
Other Packing-House Products.....	284	5,820	6,104	2.22
Poultry, Game and Fish.....	2	12	14	
Wool.....	1		1	
Hides and Leather.....	81	286	367	.13
<b>PRODUCTS OF MINES:</b>				
Anthracite Coal.....	61	1,179	1,240	.45
Bituminous Coal.....	708	8,799	9,507	3.45
Coke.....	13	21	37	.01
Ores.....		21	21	
Stone, Sand, and other like articles.....	5,303	20,017	25,320	2.66
<b>PRODUCTS OF FOREST:</b>				
Lumber.....	13,261	10,248	23,509	8.53
<b>MANUFACTURES:</b>				
Petroleum and other Oils.....	997	2,151	3,148	1.14
Sugar.....	351	2,706	3,057	1.11
Naval Stores.....	42	176	218	.08
Iron, Pig and Bloom.....	934	158	1,092	.40
Iron and Steel Rails.....	1	25	26	
Other Castings and Machinery.....	792	4,304	5,096	1.85
Bar and Sheet Metal.....	62	302	364	.14
Cement, Brick and Lime.....	656	3,006	3,662	1.33
Agricultural Implements.....	36	32	68	.03
Wagons, Carriages, Tools, etc.....	88	942	1,030	.37
Wines, Liquors and Beers.....	262	2,148	2,411	.87
Household Goods and Furniture.....	658	820	1,478	.54
Cotton Mill Products.....	2,133	6,851	8,984	3.26
Merchandise.....	11,004	48,744	59,748	21.67
Other commodities not mentioned above	14,962	38,349	53,311	19.34
<b>Total Tonnage—Entire Line.....</b>	<b>71,568</b>	<b>204,125</b>	<b>275,693</b>	<b>100.00</b>



**MILEAGE.****MILEAGE OF LINE OPERATED BY STATES.**

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Trackage Rights.	Total Mileage Operated.	RAILS.
	Main Line.	Branches and Spurs					Steel.
North Carolina.....	14.30	.....	14.30	.....	.....	14.30	14.30
South Carolina.....	136.50	.....	136.50	.....	.....	136.50	136.50
Georgia.....	110.40	5	115.40	8.10	3	126.50	126.50
Total Mileage Operated (Single Track)	261.20	5	266.20	8.10	3	277.30	277.30

**RENEWALS OF RAILS AND TIES.**

## NEW TIES LAID DURING YEAR:

Oak.....	90,487
Average price at distributing point.....	.28 cts.

**CONSUMPTION OF FUEL BY LOCOMOTIVES.**

LOCOMOTIVES.	COAL—Tons.	WOOD—Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Bituminous.	Soft.			
Passenger.....	16,283	.....	16,283	611,316	59.66
Freight.....	17,035	.....	17,035	375,876	101.51
Switching.....	2,946	.....	2,946	117,416	56.11
Construction.....	859	.....	859	52,714	36.50
Total.....	37,123	.....	37,123	1,157,322	71.93
Average Cost at Distributing Point....	\$ 1.75	.....	.....	.....	.....

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.						
	TRAINMEN.		SWITCH- MEN, FLAG- MEN AND WATCH- MEN.	OTHER EMPLOY- EES.		TOTAL.	
	Killed.	Injured.	Injured.	Killed.	Injured.	Killed.	Injur'd.
Coupling and Uncoupling.....		10					10
Falling from Trains and Engines.....	1	6			1	1	7
Overhead Obstructions.....			1				1
Collisions.....	1	4				1	4
Derailments.....							3
At Stations.....		6			4		10
Other Causes.....	1	13		1	12	2	25
Total.....	3	42	1	1	17	4	60

KIND OF ACCIDENT.	OTHERS.				
	PASSENGERS.	TRESPASSING.		TOTAL.	
	Injured.	Killed.	Injured.	Killed.	Injured.
Other Train Accidents.....	1	1		1	1
At Highway Crossings.....		1	2	1	2
At Stations.....	2				2
Other Causes.....	3	5	2	5	5
Total.....	6	7	4	7	10



## RALEIGH AND AUGUSTA AIR-LINE RAILROAD.

## HISTORY.

The Raleigh and Augusta Air-Line Railroad Company was organized April, 1861, as Chatham Railroad Company (name changed under Act December 13, 1871) under laws of North Carolina, Acts February 15, 1861, February 10, 1862, February 5, 1863, March, 1868, August 3, 1868, August 15, 1868, September 17, 1868, December 18, 1868, April 10, 1869, December 13, 1871.

Main line completed September 13, 1877; is controlled by the Raleigh and Gaston Railroad Company.

No limitation as to duration of corporate powers in the original Act, ratified the 15th day of February, 1861.

The Chatham Railroad Company was chartered 1855, for the purpose of effecting railroad communication between Deep River at or near the coal fields in the county of Chatham and the city of Raleigh, or some point on the North Carolina Railroad west of the city of Raleigh, with a capital stock of \$800,000.

Pittsboro Railroad--a branch of the Raleigh and Augusta Air-Line--Moncure to Pittsboro, twelve miles. Chartered in 1886, and road built and opened in same year. Leased to the Raleigh and Augusta Air-Line Railroad Company, which practically owns the road.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. C. Hoffman.....	Baltimore, Md.....	November 12, 1896.
Louis McLane.....	Baltimore, Md.....	November 12, 1896.
C. D. Fisher.....	Baltimore, Md.....	November 12, 1896.
J. L. Minis.....	Baltimore, Md.....	November 12, 1896.
W. W. Chamberlaine.....	Portsmouth, Va.....	November 12, 1896.
J. B. Batchelor.....	Raleigh, N. C.....	November 12, 1896.
B. W. Duke.....	Durham, N. C.....	November 12, 1896.

## OFFICERS.

See S. A. L. System, page 133.

## PROPERTY OPERATED.

Raleigh and Augusta Air-Line Railroad—from Raleigh, N. C., to Gibson, N. C., miles.....	107.27
Pittsboro Railroad -from Moncure, N. C., to Pittsboro, N. C., miles.....	12
Total.....	119.27

## CAPITAL STOCK.

Capital stock—number of shares authorized.....	8,736
Par value of shares.....	\$ 100 00
Total par value authorized.....	873,600 00
Total amount issued and outstanding.....	873,600 00
Issued for cash—total number of shares issued, common.....	8,736
Total cash realized.....	873,600 00

**FUNDED DEBT.**

**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.**

Class of bond—First mortgage. Date of issue, 1886. When due, 1926.

Amount of authorized issue.....	\$ 1,000,000 00
Amount issued.....	1,000,000 00
Amount outstanding.....	1,000,000 00
Cash realized on amount issued.....	1,000,000 00
Rate of interest, 6 per cent.; payable January and July.	
Amount of interest accrued during year.....	60,000 00
Amount of interest paid during year.....	60,000 00

**EQUIPMENT TRUST OBLIGATIONS—GENERAL STATEMENT.**

Series "A"—S. A. L. Car Trust. Date of issue, March 1, 1893. Term, 10 years. Equipment covered: 14 locomotives, 4 passenger cars, 4 passenger and baggage cars, 4 mail and express cars, 25 box cars, 35 stock cars, 15 caboose cars. Series "B"—April 1, 1895, 10 years; 12 P. and F. locomotives. Series "C"—April 1, 1896, 10 years; 12 locomotives, 175 box and 100 flat cars.

**FUNDED DEBT.—Continued.**

**B. STATEMENT OF AMOUNT.**

SERIES OR OTHER DESIGNATION.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.			
	Original Amount.	Amount Outstanding.	Original Amount.	Amount Accrued During Year.	Amount Paid During Year.	Rate
One-half series A, car trust...	\$ 125,000 00	\$ 87,500 00	\$ 6,250 00	\$ 2,500 00	\$ 2,500 00	5
One third series B, car trust.	36,666 66	33,000 00	1,833 33	1,833 33	1,833 33	5
One-third series C, car trust.	83,333 33	83,333 33	4,166 66	.....	.....	5
Total.....	\$ 244,999 99	\$ 203,833 33	\$ 12,249 99	\$ 4,333 33	\$ 4,333 33	

**RECAPITULATION OF FUNDED DEBT.**

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds.....	\$ 1,000,000 00	\$ 1,000,000 00	\$ 60,000 00	\$ 60,000 00



## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 7,715 97
Bills Receivable.....	5,830 25
Due from Solvent Companies and Individuals.....	13,949 77
Net Traffic Balances due from other Companies.....	143,478 98
Total—Cash and Current Assets.....	\$ 170,974 97
Balance—Current Liabilities.....	330,754 71
Total.....	\$ 501,729 68

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1896.

Loans and Bills Payable.....	\$ 155,736 83
Audited Vouchers and Accounts.....	336,904 71
Wages and Salaries.....	9,088 14
Total—Current Liabilities.....	\$ 501,729 68

Materials and Supplies on hand—\$5,187.34.

## RECAPITULATION.

## MILEAGE OWNED BY ROAD.

ACCOUNT.	Total Amo'nt Outstanding.	Apportion- ment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock.....	\$ 873,600 00	\$ 873,600 00	107.27	\$ 8,144 00
Bonds.....	1,000,000 00	1,000,000 00	107.27	9,322 00
Equipment Trust Obligations.....	\$ 203,833 33	\$ 203,833 33	107.27	1,900 00
Total.....	\$ 2,077,433 33	\$ 2,077,433 33	107.27	\$ 19,366 00

FOR MILEAGE OPERATED BY ROAD (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Raleigh and Augusta.....	\$ 873,600 00	\$ 1,000,000 00	\$ 1,873,600 00	107.27	\$ 17,466 00

**COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.**

ITEM.	EXPENDITURES DURING YEAR— NOT INCLUDED IN OPERATING EXPENSES.	Total Cost to June 30, 1895	Total Cost to June 30, 1896.	Cost Per Mile.
	Charged to Construction or Equipment.			
<b>CONSTRUCTION :</b>				
Other Real Estate .....	\$ 50 00			
Buildings, Furniture and Fix- tures.....	4,694 89			
Engineering Expenses.....	69 20			
Sidings and Yard Extensions.....	788 08			
Total Construction .....	\$ 5,602 17	\$ 1,932,415 75	\$ 1,938,017 92	\$ 18,066 73
Total Equipment.....		\$ 46,865 74	\$ 46,115 74	\$ 429 91
Total Cost Construction, Equipment, Etc.—N. C.....	\$ 5,602 17	\$ 1,979,281 49	\$ 1,984,133 66	\$ 18,496 64

**INCOME ACCOUNT.**

Gross earnings from operation.....	\$ 463,454 60	
Less operating expenses.....	356,810 25	
Income from operation.....		\$ 106,644 35
Interest on bonds owned.....	\$ 280 00	
Miscellaneous Income—less expenses.....	\$ 9,003 87	
Income from other sources.....		9,283 87
Total income.....		\$ 115,928 22
<b>DEDUCTIONS FROM INCOME :</b>		
Interest on funded debt accrued.....	60,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	4,455 00	
Taxes.....	8,039 44	
Permanent improvements.....	2,398 12	
Total deductions from income.....		74,892 56
Net income.....		\$ 41,035 66
Surplus from operations of year ending June 30, 1896.....		\$ 41,035 66
Deficit on June 30, 1895 [from "General Balance Sheet," 1895 report]		176,091 46
Deficit on June 30, 1896 [for entry on "General Balance Sheet." ]...		\$ 135,055 80



## EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
<b>PASSENGER :</b>			
Passenger Revenue.....	\$ 97,204 90		
Less Repayments—Tickets Redeemed.....		\$ 127 99	
Excess Fares Refunded.....		190 28	
Other Repayments .....		78	
Total Deductions.....		\$ 318 05	
Total Passenger Revenue.....			\$ 96,886 85
Mail.....			8,906 56
Express .....			6,637 43
Extra Baggage and Storage.....			397 58
Other Items.....			324 97
Total Passenger Earnings.....			\$ 113,153 39
<b>FREIGHT :</b>			
Freight Revenue.....	\$ 336,398 62		
Less Repayments—Overcharge to Shippers.....		4,204 62	
Total Deductions.....		\$ 4,204 62	
Total Freight Revenue.....			\$ 332,194 00
Total Freight Earnings.....			332,194 00
Total Passenger and Freight Earnings.....			\$ 445,347 39
<b>OTHER EARNINGS FROM OPERATION :</b>			
Car Mileage—Balance.....			\$ 16,822 24
Switching Charges—Balance.....			6 00
Telegraph Companies.....			1,178 89
Rents not otherwise provided for.....			4 00
Other sources.....			96 08
Total Other Earnings.....			\$ 18,107 21
Total Gross Earnings from Operation—Entire Line.....			\$ 463,454 60

**BONDS OWNED.**  
**RAILWAY BONDS.**

NAME.	Total Par Value.	Rate.	Income or Interest Received.	Valuation
C. C. R. R. Co.....	\$.....	.....	\$.....	\$ 10,250 00
C. C. R. R. Co., Shelby Division.....	7,000 00	4%	280 00	5,337 50
Total.....			\$ 280 00	\$ 15,587 50

**MISCELLANEOUS INCOME.**

ITEM.	Gross Income.	Net Miscellaneous Income.
Outside Rents.....	\$ 1,440 00	
Interest on Accounts.....	7,563 87	
Total.....		\$ 9,003 87



## OPERATING EXPENSES.

## MAINTENANCE OF WAY AND STRUCTURES:

Repairs of Roadway.....	\$ 31,186 07
Renewals of Rails.....	7,394 07
Renewals of Ties.....	12,479 99
Repairs and Renewals of Bridges and Culverts.....	3,920 41
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards.....	274 97
Repairs and Renewals of Buildings and Fixtures.....	3,308 24
Repairs and Renewals of Telegraph.....	269 12
Stationery and Printing.....	102 05
Other Expenses.....	12 63
Total.....	<u>\$ 58,947 53</u>

## MAINTENANCE OF EQUIPMENT:

Superintendence.....	\$ 824 77
Repairs and Renewals of Locomotives.....	1,807 24
Repairs and Renewals of Passenger Cars.....	1,163 10
Repairs and Renewals of Freight Cars.....	9,412 92
Repairs and Renewals of Work Cars.....	197 77
Repairs and Renewals of Shop Machinery and Tools.....	510 46
Stationery and Printing.....	114 19
Other Expenses.....	663 66
Total.....	<u>\$ 14,694 09</u>

## CONDUCTING TRANSPORTATION:

Superintendence.....	\$ 11,893 56
Engine and Roundhouse Men.....	31,208 95
Fuel for Locomotives.....	36,169 82
Water Supply for Locomotives.....	1,702 19
Oil, Tallow and Waste for Locomotives.....	1,453 06
Other Supplies for Locomotives.....	274 63
Train Service.....	18,174 52
Train Supplies and Expenses.....	5,130 67
Switchmen, Flagmen and Watchmen.....	5,223 47
Telegraph Expenses.....	5,395 23
Station Service.....	18 654 99
Station Supplies.....	1,731 29
Switching Charges—Balance.....	294 68
Car Mileage—Balance.....	45,110 05
Hire of Equipment.....	34,335 44
Total carried forward.....	<u>\$216,782 55</u>

**OPERATING EXPENSES.—Continued.****CONDUCTING TRANSPORTATION—Continued.**

Total brought forward.....	\$216,782 55
Loss and Damage.....	6,199 94
Injuries to Persons.....	10,446 28
Clearing Wrecks.....	632 59
Advertising.....	9,322 52
Outside Agencies.....	12,330 27
Commissions.....	2,363 19
Rents for Tracks, Yards, and Terminals.....	454 76
Rents of Buildings and other Property.....	937 82
Stationery and Printing.....	4,761 03
Other Expenses.....	34 10
Total.....	<u>\$264,265 05</u>

**GENERAL EXPENSES:**

Salaries of General Officers.....	\$ 8,388 51
Salaries of Clerks and Attendants.....	5,879 80
General Office Expenses and Supplies.....	621 78
Insurance.....	339 99
Law Expenses.....	2,099 36
Stationery and Printing (General Offices).....	790 00
Other Expenses.....	784 14
Total.....	<u>\$ 18,903 58</u>

**RECAPITULATION OF EXPENSES:**

Maintenance of Way and Structures.....	\$ 58,947 53
Maintenance of Equipment.....	14,694 09
Conducting Transportation.....	264,265 05
General Expenses.....	18,903 58
Grand Total.....	<u>\$356,810 25</u>
Percentage of Expenses to Earnings—Entire Line.....	76.9



## COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1895.		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	ASSETS.	Item.		Increase.	Decrease.
\$ 1,932,415 75	Cost of Road.....	\$ 1,938,017 92			
46,865 74	Cost of Equipment.....	46,115 74			
16,587 50	Bonds Owned.....	15,587 50			
31,454 24	Other Permanent Investments.....	31,454 24			
183,929 42	Cash and Current Assets.....	170,974 97			
19,924 22	Equipment Trusts.....	32,936 17			
9,622 35	Materials and Supplies.....	5,187 34			
176,091 46	Profit and Loss.....	135,055 80			
<u>\$ 2,416,890 68</u>	Grand Total.....	<u>\$ 2,375,329 68</u>		<u>\$ 41,561 00</u>	
	LIABILITIES.				
\$ 873,600 00	Capital Stock.....	\$ 873,600 00			
1,000,000 00	Funded Debt.....	1,000,000 00			
543,290 68	Current Liabilities.....	501,729 68			
<u>\$ 2,416,890 68</u>	Grand Total.....	<u>\$ 2,375,329 68</u>			<u>\$ 41,561 00</u>

## EMPLOYEES AND SALARIES.

CLASS.	Num-ber.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers.....	10	3,130	\$ 8,625 00	\$ 2 75
Other Officers.....	6	1,878	3,780 00	2 01
General Office Clerks.....	13	4,069	10,320 36	2 54
Station Agents.....	17	5,321	8,345 88	1 56
Other Station Men.....	40	12,520	11,238 00	96
Enginemen.....	25	6,260	18,681 60	2 98
Firemen.....	20	6,260	6,134 64	98
Conductors.....	12	3,756	7,766 88	2 07
Other Trainmen.....	25	7,825	5,369 28	69
Section Foremen.....	13	4,069	5,388 00	1 32
Other Trackmen.....	109	34,117	21,689 52	64
Switchmen, Flagmen and Watchmen.....	8	2,504	2,408 08	96
Telegraph Operators and Dispatchers.....	7	2,191	2,967 96	1 35
All other Employees and Laborers.....	26	8,204	7,793 97	95
Total (Including "General Officers").....	331	94,104	\$ 120,509 17	\$ 1 21
Less "General Officers".....	10	3,130	8,625 00	
Total (Excluding "General Officers").....	321	90,974	\$ 111,884 17	\$ 1 23
DISTRIBUTION OF ABOVE:				
General Administration.....	29	9,077	22,725 36	2 50
Maintenance of Way and Structures.....	122	38,186	27,077 52	71
Conducting Transportation.....	180	46,841	70,706 29	1 51
Total (Including "General Officers").....	331	94,104	\$ 120,509 17	\$ 1 21
Less "General Officers".....	10	3,130	8,625 00	
Total (Excluding "General Officers").....	321	90,974	\$ 111,884 17	\$ 1 23
Total (Including "General Officers") Entire Line.....	331	94,104	120,509 17	1 21



## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC :</b>				
Number of passengers carried earning revenue	110,762			
Number of passengers carried one mile.....	5,455,640			
Number of passengers carried one mile per mile of road.....	928			
Average distance carried.....	49.256			
Total passenger revenue.....		96,886	85	
Average amount received from each passenger.....			87	473
Average receipts per passenger per mile.....			01	775
Total passenger earnings.....		113,153	39	
Passenger earnings per mile of road.....			81	233
Passenger earnings per train mile.....			61	075
<b>FREIGHT TRAFFIC :</b>				
Number of tons carried of freight earning revenue.....	359,037			
Number of tons carried one mile.....	27,504,504			
Number of tons carried one mile per mile of road.....	230,607			
Average distance haul of one ton.....	76.60			
Total freight revenue.....		332,194		
Average amount received for each ton of freight.....			93	275
Average receipts per ton per mile.....			01	207
Total freight earnings.....		332,194		
Freight earnings per mile of road.....		2,785	23	
Freight earnings per train mile.....		1	35	679
<b>PASSENGER AND FREIGHT :</b>				
Passenger and freight revenue.....		429,080	85	
Passenger and freight revenue per mile of road.....		3,597	56	
Passenger and freight earnings.....		445,347	39	
Passenger and freight earnings per mile of road.....		3,733	94	
Gross earnings from operation.....		463,454	60	
Gross earnings from operation per mile of road.....		3,885	76	
Gross earnings from operation per train mile.....		1	14	866
Operating expenses.....		356,810	25	
Operating expenses per mile of road.....		2,991	62	
Operating expenses per train mile.....			88	434
Income from operation.....		106,644	35	
Income from operation per mile of road.....		894	14	

## FREIGHT TRAFFIC MOVEMENT.—State of North Carolina.

COMMODITY.	Freight Originating on this Road.	Freight Received from Connecting Roads and Other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons	Per Ct
<b>PRODUCTS OF AGRICULTURE :</b>				
Grain.....	125	4,246	4,371	1.22
Flour.....	92	7,815	7,907	2.20
Hay.....	52	720	772	.22
Tobacco.....	47	2,536	2,583	.72
Cotton.....	1,405	14,865	16,270	4.53
Fruit and Vegetables.....	189	1,214	1,403	.39
<b>PRODUCTS OF ANIMALS :</b>				
Live Stock.....	76	907	983	.27
Other Packing-House Products.....	35	2,591	2,626	.73
Poultry, Game and Fish.....	3	29	32	
Wool.....	2	2	4	.09
Hides and Leather.....	5	341	346	
<b>PRODUCTS OF MINES :</b>				
Anthracite Coal.....	19	32	51	.02
Bituminous Coal.....	3,409	8,623	12,032	3.37
Ores.....		2	2	
Stone, Sand and other like articles.....	191	3,117	3,308	.92
<b>PRODUCTS OF FOREST :</b>				
Lumber.....	45,066	93,754	138,820	38.66
<b>MANUFACTURES :</b>				
Petroleum and other Oils.....	101	3,268	3,369	.94
Sugar.....	22	2,791	2,813	.78
Naval Stores.....	2,831	15,787	18,618	5.18
Iron, Pig and Bloom.....	18	1,018	1,036	.29
Iron and Steel Rails.....	45	3,777	3,822	1.07
Other Castings and Machinery.....	271	6,402	6,673	1.86
Bar and Sheet Metal.....	15	344	359	.10
Cement, Brick and Lime.....	344	783	1,127	.31
Agricultural Implements.....	27	606	633	.17
Wagons, Carriages, Tools, etc.....	74	402	476	.13
Wines, Liquors and Beers.....	37	1,403	1,440	.41
Household Goods and Furniture.....	160	1,065	1,225	.35
Cotton Mill Products.....	992	16,204	17,196	4.79
Merchandise.....	4,021	72,081	76,102	21.20
<b>MISCELLANEOUS :</b>				
Other commodities not mentioned above	3,522	29,086	32,608	9.08
Total Tonnage—Entire Line.....	63,196	295,841	359,037	100.00



DESCRIPTION OF EQUIPMENT.

ITEM.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
<b>CARS—Owned and Leased : In Passenger Service—</b>					
Second-class Cars.....	1	1	Westinghou'e	1	Janny.
Total.....	1	1	"	1	
<b>IN FREIGHT SERVICE—</b>					
Box Cars.....	29		"	8	Janny.
Flat Cars.....	46		"	11	"
Total .....	75		"	19	
<b>IN COMPANY'S SERVICE—</b>					
Caboose Cars.....	2	0	"	2	Janny.
Total .....	2		"		
Total Cars in Service.....	78		"		
Total Cars Owned.....	78		"		

MILEAGE.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Contract, Etc.	Total Mileage Operated.
	Main Line	Branches and Spurs.			
Miles of Single Track.....	96.60	10	106.60	12.00	118.60
Miles of Yard Track and Sidings.....			10.79	.38	11.17
Total Mileage Operated (All Tracks)	96.60	10	117.69	12.38	129.77

LINE IN USE.	New Line Constructed During Year.	RAILS.	
		Iron.	Steel.
Miles of Single Track.....		11.50	107.10
Miles of Yard Track and Sidings.....		11.17	
Total Mileage Operated (All Tracks).....		22.67	107.10

**RENEWALS OF RAILS AND TIES.**

**NEW TIES LAID DURING YEAR:**

Oak—Number .....	30,206
Pine—Number .....	12,581
Total .....	42,787
Average price at distributing point—Oak .....	30 cts.
Average price at distributing point—Pine .....	20 cts.

**CONSUMPTION OF FUEL BY LOCOMOTIVES.**

LOCOMOTIVES.	Coal— Bitu'inous Tons.	Wood— Soft. Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger.....	4,008	520	4,355	165,913	58.79
Freight .....	8,725	521	9,246	245,368	83.18
Switching.....	942	.....	942	54,750	38.52
Construction.....	644	.....	644	44,479	32.43
Total.....	14,319	1,041	15,187	510,510	66.63
Average cost at distributing point....	\$ 2 60	\$ 1 35			

**ACCIDENTS TO PERSONS.**

KIND OF ACCIDENT.	EMPLOYEES.						
	TRAINMEN.		SWITCHMEN, FLAG- MEN AND WATCHMEN.		Other Em- ployees— Injured.	TOTAL.	
	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.
Coupling and un coupling .....		6	1	2		1	8
Overhead Ob- structions .....		1					1
Other train acci- dents .....	2	1				2	1
Other Causes .....		1		1	1		3
Total .....	2	9	1	3	1	3	13

KIND OF ACCIDENT.	Passen- gers Injured.	OTHERS.		
		Trespass- ing. Killed.	TOTAL.	
			Killed.	Injured.
At Stations.....	1			1
Other Causes.....		1	1	



## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OF BRANCHES.			ALIGNMENT.			
			Number of Curves	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	PROFILE.
From	To	Miles.				Length of Level Line. Miles.
Raleigh.....	Hamlet.....	96.60	101	22.79	73.81	18.03
Hamlet.....	Gibson.....	10.32	12	2.31	8.01	2.74
Moncure.....	Pittsboro.....	12.00	18	3.50	8.50	2.20
Total.....		118.92	131	28.60	90.32	22.97

WORKING DIVISIONS OR BRANCHES.		PROFILE.					
		Ascending Grades.			Descending Grades.		
		No.	Sum of Ascents.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents.	Aggregate Length of Descending Grades. Miles.
Feet.	Feet.						
From	To						
Raleigh.....	Hamlet.....	85	1,205	37.20	93	1,197	41.72
Hamlet.....	Gibson.....	9	60	2.82	18	80	4.76
Moncure.....	Pittsboro.....	15	152	7.50	12	99	2.30
Total.....		109	1,417	47.52	123	1,376	48.78

## CHARACTERISTICS OF ROAD.

## BRIDGES, TRESTLES, ETC.

ITEM.	No.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet	Inches.	Feet.	Inches.
<b>BRIDGES</b>							
Iron.....	1	585		585		585	
Wooden.....	1	495		495		495	
Total.....	2	1,080					
Trestles.....	35	2,692	6	16		281	

Overhead highway crossings, bridges, 3; height of lowest above surface of rail, 16 feet.  
Gauge of track, 4 feet 9 inches, 119.27 miles.

RALEIGH AND GASTON RAILROAD COMPANY.

HISTORY.

The Raleigh and Gaston Railroad Company was organized in the year 1836, under the laws of North Carolina, Acts of December, 1835, and January 6, 1845.

Reorganized September 11, 1851.

The road was opened from Raleigh to Gaston, in 1844, and extended to Weldon in 1852. The company owns a controlling interest in the Raleigh and Augusta Air-Line Railroad, and a large interest in the Durham and Northern Railroad, also in the Carolina Central Railroad and the Georgia, Carolina and Northern Railroad.

Charter expires ninety years from December, 1835. It was amended in 1839, '43, '45, '47, '49, '51, '52, '55, '61, ('66, ordinance of convention), '67. In 1871 the section requiring the officers to reside in North Carolina was repealed.

This road has been declared by the courts to be exempt from taxation under its charter, except upon its shares of stock. It is the most important link in the Seaboard Air-Line System, and was chartered by the General Assembly of 1835 for the purpose of effecting a communication by a railroad from some point in or near the city of Raleigh to the termination of the Greenville and Roanoke Railroad, at or near Gaston, on the Roanoke river, with a capital stock of \$800,000.

Exemption from taxation surrendered.

ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Louis McLane.....	Baltimore, Md.....	November 12th, 1896.
C. D. Fisher.....	Baltimore, Md.....	November 12th, 1896.
W. W. Chamberlain.....	Portsmouth, Va.....	November 12th, 1896.
W. R. Tucker.....	Raleigh, N. C.....	November 12th, 1896.
J. B. Batchelor.....	Raleigh, N. C.....	November 12th, 1896.
W. C. Stronach.....	Raleigh, N. C.....	November 12th, 1896.

PROPERTY OPERATED.

Raleigh and Gaston Railroad—from Raleigh, N. C., to Weldon, N. C. (miles).....	97
Louisburg Railroad—from Franklinton, N. C. to Louisburg, N. C.....	10
Total miles of line.....	107

CAPITAL STOCK.

Capital stock, common—number of shares authorized.....	15,000
Par value of shares.....	\$ 100 00
Total par value authorized.....	1,500,000 00
Total amount issued and outstanding.....	1,500,000 00

MANNER OF PAYMENT OF CAPITAL STOCK.

Issued for reorganization—total number of shares issued and outstanding.....	15,000
Total cash realized.....	1,500,000 00



## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—First mortgage. Date of issue, 1873. When due, 1898.	
Amount of authorized issue.....	\$ 1,000,000 00
Amount issued.....	1,000,000 00
Amount outstanding.....	1,000,000 00
Cash realized on amount issued.....	1,000,000 00
Rate of interest, 8 per cent.; payable January and July.	
Amount of interest accrued during year.....	80,000 00
Amount of interest paid during year.....	80,000 00

## FUNDED DEBT.—Continued.

## EQUIPMENT TRUST OBLIGATIONS.—A. GENERAL STATEMENT.

SERIES OR OTHER DESIGNATION.	Date of Issue.	Term.	Equipment Covered.
Series A, S. A. L. Eqt.....	Jan. 1, 1890	10 yrs.	11 Locos., 3 M. B. & Ex., 15 Caboose, 52d cl. Pass., 4 1st cl. Pass., 200 Box.
Series B, S. A. L. Eqt.....	Jan. 1, 1891	10 yrs.	4 Shifting Locos., 4 Frt. Locos., 4 Pass. Locos., 3 Postal Cars, 5 1st cl. Pass., 200 Box, 25 Coal Cars.
Series B, S. A. L. Car Trust.....	Apr. 1, 1895	10 yrs.	12 Pass. and Frt. Locos.
Series C, S. A. L. Car Trust.....	Apr. 1, 1896	10 yrs.	12 Locos., 175 Box, 100 Flat Cars.

## B. STATEMENT OF AMOUNT.

SERIES OR OTHER DESIGNATION.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.			
	Original Amount.	Amount Outstanding.	Original Amount.	Amount Accrued During Year.	Amount Paid During Year.	Rate
One-half Series A, Eqt.....	\$ 125,000 00	\$ 50,000 00	\$ 6,250 00	\$ 3,125 00	\$ 3,125 00	5
One-half Series B, Eqt.....	125,000 00	62,500 00	6,250 00	3,750 00	3,750 00	5
One-third Series B, Car Trust.	36,666 66	33,000 00	1,833 33	1,833 33	1,833 33	5
One-third Series C, Car Trust.	83,333 33	83,333 33	4,166 66			5
Total.....	\$ 369,999 99	\$ 228,833 33	\$ 18,499 99	\$ 8,708 33	\$ 8,708 33	

**RECAPITULATION OF FUNDED DEBT.**

Mortgage Bonds—Amount issued.....	\$ 1,000,000 00
Amount outstanding.....	1,000,000 00
Amount of interest accrued during year.....	80,000 00
Amount of interest paid during year.....	80,000 00

**CURRENT ASSETS AND LIABILITIES.**

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 6,083 50
Bills Receivable.....	656,140 37
Due from Solvent Companies and Individuals.....	363,506 67
Net Traffic Balances due from other Companies.....	43,341 76
Total—Cash and Current Assets.....	\$1,069,072 30

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1896.

Loans and Bills Payable.....	\$ 97,635 24
Audited Vouchers and Accounts.....	205,171 74
Wages and Salaries.....	35,210 20
Total—Current Liabilities.....	\$ 338,017 18
Balance—Cash Assets.....	731,055 12

Total.....\$1,069,072 30

Materials and Supplies on hand--\$87,044.75.

**RECAPITULATION.**

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.	AMOUNT PER MILE OF LINE.	
		To Railroads.	Miles.	Amount.
Capital Stock.....	\$ 1,500,000 00	\$ 1,500,000 00	97	\$ 15,464 00
Bonds.....	1,000,000 00	1,000,000 00	97	10,309 00
Equipment Trust Obligations.....	228,833 33	228,833 33	97	2,359 00
Total.....	\$ 2,728,833 33	\$ 2,728,833 33	97	\$ 28,132 00

**B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN INCOME ACCOUNT.**

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
R. and G.....	\$ 1,500,000 00	\$ 1,000,000 00	\$ 2,500,000 00	97	\$ 25,773 00



## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR— NOT INCLUDED IN OPERATING EXPENSES.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Total Cost Per Mile.
	Charged to Construction or Equipment.			
<b>CONSTRUCTION:</b>				
Other Superstructure.....	\$ 1,605 61			
Buildings, Furniture and Fix- tures.....	4,647 44			
Shop Machinery and Tools.....	20 16			
Engineering Expenses.....	70 10			
Sidings and Yard Extensions...	752 60			
Total Construction.....	\$ 6,545 91	\$ 1,582,761 17	\$ 1,589,307 08	\$ 14,853 33
Total Equipment.....		\$ 94,070 98	\$ 93,320 98	\$ 872 16
Total Cost Construction, Equipment, Etc.—N. C.....	\$ 6,545 91	\$ 1,676,832 15	\$ 1,682,628 06	\$ 15,725 49

## INCOME ACCOUNT.

Gross earnings from operation.....	\$ 599,196 68	
Less operating expenses.....	375,574 83	
Income from operation.....		\$ 224,621 85
Dividends on stocks owned.....	\$ 4,310 00	
Interest on bonds owned.....	4,000 00	
Miscellaneous income—less expenses.....	23,937 07	
Income from other sources.....		32,247 07
Total income.....		\$ 256,868 92
<b>DEDUCTIONS FROM INCOME:</b>		
Interest on funded debt accrued.....	\$ 80,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	3,350 00	
Taxes.....	14,856 08	
Other deductions.....	138,872 70	
Total deductions from income.....		237,078 78
Net income.....		\$ 19,790 14
Surplus from operations of year ending June 30, 1896.....		19,790 14
Surplus on June 30, 1895, [from "General Balance Sheet," 1895 report].....		\$ 1,386,782 80
Additions for year.....		\$ 19,790 16
Surplus on June 30, 1893, [for entry on "General Balance Sheet,"]		\$ 1,406,572 94

**EARNINGS FROM OPERATION.**

ITEM.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
<b>PASSENGER:</b>			
Passenger revenue.....	\$ 129,216 11		
Less repayments—Tickets redeemed.....		\$ 114 39	
Excess fares refunded.....		220 18	
Total deductions.....		\$ 334 57	
Total passenger revenue.....			\$ 128,881 54
Mail.....			11,852 43
Express.....			10,212 59
Extra baggage and storage.....			1,145 32
Other items.....			548 11
Total passenger earnings.....			\$ 152,639 99
<b>FREIGHT:</b>			
Freight Revenue.....	\$ 405,218 72		
Less repayments—Overcharge to shippers.....		\$ 4,920 24	
Total deductions.....		\$ 4,920 24	
Total freight revenue.....			\$ 400,298 48
Total freight earnings.....			\$ 400,298 48
Total passenger and freight earnings.....			\$ 552,938 47
<b>OTHER EARNINGS FROM OPERATION:</b>			
Car Mileage—Balance.....			8,401 94
Switching charges—Balance.....			392 04
Telegraph companies.....			869 17
Rents not otherwise provided for.....			6,008 30
Other sources.....			30,586 76
Total other earnings.....			\$ 46,258 21
Total gross earnings from operation—North Carolina.....			\$ 599,196 68
Total gross earnings from operation—entire line.....			599,196 68



**STOCKS OWNED.**  
**RAILWAY STOCKS.**

NAME.	Rate	Income or Dividend Received.	Valuation
R. & G. R. R. Co.....			\$ 87,960 50
R. & A. A. L. R. R. Co.....			157,273 50
Louisburg R. R. Co.....			45 00
C. N. & L. R. R. Co.....			5,001 00
G. C. & N. Ry Co.....			250,000 00
R. F. & P. R. R. Co.....	8	560	9,695 00
D. & N. Ry Co.....	2½	3,750	150,000 00
Ca. So. R. R. Co.....			3,000 00
S. A. L. Belt R. R. Co.....			24,980 00
Total.....		\$ 4,310	\$687,955 00

**MISCELLANEOUS INCOME.**

ITEM.	Gross Income.	Net Miscellane- ous Income.
Outside Rents.....	\$ 1,625 00	
Interest on Account.....	22,312 07	
Total.....		\$ 22,937 07

## OPERATING EXPENSES.

## MAINTENANCE OF WAY AND STRUCTURES:

Repairs of roadway.....	\$	31,005	99
Renewals of ties.....		5,783	33
Repairs and renewals of bridges and culverts.....		1,069	72
Repairs and renewals of fences, road crossings, signs and cattle guards...		67	18
Repairs and renewals of buildings and fixtures.....		12,749	85
Repairs and renewals of telegraph.....		341	82
Stationery and printing.....		143	73
Other expenses.....		21	42
Total.....	\$	51,183	04

## MAINTENANCE OF EQUIPMENT:

Superintendence.....	\$	4,312	13
Repairs and renewals of locomotives.....		25,891	85
Repairs and renewals of passenger cars.....		6,363	54
Repairs and renewals of freight cars.....		16,476	01
Repairs and renewals of work cars.....		198	89
Repairs and renewals of marine equipment.....		17	33
Repairs and renewals of shop machinery and tools.....		7,173	24
Stationery and printing.....		277	64
Other expenses.....		2,536	29
Total.....	\$	63,246	92

## CONDUCTING TRANSPORTATION:

Superintendence.....	\$	15,355	04
Engine and roundhouse men.....		31,414	80
Fuel for locomotives.....		43,983	11
Water supply for locomotives.....		1,812	78
Oil, tallow and waste for locomotives.....		1,697	40
Other supplies for locomotives.....		784	65
Train service.....		17,646	81
Train supplies and expenses.....		2,575	60
Switchmen, flagmen, and watchmen.....		5,917	46
Telegraph expenses.....		6,217	63
Station service.....		24,611	46
Station supplies.....		2,163	04
Switching charges—balance.....		105	44
Car mileage—balance.....		9,429	07
Hire of equipment.....		13,053	17
Total carried forward.....	\$	176,767	46



## OPERATING EXPENSES.—Continued.

## CONDUCTING TRANSPORTATION—Continued.

Total brought forward.....	\$ 176,767 46
Loss and damage.....	4,873 00
Injuries to persons.....	9,190 61
Clearing wrecks.....	616 60
Advertising.....	9,413 14
Outside agencies.....	17,261 58
Commissions.....	2,384 57
Rents for tracks, yards and terminals.....	454 75
Rents of buildings and other property.....	2,349 98
Stationery and printing.....	6,342 91
Other expenses.....	68 62
Total.....	\$ 229,723 22

## GENERAL EXPENSES:

Salaries of general officers.....	11,940 32
Salaries of clerks and attendants.....	8,389 35
General office expenses and supplies.....	865 94
Insurance.....	3,353 03
Law expenses.....	3,632 84
Stationery and printing (general offices).....	1,190 82
Other expenses.....	1,049 35
Total.....	\$ 30,421 65

## RECAPITULATION OF EXPENSES:

Maintenance of way and structures.....	51,183 04
Maintenance of equipment.....	63,246 92
Conducting transportation.....	229,723 22
General expenses.....	30,421 65
Grand total.....	\$ 374,574 83
Percentage of expenses to earnings—entire line.....	59.9

**RENTALS PAID.**

**RENTS PAID FOR TRACKS, YARDS AND TERMINALS.**

DESIGNATION OF PROPERTY.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
<b>TERMINALS:</b>				
Union Depot.....	Raleigh, N. C.....	N. Car. R. R.....	\$454 75	
Grand Total Rents—B.....				\$ 454 75

**COMPARATIVE GENERAL BALANCE SHEET.**

JUNE 30, 1895.		JUNE 30, 1896.	YEAR ENDING June 30, 1896.
Item.	ASSETS.	Item.	Increase.
\$ 1,582,761 17	Cost of Road.....	\$ 1,589,307 08	
94,070 98	Cost of Equipment.....	93,326 98	
687,975 00	Stocks Owned.....	687,955 00	
552,791 08	Bonds Owned.....	550,791 08	
66,165 05	Other Permanent Investments.....	66,165 05	
1,034,217 93	Cash and Current Assets.....	1,069,072 30	
80,790 37	Equipment Trusts.....	100,963 88	
74,856 89	Materials and Supplies.....	87,044 75	
<b>\$ 4,173,628 47</b>	<b>Grand Total.....</b>	<b>\$ 4,244,590 12</b>	<b>\$ 70,961 65</b>
	<b>LIABILITIES.</b>		
\$ 1,500,000 00	Capital Stock.....	\$ 1,500,000 00	
1,000,000 00	Funded Debt.....	1,000,000 00	
277,799 05	Current Liabilities.....	338,017 18	
1,395,829 42	Profit and Loss.....	1,406,572 94	
<b>\$ 4,173,628 47</b>	<b>Grand Total.....</b>	<b>\$ 4,244,590 12</b>	<b>\$ 70,961 65</b>



## EMPLOYEES AND SALARIES.

CLASS.	Number	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Compen- sation.
General Officers.....	10	3,130	\$ 12,135 00	\$ 3 88
Other Officers.....	6	1,878	3,972 00	2 12
General Office Clerks.....	18	5,634	14,289 60	2 53
Station Agents.....	18	5,634	10,470 00	1 86
Other Station Men.....	40	12,520	18,711 60	1 49
Enginemen.....	20	6,260	18,902 16	3 02
Firemen.....	20	6,260	6,300 72	1 01
Conductors.....	10	3,130	7,632 24	2 44
Other Trainmen.....	40	12,520	11,595 48	93
Machinists.....	81	25,353	53,377 68	2 11
Carpenters.....	70	21,910	33,636 12	1 55
Other Shopmen.....	225	70,234	103,947 60	1 48
Section Foremen.....	14	4,382	6,060 00	1 38
Other Trackmen.....	78	24,414	12,284 28	50
Switchmen, Flagmen and Watchmen.....	10	3,130	7,512 00	2 40
Telegraph Operators and Dispatchers.....	14	4,882	696 00	1 59
All Other Employees and Laborers.....	152	47,782	56,127 72	1 25
Total (Including "General Officers").....	826	258,553	\$ 377,650 20	\$ 1 46
Less "General Officers".....	10	3,130	12,135 00	
Total (Excluding "General Officers").....	816	255,423	\$ 365,515 20	\$ 1 43
DISTRIBUTION OF ABOVE:				
General Administration.....	34	10,642	30,396 60	2 85
Maintenance of Way and Structures.....	92	28,796	18,344 28	63
Maintenance of Equipment.....	376	117,497	190,961 40	1 62
Conducting Transportation.....	324	101,618	137,947 92	1 35
Total (Including "General Officers").....	826	258,553	\$ 377,650 20	\$ 1 46
Less "General Officers".....	10	3,130	12,135 00	
Total (Excluding "General Officers").....	816	255,423	\$ 365,515 20	\$ 1 43
Total (Including "General Officers")—En- tire Line.....	826	258,553	377,650 20	1 46

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—Entire Line.

ITEM.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue	141,109			
Number of passengers carried one mile .....	6,728,919			
Number of passengers carried one mile per mile of road.....	1,318			
Average distance carried.....	47.686			
Total passenger revenue .....		128,881	54	
Average amount received from each passenger .....			91	334
Average receipts per passenger per mile.....			1	915
Total passenger earnings.....		152,639	99	
Passenger earnings per mile of road.....		1,204	50	
Passenger earnings per train mile.....			85	431
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning revenue .....	398,827			
Number of tons carried one mile.....	34,119,594			
Number of tons carried one mile per mile of road.....	318,874			
Average distance haul of one ton.....	85.54			
Total freight revenue.....		400,298	48	
Average amount received for each ton of freight .....		1	00	369
Average receipts per ton per mile.....			1	173
Total freight earnings.....		400,298	48	
Freight earnings per mile of road.....		3,741	10	
Freight earnings per train mile.....		1	68	328
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue .....		529,180	02	
Passenger and freight revenue per mile of road .....		4,945	60	
Passenger and freight earnings.....		552,938	47	
Passenger and freight earnings per mile of road .....		5,167	65	
Gross earnings from operation.....		599,196	68	
Gross earnings from operation per mile of road .....		5,599	97	
Gross earnings from operation per train mile .....		1	54	143
Operating expenses.....		374,574	83	
Operating expenses per mile of road.....		3,500	70	
Operating expenses per train mile.....			96	359
Income from operation.....		224,621	85	
Income from operation per mile of road.....		2,099	27	



## FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	Freight Originating on This Road.	Freight Received From Con- necting Roads and Other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
<b>PRODUCTS OF AGRICULTURE:</b>				
Grain .....	560	7,100	7,660	1.92
Flour .....	116	11,475	11,591	2.90
Hay .....	84	1,234	1,318	.33
Tobacco .....	5,481	10,786	16,267	4.07
Cotton .....	6,317	15,936	22,253	5.58
Fruit and Vegetables.....	289	7,407	7,696	1.92
<b>PRODUCTS OF ANIMALS:</b>				
Live Stock.....	219	1,430	1,649	.41
Other Packing-House Products.....	81	4,286	4,367	1.09
Poultry, Game and Fish.....	13	243	256	.06
Wool .....	3	4	7	
Hides and Leather.....	58	527	585	.14
<b>PRODUCTS OF MINES:</b>				
Anthracite Coal.....	27	158	185	.04
Bituminous Coal.....	76	10,383	10,459	2.63
Ores.....	2	2	4	
Stone, Sand and other like articles.....	7,856	1,441	9,297	2.33
<b>PRODUCTS OF FOREST:</b>				
Lumber.....	4,592	99,845	104,437	26.19
<b>MANUFACTURES:</b>				
Petroleum and other Oils.....	599	4,336	4,935	1.24
Sugar .....	39	3,684	3,723	.94
Naval Stores.....	30	13,763	13,793	3.46
Iron, Pig and Bloom.....	39	2,596	2,635	.67
Iron and Steel Rails.....		2,388	2,388	.60
Other Castings and Machinery.....	247	7,095	7,342	1.84
Bar and Sheet Metal.....	42	488	530	.14
Cement, Brick and Lime.....	2,527	2,392	4,919	1.24
Agricultural Implements.....	11	99	110	.03
Wagons, Carriages, Tools, etc.....	61	370	431	.11
Wines, Liquors and Beers.....	202	1,667	1,869	.47
Household Goods and Furniture.....	305	1,311	1,616	.41
Cotton Mill Products.....	1,044	20,761	21,805	5.46
Merchandise.....	6,961	81,395	88,356	22.16
<b>MISCELLANEOUS:</b>				
Other commodities not mentioned above	5,215	41,129	46,344	11.62
Total Tonnage—Entire Line.....	43,096	355,731	398,827	100.00

DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Name.	No.	Name.
<b>LOCOMOTIVES—Owned and leased:</b>						
Passenger.....		15	15	Westi'ghouse	15	M. C. B.
Freight.....		9	7	"	10	"
Switching.....		2	1	"	1	"
Total Locomotives in Service.....		26	23		26	
<b>CARS—Owned and Leased:</b>						
<b>IN PASSENGER SERVICE—</b>						
First-class Cars.....		6	6	Westi'ghouse	6	Janney.
Second-class Cars.....		6	6	"	6	"
Combination Cars.....		3	3	"	3	"
Sleeping Cars.....		3	3	"	3	"
Baggage, Express and Postal Cars.....	1	7	7	"	7	"
Total.....	1	25	25		25	
<b>IN FREIGHT SERVICE—</b>						
Box Cars.....		226	13	Westi'ghouse	103	Janney.
Flat Cars.....		327			189	"
Stock Cars.....		2				
Total.....		555	13		292	
<b>IN COMPANY'S SERVICE—</b>						
Derrick Cars.....		1	1	Westi'ghouse	1	Janney.
Caboose Cars.....		29			21	"
Total.....		30			22	
Total Cars in Service.....		610				
Total Cars owned.....		610				



## MILEAGE.

LINE IN USE.	Line Represented by Capital Stock—Main Line	Line of Proprietary Companies.	Line Operated Under Lease.	Total Mileage Operated.	RAILS.	
					Iron.	Steel.
Miles of single track.....	97	97	10.00	107		107
Miles of yard track and sidings.....		11.43	.69	12.12	12.12	
Total mileage operated (all tracks).....	97	108.43	10.69	119.12	12.12	107

## RENEWALS OF RAILS AND TIES.

## NEW TIES LAID DURING YEAR:

Switch Ties, Oak—Number.....	188
Eight Feet Oak—Number.....	19,153
Total.....	19,341
Average Price at Distributing Point—Switch Oak.....	70 cts.
“ “ “ “ —Eight Feet Oak.....	31½ cts.

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal. Bituminous. Tons.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger.....	5,423	5,423	175,826	69.08
Freight.....	9,027	9,027	236,690	85.43
Switching.....	1,004	1,004	62,128	36.19
Construction.....	461.50	461.50	24,369	42.42
Total.....	15,915.50	15,915.50	499,013	71.44
Average Cost at Distributing Point.....	\$ 2 82			

ACCIDENTS TO PERSONS.—State of North Carolina.

KIND OF ACCIDENT.	EMPLOYEES.						
	TRAINMEN.		SWITCHMEN, FLAGMEN AND WATCHMEN.		Other Employees—Injured.	TOTAL.	
	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.
Coupling and uncoupling.....		3		1			4
Other Causes.....		2			1		3
Total.....		5		1	1		7

KIND OF ACCIDENT.	Passengers Injured.	OTHERS.		
		Trespassing-Killed.	TOTAL.	
			Killed.	Injured.
At Stations.....	1	1	1	1
Total.....	1	1	1	1

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.				ALIGNMENT.			
				Number of Curves	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	PROFILE.
From	To	Miles.	Length of Level Line. Miles.				
Weldon.....	Raleigh.....	97	84	31.30	65.70	18.07	
Franklinton.....	Louisburg.....	10	14	3.90	6.10	2.19	
	Total.....	107	98	35.20	71.80	20.26	

WORKING DIVISIONS OR BRANCHES.				PROFILE.					
				Ascending Grades.			Descending Grades.		
				No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
From	To								
Weldon.....	Raleigh.....	57	884	39.51	55	686	39.42		
Franklinton.....	Louisburg.....	15	88	2.59	25	110	5.22		
	Total.....	72	972	42.10	80	796	44.64		



**CHARACTERISTICS OF ROAD.—Continued.**  
**BRIDGES, TRESTLES, ETC.**

ITEM.	No.	AGGREGATE LENGTH.		MINIMUM LENGTH.	MAXIMUM LENGTH.
		Feet.	Inches.	Feet.	Feet.
<b>BRIDGES :</b>					
Wooden.....	6	2,159	2	134	827
Trestles.....	1	36	.....	36	36

Overhead highway crossings, bridges, 2: height of lowest above surface of rail, 18 ft., 2 in.  
 Gauge of track, four feet, nine inches, 97 miles.  
 Gauge of track, four feet, nine inches, 10 miles.

## SEABOARD AND ROANOKE RAILROAD COMPANY.

## HISTORY.

The Seaboard and Roanoke Railroad Company was organized July 5, 1847, under the laws of the State of Virginia, Act passed March 10, 1847, and November, 1852.

United with the Roanoke Railroad Company, under Act passed February 1, 1848, by Virginia Assembly, and January 29, 1849, by North Carolina Assembly. Act to incorporate the Roanoke Railroad Company, ratified January 15, 1847. The former name of the company was Portsmouth and Roanoke Railroad Company, reorganized under Acts of Virginia, March 8, 1832.

The company has a large interest in the Carolina Central, the Raleigh and Gaston, the Raleigh and Augusta Air-Line, Georgia, Carolina and Northern, the Pittsboro and the Carthage Railroads.

The corporate powers of this company were granted for sixty years from the passage of the Act creating the Portsmouth and Roanoke Railroad Company, passed at the session of 1832.

This corporation was chartered for the purpose of making a railroad from the town of Portsmouth in the State of Virginia to some point on the Roanoke River, to be selected by the company.

## ORGANIZATION.

NAMES OF DIRECTORS	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Enoch Pratt.....	Baltimore, Md.....	October 6th, 1896.
Louis McLane.....	Baltimore, Md.....	October 6th, 1896.
C. D. Fisher.....	Baltimore, Md.....	October 6th, 1896.
M. Robinson.....	Philadelphia, Pa.....	October 6th, 1896.
W. W. Fuller.....	New York.....	October 6th, 1896.
L. R. Watts.....	Portsmouth, Va.....	October 6th, 1896.

## OFFICERS.

See Seaboard Air-Line System, page 133.

## PROPERTY OPERATED.

NAME	TERMINALS		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Seaboard and Roanoke R. R.....	Portsmouth, Va.	Weldon, N. C.....	78.6	
Seaboard and Roanoke R. R.....	Boykins, Va.....	Sta. Line, Va., N. C	2.7	81.3
Roanoke and Tar River R. R.....	Sta. Line, Va., N. C	Lewiston, N. C....	32.3	32.3
Total.....				113.6



## CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Am't Issued and Outstand'g.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital Stock—Common	11,442	\$ 100 00	\$ 1,500,000 00	\$ 1,144,200 00	.....	
Preferred .....	2,000	100 00	200,000 00	200,000 00	7 Per Ct.	\$ 14,000 00
Second preferred.....	442	100 00	90,000 00	44,200 00	7 Per Ct.	3,094 00
Total.....	13,884		\$ 1,790,000 00	\$ 1,388,400 00		\$ 17,094 00

MANNER OF PAYMENT FOR CAPITAL STOCK.	Tot'l Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash—Common.....	5,295	\$ 517,000 00
Issued for Bonds—Common.....	6,147	606,450 00
Preferred.....	2,442	244,200 00
Total.....	13,884	\$ 1,367,650 00

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—First mortgage bond. Date of issue, 1886. When due, 1926.	
Amount of authorized issue.....	\$ 2,500,000 00
Amount issued.....	2,500,000 00
Amount outstanding.....	2,500,000 00
Cash realized on amount issued.....	2,561,183 12
Rate of interest, 5 per cent. When payable, January and July.	
Amount of interest accrued during year.....	125,000 00
Amount of interest paid during year.....	125,000 00
Miscellaneous obligations. Date of issue, 1886. When due, 1916.	
Amount of authorized issue.....	690,000 00
Amount issued.....	690,000 00
Amount outstanding.....	690,000 00
Cash realized on amount issued.....	690,000 00
Rate of interest, 6 per cent. When payable, February and August.	
Amount of interest accrued during year.....	41,400 00
Amount of interest paid during year.....	41,400 00

## FUNDED DEBT.—Continued.

## EQUIPMENT TRUST OBLIGATIONS. A. GENERAL STATEMENT.

SERIES OR OTHER DESIGNATION.	Date of Issue.	Term.	Equipment Covered.
Series A, S. A. L. Eqt .....	Jan. 1, 1890	10 yrs.	11 Locos., 1 Supt. Car, 3 M. B. & Ex. Cars, 5 2d c. P. & Com., 4 1st cl. Pass., 200 Box, 15 Caboose.
Series B, S. A. L. Eqt.....	Jan. 1, 1891	10 yrs.	4 Switch Locos., 4 Frt. Locos, 4 Pass. Locos., 3 Postal Cars, 5 1st cl. Pass. Cars, 200 Box, 25 Coal.
Series A, S. A. L. Car Trust.....	Mch. 1, 1893	10 yrs.	14 Locos., 4 1st cl. Pass. Cars, 4 P. & Bag., 4 M. & Ex., 15 Caboose, 35 Stock, 25 Box Cars.
Series B, S. A. L. Car Trust.....	Apr. 1, 1895	10 yrs.	12 P. & F. Locos.
Series C, S. A. L. Car Trust.....	Apr. 1, 1896	10 yrs.	12 Locos., 175 Box, 100 Flat Cars.

## B. STATEMENT OF AMOUNT.

SERIES OR OTHER DESIGNATION.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.			
	Original Amount.	Amount Outstanding.	Original Amount.	Amount Accrued During Year.	Amount Paid During Year.	Rate
One-half Series A, Eqt.....	\$ 125,000 00	\$ 50,000 00	\$ 6,250 00	\$ 3,125 00	\$ 3,125 00	5
One-half Series B, Eqt.....	125,000 00	62,500 00	6,250 00	3,750 00	3,750 00	5
One-half Series A, Car Trust...	125,000 00	87,500 00	6,250 00	2,500 00	2,500 00	5
One-third Series B, Car Trust.	36,666 66	33,000 00	1,833 33	1,833 33	1,833 33	5
One-third Series C, Car Trust.	83,333 33	83,333 33	4,166 66	.....	.....	5
Total.....	\$ 494,999 99	\$ 316,333 33	\$24,749 99	\$11,208 33	\$11,208 33	

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage Bonds.....	\$ 2,500,000 00	\$ 2,500,000 00	\$ 125,000 00	\$ 125,000 00
Miscellaneous Obligations.....	690,000 00	690,000 00	41,400 00	41,400 00
Total.....	\$ 3,190,000 00	\$ 3,190,000 00	\$ 166,400 00	\$ 166,400 00



**CURRENT ASSETS AND LIABILITIES.**

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash .....	\$ 233,752 88
Bills Receivable.....	670,953 38
Due from Solvent Companies and Individuals.....	197,531 70
Net Traffic Balances due from other Companies.....	30,097 70
Total—Cash and Current Assets.....	\$1,132,335 66
Total.....	\$1,132,535 66

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1896.

Audited Vouchers and Accounts.....	\$ 97,944 75
Wages and Salaries.....	14,823 54
Total—Current Liabilities.....	\$ 112,768 29
Balance—Cash Assets.....	1,019,567 37
Total.....	\$1,132,335 66

Materials and Supplies on hand, \$9,721.58.

**RECAPITULATION.**

## A. FOR MILEAGE OWNED.

ACCOUNT.	Total Amount. Outstanding.	APPORTION- MENT. To Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock.....	\$ 1,388,400 00	\$ 1,388,400 00	8 13	\$ 17,077 00
Bonds.....	3,190,000 00	3,190,000 00	"	39,237 00
Equipment Trust Obligations.....	316,333 33	316,333 33	"	3,890 00
Total.....	\$ 4,894,733 33	\$ 4,894,733 33	8 13	\$ 60,204 00

## B. FOR MILEAGE OPERATED.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
S. and R.....	\$ 1,388,400 00	\$ 3,190,000 00	\$ 4,578,400 00	81.30	\$ 56,314 00
R. and T.....	5,150 00	260,000 00	265,150 00	32.3	8,209 00
Total carried forward.	\$ 1,393,550 00	\$ 3,450,000 00	\$ 4,843,550 00	113.6	\$ 64,523 00

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR— NOT INCLUDED IN OPERATING EXPENSES.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
	Charged to Con- struction or Equipment.			
<b>CONSTRUCTION:</b>				
Right of Way.....	\$.....	\$.....	\$ 122,575 00	\$ 1,507 60
Other Real Estate.....	1,250 00	402,668 20	403,918 20	4,968 23
Grading and Bridge and Culvert Masonry.....			450,000 00	5,535 05
Bridges and Trestles.....			244,218 95	3,003 92
Rails.....			363,539 62	4,471 59
Ties.....			60,000 00	738 00
Other Superstructure.....			29,330 16	360 76
Buildings, Furniture, and Fix tures.....	27,603 76	210,262 94	237,866 70	2,925 79
Shop Machinery and Tools.....	506 30	30,366 02	30,872 32	379 76
Engineering Expenses.....	52 85	34,104 66	34,157 51	426 00
Interest during Construction.....			36,000 00	442 80
Telegraph Line.....			7,890 82	97 06
Wharfing, etc.....			161,771 68	1,251 80
Sidings and Yard Extensions.....	2,486 00	41,277 04	43,763 04	555 73
Terminals, Facilities and Eleva- tors.....	1,062 56	186,132 76	186,195 32	2,381 17
Other items.....			321,964 64	3,960 20
Total Construction.....	\$ 32,961 47	\$ 2,642,102 49	\$ 2,675,063 96	\$ 32,903 62
<b>EQUIPMENT:</b>				
Locomotives.....			60,000 00	738 00
Passenger Cars.....			24,000 00	295 20
Sleeping, Parlor and Dining Cars.....			7,450 00	91 63
Baggage, Express and Postal Cars.....			6,000 00	73 80
Combination Cars.....			11,997 80	147 58
Freight Cars.....			155,514 79	1,912 86
Other Cars of all classes.....	2,375 00	6,097 71	8,472 71	104 02
Floating Equipment.....	11,000 00	21,591 54	32,591 54	400 88
Total Equipment.....	\$ 13,375 00	\$ 292,651 84	\$ 306,026 84	\$ 3,764 17
Grand Total Cost Construc- tion, Equipment, Etc.....	\$ 46,336 47	\$ 2,934,754 33	\$ 2,981,098 80	\$ 36,667 78
Total Cost Construction, Equipment, Etc., N. C.....			134,745 30	16,573 83



## INCOME ACCOUNT.

Gross Earnings from Operation.....	\$ 837,786 79	
Less Operating Expenses.....	540,855 71	
Income from Operation.....		\$ 296,931 08
Dividends on Stocks Owned.....	\$ 18,876 00	
Interest on Bonds Owned.....	31,958 00	
Miscellaneous Income—less Expenses.....	39,368 54	
Income from Other Sources.....		90,202 54
Total Income.....		\$ 387,133 62
DEDUCTIONS FROM INCOME :		
Interest on funded debt accrued.....	\$ 166,400 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	4,295 84	
Rents Paid for Lease of Road.....	16,250 00	
Taxes.....	27,179 05	
Other Deductions.....	139,525 46	
Total Deductions from Income.....		\$ 353,650 35
• Net Income.....		\$ 33,483 27
Dividends, 7 per cent., Preferred Stock.....	\$ 17,094 00	
Total.....		\$ 17,094 00
Surplus from operations of year ending June 30, 1896.....		\$ 16,389 27
Surplus on June 30, 1895, [from "General Balance Sheet," 1895 report].....		\$ 1,486,511 47
Additions for Year.....		\$ 16,389 27
Surplus on June 30, 1896 [for entry on "General Balance Sheet"].....		\$ 1,502,900 74

## EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
<b>PASSENGER:</b>			
Passenger Revenue.....	\$ 89,614 41		
Less Repayments—Tickets Redeemed.....		\$ 323 09	
Excess Fares Refunded.....		111 35	
Other Repayments.....			
Total Deductions.....		\$ 434 44	
Total Passenger Revenue.....			\$ 89,179 97
Mail.....			9,497 72
Express.....			8,058 15
Extra Baggage and Storage.....			1,104 05
Other Items.....			452 95
Total Passenger Earnings.....			\$ 108,292 84
<b>FREIGHT:</b>			
Freight Revenue.....	\$ 672,457 05		
Less Repayments—Overcharge to Shippers.....		3,490 78	
Total Deductions.....		\$ 3,490 78	
Total Freight Revenue.....			\$ 668,966 27
Total Freight Earnings.....			668,966 27
Total Passenger and Freight Earnings.....			\$ 777,259 11
<b>OTHER EARNINGS FROM OPERATION:</b>			
Car Mileage—Balance.....			\$ 20,619 51
Switching Charges—Balance.....			3,934 05
Telegraph Companies.....			1,118 88
Rents from Tracks, Yards, and Terminals.....			5,568 40
Rents not otherwise provided for.....			18,440 63
Other sources.....			10,846 21
Total Other Earnings.....			\$ 60,527 68
Total Gross Earnings from Operation—North Carolina.....			\$ 378,679 62
Total Gross Earnings from Operation—Entire Line.....			\$ 837,786 79



## STOCKS OWNED.

## A. RAILWAY STOCKS.

NAME.	Total Par Value.	Valuation.
R. & G. R. R. ....	\$ 742,200 00	\$ 369,412 00
G. C. & N. Ry. Co.....	248,700 00	248,700 00
S. & R. R. R. Co.....	300 00	300 000
R. T. R. R. Co.....	500,000 00	5,000 00
C. N. & L. R. R. Co.....	5,001 00	5,001 00
Co. So. R. R. Co.....	30,000 00	3,000 00
S. A. L. Belt R. R. Co.....	24,975 00	24,975 00
Total.....		\$ 656,388 00

## B. OTHER STOCKS.

NAME.	Total Par Value	Rate	Income or Dividend Received.	Valuation
Old Dom. S. S. Co.....	\$ 187,600 00	6	\$ 11,256 00	\$ 221,870 00
B. & P. Co.....	127,000 00	6	7,620 00	127,500 00
Total.....			\$ 18,876 00	\$ 349,370 00
Grand Total A and B.....			\$ 18,876 00	\$1,005,758 00

**BONDS OWNED.****A. RAILWAY BONDS.**

NAME.	Total Par Value.	Rate.	Income or Interest Received.	Valuation
R. F. & P. R. R. Co.....	\$ 1,400 00	7	\$ 98 00	\$ 557 00
C. C. R. R. Co.....	390,000 00			290,339 64
C. C. R. R. Co., Shelby Division.....	45,000 00	4	1,800 00	34,312 50
S. A. L. Belt, R. R. Co.....	600,000 00	5	30,000 00	510,625 00
Total.....			\$ 31,898 00	\$ 835,834 14

**B. OTHER BONDS.**

NAME.	Total Par Value.	Rate.	Income or Interest Received.	Valuation
Consolidated Compress Assso.....	\$ 750 00	8	\$ 60 00	\$ 800 00
Total.....			\$ 60 00	\$ 800 00
Grand Total—A. and B.....			\$ 31,958 00	\$ 836,634 14

**RENTALS RECEIVED.**

DESIGNATION OF PROPERTY.	Situation of Property Leased.	Name of Compa'y Using Property Leased.	Item.	Total.
Tracks.....	Garys and Weldon.....	Petersburg R. R.....	\$ 5,568 40	
Total.....				\$ 5,568 40
Grand total rents rec'd.....				\$ 5,568 40

**MISCELLANEOUS INCOME.**

ITEM.	Gross Income.	Net Miscellaneous Income.
Outside rents.....	\$ 4,457 89	
Interest on accounts.....	34,910 65	
Total.....	\$ 39,368 54	\$ 39,368 54



## OPERATING EXPENSES.

## MAINTENANCE OF WAY AND STRUCTURES:

Repairs of Roadway.....	\$ 31,927 72
Renewals of Ties.....	6,657 53
Repairs and Renewals of Bridges and Culverts.....	12,987 97
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards.....	2,730 17
Repairs and Renewals of Buildings and Fixtures.....	19,141 23
Repairs and Renewals of Docks and Wharves.....	4,305 06
Repairs and Renewals of Telegraph.....	497 54
Stationery and Printing.....	208 71
Other Expenses.....	47 29
Total.....	\$ 78,508 22

## MAINTENANCE OF EQUIPMENT:

Superintendence.....	\$ 4,789 24
Repairs and Renewals of Locomotives.....	19,744 92
Repairs and Renewals of Passenger Cars.....	11,721 08
Repairs and Renewals of Freight Cars.....	18,061 64
Repairs and Renewals of Work Cars.....	263 79
Repairs and Renewals of Marine Equipment.....	2,091 99
Repairs and Renewals of Shop Machinery and Tools.....	8,663 02
Stationery and Printing.....	367 12
Other Expenses.....	3,133 56
Total.....	\$ 68,886 36

## CONDUCTING TRANSPORTATION:

Superintendence.....	\$ 22,855 81
Engine and Roundhouse Men.....	39,312 29
Fuel for Locomotives.....	34,863 01
Water Supply for Locomotives.....	3,038 82
Oil, Tallow and Waste for Locomotives.....	1,465 07
Other Supplies for Locomotives.....	236 03
Train Service.....	19,568 49
Train Supplies and Expenses.....	6,727 48
Switchmen, Flagmen and Watchmen.....	17,510 75
Telegraph Expenses.....	6,652 68
Station Service.....	88,985 37
Station Supplies.....	6,299 10
Car Mileage—Balance.....	5,845 77
Hire of Equipment.....	14,491 36
Total carried forward.....	\$267,852 03

## OPERATING EXPENSES.—Continued.

## CONDUCTING TRANSPORTATION—Continued.

Total brought forward.....	\$267,852 03
Loss and Damage.....	6,599 98
Injuries to Persons.....	6,594 80
Clearing Wrecks.....	92 66
Operating Marine Equipment.....	6,318 00
Advertising.....	9,193 38
Outside Agencies.....	22,898 18
Commissions.....	511 15
Rents for Tracks, Yards, and Terminals.....	4,699 54
Rents of Buildings and other Property.....	2,802 64
Stationery and Printing.....	10,715 91
Other Expenses.....	76 45
Total.....	\$338,354 76

## GENERAL EXPENSES:

Salaries of General Officers.....	\$ 14,153 82
Salaries of Clerks and Attendants.....	12,854 14
General Office Expenses and Supplies.....	4,604 54
Insurance.....	17,314 42
Law Expenses.....	3,689 30
Stationery and Printing (General Offices).....	1,544 15
Other Expenses.....	1,001 20
Total.....	\$ 55,161 37

## RECAPITULATION OF EXPENSES:

Maintenance of Way and Structures.....	\$ 78,503 22
Maintenance of Equipment.....	68,836 36
Conducting Transportation.....	338,354 76
General Expenses.....	55,161 37
Grand Total.....	\$540,855 71
Percentage of Expenses to Earnings—Entire Line.....	64.5



**RENTALS PAID.**

**A. RENTS PAID FOR LEASE OF ROAD.**

NAME OF ROAD:	CASH.
R. & T. R. R. Co.....	\$16,250 00

**B. RENTS PAID FOR LEASE OF TRACKS, YARDS, AND TERMINALS.**

DESIGNATION OF PROPERTY.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
<b>TRACKS—Streets:</b>				
Crawford.....	Portsmouth, Va.....	City of Portsmouth...	\$ 2,500 00	
North.....	Portsmouth, Va.....	City of Portsmouth...	100 00	
Total.....				\$ 2,600 00
<b>TERMINALS:</b>				
Offices.....	Various.....	Sundries.....	\$ 2,099 54	
Total.....				\$ 2,099 54
Grand Total Rents —B.....				\$ 4,699 54

**COMPARATIVE GENERAL BALANCE SHEET.**

JUNE 30, 1895.		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.
Item.	ASSETS.	Item.		Decrease.
\$ 2,642,102 49	Cost of Road.....	\$ 2,675,063 96		
292,651 84	Cost of Equipment.....	306,026 84		
1,005,783 00	Stocks Owned.....	1,005,758 00		
1,294,634 14	Bonds Owned.....	836,634 14		
46,495 69	Other Permanent Investments.....	46,495 69		
1,060,194 97	Cash and Current Assets.....	1,132,335 66		
100,444 68	Equipment Trusts.....	129,338 17		
14,356 53	Materials and Supplies.....	9,721 58		
52,694 99	Sundries.....	52,694 19		
\$ 6,509,358 33	Grand Total.....	\$ 6,194,069 03	\$ 315,289 30	
<b>LIABILITIES.</b>				
\$ 1,388,400 00	Capital Stock.....	\$ 1,388,400 00		
3,190,000 00	Funded Debt.....	3,190,000 00		
424,233 19	Current Liabilities.....	112,768 29		
1,506,725 14	Profit and Loss.....	1,502,900 74		
\$ 6,509,358 33	Grand Total.....	\$ 6,194,069 03	\$ 315,289 30	

## EMPLOYEES AND SALARIES.—Entire Line.

CLASS.	Number	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Compensation.
General Officers.....	10	3,130	\$ 14,310 00	\$ 4 60
Other Officers.....	8	2,504	10,432 00	4 13
General Office Clerks.....	27	8,451	21,434 40	2 53
Station Agents.....	25	7,825	11,544 00	1 51
Other Station Men.....	22	6,886	5,686 04	83
Enginemen.....	20	6,262	25,452 00	3 16
Firemen.....	20	6,262	8,523 89	1 36
Conductors.....	15	4,695	10,801 16	2 30
Other Trainmen.....	40	12,520	15,546 36	1 24
Section Foremen.....	13	4,069	7,800 84	1 91
Other Trackmen.....	84	26,292	22,301 52	81
Switchmen, Flagmen and Watchmen.....	20	6,260	7,034 76	1 12
Telegraph Operators and Dispatchers.....	10	3,130	6,036 00	1 92
Employees—account Floating Equipment.....	10	3,130	4,891 32	1 56
All Other Employees and Laborers.....	257	70,545	74,777 51	1 06
Total (Including "General Officers").....	581	171,961	\$ 246,572 00	\$ 1 43
Less "General Officers".....	10	3,130	14,310 00	
Total (Excluding "General Officers").....	571	168,831	\$ 232,262 00	\$ 1 37
DISTRIBUTION OF ABOVE:				
General Administration.....	45	14,085	46,176 40	3 28
Maintenance of Way and Structures.....	97	30,351	30,102 36	99
Conducting Transportation.....	439	127,515	170,293 24	1 33
Total (Including "General Officers").....	581	171,961	\$ 246,572 00	\$ 1 43
Less "General Officers".....	10	3,130	14,310 00	
Total (Excluding "General Officers").....	571	168,831	\$ 232,262 00	\$ 1 37
Total (Including "General Officers")— Entire Line.....	581	171,961	246,572 00	1 43



## PASSENGER, AND FREIGHT, AND TRAIN MILEAGE.—Entire Line.

ITEM.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue.....	115,763			
Number of passengers carried one mile.....	4,537,247			
Number of passengers carried one mile per mile of road.....	1,019			
Average distance carried.....	39,194			
Total passenger revenue.....		89,179	97	
Average amount received from each passenger.....			77	037
Average receipts per passenger per mile.....			1	966
Total passenger earnings.....		108,292	84	
Passenger earnings per mile of road.....		785	03	
Passenger earnings per train mile.....			66	082
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning reve- nue.....	523,727			
Number of tons carried one mile.....	35,108,560			
Number of tons carried one mile per mile of road.....	309,054			
Average distance haul of one ton.....	67.03			
Total freight revenue.....		668,966	27	
Average amount received for each ton of freight.....		1	27	731
Average receipts per ton per mile.....			1	905
Total freight earnings.....		668,966	27	
Freight earnings per mile of road.....		5,888	78	758
Freight earnings per train mile.....		2	84	837
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....		758,146	24	
Passenger and freight revenue per mile of road.....		6,673	82	
Passenger and freight earnings.....		777,259	11	
Passenger and freight earnings per mile of road.....		6,842	07	
Gross earnings from operation.....		837,786	79	
Gross earnings from operation per mile of road.....		7,374	88	
Gross earnings from operation per train mile.....		2	22	322
Operating expenses.....		540,855	71	
Operating expenses per mile of road.....		4,761	05	
Operating expenses per train mile.....		1	47	033
Income from operation.....		296,931	08	
Income from operation per mile of road.....		2,613	83	

## FREIGHT TRAFFIC MOVEMENT.—Entire Line.

COMMODITY.	Freight Originating on This Road.	Freight Received From Con- necting Roads and Other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
<b>PRODUCTS OF AGRICULTURE:</b>				
Grain .....	1,381	1,439	2,820	.54
Flour .....	3,118	3,951	7,069	1.35
Hay .....	1,216	554	1,770	.33
Tobacco .....	13	5,268	5,281	1.01
Cotton .....	3,178	17,089	20,267	3.87
Fruit and Vegetables .....	1,953	1,421	3,374	.64
<b>PRODUCTS OF ANIMALS:</b>				
Live Stock .....	753	743	1,496	.28
Other Packing-House Products .....	471	1,040	1,511	.29
Poultry, Game and Fish .....	28	1,018	1,046	.20
Wool .....	3	3	6	
Hides and Leather .....	11	496	507	.10
<b>PRODUCTS OF MINES:</b>				
Anthracite Coal .....	11	1	12	
Bituminous Coal .....	8,392	2,847	14,239	2.72
Coke .....	31		31	
Ores .....	1	2	3	
Stone, Sand and other like articles .....	120	5,475	5,595	1.07
<b>PRODUCTS OF FOREST: Lumber</b> .....	102,639	129,201	231,840	44.27
<b>MANUFACTURES:</b>				
Petroleum and other Oils .....	761	3,104	3,865	.74
Sugar .....	412	4,362	4,774	.91
Naval Stores .....		19,400	19,400	3.71
Iron, Pig and Bloom .....	2,116	984	3,100	.59
Iron and Steel Rails .....	581	1,209	1,790	.34
Other Castings and Machinery .....	76	5,872	5,948	1.14
Bar and Sheet Metal .....	31	310	341	.67
Cement, Brick and Lime .....	1,482	304	1,786	.34
Agricultural Implements .....	54	11	65	.01
Wagons, Carriages, Tools, etc. ....	58	171	229	.04
Wines, Liquors and Beers .....	172	1,760	1,932	.37
Household Goods and Furniture .....	178	1,273	1,451	.28
Cotton Mill Products .....	359	15,817	16,176	30.9
Merchandise .....	26,668	92,641	119,309	22.78
<b>MISCELLANEOUS:</b>				
Other commodities not mentioned above	32,610	14,084	46,694	8.92
<b>Total Tonnage—Entire Line</b> .....	188,877	334,850	525,727	100.00



## DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Name.	No.	Name.
<b>LOCOMOTIVES—Owned and leased :</b>						
Passenger.....		2	2	Westi'ghouse	2	M. C. B.
Freight.....		9	9	"	9	"
Switching.....		4	2	"	1	"
Total Locomotives in Service.....		15	13		12	
Total Locomotives Owned.....		15				
<b>CARS—Owned and Leased :</b>						
<b>IN PASSENGER SERVICE—</b>						
First-class Cars.....		5	5	Westi'ghouse	5	Janney.
Second-class Cars.....		3	3	"	3	"
Combination Cars.....		3	3	"	3	"
Sleeping Cars.....		1	1	"	1	"
Baggage, Express and Postal Cars.....	1	7	7	"	7	"
Total.....	1	19	19		19	
<b>IN FREIGHT SERVICE—</b>						
Box Cars.....		181	33	Westi'ghouse	106	Janney.
Flat Cars.....		245	4	"	191	"
Total.....		426	37		297	
<b>IN COMPANY'S SERVICE—</b>						
Caboose Cars.....		8			8	Janney.
Total.....		8			8	
Total Cars in Service.....		453				
Total Cars owned.....		453				

## MILEAGE.

## A. MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Total Mileage Operated.	RAILS.	
	Main Line.	Branches and Spurs				Iron.	Steel.
Miles of single track....	78.60	2.70	81.30	35.00	116.30	.....	116.30
Miles of yard track and sidings.....	.....	.....	14.83	2.83	17.66	17.66	.....
Total Mileage Operated (All Tracks.)	78.60	2.70	96.13	37.83	133.96	17.66	116.30

## B. MILEAGE OF LINE OPERATED BY STATES.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Total Mileage Operated.	RAILS.	
	Main Line.	Branches and Spurs				Steel.	.....
North Carolina.....	18.40	.....	18.40	32.30	50.70	50.70	.....
Virginia.....	60.20	2.70	62.90	.....	62.90	62.90	.....
Total Mileage Operated (Single Track).....	78.60	2.70	81.30	32.30	113.60	113.60	.....

## RENEWALS OF RAILS AND TIES.

## NEW TIES LAID DURING YEAR:

Switch Oak—Number.....	433
Eight Feet Oak—Number.....	22,699
Total.....	23,132
Average Price at Distributing Point—Switch Oak.....	60 cts.
Average Price at Distributing Point—Eight Feet Oak.....	31½ cts.

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—Tons.	WOOD—Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds consumed Per Mile.
	Bituminous.	Soft.			
Passenger.....	3,142.00	.....	3,142.00	155,899	45.10
Freight.....	7,076.00	.....	7,096.00	245,339	64.70
Switching.....	2,147.00	.....	2,147.00	216,076	22.70
Construction.....	281.50	.....	281.50	23,621	26.60
Total.....	12,666.50	.....	12,666.50	640,935	44.20
Average Cost at Distributing Point....	\$ 2.60	.....	.....	.....	.....



ACCIDENTS TO PERSONS.—State of North Carolina.

KIND OF ACCIDENT.	EMPLOYEES.			
	TRAIN-MEN.	SWITCH-MEN, FLAG-MEN AND WATCH-MEN.	OTHER EMPLOYEES.	TOTAL.
	Injured.	Injured.	Injured.	Injured.
Coupling and Uncoupling.....	1	4	.....	5
Other Causes.....	9	.....	5	14
Total.....	10	4	5	19

KIND OF ACCIDENT.	OTHERS.			
	PASSENGERS.	TRESPASSING.		TOTAL.
	Injured.	Killed.	Injured.	Injured.
Other Causes.....	1	3	5	9
Total.....	1	3	5	9

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			
			Number of Curves	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	PROFILE. Length of Level Line. Miles.
From	To	Miles.				
Portsmouth.....	Weldon.....	78.6	30	12.80	65.80	10.34
Boykins.....	Lewiston.....	35	20	2.95	32.05	19

WORKING DIVISIONS OR BRANCHES.			PROFILE.				
			Ascending Grades.			Descending Grades.	
From	To	No.	Sum of Ascents.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents.	Aggregate Length of Descending Grades. Miles.
			Feet.			Feet.	
Portsmouth.....	Weldon.....	51	439.8	40.50	49	351.8	27.76
Boykins.....	Lewiston.....	14	288	8.30	13	255	7.70

**CHARACTERISTICS OF ROAD.—Continued.****BRIDGES, TRESTLES, TUNNELS, ETC.**

Bridges, iron—number.....	19
Aggregate length, feet.....	3,986
Minimum length, feet.....	15
Maximum length, feet.....	1,800
Trestles—number.....	20
Aggregate length, feet.....	3,697
Minimum length, feet.....	21
Maximum length, feet.....	1,150
Overhead highway crossings, trestles—number.....	2
Height of lowest above surface of rail, feet.....	16.6
Overhead railway crossings, bridges—number.....	3
Height of lowest above surface of rail, feet.....	15
Overhead railway crossings, trestles—number.....	1
Gauge of track, four feet nine inches; 81.30 miles.	

**ROANOKE AND TAR RIVER RAILROAD COMPANY.****HISTORY.**

The Roanoke and Tar River Railroad Company was organized May 4, 1886, under the laws of the State of North Carolina, Act passed March 5, 1885.

**OFFICERS.**

Same as page 133.

**TERMINALS.**

Virginia and North Carolina State line to Lewiston (miles)..... 32.30

**PROPERTY LEASED.****LEASED TO SEABOARD AND ROANOKE RAILROAD COMPANY.**

Agreement and lease, dated April, 1887, under which the Seaboard and Roanoke Railroad Company agrees to lease the road and all its property during the corporate existence of the company, and operate the same: to perform all of its duties to the public, including the payment of taxes, and to maintain the property, paying therefor at the rate of five thousand dollars for each mile of completed road per annum.

**CAPITAL STOCK.**

Capital stock, common—number of shares authorized.....	550
Par value of shares.....	\$ 100 00
Total par value authorized.....	1,500,000 00
Total amount issued and outstanding.....	5,150 00

**MANNER OF PAYMENT FOR CAPITAL STOCK.**

Issued for cash, common—total number of shares issued.....	515
Total cash realized, common.....	\$ 5,150 00
Ten per cent. of the subscription only has been called for.	



**FUNDED DEBT.****MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.**

Class of bond or obligation—first mortgage. Date of issue, 1887. When due, 1917.

Amount of authorized issue.....	\$ 260,000 00
Amount outstanding.....	260,000 00
Cash realized on amount issued.....	260,000 00
Amount of interest accrued during year.....	15,600 00
Amount of interest paid during year.....	15,600 00

Rate of interest, 6 per cent. When payable, April and October.

**RECAPITULATION OF FUNDED DEBT.**

Class of debt—First mortgage bonds, amount issued.....	\$ 260,000 00
Amount outstanding.....	260,000 00
Amount interest accrued during year.....	15,600 00
Amount interest paid during year.....	15,600 00

**CURRENT ASSETS AND LIABILITIES.****ASSETS.**

Cash.....	\$ 1,930 60
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**RECAPITULATION.****FOR MILEAGE OWNED.**

ACCOUNT.	Total Amo'nt Outstanding.	Apportion- ment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock.....	\$ 5,150 00	\$ 5,150 00	32.3	\$ 159 44
Bonds.....	260,000 00	260,000 00	32.3	8,049 54
Total.....	\$ 265,150 00	\$ 265,150 00	32.3	\$ 8,208 98

**COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.**

ITEM.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost per Mile.
<b>CONSTRUCTION:</b>			
Right-of-way.....	\$ 1,000 00	\$ 1,000 00	\$ 30 96
Other real estate.....	3,200 00	3,200 00	99 00
Grading and bridge and culvert masonry.....	85,000 00	85,000 00	2,651 59
Bridges and trestles.....	30,000 00	30,000 00	928 79
Rails.....	98,000 00	98,000 00	3,034 06
Ties.....	23,000 00	23,000 00	712 08
Buildings, furniture and fixtures.....	7,500 00	7,500 00	232 20
Engineering expenses.....	10,000 00	10,000 00	309 60
Interest during construction.....	5,500 00	5 500 00	170 29
Sidings and yard extensions.....	1,500 00	1,500 00	46 47
Other items.....	1,419 40	1,419 40	43 95
Total construction.....	\$ 266,119 40	\$ 266,119 40	\$ 8,238 99
Grand total cost construction.....	\$ 266,119 40	\$ 266,119 40	\$ 8,238 99

**INCOME ACCOUNT.**

Income from lease of road.....		\$ 16,250 00
Total income.....		\$ 16,250 00
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued.....	\$ 15,600 00	
Total deductions from income.....		15,600 00
Net income.....		\$ 650 00
Surplus from operations of year ending June 30, 1896.....		650 00
Surplus on June 30, 1895 [from "General Balance Sheet,"]....		2,250 00
Additions for year.....		\$ 650 00
Surplus on June 30, 1896 [for entry on "General Balance Sheet,"].		\$ 2,900 00

**COMPARATIVE GENERAL BALANCE SHEET.**

JUNE 30, 1895.		JUNE 30, 1896	YEAR ENDING JUNE 30, 1896.
Total.	ASSETS.	Total.	Increase.
\$ 266,119 40	Cost of road.....	\$ 266,119 40	
1,280 60	Cash and Current Assets.....	1,930 60	\$ 650 00
\$ 267,400 00	Grand Total.....	\$ 268,050 00	\$ 650 00
	LIABILITIES.		
\$ 5,150 00	Capital stock.....	\$ 5,150 00	
260,000 00	Funded debt.....	260,000 00	
2,250 00	Profit and loss.....	2,900 00	\$ 650 00
\$ 268,025 00	Grand Total.....	\$ 268,050 00	



## WILMINGTON RAILWAY BRIDGE CO.

From Hilton to Mars Bluff, 2.40. Operated and owned by Wilmington and Welden Railroad Company, Wilmington, Columbia and Augusta, and Carolina Central Railroad Companies.

### CAPITAL STOCK.

Capital Stock.....	\$40,000
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### FUNDED DEBT.

First Mortgage—1879—Amount Authorized.....	\$400,000
Cash Realized on Amount Issued.....	67,000
Interest at 7 per cent. Interest paid.	
Second Mortgage—1887—Amount Authorized.....	\$100,000
Amount Issued and Cash Received for.....	50,000
Interest at 5 per cent. Paid.	
Consuls—1893—1943, Amount of Authorized Issue.....	\$250,000
Amount Issued.....	88,000
Cash Received.....	80,000
Interest at 5 per cent. Paid.	
Total Issue.....	538,000
Total Amount Outstanding.....	205,000

### COST OF CONSTRUCTION.

Total Cost Construction.....	\$491,883 30
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## SOUTHERN RAILWAY COMPANY.

### HISTORY.

Organized June 18th, 1894, under laws of State of Virginia, Act February 20th, 1894. Successors to the Richmond and Danville Railroad, Charlotte, Columbia and Augusta, Columbia and Greenville, Georgia Pacific, East Tennessee, Virginia and Georgia, Louisville and Southern, and their subordinate lines, which were purchased at various dates under foreclosure sale.

### ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. B. Andrews.....	Raleigh, N. C.....	} Oct., 1896, or until successors are elect'd and shall qualify.
A. L. Boulware.....	Richmond, Va.....	
C. H. Coster.....	23 Wall Street, New York.....	
H. C. Fahnestock.....	23 Wall Street, New York.....	
S. M. Inman.....	Atlanta, Ga.....	
G. W. Maslin.....	80 Broadway, New York.....	
Samuel Spencer.....	80 Broadway, New York.....	
A. J. Thomas.....	P. O. Box 2989, New York.....	
Skipwith Wilmer.....	207 N. Calvert St., Baltimore, Md.....	



## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	Samuel Spencer.....	New York.
First Vice-President.....	A. B. Andrews.....	Raleigh.
Second Vice-President.....	W. H. Baldwin, Jr.....	Washington, D. C.
Secretary.....	J. F. Hill.....	Washington, D. C.
Treasurer.....	H. C. Ansley.....	Washington, D. C.
Attorney, or General Counsel.....	Francis Lynde Stetson.....	New York.
Auditor.....	G. S. Hobbs.....	Washington, D. C.
Assistant Auditor.....	F. H. Crump.....	Washington, D. C.
Chief Engineer.....	C. H. Hudson.....	Washington, D. C.
General Superintendent.....	W. H. Green.....	Washington, D. C.
Asst. General Superintendents.....	{ J. S. B. Thompson..... } W. A. Vaughn.....	Atlanta, Ga.
First Division Superintendent.....	N. J. O'Brien.....	Danville, Va.
Second Division Superintendent.....	W. B. Ryder.....	Charlotte, N. C.
Third Division Superintendent.....	P. I. Welles.....	Columbia, S. C.
Fourth Division Superintendent.....	F. K. Huger.....	Knoxville, Tenn.
Fifth Division Superintendent.....	J. H. Barrett.....	Atlanta, Ga.
Sixth Division Superintendent.....	A. J. Frazer.....	Birmingham, Ala.
Seventh Division Superintendent.....	G. R. Loyal.....	Louisville, Ky.
Eighth Division Superintendent.....	W. R. Beauprie.....	Macon, Ga.
Superintendent of Telegraph.....	C. A. Darlton.....	Washington, D. C.
Superintendent of Car Service.....	J. H. Simpson.....	Washington, D. C.
Traffic Manager.....	J. M. Culp.....	Washington, D. C.
General Freight Agent.....	H. F. Smith.....	Washington, D. C.
Assist. General Freight Agents.....	{ Ed. Fitzgerald..... } J. H. Drake..... } Harden Miller.....	Louisville, Ky. Richmond, Va. Atlanta, Ga.
General Passenger Agent.....	W. A. Turk.....	Washington, D. C.
Assistant General Passenger Agents.....	{ S. H. Hardwick..... } C. A. Benscater.....	Atlanta, Ga. Chattanooga, Tenn.
Superintendent of Motive Power.....	W. H. Thomas.....	Washington, D. C.

## PROPERTY OPERATED.—Entire System.

- |  |   |
|--|---|
| 1. Railroad Line represented by Capital Stock.<br>A. Main Line.<br>B. Branches and Spurs.<br>2. Proprietary Companies whose entire Capital Stock is Owned by this Company. | 3. Line Operated under Lease for specified sum.<br>4. Line Operated under Contract, or where the Rent is contingent upon earnings or other considerations.<br>5. Line Operated under Trackage Rights. |
|--|---|

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
1 A. Southern Ry. Co.....	Danville, Va.....	Greensboro, N. C.....	48.40	2,047.81
	Danville, Va.....	West Point, Va.....	184.60	
	Charlotte, N. C.....	Augusta, Ga.....	191.00	
	Columbia, S. C.....	Greenville, S. C.....	143.50	
	Salisbury, N. C.....	Morristown, Tenn.....	228.40	
	Bristol, Tenn.....	Chattanooga, Tenn.....	241.82	
	Ooltowah Jct., Tenn..	Brunswick, Ga.....	415.00	
	Austell, Ga.....	State Line, Miss.....	260.70	
	Atlanta Jct., Ga.....	Lauderdale, Miss.....	284.27	
Alexandria, Va.....	Round Hill, Va.....	50.12		
1 B. Southern Ry. Co.....	Terminal.....	Fr't House, Wash., D. C	.22	
	Clarksville, Va.....	Durham, N. C.....	56.80	
	Oxford, N. C.....	Henderson, N. C.....	12.72	
	Greensboro, N. C.....	Wilkesboro, N. C.....	100.15	
	Winston-Salem, N. C..	Mocksville, N. C.....	26.15	
	High Point, N. C.....	Ashboro, N. C.....	26.80	
	Salisbury, N. C.....	Norwood, N. C.....	41.00	
	Charlotte, N. C.....	Taylorsville, N. C.....	65.65	
	Hodges, S. C.....	Abbeville, S. C.....	11.50	
	Belton, S. C.....	Anderson, S. C.....	9.98	
	Asheville, N. C.....	Murphy, N. C.....	122.40	
	Johnston City, Tenn..	Embsville, Tenn.....	15.50	
	Rogersville Jct., Tenn	Rogersville, Tenn.....	16.00	
	Clinton, Tenn.....	Harriman Jct., Tenn.	30.60	
	Knoxville, Tenn.....	Maryville, Tenn.....	16.00	
	Briceville, Tenn.....	Panola, Tenn.....	3.70	
Oliver Springs, Tenn.	Big Mountain, Tenn..	5.26		
Cleveland, Tenn.....	Cohutta, Ga.....	14.80		
North Rome, Ga.....	Attalla, Ala.....	61.30		
Howell, Ga.....	Belt Jct., Ga.....	3.30		
Cochran, Ga.....	Hawkinsville, Ga.....	10.10		
Dock Jct., Ga.....	Docks, Brunswick, Ga	1.80		
Marion Jct., Ala.....	Akron, Ala.....	53.00		



## PROPERTY OPERATED.—Entire System.—Continued.

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
1 B. S. Ry. Co.—Cont'd.	Birmingham Jct., Ala	Mobile Jct., Ala.....	34.00	
	Gurnee Jct., Ala.....	Blockton, Ala.....	14.30	
	Woodlawn, Ala.....	End Belt Road, Bessemer, Ala.....	20.50	
	North Bgham, Ala.....	Coalburg, Ala.....	6.40	
	Coalburg, Ala.....	Mines 9 & D, Ala.....	2.60	
	Cardiff Village, Ala.....	Brazil Mines, Ala.....	1.60	
	Cardiff, Ala.....	Blossburg, Ala.....	2.00	
	Offerman, Ala.....	Hooper Mines, Ala.....	.60	
	America Jct., Ala.....	America, Ala.....	2.20	
	Henry-Ellen, Ala.....	Mines, Ala.....	2.90	
	Oakman, Ala.....	Coal Valley, Ala.....	2.20	
	Patton Jct., Ala.....	Patton, Ala.....	1.10	
	Corona, Ala.....	No. 3 Mines, Ala.....	.90	
	Atlanta, Ga.....	Fort Valley, Ga.....	102.30	896.33
2. State University.....	University, N. C.....	Chapel Hill, N. C.....	10.20	
2. Elberton Air-Line.....	Toccoa, Ga.....	Elberton, Ga.....	50.60	
2. A. & S. & Su. & C. R. R.	Asheville, N. C.....	Alston.....	133.40	
2. Knoxville & Ohio.....	Knoxville, Tenn.....	Jellico, Tenn.....	65.30	
	Coal Creek, Tenn.....	Cambria, Tenn.....	4.02	
2. Southern Railway (in Ky.).....	Louisville, Ky.....	Lexington, Ky.....	80.40	
	Lawrenceville, Ky.....	Burkin, Ky.....	26.10	
	Versailles, Ky.....	Georgetown, Ky.....	16.70	386.72
3. Virginia Midland.....	Alexandria, Va.....	Darville, Va.....	230.94	
	Union Street Branch.	Alexandria, Va.....	1.60	
	Manassas Jct., Va.....	Strasburg, Va.....	61.75	
	Calverton, Va.....	Warrenton, Va.....	8.90	
	Franklin Jct., Va.....	Rocky Mt., Va.....	37.00	
3. North Carolina.....	Goldsboro, N. C.....	Greensboro. N. C.....	130.00	
	Greensboro, N. C.....	Charlotte, N. C.....	93.20	
3. Atlanta & Charlotte Air-Line.....	Charlotte, N. C.....	Atlanta, Ga.....	268.04	831.43
4. Richmond & Mecklenburg.....	Keysville, Va.....	Clarkesville, Va.....	31.30	
4. Roswell.....	Chamblee, Ga.....	Roswell, Ga.....	9.11	
4. Southern Railway (in Miss).....	State Line, Ala.....	Greenville, Miss.....	179.10	
	Itta Bena, Miss.....	Webbs, Miss.....	34.60	

## PROPERTY OPERATED.—Entire System.—Continued.

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
	Stoneville, Miss .....	Percy, Miss .....	33.20	
	M. & O. Station .....	Columbus, Miss .....	1.32	
	Passenger Station .....	Columbus, Miss .....	.65	279.23
5. Washington Southern	Washington, D. C. ....	Alexandria, Va .....	6.95	6.95
5. Central R. R. of Ga...	Peters Street .....	U. Depot, Atlanta, Ga	.67	
5. Augusta & Somerville .....	Entrance to Union Depot .....	Atlanta, Ga .....	.50	
5. Georgia Railroad .....	Entrance to Union Depot .....	Atlanta, Ga .....	.25	
5. Western & Atlantic...	W. & A. Crossing .....	Dalton, Ga .....	.20	
5. Ala. Great Southern...	Entrance to Union Depot .....	Birmingham, Ala .....	.36	
	Mobile Jct, Ala .....	Birmingham, Ala .....	14 00	
5. Louisville & Nashville .....	Entrance to Union Depot .....	Birmingham, Ala .....	.52	
5. Kentucky & Indian Bridge Co. ....		Louisville, Ky .....	6.90	
5. Norfolk & Carolina	Tarboro, N. C. ....	Pinner's Point, Va .....	100.50	
5. Wilmington & Weldon .....	Selma, N. C. ....	Tarboro, N. C. ....	54.88	
5. Ala. Great Southern...	York, Ala .....	Meridian, Miss .....	27.03	205.80
Total .....				4,054.33

## OTHER PROPERTY OPERATED.

Name—Baltimore, Chesapeake and Richmond Steamboat Company.  
 Character of Business—Passenger and Freight.  
 Title [Owned, Leased, Etc.]—All Stock Owned.  
 State or Territory—West Point, Va., to Baltimore, Md.

## CAPITAL STOCK.—Entire System.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Am't Issued and Outstand'g.	DIVIDENDS DECLAR'D DURING YEAR.	
					Rate.	Amount.
CAPITAL STOCK:						
Common .....	1,200,000	\$ 100 00	\$120,000,000 00	\$120,000,000 00	0	0
Preferred .....	600,000	100 00	60,000 000 00	54,300,000 00	0	0
Total .....	1,800 000		\$180,000,000 00	\$174,300,000 00		

## MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during Year.	Total Number Shares Issued and Outstanding.
ISSUED TO ACQUIRE SECURITIES:		
Preferred .....	43,000	43,000



## FUNDED DEBT.—Entire System.

## MORTGAGE BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.
	Date of Issue.	When Due.			
So. Ry. 1st con. mtg.....	1894	1994	\$120,000,000 00	\$ 26,070,000 00	\$ 26,070,000 00
So. Ry. E. T. reorg.....	1894	1938	4,500,000 00	4,500,000 00	4,500,000 00
R. & D. con. gold.....	1874	1915	6,000,000 00	5,997,000 00	5,997,000 00
R. & D. debenture.....	1882	1927	4,000,000 00	3,368,000 00	3,368,000 00
R. & D. Eq. S. F.....	1889	1909	2 500,000 00	1 582,000 00	1,025,000 00
W. O. & W. 1st mtg.....	1884	1924	1,250,000 00	1,025,000 00	1,025,000 00
R. Y. R. & C. 1st mtg.....	1894	1910	400,000 00	400,000 00	400,000 00
R. Y. R. & C. 2nd mtg.....	1880	1900	500,000 00	500,000 00	500,000 00
A. T. & O. 1st mtg.....	1883	1913	150,000 00	150,000 00	150,000 00
W. M. C. 1st con. mtg.....	1884	1914	3,566,000 00	2,531,000 00	2,531,000 00
C. C. & A. 1st mtg.....	1895	1909	2,000,000 00	2,000,000 00	1,997,500 00
C. C. & A. 2nd mtg.....	1872	1902	500,000 00	500,000 00	500,000 00
C. & G. 1st mtg.....	1881	1916	2,000,000 00	2,000,000 00	2,000,000 00
E. T. V. & G. 1st mtg.....	1870	1900		3,123,000 00	3,123,000 00
E. T. V. & G. 1st mtg.....	1870	1900		3,106,000 00	3,106,000 00
E. T. V. & G. con. mtg.....	1886	1956	20,000,000 00	12,770,000 00	12,770,000 00
Ala. Cent. 1st mtg.....	1879	1918		1,000,000 00	1,000,000 00
K. & O. 1st mtg.....	1885	1925	2,000,000 00	2,000,000 00	2,000,000 00
Ga. Pac. 1st mtg.....	1882	1922	*10,000 00	5,660,000 00	5,660,000 00
Ga. Pac. Eq. S. F.....	1889	1904	2,000,000 00	1,401,000 00	622,000 00
S. U. & C. 1st mtg.....	1895	1995	1,000,000 00	1,000,000 00	1,000,000 00
TOTAL.....				\$ 80,688,000 00	\$ 79,344,500 00
GRAND TOTAL.....				\$ 80,688,000 00	\$ 79,344,500 00

\*Per Mile.

## FUNDED DEBT.—Entire System.—Continued.

## MORTGAGE BONDS.

CLASS OF BOND OR OBLIGATION.	INTEREST.			
	Rate	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
So. Ry. 1st con. mtg.....	5%	Jan. and July	\$ 996,977 78	\$ 1 014,750 00
So. Ry. E. T. reorg.....	4%	Mch and Sept	180,000 00	180,000 00
R. & D. con. gold.....	6%	Jan. and July	359,820 00	359,820 00
R. & D. debenture.....	5%	April and Oct	126,300 00	84,200 00
R. & D. Eq. S. F.....	5%	Mch and Sept	53,200 00	54 450 00
W. O. & W. 1st mtg.....	4%	Feb. and Aug.	41,000 00	41,000 00
R. Y. R. & C. 1st mtg.....	5%	Jan. and July	20,000 00	20,000 00
R. Y. R. & C. 2nd mtg.....	4½%	May and Nov	22,500 00	22,500 00
A. T. & O. 1st mtg.....	6%	April and Oct	9,000 00	9,000 00
W. M. C. 1st con. mtg.....	6%	Jan. and July	151,860 00	151,860 00
C. C. & A. 1st mtg.....	5%	Jan. and July	199,937 50	99,937 50
C. C. & A. 2nd mtg.....	7%	April and Oct	35,000 00	35,000 00
C. & G. 1st mtg.....	5%	Jan. and July	100,000 00	100,000 00
E. T. V. & G. 1st mtg.....	7%	Jan. and July	218,610 00	218,610 00
E. T. V. & G. 1st mtg.....	5%	Jan. and July	155,300 00	155,300 00
E. T. V. & G. con. mtg.....	5%	May and Nov	638,500 00	638,500 00
Ala. Cent. 1st mtg.....	6%	Jan. and July	60,000 00	60,000 00
K. & O. 1st mtg.....	6%	Jan. and July	120,000 00	120,000 00
Ga. Pac. 1st mtg.....	5%	Jan. and July	283,000 00	283,000 00
Ga. Pac. Eq. S. F.....	5%	Feb. and Aug.	32,300 00	33,925 00
S. U. & C. 1st mtg.....	4%	Jan. and July	40,000 00	40,000 00
TOTAL.....			\$ 3,743,305 28	\$ 3,721,852 00
GRAND TOTAL.....			\$ 3,743,305 28	\$ 3,721,852 00

EXPLANATORY REMARKS: Interest did not begin until October 1st, 1895. Paid semi-annual interest \$84,200 00 April 1st, 1896.

\*Southern Ry. 1st consol. mtg. \$14,951,000 6 mo. @ 5%—\$373,775 00

Southern Ry. 1st consol. mtg. 25,639,000 6 mo. @ 5%— 640,975 00

Less interest accrued on \$1,828,000 from January 1st

to March 11th, 1896..... 17,772 22

\$623,202 78

Total interest for year.....\$996,977 78

†C. C. & A. 1st mortgage extended, 6 months \$2,000,000— 50,000 00

C. C. & A. 1st mortgage extended, 6 months 1,997,500— 49,937 50



**FUNDED DEBT.—Continued.**

**EQUIPMENT TRUST OBLIGATIONS.—A. GENERAL STATEMENT.**

SERIES OR OTHER DESIGNATION.	Date of Issue.	Term.	Number of Payments.
R. and D. Eq. Trust—Series 2, Finance Co., of Pa.....	Sept., 1888	10 years.	40
R. R. Eq. Co—Series B, 116.....	May, 1886	10 years.	40
R. and D. Eq. S. F. 5% mortgage.....	Sept., 1889	20 years.	40
E. T., V. and G. Eq. notes.....			
Missouri Car and Foundry Co.....	Final pay-	ment.	Feb'y 15, '98
E. T., V. and G. Eq. notes.....			
St. Charles Car Co.....	Final pay-	ment.	Jan. 1, '97
Burnam Williams C.o.....	June, 1894	3 years.	12
Rich. Loco. and Machine Works.....	June, 1894	3 years.	12
G. P—Series B, 114.....	Final pay-	ment.	Dec. 1, '97
G. P—Series B, 125.....	"	"	Mch. 1, '98
G. P. Eq. Trust Ctfs.....	"	"	Oct. 1, '97
G. P. Eq. S. F. 5% mortgage.....	July, 1889	15 years.	

**FUNDED DEBT.—Continued.**

**EQUIPMENT TRUST OBLIGATIONS.—A. GENERAL STATEMENT.**

SERIES OR OTHER DESIGNATION.	Equipment Covered.	Remarks.
R. and D. Eq. Trust—Series 2, Finance Co. of Pa.....	3 Locos., 4 Pass. Coaches, 500 Freight Cars.....	
R. R. Eq. Co—Series B, 116.....	41 Locos., 1,050 Freight Cars.....	
R. and D. Eq. S. F. 5 per cent. Mtge	22 Locos., 21 Pass. Coaches, 1,124 Freight Cars.....	
E. T., V. and G. Eq. notes.....		
Missouri Car and Foundry Co.....	500 Freight Cars.....	Monthly payments.
E. T., V. and G. Eq. notes.....		
St. Charles Car Co.....	94 Freight Cars.....	Monthly payments.
Burham Williams Co.....	5 Locos.....	
Rich. Loco. and Machine Works.....	3 Locos.....	
G. P—Series B, 114.....	6 Locos., 6 Pass. Coaches, 260 Freight Cars.....	Payable quarterly notes.
G. P—Series B, 125.....	4 Locos., 6 Pass. Coaches, 437 Freight Cars.....	Payable quarterly notes.
G. P. Eq. Trust Ctfs.....	19 Locos., 6 Pass. Coaches, 575 Freight Cars.....	Payable quarterly notes.
G. P. Eq. S. F. 5 per cent. Mtge.....	31 Locos., 24 Pass. Coaches, 1,100 Freight Cars.....	Payable quarterly notes.

**FUNDED DEBT.—Continued.****EQUIPMENT TRUST OBLIGATIONS.—B. STATEMENT OF AMOUNT.**

SERIES OR OTHER DESIGNATION.	DEFERRED PAYMENTS—PRINCIPAL.	DEFERRED PAYMENTS—INTEREST.
	Am't Outstanding.	
Finance Co.—Series.....	\$ 78,120 00	Interest on these Car Trust Notes included in Principal.
R. R. Eqt. Co.—Series B, 116.....	94,725 00	
Miss. Car and Foundry Co.....	212,500 00	
St. Charles Car Co.....	11,232 97	
Burham Williams & Co.....	12,939 24	
Rich. Loco. and Mach. Works.....	7,647 72	
G. P.—Series B, 114.....	31,382 94	
G. P.—Series B, 125.....	44,520 00	
G. P. Eqt. Trust Ctfs.....	84,460 00	
Total.....	\$577,527 87	

**RECAPITULATION OF FUNDED DEBT.**

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds.....	\$ 80,658,000 00	\$ 79,343,500 00	\$ 3,743,305 28	\$ 3,721,852 50
Equipment Trust Obligations.....		577,527 87		
Total.....	\$ 80,688,000 00	\$ 79,922,027 87	\$ 3,743,305 28	\$ 3,721,852 50

**CURRENT ASSETS AND LIABILITIES.**

## \* CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 2,436,067 67
Bills Receivable.....	86,363 21
Due from Agents.....	361,406 45
Due from Solvent Companies and Individuals.....	1,745,858 82
Net Traffic Balances due from other Companies.....	394,363 03
Other Cash Assets [Excluding "Materials and Supplies"].....	7,283 34
Total—Cash and Current Assets.....	\$ 5,031,612 52

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1896.

Audited Vouchers and Accounts.....	\$ 1,165,347 33
Wages and Salaries.....	668,112 70
Net Traffic Balances Due to Other Companies.....	588,606 84
Matured Interest Coupons Unpaid (Including Coupons Due July 1).....	1,476,604 85
Rents Due July 1.....	156,241 68
Total—Current Liabilities.....	\$ 4,054,913 40
Balance—Cash Assets.....	976,729 12
Total.....	\$ 5,031,612 52
Materials and Supplies on Hand—\$1,743,524.34.	



## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total Amount Outstanding.	APPORTION-	AMOUNT PER MILE OF LINE.	
		MENT. To Railroads.	Miles.	Amount.
Capital Stock.....	\$ 174,300,000 00	All	3,320 66	\$ 52,489 57
Bonds.....	79,344,500 00	All	3,320.66	23,894 20
Equipment Trust Obligations.....	577,527 87	All	3,320.66	173 92
Total.....	\$ 254,222,027 87			\$ 76,557 69

## B. FOR MILEAGE OPERATED BY ROAD.

NAME OF ROAD.	Capital Stock.	Funded Debt	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Southern Railway Co....	\$ 174,300,000 00	\$ 79,344,500 00	\$ 253,644,500 00	3,320.66	\$ 76,383 77
Virginia Midland Ry.....	6,006,143 65	12,500,000 00	18,506,143 65	370.59	49,936 98
Richmond and Mecklen- lenburg R. R.....	357,900 00	475,000 00	832,900 00	31.30	26,610 22
Atlanta and Charlotte Air Line.....	1,700,000 00	5,500,000 00	7,200,000 00	268.04	26,812 00
North Carolina R. R.....	4,000,000 00	.....	4,000,000 00	223.20	17,921 14
Franklin and Pittsville R. R.....	200,000 00	100,000 00	300,000 00	30.00	10,000 00
Roswell R. R.....	40,000 00	35,000 00	75,000 00	9.11	8,232 71
Elberton Air-Line R. R.	195,900 00	150,000 00	345,900 00	50.60	6,836 10
Southern Ry. in Ky.....	1,000,000 00	3,000,000 00	4,000,000 00	123.20	32,467 52
Southern Ry. in Miss.....	50,000 00	200,000 00	250,000 00	238.87	1,046 60
Total carried forward	\$ 187,849,943 65	\$ 101,304,500 00	\$ 289,154,443 65		\$ 258,247 04

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR— NOT INCLUDED IN OPERATING EXPENSES.	Total Cost to June 30, 1895	Total Cost to June 30, 1896.	Cost Per Mile.
	Charged to Construction or Equipment.			
<b>CONSTRUCTION :</b>				
Right of Way.....	\$ 5,416 22			
Other Real Estate.....	321,645 13			
Buildings, Furniture and Fix- tures.....	27,444 85			
Shop Machinery and Tools.....	258,268 47			
Sidings and Yard Extensions.....	4,273 07			
Terminal Facilities & Elevators.....	121,008 40			
Purchase of Constructed Road..	1,401,093 28			
Other items.....	86,142 92			
Total Construction.....	\$ 577,494 22	\$228,639,979 20	\$228,062,484 98	\$ 68,679 86
<b>EQUIPMENT :</b>				
Locomotives.....	330,376 85			
Passenger Cars.....	108,443 95			
Sleeping, Parlor, and Dining Cars.....	39,714 19			
Baggage, Express, and Postal Cars.....	55,726 90			
Combination Cars.....	1,390 00			
Freight Cars.....	495,512 32			
Other Cars of all classes.....	4,655 00			
Floating Equipment.....	33,348 07			
Total Equipment.....	\$ 1,059,857 28	\$ 9,716,888 52	\$ 10,776,745 80	\$ 3,245 37
Grand Total Cost Construc- tion, Equipment, Etc.....	\$ 482,363 06	\$238,356,867 72	\$238,839,230 78	\$ 71,925 23



## INCOME ACCOUNT.—Entire System.

Gross earnings from operation.....	\$19,082,247 04	
Less operating expenses.....	12,867,386 65	
Income from operation.....		\$ 6,214,860 39
Dividends on stocks owned.....	\$ 106,653 40	
Interest on bonds owned.....	6,125 00	
Miscellaneous income—less expenses.....	75,729 11	
Income from other sources.....		188,507 51
Total income.....		\$ 6,403,367 90
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued.....	\$ 3,743,305 28	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	12,545 96	
Interest on real estate mortgages.....	6,750 00	
Rents paid for lease of road.....	1,490,227 57	
Taxes.....	584,060 90	
Other deductions.....	10,000 00	
Total deductions from income.....		5,846,889 71
Net income.....		\$ 556,478 19
Surplus from operations of year ending June 30, 1896.....		\$ 556,478 19
Surplus on June 30, 1895, [from "General Balance Sheet," 1895 report].....		\$ 895,744 81
Surplus on June 30, 1896, [for entry on "General Balance Sheet,"]		\$ 1,452,223 00

## INTERSTATE REPORT, YEAR ENDED JUNE 30, 1896.

## STOCKS OWNED.

## A.—RAILWAY STOCKS.

NAME.	Total Par Value.	Income or Dividend Received.	Valuation.
M. & C. R. R.....	\$ 10,626,100 00	\$	\$
K & O. R. R.....	561,200 00	}	3,500,000 00
So. Ry. Co. in Ky.....	998,200 00		
Balto. Ches. & R. S. B. Co.....	250,000 00		
Va. Mid. Ry.....	4,500,000 00		
Knox. & Ohio R. R.....	205,800 00	}	6,400,000 00
A. G. S. Ry. Co., Ltd. (A).....	1,725,000 00		
A. G. S. Ry. Co., Ltd. (B).....	4,540,050 00	97,779 40	
State University R. R.....	16,800 00		100 00
H. Pt. R. A. & S. R. R.....	212 500 00		425 00
Hartwell R. R.....	13,000 00		13 00
Rich. & Meek. R. R.....	300,000 00		300 00
Yadkin R. R.....	462,750 00		900 00
Norfolk & Caro. R. R.....	295,800 00	8,874 00	29,580 00
So. Ry. Co. in Ky.....	1,800 00		1,800 00
Danville & Westn. R. R.....	368,600 00		360 00
Knox. & Ohio R. R.....	6,000 00		1,554 82
Elberton Air Line R. R.....	87,050 00		26,115 00
Law. Branch R. R.....	75 00		3 00
Atla. & West Pt. Ry.....	8,800 00		7,659 50
A. G. S. Ry. Co., limited.....	33,500 00		12,425 00
Elberton Air Line R. R.....	1,600 00		300 00
Ga. So. & Fla. Ry. 1st prefd.....	409,000 00	}	146,820 93
Ga. So. & Fla. Ry. 2nd prefd.....	409,000 00		
Ga. So. & Fla. Ry. common.....	409,000 00		
A. & S. R. R.....	1,047,900 00		325,000 00
M. & S. N. G. R. R.....	36,400 00		
Atla. & Rich. Air Line Ry.....	470,000 00	}	1 00
Elberton Air Line R. R.....	10,000 00		
Law. Branch R. R.....	22,525 00		
Roswell R. R.....	20,100 00		
TOTAL (A).....		\$ 106,653 40	\$ 10,453,357 25



## STOCKS OWNED—Continued.

## B.—OTHER STOCKS.

NAME.	Total Par Value.	Income or Dividend Received.	Valuation.
Kenilworth Inn.....	\$ 16,000 00		\$ 1,600 00
E. T. Telegraph Co.....	1,750 00		35 00
Sheffield Mach. Works.....	25 500 00		255 00
TOTAL (B).....			\$ 1,890 00
GRAND TOTAL (A and B).....		\$ 106,653 40	\$ 10,455,247 25

## INTERSTATE REPORT, YEAR ENDED JUNE 30, 1896.

## BONDS OWNED.

## A. RAILWAY BONDS.

NAME.	Total Par Value.	Rate	Income or Dividend Received.	Valuation.		
So. Ry. in Miss., 1st Mtge.....	\$ 200,000 00	5%		\$ 4,000,000 00		
So. Ry. in Ky., 1st Mtge.....	3,000,000 00	5%				
Western North Caro. R. R. 1st Mtge.....	1,325,000 00	6%				
Wash., Ohio & Westn. R. R. 1st Mtge.....	221,000 00	4%				
H. Pt., R. A. & S. R. R. 1st Mtge.....	402,000 00	6%				
Danville & Westn. R. R. 1st mtge.....	1,044,000 00	5%				
North Caro. Mid. R. R. 1st Mtge.....	390,000 00	6%				
Elberton Air Line R. R. 1st Mtge.....	150,000 00	7%				
Yadkin R. R. 1st Mtge.....	615,000 00	6%				
Balto., Ches. & R. S. B. Co. Ctfs. of Indebtedness.....	250,000 00	6%				
Piedmont R. R. 1st Mtge.....	500,000 00	6%				
Piedmont R. R. 2d Mtge.....	500,000 00	6%				
C. & L. N. G. R. R. 1st Mtge.....	87,500 00	7%			\$ 6 125 00	87,500 00
Hartwell R. R. 1st Mtge.....	16,200 00	10%				100 00
Laurens Ry. 1st Mtge.....	150,000 00	6%		100 00		
Law. Branch R. R. 1st Mtge.....	30,000 00	7%		100 00		
Blue Ridge R. R. 1st Mtge. Loan.....	29,000 00	7%		100 00		
Blue Ridge R. R. Mtge. Loan.....	197,000 00	7%		100 00		
Chatta. Un. Ry. 1st Mtge.....	5,000 00	6%		1,600 00		
Tifton & N. E. R. R. 1st Mtge.....	25,000 00	6%		25,000 00		
M. & S. N. G. R. R. 1st Mtge.....	26,000 00	8%		2,600 00		
So. Ry. Co. 1st Cons. Gold.....	231,000 00	5%		231,000 00		
So. Ry. Co., 1st Cons. Gold.....	200,000 00	5%		188,500 00		
Total—A.....			\$ 6,125 00	\$ 4,536,700 00		

## BONDS OWNED.—Continued.

## B. OTHER BONDS.

NAME.	Total Par Value.	Rate	Income or Dividend Received.	Valuation.
Sheffield Mach. Works 1st Mtge.....	\$ 100,000 00	6%	.....	\$ 25,000 00
Ky. & Ind. Bridge Co. 1st Mtge.....	90,200 00	5%	.....	92,667 76
Ky. & Ind. Bridge Co. Terminal.....	85,000 00	5%	.....	.....
Total—B.....	.....	.....	.....	\$ 117,667 76
Grand Total—A. and B.....	.....	.....	\$ 6,125 00	\$ 4,654,367 76

## RENTALS RECEIVED.

## RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

DESIGNATION OF PROPERTY.	Situation of Property Leased.	Name of Compa'y Using Property Leased.	Item.	Total.
Tracks.....	Hickory & Newton, N. C.	C. and L. R. R.....	\$ 4,224 32	.....
Total.....	.....	.....	.....	\$ 4,224 32
Terminals.....	Hickory, N. C.....	C. & L. R. R.....	110 00	.....
.....	Newton, N. C.....	C. & L. R. R.....	110 00	.....
Total.....	.....	.....	.....	\$ 220 00
Grand total rents rec'd.....	.....	.....	.....	\$ 4,444 32

## MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Net Miscellaneous Income.
Net Income from Compresses and other property.....	.....	\$ 69,240 36
Miscellaneous Rentals from Real Estate.....	.....	5,466 26
Net Income from Baltimore, Chesapeake and Richmond } Steamboat Company..... }	.....	169 77
Miscellaneous.....	.....	852 72
Total.....	.....	\$ 75,729 11



**RENTALS PAID.—A. RENTS PAID FOR LEASE OF ROAD.**

NAME OF ROAD.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
Virginia Midland Railway.....	\$ 690,751 00			\$ 690,751 00
North Carolina Railroad.....			\$ 266,228 53	266,228 53
Atlanta and Charlotte Air-Line.....	377,500 00	\$ 102,000 00	4,000 00	483,500 00
Athens Belt Line.....			1,050 00	1,050 00
Wilmington and Weldon Railroad.....			10,303 62	10,303 62
Norfolk and Carolina Railroad.....			23,231 81	23,231 81
Richmond and Mecklenburg.....			15,162 61	15,162 61
Total Rents.—A.....	\$ 1,068,251 00	\$ 102,000 00	\$ 319,976 57	\$ 1,490,227 57

**B. RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.**

SITUATION OF PROPERTY.	Name of Company Owning Property.	Amount.
Bet. S. End of Long Bridge and Alex. Va.....	Wash. Sou. R. R.....	\$ 6,250 04
Atlanta, Ga.....	Georgia Railroad.....	3,000 00
Knoxville, Tenn.....	Southern Railroad.....	3,004 56
Bet. Oakdale, Tenn., & Har. Junction, Tenn.....	C. N. O. and T. P. R. R.....	1,083 00
Watauga, Tenn.....	Watauga Railroad.....	353 16
Dalton, Ga.....	N. C. and St. L. Railroad.....	3,000 00
Atlanta, Ga.....	N. C. and St. L. Railroad.....	20,625 00
Atlanta, Ga.....	Central of Georgia Railway.....	6,375 00
Birmingham, Ala.....	A. G. S. Railroad.....	750 00
Bet. Mobile Junct., Ala., and Birmingham, Ala.....	A. G. S. Railroad.....	4,271 16
Bet. York, Ala., and Meridian, Miss.....	A. G. S. Railroad.....	1,428 27
Greensboro, N. C.....	Southern Railroad.....	133 30
Bet. W. N. C. Tracks Junction and Asheville.....	Southern Railroad.....	166 64
Bet. A. & C. Tracks Spar'b'g Junct. & Sp'b'g S. C. }		
Bet. Ensley, Ala., and Woodward, Ala.....	K. C., M. & B. Railroad.....	7 00
Bet. Lauderdale, Miss., and Meridian, Miss.....	M. & O. Railroad.....	3,843 09
Meridian, Ala.....	M. & O. Railroad.....	312 75
Georgetown, Ky.....	C. N. O. & T. P. Railroad.....	15 00
Lexington, Ky.....	Kentucky Central Railroad.....	421 25
Louisville, Ky.....	Ches. Ohio and S. W. R. R.....	639 49
	TERMINALS.	\$ 55,678 71
W. O. and W. Junction.....	Thomas W. Swanu.....	66 66
Louisville, Ky.....	K. & I. B. Co.....	10,844 56
Ft. Valley, Ga.....	Central of Georgia Railway.....	840 00
		\$ 11,751 22
		\$ 67,429 93

## COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1895.		ASSETS.	JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$ 228,639,979 10	Cost of road.....		\$ 228,062,484 98		\$ 577,494 22
	9,716,888 52	Cost of equipment.		10,776,745 80	\$ 1,059,857 28	
	3,500,101 00	Stocks owned.....		10,455,247 25	6,955,146 25	
	4,109,700 00	Bonds owned.....		4,654,367 76	544,667 76	
	23,622,045 00	Leasehold estates.		23,608,545 00		13,500 00
	539,255 00	Eq. leased and controlled lines.....		539,255 00		
	38,515 90	Equip. other lines.		7,400 00		
	3,851,022 20	Cash and current assets.....		5,031,642 52	1,180,620 32	31,115 00
		OTHER ASSETS:				
919,429 85		Materials and Supplies.....	1,743,524 34			
4,485 68	923,915 53	Sundries.....	18,466 92	1,761,991 26	838,075 73	
	\$ 274,941,421 45	Grand Total.....		\$ 284,897,679 57	\$ 9,956,258 12	
		LIABILITIES.				
	\$ 170,000,000 00	Capital Stock.....		174,300,000 00	4,300,000 00	
	75,309,590 10	Funded debt.....		79,922,027 87	4,612,437 77	
	3,175,979 46	Current liabilities.		4,054,913 40	878,933 94	
	145,000 00	Real estate mtges.		125,000 00		20,000 00
	463,329 17	Accrued interest on funded debt not yet payable..		502,554 17	39,225 00	
	271,464 18	Taxes accrued not due.....		249,052 71		22,411 47
	276,132 16	Reserve fund maintenance of way.....		19,641 60		256,490 56
	129,558 00	Reserve fund maintenance of equipment.....		101,241 85		28,316 15
	39,624 11	Reserve fund, miscellaneous....				39,624 11
	27,634 46	Freight overch'ge		7,662 15		19,972 31
	38,515 00	Equipment of sun dry roads.....		7,400 00		31,115 00
	24,161,300 00	Outstanding securities of leased lines.....		24,147,800 00		13,500 00
	3,195 00	Sinking fund balance Richmond & Danville equip. No. 5.....		3,115 75		79 25
	4,355 00	Sinking fund balance Georgia Pacific equip. No. 5..		5,047 07	692 07	
	895,744 81	Profit and Loss.....		1,452,223 00	556,478 19	
	\$ 274,941,421 45	Grand Total.....		\$ 284,897,679 57	\$ 9,956,258 12	



### IMPORTANT CHANGES DURING THE YEAR.

An issue of \$4,300,000 preferred stock, account purchase of a controlling interest in the capital stock of the Alabama Great Southern Railway Co., Limited.

Issued \$4,159,000 Southern Railway Company 1st Consolidated 5% Bonds:

For purchase of Alabama Great Southern Securities.....	\$2,100,000
For the redemption of an equal amount of equipment trust obligation, of the old companies and their receivers.....	1,059,000
For new construction and new expenditures in the calendar Year 1896.....	1,000,000
Total.....	\$4,159,000

\$1,000,000 Spartanburg, Union & Columbia 1st Mortgage 4% Bonds, issued under the reorganization of the Asheville & Spartanburg, and Spartanburg, Union & Columbia properties.

\$85,000 worth of Richmond & Danville Equipment Sinking Fund Bonds retired.

\$78,000 worth of Georgia Pacific Equipment Sinking Fund Bonds retired.

\$2,500 worth of Charlotte, Columbia and Augusta 1st Mortgage Extended Bonds retired.

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Name.	No.	Name.
LOCOMOTIVES—Owned and Leased:						
Passenger.....	6	167	167	Westingho'se	167	Hinson & Janney 163
Freight.....	18	402	390	"	189	Janney
Switching.....	8	58	46	"	32	Janney
	5	11				
Total Loco's in Service.....	32	638	503	"	388	Hinson & Janney 384
Less Loco's Leased.....		129	129	"	129	Janney
Total Loco's Owned.....	32	509	374	"	259	Hinson 4 Janney 255
CARS—Owned and Leased:						
In Passenger Service—						
First-class Cars.....	23	205	205	"	265	Gould 8 Hinson 52 Janney 145
Second-class Cars.....	1	77	77	"	77	Hinson 12 Janney 65
Combination Cars.....	4	70	70	"	70	Hinson 12 Janney 58
Dining Cars.....	3	3	3	"	3	Janney
Bag., Ex., and Postal Cars.....	14	156	156	"	156	Hinson 27 Janney 129
Total.....	45	511	511	"	511	Gould 8 Hinson 103 Janney 400
IN FREIGHT SERVICE—						
Box Cars.....	301	9,639	4,368	"	6,627	Gould 10 Hinson 1,665 Janney 4,952
Flat Cars.....	32	1,378	238	"	618	Hinson 35 Janney 518 Thur'd 65
Stock Cars.....	2	463	212	"	235	Janney
Coal Cars.....	764	7,525	1,793	"	4,811	Hinson 1,328 Janney 3,015 Thur'd 468
Refrigerator Cars.....		92	92	"	92	Janney
Total.....	1,099	19,097	6,507	"	12,383	Hinson 3,028 Janney 8,812 Gould 10 Thur'd 533



## DESCRIPTION OF EQUIPMENT.—Continued.

ITEM.	Number Added During Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Name.	No.	Name.
<b>IN COMPANY'S SERVICE—</b>						
Officers' and Pay Cars.....		13	13	Westingho'se	13	Hinson 4 Janney 9
Derrick Cars.....	1	8	8	"	8	Janney 3 Hinson 5
Caboose Cars.....		352				
Other Road Cars.....		267				
Excursion Cars.....	8	8	8	"	8	Janney
Total.....	9	648	29	"	29	Janney 9 Hinson 20
Total Cars in Service.....	1,153	20,256	7,047	"	12,923	Hinson 3,140 Janney 9,232 Gould 18 Thur'd 533
Less Cars Leased.....		5,284	2,371	"	4,284	Hinson 477 Janney 3,389 Thur'd 468
Total Cars Owned.....	1,153	14,972	4,676	"	8,639	Hinson 2,663 Janney 5,893 Gould 18 Thur'd 65

## MILEAGE.

## A. MILEAGE OF ROAD OPERATED (ALL TRACKS.)

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.
	Main Line.	Branches and Spurs.			
Miles of Single Track.....	2,047.81	896.33	386.72	831.43	279.28
Miles of Yard Track and Sidings...	396.44	108.05	53.75	169.12	27.44
Total Mileage Operated (All Tracks).....	2,444.25	1,004.38	440.47	1,000.55	306.72

LINE IN USE.	Line Operated Under Trackage Rights.	Total Mileage Operated.	RAILS.	
			Iron.	Steel.
Miles of Single Track.....	212.76	4,654.33	283.93	4,157.64
Miles of Yard Track and Sidings .....		754.80	557.87	196.93
Total Mileage Operated (All Tracks).....	212.76	5,409.13	841.80	4,354.57

## B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK.)

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.
	Main Line.	Branches and Spurs.			
District of Columbia.....		.22			
Virginia.....	240.42	7.10		340.19	31.30
North Carolina.....	239.60	444.57	52.10	266.30	
South Carolina.....	322.20	21.48	91.50	125.00	
Georgia.....	478.80	138.70	50.60	99.94	9.11
Tennessee.....	293.42	97.56	69.32		
Alabama.....	465.87	186.70			
Mississippi.....	7.50				238.87
Kentucky.....			123.20		
Total Mileage Operated (Single Track).....	2,047.81	896.33	386.72	831.43	279.28



## MILEAGE.—Continued.

## MILEAGE OF LINE OPERATED BY STATES.—CONTINUED.

STATE OR TERRITORY.	Line Operated Under Trackage Rights.	Total Mileage Operated.	RAILS.	
			Iron.	Steel.
District of Columbia.....	2.05	2.27		.22
Virginia.....	38.60	657.61	46.05	572.96
North Carolina.....	121.68	1,124.25	110.27	892.30
South Carolina.....		560.18	.38	559.80
Georgia.....	1.62	778.77	10.01	767.14
Tennessee.....		460.30	24.72	435.58
Alabama.....	23 11	675.68	60.50	592.07
Mississippi.....	18.80	265.17	32.00	214.37
Kentucky.....	6.90	130.10		123.20
Total Mileage Operated (Single Track).....	212.76	4,654.33	283.93	4,157.64

## C. MILEAGE OF LINE OWNED BY STATES. (SINGLE TRACK.)

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	RAILS.	
	Main Line	Branches and Spurs		Iron.	Steel.
District of Columbia.....		.22	.22		.22
Virginia.....	240.42	7.10	247.52	5 60	241.92
North Carolina.....	239.60	444.57	684.17	107.57	576.60
South Carolina.....	322.20	21.48	343 68	.38	343.30
Georgia.....	478.80	138 70	617.50	.90	616.60
Tennessee.....	293 42	97.56	390.98	20.70	370.28
Alabama.....	465.87	186.70	652.57	60.50	592.07
Mississippi.....	7.50		7.50	7.50	
Total Mileage Owned (Single Track).	2,047.81	896.33	2,944.14	203.15	2,740.99

## SOUTHERN RAILWAY IN NORTH CAROLINA.

## PROPERTY OPERATED.

## OWNED LINES, AS FOLLOWS:

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Piedmont.....	State Line, Va....	Greensboro, N. C.	42.70	
Charlotte, Columbia and Augusta.....	Charlotte, N. C....	State Line, S. C....	11.50	
Western North Carolina.....	Salisbury, N. C....	Asheville, N. C....	141.00	
Western North Carolina.....	Asheville, N. C....	State Line, Tenn.	44.40	239.60
Oxford and Clarksville.....	State Line, Va....	Durham, N. C.....	49.70	
Oxford and Henderson.....	Oxford, N. C.....	Henderson, N. C.	12.72	
North Western North Carolina.....	Greensboro, N. C.	Wilkesboro, N. C.	100.15	
Yadkin.....	Salisbury, N. C....	Norwood, N. C....	41.00	
Atlantic, Tennessee and Ohio.....	Charlotte, N. C....	Taylorsville, N. C.	65.65	
Western North Carolina.....	Asheville, N. C....	Murphy, N. C.....	122.40	
North Carolina Midland.....	Winston - Salem, N. C.....	Mocksville, N. C.	26.15	
High Point and Southern.....	High Point, N. C.	Asheboro, N. C....	26.80	444.57
		Total.....		684.17
*Wilmington and Weldon.....	Selma, N. C.....	Tarboro, N. C.....	54.88	
*Norfolk and Carolina.....	Tarboro, N. C.....	State Line, Va....	65.80	120.68
		Total.....		804.85

\*Lines operated under trackage rights.

## LEASED LINES.

Atlanta and Charlotte Air-Line—Charlotte to State Line.....	42.68
Asheville and Spartanburg—Asheville to State Line.....	41.90
North Carolina Railroad—Goldsboro to Charlotte.....	223.20
State University—University to Chapel Hill.....	10.20

317.98



## ATLANTA AND CHARLOTTE AIR-LINE RAILWAY COMPANY.

### HISTORY.

Georgia Air Line Railway Company, chartered March 5, 1858, by the Legislature of Georgia, to run from Atlanta, in the State of Georgia, to the South Carolina State line. Amendment to the same approved December 11, 1858, and also September 7, 1868, September 21, 1868, and February 29, 1876.

South Carolina Air-Line Railway Company, charter granted December 20, 1856, conferring on it the same power as was granted to the Georgia Air-Line Railway Company, to run from the Georgia State line to the North Carolina State line. Amendment to the same approved September 18, 1868, and March 24, 1876.

The North Carolina Air-Line Railroad Company, charter granted August 3, 1868, to run from the South Carolina State line to such point on the Charlotte and South Carolina Railroad, or the North Carolina Railroad at the town of Charlotte, as shall be meet and practicable. Amended by act March, 1873.

These roads form what was called the Atlanta and Richmond Air Line Company, which went into the hands of a receiver, and by authority contained in deed of trust, dated 1st day of July, 1870, they were sold at public auction on the 5th day of December, 1876. Reorganized April 4, 1877, under the name of the Atlanta and Charlotte Air-Line Railway Company.

On the 26th of March, 1881, the road was leased to the Richmond and Danville Railway Company for ninety-nine years, from April 1, 1881, at a rental of \$462,500 annually. Succeeded by Southern Railway Company.

### ORGANIZATION.

NAMES OF DIRECTORS	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Chas. S. Fairchild.....	46 Wall Street, New York, N. Y.....	2d Wednesday in March, 1897
Belden R. McAlpine.....	Dakota Apartm't House, N. Y. City	2d Wednesday in March, 1897
R. Hart. Rochester.....	195 Broadway, New York, N. Y.....	2d Wednesday in March, 1897
Hiram W. Sibley.....	21 Exchange St., Rochester, N. Y..	2d Wednesday in March, 1897
Skipwith Wilmer.....	207 N. Calvert St., Baltimore, Md..	2d Wednesday in March, 1897
Michael Jenkins.....	Baltimore, Md.....	2d Wednesday in March, 1897
Edward Kelly.....	Temple Court, New York City.....	2d Wednesday in March, 1897
Augustus D. Shepard.....	86 Trinity Place, New York City....	2d Wednesday in March, 1897
Ebenezer S. Mason.....	48 Wall Street, New York City.....	2d Wednesday in March, 1897
Joseph Bryan.....	Richmond, Va.....	2d Wednesday in March, 1897
Frederick Cromwell.....	32 Nassau St., New York City.....	2d Wednesday in March, 1897
John A. Middleton.....	21 Cortland St., New York City....	2d Wednesday in March, 1897
-----		
PRESIDENT.—C. S. Fairchild	New York.....	
SECRETARY—H. N. Wilmer..	New York.....	
TREASURER.—G. Sherman..	New York.....	

**PROPERTY OPERATED.**

Atlanta and Charlotte Air-Line Railway—from Atlanta, Ga., to Charlotte, N. C.....	Miles. 268.04
In North Carolina—Charlotte to State Line.....	43.10

Operated by the Southern Railway Company, successors to the Richmond and Danville Railroad Company, under agreement dated March 26th, 1881, under which the Richmond and Danville Railroad Company took possession of the works, property and assets of the Atlanta and Charlotte Air-Line Railway Company, and assumed all its liabilities then outstanding, agreeing to pay annually all taxes, assessments, public dues and charges legally levied upon said Air-Line Company; interest upon the first mortgage bonds of said Company semi-annual instalments of \$148,750; interest on the first mortgage preference and income bonds of said Company in semi-annual instalments of \$40,000; dividend of five per cent. on \$1,700,000 capital stock of said Company in semi-annual instalments of \$42,500; said dividend to be increased to six per cent. in event of the earnings of the Air-Line exceeding \$1,500,000, and to seven per cent. in event of earnings exceeding \$2,500,000; for maintaining the organization of the Atlanta and Charlotte Air-Line Company, the sum of \$3,000 for the first year and of \$2,000 for each succeeding year, said sums to be paid semi-annual instalments of \$1,500 and \$1,000 respectively. Also such sum annually as may be necessary to cover the charges of some responsible Trust Company in the City of New York for disbursing the payments for interest on the bonds and dividends as the stock of the Air-Line Company, and for registering and transferring said bonds and stock, said agreement to continue until default by the Richmond and Danville Railroad Company in carrying out any of the provisions of the same, in event of which default the said agreement is terminable at the option of the Air-Line Company, on thirty days' notice to the Richmond and Danville Railroad Company, provided such default should still continue at the expiration of that time.

**CAPITAL STOCK.—Entire Line.**

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Am't Issued and Outstand'g.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital Stock—Common	17,000	\$ 100 00	\$1,700,000 00	\$ 1,700,000 00	6 Per Ct	\$ 102,000 00
Total.....	17,000	\$ 100 00	\$1,700,000 00	\$ 1,700,000 00	6 Per Ct.	\$ 102,000 00



**FUNDED DEBT.**  
**MORTGAGE BONDS.**

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
First preferred mortgage	1877	1917	\$ 500,000 00	\$ 500,000 00	\$ 500,000 00	No Record.
First Mortgage.....	1877	1907	4,250,000 00	4,250,000 00	4,250,000 00	No Record.
Total.....			4,750,000 00	4,750,000 00	\$ 4,750,000 00	
Income.....	1880	1900	750,000 00	750,000 00	750,000 00	
Grand Total.....			\$ 5,500,000 00	\$ 5,500,000 00	\$ 5,500,000 00	

CLASS OF BOND OR OBLIGATION.	INTEREST.			
	Rate	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
First preferred mortgage.....	7%	Apr. and Oct.	\$ 35,000 00	\$ 35,000 00
First mortgage.....	7%	Jan. and July.	297,500 00	297,500 00
Total.....			\$ 332,500 00	\$ 332,500 00
Income.....	6%	Apr. and Oct.	45,000 00	45,000 00
Grand Total.....			\$ 377,500 00	\$ 377,500 00

**RECAPITULATION OF FUNDED DEBT.**

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage Bonds.....	\$ 4,750,000 00	\$ 4,750,000 00	\$ 332,500 00	\$ 332,500 00
Income Bonds.....	750,000 00	750,000 00	45,000 00	45,000 00
Total.....	\$ 5,500,000 00	\$ 5,500,000 00	\$ 377,500 00	\$ 377,500 00

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD.

ACCOUNT.	Total Amount Outstanding.	APPORTION- MENT.  To Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock.....	\$ 1,700,000 00	All.	268.04	\$ 6,331 00
Bonds.....	5,500,000 00	All.	268.04	20,481 00
Total.....	\$ 7,200,000 00			\$ 26,812 00

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

## GRAND TOTAL COST CONSTRUCTION, EQUIPMENT, ETC.:

Total Cost to June 30, 1895.....	\$7,200,000 00
Total Cost to June 30, 1896.....	\$7,200,000 00
Cost Per Mile.....	\$ 26,812 00

## INCOME ACCOUNT.

Income from Lease of Road.....		\$ 483,500 00
DEDUCTIONS FROM INCOME:		
Salaries and Maintenance of Organization.....	\$ 4,000 00	
Interest on Funded Debt accrued.....	377,500 00	
Total Deductions from Income.....		381,500 00
Net Income.....		\$ 102,000 00
Dividends, 6 per cent. Common Stock.....		102,000 00

## INCOME FROM LEASE OF ROAD.

## Rental paid by Southern Railway Company as follows:

Interest on Mortgage and Income Bonds.....	\$377,500 00
Dividends on Stock.....	102,000 00
Maintenance of Organization.....	4,000 00
Total Income.....	\$483,500 00



**EARNINGS FROM OPERATION.—State of North Carolina.**

Earnings from operation belong to Southern Railway Company, which pays a stipulated annual rent.

ITEM.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
<b>PASSENGER :</b>			
Passenger Revenue.....	\$ 89,095 39		
Less Repayments—Tickets Redeemed.....		\$ 613 98	
Other Repayments.....			
Total Deductions.....		\$ 613 98	
Total Passenger Revenue.....			\$ 88,481 41
Mail.....			28,674 35
Express.....			7,582 35
Extra Baggage and Storage.....			923 71
Other Items.....			192 00
Total Passenger Earnings.....			\$ 125,853 82
<b>FREIGHT :</b>			
Freight Revenue.....	141,394 85		
Less Repayments—Overcharge to Shippers.....		3,130 47	
Total Deductions.....		\$ 3,130 47	
Total Freight Revenue.....			\$ 138,264 38
Other Items.....			4,276 80
Total Freight Earnings.....			\$ 142,541 18
Total Passenger and Freight Earnings.....			\$ 268,395 00
<b>OTHER EARNINGS FROM OPERATION :</b>			
Car Mileage—Balance.....			
Switching Charges—Balance.....			533 07
Telegraph Companies.....			
Rents from Tracks, Yards, and Terminals.....			
Rents not otherwise provided for.....			124 22
Other sources.....			232 33
Total Other Earnings.....			\$ 889 62
Total Gross Earnings from Operation—North Carolina.....			\$ 269,284 62
Total Gross Earnings from Operation—Entire Line.....			\$ 1,731,037 51

## OPERATING EXPENSES.

## MAINTENANCE OF WAY AND STRUCTURES:

Repairs of Roadway.....	\$168,786 86
Renewals of Rails.....	33,832 09
Renewals of Ties.....	12,606 21
Repairs and Renewals of Bridges and Culverts.....	18,934 98
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards.....	806 27
Repairs and Renewals of Buildings and Fixtures.....	19,453 81
Repairs and Renewals of Docks and Wharves.....	5 04
Repairs and Renewals of Telegraph.....	27 70
Stationery and Printing.....	207 73
Other Expenses.....	1 50
Total.....	\$251,662 19

## MAINTENANCE OF EQUIPMENT:

Superintendence.....	\$ 8,700 65
Repairs and Renewals of Locomotives.....	70,999 71
Repairs and Renewals of Passenger Cars.....	37,097 38
Repairs and Renewals of Freight Cars.....	79,714 62
Repairs and Renewals of Work Cars.....	1,150 30
Repairs and Renewals of Shop Machinery and Tools.....	5,197 44
Stationery and Printing.....	522 06
Other Expenses.....	3,634 63
Total.....	\$207,016 79

## CONDUCTING TRANSPORTATION:

Superintendence.....	\$ 27,307 19
Engine and Roundhouse Men.....	107,136 27
Fuel for Locomotives.....	135,624 65
Water Supply for Locomotives.....	10,541 29
Oil, Tallow and Waste for Locomotives.....	6,191 40
Other Supplies for Locomotives.....	3,301 28
Train Service.....	77,556 48
Train Supplies and Expenses.....	25,908 11
Switchmen, Flagmen and Watchmen.....	36,597 39
Telegraph Expenses.....	30,876 81
Station Service.....	73 788 95
Station Supplies.....	8,116 81
Switching Charges--Balance.....	4,282 77
Car Mileage--Balance.....	110,434 42
Hire of Equipment.....	46,931 57
Total carried forward.....	\$704,595 39



## OPERATING EXPENSES.—Continued.

## CONDUCTING TRANSPORTATION—Continued:

Total brought forward.....	\$ 704,595 39
Loss and damage.....	12,107 76
Injuries to persons.....	11,777 65
Clearing wrecks.....	3,495 14
Advertising.....	4,381 69
Outside agencies.....	21,412 57
Commissions.....	1,414 74
Rents for tracks, yards and terminals.....	10 093 56
Rents of buildings and other property.....	1,805 38
Stationery and printing.....	11,724 85
Other expenses.....	5,202 65
Total.....	\$ 788,011 38

## GENERAL EXPENSES:

Salaries of general officers.....	\$ 9,568 62
Salaries of clerks and attendants.....	14,425 77
General office expenses and supplies.....	3,043 64
Insurance.....	4,786 02
Law expenses.....	12,562 20
Stationery and printing (general offices).....	3,213 04
Other expenses.....	2,222 80
Total.....	\$ 49,822 09

## RECAPITULATION OF EXPENSES:

Maintenance of way and structures.....	\$ 254,662 19
Maintenance of equipment.....	207,016 79
Conducting transportation.....	788,011 38
General expenses.....	49,822 09
Grand total.....	\$ 1,299,512 45
Percentage of expenses to earnings—entire line.....	75.13

## OPERATING EXPENSES—STATE OF NORTH CAROLINA:

Maintenance of way and structures.....	\$ 40,745 95
Maintenance of equipment.....	33,122 68
Conducting transportation.....	126,081 82
General expenses.....	7,971 54
Total.....	\$ 207,921 99
Percentage of expenses to earnings—North Carolina.....	77.21

**RENTALS PAID.**

RENTALS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

DESIGNATION OF PROPERTY.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks.....	Atlanta, Ga.....	Georgia R. R.....	\$ 3,000 00	
Tracks.....	Atlanta, Ga.....	Nashville, Chatta. & St. Louis R. R.....	6,512 56	
Tracks.....	Atlanta, Ga.....	Gen. of Ga. R. R.....	581 00	
Total.....				\$ 10,093 56
Grand Total Rents —B.....				\$ 10,093 56

**COMPARATIVE GENERAL BALANCE SHEET.**

JUNE 30, 1895.		JUNE 30, 1896.
	<b>ASSETS.</b>	
Total.		Total.
\$ 7,200,000 00	Cost of Road.....	\$ 7,200,000 00
\$ 7,200,000 00	Grand Total.....	\$ 7,200,000 00
	<b>LIABILITIES.</b>	
\$ 1,700,000 00	Capital Stock.....	\$ 1,700,000 00
5,500,000 00	Funded Debt.....	5,500,000 00
\$ 7,200,000 00	Grand Total.....	\$ 7,200,000 00



## EMPLOYEES AND SALARIES.—State of North Carolina.

CLASS.	Number	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers.....	16	5,760	\$ 1,285 90	\$ 22
Other Officers.....	26	9,360	1,118 73	12
General Office Clerks.....	214	79,410	1,873 50	02
Station Agents.....	9	2,875	5,648 35	1 96
Other Station Men.....	25	8,270	9,213 29	1 11
Enginemen.....	9	2,515	8,775 80	3 49
Firemen.....	10	2,785	4,618 57	1 66
Conductors.....	6	1,776	4,963 25	2 79
Other Trainmen.....	15	4,118	5,476 85	1 33
Machinists.....	4	1,175	2,758 40	2 35
Carpenters.....	5	1,382	2,387 33	1 73
Other Shopmen.....	42	11,735	15,785 67	1 35
Section Foremen.....	12	3,918	6,993 25	1 78
Other Trackmen.....	87	25,183	18,837 95	75
Switchmen, Flagmen and Watchmen.....	10	3,219	4,983 24	1 55
Telegraph Operators and Dispatchers.....	16	5,235	10,365 48	1 98
All Other Employees and Laborers.....	20	5,173	5,875 62	1 14
Total (Including "General Officers")—N. C..	526	173,889	\$ 110,961 13	\$ 64
Less "General Officers".....	16	5,760	1,285 90	22
Total (Excluding "General Officers")—N. C.	510	168,129	\$ 109,675 23	\$ 65
DISTRIBUTION OF ABOVE:				
General Administration.....	236	94,530	4,278 13	05
Maintenance of Way and Structures.....	99	29,101	25,831 20	89
Maintenance of Equipment.....	51	14,292	20,931 40	1 46
Conducting Transportation.....	120	35,966	59,920 40	1 67
Total (Including "General Officers")—N. C..	526	173,889	\$ 110,961 13	\$ 64
Less "General Officers".....	16	5,760	1,285 90	22
Total (Excluding "General Officers")—N. C..	510	168,129	\$ 109,675 23	\$ 65
Total (Including "General Officers")—Entire Line.....	1,682	510,325	462,310 40	91

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—State of North Carolina.

ITEM.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC :</b>				
Number of passengers carried earning revenue	140,390			
Number of passengers carried one mile.....	4,479,074			
Number of passengers carried one mile per mile of road.....	103,923			
Average distance carried.....	31.91			
Total passenger revenue.....		88,481	41	
Average amount received from each passenger.....			63	025
Average receipts per passenger per mile.....			01	975
Total passenger earnings.....		125,853	82	
Passenger earnings per mile of road.....		2,920	04	
Passenger earnings per train mile.....		1	15	035
<b>FREIGHT TRAFFIC :</b>				
Number of tons carried of freight earning revenue .....	363,474			
Number of tons carried one mile.....	14,710,020			
Number of tons carried one mile per mile of road.....	341,229			
Average distance haul of one ton.....	40.47			
Total freight revenue.....		138,264	38	
Average amount received for each ton of freight .....			38	040
Average receipts per ton per mile.....			00	940
Total freight earnings.....		142,541	18	
Freight earnings per mile of road.....		3,307	22	
Freight earnings per train mile.....		1	26	121
<b>PASSENGER AND FREIGHT :</b>				
Passenger and freight revenue.....		226,745	79	
Passenger and freight revenue per mile of road .....		5,260	92	
Passenger and freight earnings.....		268,395	00	
Passenger and freight earnings per mile of road .....		6,227	26	
Gross earnings from operation.....		269,284	62	
Gross earnings from operation per mile of road .....		6,247	90	
Gross earnings from operation per train mile.....		1	21	068
Operating expenses.....		207,921	99	
Operating expenses per mile of road.....		4,824	18	
Operating expenses per train mile.....			93	480



## FREIGHT TRAFFIC MOVEMENT.—State of North Carolina.

COMMODITY.	TOTAL FREIGHT TONNAGE.	
	Whole Tons	Per Ct.
<b>PRODUCTS OF AGRICULTURE:</b>		
Grain.....	7,111	1.95
Flour.....	11,385	3.13
Other Mill Products.....	4,703	1.29
Hay.....	1,806	.49
Tobacco.....	7,321	2.01
Cotton.....	35,612	9.80
Fruit and Vegetables.....	13,126	3.61
Melons.....	8,231	2.29
Seed Cotton.....	2,164	.59
<b>PRODUCTS OF ANIMALS:</b>		
Live Stock.....	2,130	.59
Dressed Meats.....	542	.15
Other Packing House Products.....	2,236	.61
Hides and Leather.....	2,180	.60
<b>PRODUCTS OF MINES:</b>		
Anthracite Coal.....	1,815	.50
Bituminous Coal.....	12,712	3.50
Stone, Sand, and other like articles.....	9,870	2.72
Marble.....	1,610	.44
PRODUCTS OF FOREST: Lumber and Logs.....	35,304	9.71
<b>MANUFACTURES:</b>		
Petroleum and other Oils.....	2,862	.79
Sugar and Molasses.....	3,850	1.05
Naval Stores.....	3,170	.87
Iron, Pig and Bloom.....	26,784	7.37
Iron and Steel Rails.....	1,160	.32
Other Castings and Machinery.....	15,360	4.23
Bar and Sheet Metal.....	10,211	2.81
Cement, Brick and Lime.....	9,764	2.69
Agricultural Implements.....	425	.12
Wagons, Carriages, Tools, etc.....	1,462	.40
Wines, Liquors and Beers.....	2,113	.58
Household Goods and Furniture.....	3,225	.89
Cotton Factory Products.....	21,921	6.03
Fertilizer.....	21,707	5.97
Merchandise.....	42,901	11.80
MISCELLANEOUS: Other commodities not mentioned above.....	36,731	10.10
Total Tonnage North Carolina.....	363,474	100.00
Total Tonnage Entire Line.....	626,947	

DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Name.	No.	Name.
<b>LOCOMOTIVES—Owned and leased:</b>						
Passenger.....		10	10	West'ghouse	6	Janney.
Freight.....		13	13	"	2	"
Switching.....		2	1	"		
Total Locomotives in Service.....		25	24	"	8	"
Total Locomotives Owned.....		25	24	"	8	"
<b>CARS—Owned and Leased:</b>						
<b>IN PASSENGER SERVICE—</b>						
First-Class Cars.....		7	7	"	7	"
Second-Class Cars.....		9	9	"	9	"
Combination Cars.....		5	5	"	5	"
Baggage, Express and Postal Cars.....		11	11	"	11	"
Total.....		32	32	"	32	"
<b>IN FREIGHT SERVICE—</b>						
Box Cars.....		216	6	"	62	"
Flat Cars.....		82	7	"	42	"
Stock Cars.....		7	1	"	3	"
Total.....		305	14	"	107	"
<b>IN COMPANY'S SERVICE—</b>						
Officers' and Pay Cars.....		1	1	"	1	"
Caboose Cars.....		8				
Other Road Cars.....		29				
Total.....		38	1	"	1	"
Total Cars in Service.....		375	47	"	140	"
Total Cars Owned.....		375	47	"	140	"

MILEAGE.

C. MILEAGE OF LINE OWNED BY STATES.

STATE.	Line Represented by Capital Stock. Main Line	Total Mileage Owned.	Rails. Steel.
North Carolina.....	43.10	43.10	43.10
South Carolina.....	125.00	125.00	125.00
Georgia.....	99.94	99.94	99.94
Total mileage owned (single track).....	268.04	268.04	268.04



## RENEWALS OF RAILS AND TIES.—State of North Carolina.

New Ties Laid During Year—Number.....	19,700
Average Price at Distributing Point.....	33 cents.

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal. Bitumi- nous. Tons.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger.....	4,212.00	4,212.00	117,300	71.81
Freight.....	7,879.25	7,879.25	125,336	125.71
Switching.....	1,029.75	1,029.75	39,738	51.82
Construction.....	261.50	261.50	7,025	74.41
Total.....	13,382.50	13,382.50	289,399	92.48
Average Cost at Distributing Point.....	\$ 1 62			

## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.			
	Trainmen Injured.	Switchmen, Flagmen and Watch- men. Injured.	Other Em- ployees— Injured.	Total. Injured.
Coupling and uncoupling.....	1			1
Falling from trains and engines.....	1	2		3
Collisions.....	2			2
Other Causes.....	2		4	6
Total.....	6	2	4	12

KIND OF ACCIDENT.	Passen- gers Injured.	OTHERS.			
		TRESPASSING.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.
At Stations.....	1	1		1	
Other Causes.....		1	1	1	1
Total.....	1	2	1	2	1

## CHARACTERISTICS OF ROAD.—State of North Carolina.

## BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges, iron—number.....	3
Aggregate length, feet.....	794
Minimum length, feet.....	35
Maximum length, feet.....	315
Trestles—number.....	5
Aggregate length, feet.....	1,394
Minimum length, feet.....	98
Maximum length, feet.....	622
Overhead highway crossings, bridges—number.....	6
Height of lowest above surface of rail, feet.....	19.6
Gauge of track, four feet, nine inches: 43.10 miles.	

## ASHEVILLE AND SPARTANBURG RAILROAD.

## HISTORY.

Road opened to Hendersonville, N. C., June 1, 1879. Sold under foreclosure April 4, 1881, and reorganized under present name. Road completed from Hendersonville to Asheville, twenty-one miles, and opened for business July 13, 1886, under management of the Richmond and Danville Railroad Company.

This company was chartered under the name of the Greenville and French Broad Railroad Company by Act of the General Assembly, ratified the 13th day of February, 1855, afterwards amended by Act of the General Assembly, ratified 22d day of December, 1873, in pursuance of the laws of North and South Carolina, consolidated with the Spartanburg and Asheville Railroad Company of South Carolina, under the corporate name of the Spartanburg and Asheville Railroad Company, by Act of the General Assembly, ratified the 9th day of December, 1874. No limitation expressed in act as to limitation or duration of charter. On the 12th day of March, 1881, an act was ratified by the General Assembly of North Carolina for the relief of the stockholders of the Spartanburg and Asheville Railroad Company. By authority of this act the company assumed its present name. Sold under foreclosure February 15th, 1895. November 11th, 1895, leased to the Southern Railway Company.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. P. Clyde.....	New York.....	} Upon Election of Successor.
W. G. Oakman.....	New York.....	
R. I. Inman.....	New York.....	
A. B. Andrews.....	Raleigh, N. C. ....	
D. C. Waddell.....	Greensboro, N. C.....	
Jas. Walker.....	Spartanburg, S. C.....	
Albert Cannon.....	Hendersonville, N. C.....	
SECRETARY—A. L. White....	Spartanburg, S. C.....	

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of Line for Each Class of Roads Named.
	From	To	
1—A. Asheville & Spartanburg Railroad.....	Asheville, N. C....	Alston, S. C.....	133.40
In North Carolina.....	Asheville, N. C....	State Line.....	41.90



**PROPERTY LEASED.**

The Asheville and Spartanburg Railroad, leased to and operated by the Southern Railway Company under deed bearing date November 11, 1895. The Southern Railway Company guarantees to the Spartanburg, Union and Columbia Railroad Company, its successors and assigns, and expressly to the holders from them of any and all of the four per cent. bonds, not exceeding the aggregate principal sum of one million dollars, payable in gold coin of the present standard of weight and fineness, and issued or hereafter to be issued, and to be secured by a mortgage or deed of trust to the Central Trust Company of New York, dated November 11, 1895, and to the trustee the interest of each bond until maturity, not exceeding the sum of \$40,000 per annum.

**CAPITAL STOCK.**

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Am't Issued and Outstand'g.
Capital Stock--Common.....	10,500	\$ 100 00	\$ 1,050,000 00	\$ 1,050,000 00
Total.....	10,500	\$ 100 00	\$ 1,050,000 00	\$ 1,050,000 00

**FUNDED DEBT.****MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.**

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.
	Date of Issue.	When Due.			
S. W. & C. R. R., first mortgage.....	1895	1995	\$ 1,000,000 00	\$ 1,000,000 00	\$ 1,000,000 00

**INTEREST.**

CLASS OF BOND OR OBLIGATION.	Rate.	When Payable.	Amount Accrued During Year.	Amount Paid During Year.

**RECAPITULATION OF FUNDED DEBT.**

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage Bonds.....	\$ 1,000,000 00	\$ 1,000,000 00	\$ 40,000 00	\$ 40,000 00

**CURRENT ASSETS AND LIABILITIES.**

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Due from Solvent Companies and Individuals.....	\$ 76,199 13
Total—Cash and Current Assets.....	\$ 76,199 13

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1896.

Matured Interest Coupons Unpaid (Including Coupons due July 1).....	\$ 20,000 00
Total—Current Liabilities.....	\$ 20,000 00
Balance—Cash Assets.....	56,199 13
Total.....	\$ 76,199 13

**RECAPITULATION.**

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount
Capital Stock.....	\$ 1,050,000 00	All	None	133.40	\$ 7,871 06
Bonds.....	1,000,000 00	All	None	133.40	7,496 25
Total.....	\$ 2,050,000 00				\$15,367 31

**COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.**

ITEM.	EXPENDITURES DURING YEAR—NOT INCLUDED IN OPERATING EXPENSES.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
	Charged to Construction or Equipment.			
<b>CONSTRUCTION:</b>				
Other Items.....	\$ 67,411 50			
Grand Total Cost Construction, Equipment, Etc.....	\$ 67,411 50	\$ 1,849,802 33	\$ 1,782,390 83	\$ 13,361 25



## INCOME ACCOUNT.

Gross Earnings from Operation.....	\$ 372,881 29	
Less Operating Expenses.....	263,483 17	
Income from Operation.....		\$ 109,392 12
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued.....	\$ 40,000 00	
Taxes.....	13,192 99	
Total Deductions from Income.....		\$ 53,192 99
Net Income.....		\$ 56,199 13
Surplus on June 30, 1895, [from "General Balance Sheet," 1895 report].....		\$ 267,609 17
Surplus on June 30, 1896 [for entry on "General Balance Sheet"].....		\$ 211,410 04

## EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
PASSENGER:			
Passenger Revenue.....	\$ 46,512 71		
Less repayments—Tickets redeemed.....		\$ 91 18	
Total deductions.....		\$ 91 18	
Total passenger revenue.....			\$ 46,421 53
Mall.....			3,208 05
Express.....			2,883 34
Extra baggage and storage.....			86 54
Other items.....			44 64
Total passenger earnings.....			\$ 52,644 10
FREIGHT:			
Freight Revenue.....	\$ 58,228 74		
Less repayments—Overcharge to shippers.....		\$ 767 00	
Total deductions.....		\$ 767 00	
Total freight revenue.....			\$ 57,461 74
Other Items.....			660 69
Total freight earnings.....			\$ 58,122 43
Total passenger and freight earnings.....			\$ 110,766 53
OTHER EARNINGS FROM OPERATION:			
Switching charges—Balance.....			62 57
Other sources.....			137 07
Total other earnings.....			\$ 199 64
Total gross earnings from operation—North Carolina.....			\$ 110,966 17
Total gross earnings from operation—entire line.....			\$ 372,881 29

## OPERATING EXPENSES.

## MAINTENANCE OF WAY AND STRUCTURES:

Repairs of roadway.....	\$ 27,961 18
Renewals of Rails.....	1,412 08
Renewals of ties.....	9,023 78
Repairs and renewals of bridges and culverts.....	14,059 22
Repairs and renewals of fences, road crossings, signs and cattle guards.....	457 12
Repairs and renewals of buildings and fixtures.....	5,168 43
Stationery and printing.....	57 69
Total.....	\$ 55,315 34

## MAINTENANCE OF EQUIPMENT:

Superintendence.....	1,995 69
Repairs and renewals of locomotives.....	16,321 03
Repairs and renewals of passenger cars.....	5,630 99
Repairs and renewals of freight cars.....	16,848 23
Repairs and renewals of work cars.....	485 90
Repairs and renewals of shop machinery and tools.....	1,197 59
Stationery and printing.....	123 74
Other expenses.....	836 18
Total.....	\$ 43,439 35

## CONDUCTING TRANSPORTATION:

Superintendence.....	5,986 90
Engine and roundhouse men.....	25,602 23
Fuel for locomotives.....	25,815 09
Water supply for locomotives.....	1,954 34
Oil, tallow and waste for locomotives.....	1,289 43
Other supplies for locomotives.....	303 97
Train service.....	19,425 25
Train supplies and expenses.....	4,377 36
Switchmen, flagmen, and watchmen.....	3,719 82
Telegraph expenses.....	6,153 81
Station service.....	15,538 09
Station supplies.....	1,288 49
Car mileage—balance.....	20,439 85
Hire of equipment.....	8,972 10
Total carried forward.....	\$ 140,906 73



## OPERATING EXPENSES.—Continued.

## CONDUCTING TRANSPORTATION—Continued.

Total brought forward.....	\$ 140,906 73
Loss and damage.....	3,544 58
Injuries to persons.....	834 49
Clearing wrecks.....	443 35
Advertising.....	861 89
Outside agencies.....	4,207 62
Commissions.....	277 28
Rents for tracks, yards and terminals.....	166 64
Rents of buildings and other property.....	82 81
Stationery and printing.....	2,303 51
Other expenses.....	1,002 94
Total.....	\$ 154,631 84

## GENERAL EXPENSES:

Salaries of general officers.....	1,930 38
Salaries of clerks and attendants.....	2,834 37
General office expenses and supplies.....	605 83
Insurance.....	1,146 99
Law expenses.....	2,016 94
Stationery and printing (general offices).....	631 41
Other expenses.....	936 72
Total.....	\$ 10,102 64

## RECAPITULATION OF EXPENSES:

Maintenance of way and structures.....	55,315 34
Maintenance of equipment.....	43,439 35
Conducting transportation.....	154,631 84
General expenses.....	10,102 64
Grand total.....	\$ 263,489 17
Percentage of expenses to earnings—entire line.....	70.66

## OPERATING EXPENSES—State of North Carolina:

Maintenance of way and structures.....	\$ 18,771 15
Maintenance of equipment.....	14,559 01
Conducting transportation.....	52,378 24
General expenses.....	2,915 27
Total.....	\$ 88,623 67
Percentage of expenses to earnings—North Carolina.....	79.86

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1895.	ASSETS.	JUNE 30, 1896.	YEAR ENDING JUNE 30, 1896.	
		Total.	Increase.	Decrease.
\$ 1,849,802 33	Cost of Road.....	\$ 1,782,390 83		\$ 67,411 50
287,609 17	Cash and Current Assets.....	76,199 13	\$ 76,199 13	
\$ 2,117,411 50	Profit and Loss.....	211,410 04		56,199 13
	Grand Total.....	\$ 2,070,000 00		\$ 47,411 50
	LIABILITIES.			
\$ 1,050,000 00	Capital Stock.....	\$ 1,050,000 00		
715,000 00	Funded Debt.....	1,000,000 00	\$ 285,000 00	
352,411 50	Current Liabilities.....	20,000 00		\$ 332,411 50
\$ 2,117,411 50	Grand Total.....	\$ 2,070,000 00		\$ 47,411 50



## EMPLOYEES AND SALARIES.

CLASS.	Num- ber.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily C'mpen- sation.
General Officers.....	16	5,760	\$ 473 50	\$ .08
Other Officers.....	26	9,360	418 25	.04
General Office Clerks.....	214	79,410	846 35	.01
Station Agents.....	5	1,725	2,132 28	1 24
Other Station Men.....	4	1,310	627 43	48
Enginemen.....	3	923	3,310 65	3 59
Firemen.....	3	917	1,585 92	1 73
Conductors.....	3	905	2,315 48	2 56
Other Trainmen.....	6	1,847	2,190 75	1 19
Machinists.....	3	895	1,687 90	1 91
Carpenters.....	3	875	1,435 63	1 64
Other Shopmen.....	12	3,642	4,722 39	1 30
Section Foremen.....	8	2,518	3,387 47	1 35
Other Trackmen.....	38	10,596	7,018 55	66
Telegraph Operators and Dispatchers.....	3	947	1,227 75	1 30
All other Employees and Laborers.....	17	4,127	3,147 65	76
Total (Including "General Officers").—N. C.....	364	125,757	\$ 36,527 94	\$ 29
Less "General Officers".....	16	5,760	473 50	.08
Total (Excluding "General Officers")—N. C.....	348	119,997	\$ 36,054 45	\$ 30
DISTRIBUTION OF ABOVE:				
General Administration.....	256	94,530	1,738 10	.02
Maintenance of Way and Structures.....	46	13,114	10,406 02	79
Maintenance of Equipment.....	18	5,412	7,845 92	1 45
Conducting Transportation.....	44	12,701	16,537 91	1 30
Total (Including "General Officers")—N. C.....	364	125,757	\$ 36,527 95	\$ 29
Less "General Officers".....	16	5,760	473 50	.08
Total (Excluding "General Officers")N. C.....	348	119,997	\$ 36,054 45	\$ 30
Total (Including "General Officers")Entire Line.....	572	198,503	93,572 80	47

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—State of North Carolina.

ITEM.	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue	71,797			
Number of passengers carried one mile .....	1,908,065			
Number of passengers carried one mile per mile of road .....	45,539			
Average distance carried .....	26.58			
Total passenger revenue .....		46,421	53	
Average amount received from each passenger .....			64	657
Average receipts per passenger per mile .....			2	433
Total passenger earnings .....		52,644	10	
Passenger earnings per mile of road .....		1,256	42	
Passenger earnings per train mile .....			99	565
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning revenue .....	200,445			
Number of tons carried one mile .....	7,176,920			
Number of tons carried one mile per mile of road .....	171,287			
Average distance haul of one ton .....	35 80			
Total freight revenue .....		57,461	74	
Average amount received for each ton of freight .....			28	666
Average receipts per ton per mile .....				801
Total freight earnings .....		58,122	43	
Freight earnings per mile of road .....		1,387	17	
Freight earnings per train mile .....			80	673
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue .....		103,883	27	
Passenger and freight revenue per mile of road .....		2,479	31	
Passenger and freight earnings .....		110,766	53	
Passenger and freight earnings per mile of road .....		2,643	59	
Gross earnings from operation .....		110,966	17	
Gross earnings from operation per mile of road .....		2,648	36	
Gross earnings from operation per train mile .....			88	829
Operating expenses .....		88,623	67	
Operating expenses per mile of road .....		2,115	12	
Operating expenses per train mile .....			70	944



## FREIGHT TRAFFIC MOVEMENT.—State of North Carolina.

COMMODITY.	TOTAL FREIGHT TONNAGE.	
	Whole Tons	Per Ct.
<b>PRODUCTS OF AGRICULTURE:</b>		
Grain.....	6,164	3.08
Flour.....	9,786	4.88
Other Mill Products.....	2,736	1.36
Hay.....	1,307	.65
Tobacco.....	2,094	1.04
Fruit and Vegetables.....	654	.33
<b>PRODUCTS OF ANIMALS:</b>		
Live Stock.....	1,184	.59
Dressed Meats.....	394	.20
Other Packing-House Products.....	2,313	1.15
Hides and Leather.....	380	.19
<b>PRODUCTS OF MINES:</b>		
Bituminous Coal.....	45,517	22.71
Stone, Sand and other like articles.....	5,995	2.99
<b>PRODUCTS OF FOREST: Lumber.....</b>		
	22,710	11.33
<b>MANUFACTURES:</b>		
Petroleum and other Oils.....	640	.32
Sugar.....	892	.45
Other Castings and Machinery.....	1,184	.59
Bar and Sheet Metal.....	5,127	2.56
Cement, Brick and Lime.....	6,165	3.08
Agricultural Implements.....	64	.03
Wagons, Carriages, Tools, etc.....	797	.40
Wines, Liquors and Beers.....	2,364	1.18
Household Goods and Furniture.....	670	.33
Cotton Factory Products.....	13,376	6.67
Fertilizer.....	18,205	9.13
Merchandise.....	33,107	16.52
<b>MISCELLANEOUS: Other commodities not mentioned above.....</b>		
	16,520	8.24
Total Tonnage North Carolina.....	200,445	100.00
Total Tonnage Entire Line.....	268,554	.....

DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Name.	No.	Name.
<b>LOCOMOTIVES—Owned and leased:</b>						
Passenger.....		1	1	West'ghouse		
Freight.....		4	3	"		
Total Locomotives in Service.....		5	4	"		
Total Locomotives Owned.....		5	4	"		
<b>CARS—Owned and Leased:</b>						
<b>IN PASSENGER SERVICE—</b>						
First-class Cars.....		3	3	West'ghouse	3	Janney.
Combination Cars.....		2	2	"	2	"
Baggage, Express and Postal Cars.....		1	1	"	1	"
Total.....		6	6	"	6	"
<b>IN FREIGHT SERVICE—</b>						
Flat Cars.....		1				
Total.....		1				
<b>IN COMPANY'S SERVICE—</b>						
Other Road Cars.....		1				
Total.....		1				
Total Cars in Service.....		8				
Total Cars owned.....		8				

MILEAGE.

C. MILEAGE OF LINE OWNED BY STATES.

STATE.	Line Represented by Capital Stock. Main Line.	Total Mileage Owned.	Rails. Steel.
North Carolina.....	41.90	41.90	41.90
South Carolina.....	91.50	91.50	91.50
Total mileage owned (single track).....	133.30	133.40	133.40



## RENEWALS OF RAILS AND TIES.—State of North Carolina.

## NEW TIES LAID DURING YEAR:

Kind—No record—Number.....	13,126.
Average price at distributing point.....	33 cts.

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal— Bituminous Tons.	Wood— Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger.....	1,612.25	.....	1,612.25	54,559	59.10
Freight.....	3,933.00	.....	3,933.00	53,769	146.29
Switching.....	329.25	.....	329.25	14,585	45.17
Construction.....	93.50	.....	93.50	2,585	72.32
Total.....	5,968.00	.....	5,968.00	125,498	94.31
Average cost at distributing point.....	.....	.....	\$ 1 34	.....	.....

## ACCIDENTS TO PERSONS.—State of North Carolina.

KIND OF ACCIDENT.	EMPLOYEES.					
	TRAINMEN.		SWITCHMEN, FLAG- MEN AND WATCHMEN.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and Uncoupling.....	1	.....	1	.....	2	.....
Other Train Accidents.....	1	.....	.....	.....	1	.....
Other Causes.....	.....	.....	1	.....	1	.....
Total.....	2	.....	1	.....	3	.....

KIND OF ACCIDENT.	Passen- gers Injured.	OTHERS.			
		Trespass- ing. Killed.	TOTAL.		
			Killed.	Injured.	
Other Causes.....	1	1	1	.....	
Total.....	1	1	1	.....	

## CHARACTERISTICS OF ROAD.—Continued. State of North Carolina.

## BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges, Wooden—Number.....	2
Aggregate length, feet.....	209
Minimum length, feet.....	80
Maximum length, feet.....	120
Trestles—Number.....	35
Aggregate length, feet.....	4,663
Minimum length, feet.....	16
Maximum length, feet.....	1,074
Gauge of track, four feet, nine inches; 41 90 miles.	.....

## NORTH CAROLINA RAILROAD COMPANY.

## HISTORY.

The North Carolina Railroad Company was chartered January 27, 1849; road opened January 30, 1856. Leased (September 11, 1871) to Richmond and Danville Railroad Company for thirty years from October, 1871, at a rental of \$260,000 a year. The road runs from Goldsboro to Charlotte, 223 15 100 miles. Three-fourths of the stock is owned by the State of North Carolina, one-fourth by citizens of the State. The road-bed, by its charter, is exempt from taxation.

This company was chartered for the purpose of effecting a railroad communication between the Wilmington and Weldon Railroad where the same passes over the Neuse River, in the county of Wayne, and the town of Charlotte, with a capital stock of \$3,000,000. The line of the road was to be *via* Raleigh and thence *via* Salisbury to Charlotte. The act provided that whenever one-third of the capital stock should be subscribed for and taken by other parties, that the State should subscribe for and take the remaining two-thirds.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
S. B. Alexander.....	Charlotte, N. C.....	July 9th, 1896.
W. C. Maxwell.....	Charlotte, N. C.....	July 9th, 1896.
Jno. P. Allison.....	Concord, N. C.....	July 9th, 1896.
Lee S. Overman.....	Salisbury, N. C.....	July 9th, 1896.
F. S. Spruill.....	Louisburg, N. C.....	July 9th, 1896.
V. E. Turner.....	Raleigh, N. C.....	July 9th, 1896.
Chas. M. Johnston.....	Chapel Hill, N. C.....	July 9th, 1896.
J. J. Young.....	Polenta, N. C.....	July 9th, 1896.
R. F. Hoke.....	Raleigh, N. C.....	July 9th, 1896.
H. W. Fries.....	Salem, N. C.....	July 9th, 1896.
B. Cameron.....	Stagville, N. C.....	July 9th, 1896.
Thos. M. Holt.....	Haw River, N. C.....	July 9th, 1896.
S. B. Alexander, President.....	Charlotte, N. C.....	
P. B. Ruffin, Sec'y and Treasurer	Burlington, N. C.....	

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From.	To.		
North Carolina R. R.....	Greensboro, N. C.....	Goldsboro, N. C.....	130.00	
North Carolina R. R.....	Greensboro, N. C.....	Charlotte, N. C.....	93.20	223.20



## PROPERTY LEASED.

North Carolina Railroad leased to the Southern Railway Company for a period of 99 years from January 1, 1896, by deed bearing date August 16, 1895.

The Southern Railway Company binds itself to pay to the North Carolina Railroad Company a rent as follows:

From January 1, 1896, to December 31, 1901, two hundred and sixty-six thousand (\$266,000) dollars per annum, payable as follows: One hundred and thirty-three thousand (\$133,000) dollars on the first day of July, 1896, and one hundred and thirty-three (\$133,000) dollars semi-annually thereafter on the first days of January and July in each year, up to and including January 1, 1902; from January 1, 1902, till the expiration of this lease, two hundred and eighty-six thousand (\$286,000) dollars per annum, payable as follows: One hundred and forty-three thousand (\$143,000) dollars on the first day of July, 1902, and one hundred and forty-three thousand (\$143,000) dollars semi-annually thereafter on the first days of January and July in each year, up to and including January 1, 1995; and, in addition to the rental reserved as aforesaid, and as a part of the rent to be paid by the Southern Railway Company for the leased property, herein described, the Southern Railway Company agrees to pay for and on account of the North Carolina Railroad Company all taxes and assessments lawfully imposed upon the said leased property, or upon the franchise of the North Carolina Railroad or its income, whether by the State of North Carolina, or any County, City, Town or Township thereof, or by the United States. All of such taxes and assessments shall be paid by the Southern Railway Company so as to entirely relieve the North Carolina Railroad from payment of taxes of any nature whatever, during the continuance of this lease, upon the property leased or the franchise of the North Carolina Railroad, or its income from the leased property.

## CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Am't Issued and Outstand'g.	DIVIDENDS DECLAR'D DURING YEAR.	
					Rate.	Amount.
Capital Stock—Common	40,000	\$ 100 00	\$ 4,000,000 00	\$ 4,000,000 00	6½%	\$ 260,000 00

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 2,753 09
Bills Receivable.....	300 00
Due from Solvent Companies and Individuals.....	133,454 76
Other Cash Assets [Excluding Materials and Supplies].....	57 61
Total—Cash and Current Assets.....	\$ 136,565 46

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1896.

Loans and Bills Payable.....	\$ 10,000 00
Dividends not Called for.....	123,136 50
Miscellaneous.....	108 00
Total—Current Liabilities.....	\$ 133,244 50
Balance—Cash Assets.....	3,320 96
Total.....	\$ 136,565 46

**RECAPITULATION.**  
FOR MILEAGE OWNED.

ACCOUNT.	Total Amo'nt Outstanding.	Apportion- ment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock.....	\$ 4,000,000 00	All	223.20	\$ 17,921 14

**COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.**

TOTAL COST CONSTRUCTION, EQUIPMENT, ETC.:

Total cost to June 30, 1895.....	\$ 4,975,627 53
Total cost to June 30, 1896.....	4,975,627 53
Cost per mile.....	22,292 23

**INCOME ACCOUNT.**

Income from lease of road.....		\$ 265,366 58
Miscellaneous income—less expenses.....		636 33
Total income.....		\$ 266,002 91
DEDUCTIONS FROM INCOME:		
Salaries and maintenance of organization.....	\$ 5,233 10	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	600 00	
Taxes.....	5,112 49	
Other deductions.....	2,767 77	
Total deductions from income.....		13,713 36
Net income.....		\$ 252,289 55
Dividends, 6½ per cent., common stock.....		260,000 00
Deficit from operations of year ending June 30, 1896.....		7,710 45
Surplus on June 30, 1895, [from "General Balance Sheet," 1895 report].....		878,204 18
Additions for year.....		133,454 76
Surplus on June 30, 1896, [for entry on "General Balance Sheet"].....		1,003,948 49



## EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions on Account of Repayments, Etc.	Actual Earnings.
<b>PASSENGER:</b>			
Passenger Revenue.....	\$ 489,689 75		
Less Repayments--Tickets Redeemed.....		\$ 2,138 11	
Total Deductions.....		\$ 2,138 11	
Total Passenger Revenue.....			\$ 487,551 64
Mail.....			98,257 71
Express.....			31,501 12
Extra Baggage and Storage.....			4,730 20
Other Items.....			708 00
Total Passenger Earnings.....			\$ 622,748 67
<b>FREIGHT:</b>			
Freight Revenue.....	\$ 795,297 71		
Less Repayments--Overcharge to Shippers.....		\$ 11,427 76	
Total Deductions.....		\$ 11,427 76	
Total Freight Revenue.....			783,871 95
Other Items.....			14,258 04
Total Freight Earnings.....			\$ 798,129 99
Total Passenger and Freight Earnings.....			\$ 1,420,878 66
<b>OTHER EARNINGS FROM OPERATION:</b>			
Switching Charges--Balance.....			6,372 95
Rents from Tracks, Yards and Terminals.....			133 30
Rents not otherwise provided for.....			1,947 81
Other Sources.....			790 78
Total Other Earnings.....			\$ 9,244 84
Total Gross Earnings from Operation-- North Carolina.....			\$ 1,430,123 50
Total Gross Earnings from Operation-- Entire Line.....			1,430,123 50

**STOCKS OWNED.**  
**RAILWAY STOCKS.**

NAME.	Total Par Value.	Valuation.
N. W. N. C. Stock.....	\$ 20,000 00	\$ 20,000 00
State University.....	5,000 00	5,000 00
Total.....		\$ 25,000 00

**RENTALS RECEIVED.**

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

DESIGNATION OF PROPERTY.	Situation of Property Leased.	Name of Compa'y Using Property Leased.	Item.	Total.
Tracks.....	Greensboro, N. C.....	C. F. & Y. V. R. R.....	\$ 133 30	

**MISCELLANEOUS INCOME.**

Received from sundry small rents..... \$ 636 33



## OPERATING EXPENSES.

## MAINTENANCE OF WAY AND STRUCTURES:

Repairs of Roadway.....	\$ 129,667 95
Renewals of Rails.....	68,550 01
Renewals of Ties.....	30,673 48
Repairs and Renewals of Bridges and Culverts.....	24,329 93
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards.....	1,496 11
Repairs and Renewals of Buildings and Fixtures.....	13,823 73
Repairs and Renewals of Telegraph.....	82 93
Stationery and Printing.....	189 09
Other Expenses.....	1 00
Total.....	\$ 268,814 23

## MAINTENANCE OF EQUIPMENT:

Superintendence.....	6,590 56
Repairs and Renewals of Locomotives.....	50,429 88
Repairs and Renewals of Passenger Cars.....	22,724 76
Repairs and Renewals of Freight Cars.....	54,431 76
Repairs and Renewals of Work Cars.....	985 25
Repairs and Renewals of Shop Machinery and Tools.....	4,281 38
Stationery and Printing.....	429 16
Other Expenses.....	2,901 67
Total.....	\$ 142,774 42

## CONDUCTING TRANSPORTATION:

Superintendence.....	24,772 41
Engine and Roundhouse Men.....	81,222 08
Fuel for Locomotives.....	113,753 88
Water Supply for Locomotives.....	7,917 17
Oil, Tallow and Waste for Locomotives.....	4,199 69
Other Supplies for Locomotives.....	2,838 37
Train Service.....	53,195 44
Train Supplies and Expenses.....	17,785 33
Switchmen, Flagmen and Watchmen.....	25,022 82
Telegraph Expenses.....	22,638 96
Station Service.....	57,405 46
Station Supplies.....	7,507 13
Switching Charges—Balance.....	798 40
Car Mileage—Balance.....	104,603 96
Hire of Equipment.....	28,579 29
Total Carried Forward.....	\$ 552,240 39

**OPERATING EXPENSES.—Continued.****CONDUCTING TRANSPORTATION.—Continued.**

Total brought forward.....	\$552,240 39
Loss and Damage.....	7,456 23
Injuries to Persons.....	7,278 45
Clearing Wrecks.....	278 93
Advertising.....	3,860 73
Outside Agencies.....	19,373 49
Commissions.....	1,331 36
Rents of Buildings and other Property.....	559 07
Stationery and Printing.....	10,573 71
Other Expenses.....	4,308 93
Total.....	\$607,261 29

**GENERAL EXPENSES:**

Salaries of General Officers.....	8,655 72
Salaries of Clerks and Attendants.....	13,144 69
General Office Expenses and Supplies.....	2,702 56
Insurance.....	4,366 42
Law Expenses.....	9,893 81
Stationery and Printing (General Offices).....	2,837 83
Other Expenses.....	2,158 07
Total.....	\$ 43,789 10

**RECAPITULATION OF EXPENSES:**

Maintenance of Way and Structures.....	268,814 23
Maintenance of Equipment.....	142,774 42
Conducting Transportation.....	607,261 29
General Expenses.....	43,789 10
Grand Total.....	\$1,062,639 04
Percentage of Expenses to Earnings—Entire Line.....	74.29



## COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1895.	ASSETS.	JUNE 30, 1896.	YEAR ENDING JUNE 30, 1896.	
			Total.	Increase.      Decrease.
\$ 4,975,627 53	Cost of Road.....	\$ 4,975,627 53		
25,000 00	Stocks Owned.....	25,000 00		
142,578 94	Cash and Current Assets.....	136,565 46		\$ 6,013 48
\$ 5,143,206 47	Grand Total.....	\$ 5,137,192 99		\$ 6,013 48
	LIABILITIES.			
\$ 4,000,000 00	Capital Stock.....	\$ 4,000,000 00		
265,002 29	Current Liabilities.....	133,244 50		\$ 131,757 79
878,204 18	Profit and Loss.....	\$ 1,003,948 49	\$ 125,744 31	
\$ 5,143,206 47	Grand Total.....	\$ 5,137,192 99		\$ 6,013 48

## EMPLOYEES AND SALARIES.

CLASS.	Number	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Com- pensation.
General Officers.....	16	5,760	\$ 5,875 40	\$ 1 02
Other Officers.....	26	9,360	5,389 75	58
General Office Clerks.....	214	79,410	8,235 97	10
Station Agents.....	33	10,948	18,157 80	1 66
Other Station Men.....	140	44,476	40,759 25	92
Enginemen.....	38	10,957	37,845 93	3 45
Firemen.....	40	10,996	18,090 20	1 65
Conductors.....	29	7,908	21,530 60	2 72
Other Trainmen.....	68	18,872	24,487 89	1 30
Machinists.....	25	6,935	15,998 00	2 31
Carpenters.....	24	6,179	11,647 53	1 89
Other Shopmen.....	203	56,810	75,483 27	1 33
Section Foremen.....	37	11,958	17,429 58	1 46
Other Trackmen.....	382	91,370	66,847 90	73
Switchmen, Flagmen and Watchmen.....	38	12,095	14,135 65	1 16
Telegraph Operators and Dispatchers.....	24	7,650	10,248 73	1 34
All Other Employees and Laborers.....	38	10,747	5,786 57	54
Total (Including "General Officers")—N. C.....	1,375	402,431	\$ 397,950 02	\$ 99
Less "General Officers".....	16	5,760	5,875 40	1 02
Total (Excluding "General Officers")—N. C.....	1,359	396,671	\$ 392,074 62	\$ 99
DISTRIBUTION OF ABOVE:				
General Administration.....	256	94,530	19,501 12	20
Maintenance of Way and Structures.....	419	103,328	84,277 48	82
Maintenance of Equipment.....	252	69,924	103,128 80	1 47
Conducting Transportation.....	448	134,649	191,042 62	1 42
Total (Including "General Officers")—N. C.....	1,375	402,431	\$ 397,950 02	\$ 99
Less "General Officers".....	16	5,760	5,875 40	1 02
Total (Excluding "General Officers")—N. C.....	1,359	396,671	\$ 392,074 62	\$ 99
Total (Including "General Officers")— Entire Line.....	1,359	396,671	392,074 62	99



## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUe AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC :</b>				
Number of passengers carried earning revenue	448,208			
Number of passengers carried one mile.....	22,152,931			
Number of passengers carried one mile per mile of road.....	99,251			
Average distance carried.....	49.43			
Total passenger revenue.....		487,551	64	
Average amount received from each passenger.....		1	08	778
Average receipts per passenger per mile.....			02	201
Total passenger earnings.....		622,748	67	
Passenger earnings per mile of road.....		2,790	09	
Passenger earnings per train mile.....		1	37	822
<b>FREIGHT TRAFFIC :</b>				
Number of tons carried of freight earning revenue.....	861,005			
Number of tons carried one mile.....	80,566,522			
Number of tons carried one mile per mile of road.....	390,961			
Average distance haul of one ton.....	93.57			
Total freight revenue.....		783,871	95	
Average amount received for each ton of freight.....			91	042
Average receipts per ton per mile.....			00	973
Total freight earnings.....		798,129	99	
Freight earnings per mile of road.....		3,575	85	
Freight earnings per train mile.....		1	41	732
<b>PASSENGER AND FREIGHT :</b>				
Passenger and freight revenue.....		1,271,423	59	
Passenger and freight revenue per mile of road.....		5,696	34	
Passenger and freight earnings.....		1,420,878	66	
Passenger and freight earnings per mile of road.....		6,365	94	
Gross earnings from operation.....		1,430,123	50	
Gross earnings from operation per mile of road.....		6,407	36	
Gross earnings from operation per train mile.....		1	40	902
Operating expenses.....		1,062,639	04	
Operating expenses per mile of road.....		4,760	93	
Operating expenses per train mile.....		1	04	696

## FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	TOTAL FREIGHT TONNAGE.	
	Whole Tons	Per Ct.
<b>PRODUCTS OF AGRICULTURE:</b>		
Grain.....	15,107	1.76
Flour.....	22,871	2.66
Other Mill Products.....	11,014	1.28
Hay.....	2,725	.32
Tobacco.....	34,205	3.97
Cotton.....	80,906	9.40
Fruit and Vegetables.....	20,770	2.99
Melons.....	10,060	1.17
Seed Cotton.....	4,321	.50
<b>PRODUCTS OF ANIMALS:</b>		
Live Stock.....	8,100	.94
Dressed Meats.....	1,117	.13
Other Packing-House Products.....	5,240	.61
Wool.....	210	.02
Hides and Leather.....	4,161	.48
<b>PRODUCTS OF MINES:</b>		
Anthracite Coal.....	5,788	.67
Bituminous Coal.....	90,078	10.46
Coke.....	892	.10
Ores.....	3,724	.43
Stone, Sand and other like articles.....	17,177	2.00
Marble.....	4,622	.54
<b>PRODUCTS OF FOREST:</b>		
Lumber and Logs.....	107,912	12.53
Shingles, Staves and Headings.....	3,009	.35
<b>MANUFACTURES:</b>		
Petroleum and other Oils.....	6,987	.81
Sugar and Molasses.....	5,316	.62
Naval Stores.....	4,610	.54
Iron, Pig and Bloom.....	51,837	6.02
Iron and Steel Rails.....	3,306	.38
Other Castings and Machinery.....	21,811	2.53
Bar and Sheet Metal.....	13,312	1.55
Cement, Brick and Lime.....	16,320	1.90
Agricultural Implements.....	816	.10
Wagons, Carriages, Tools, etc.....	2,707	.31
Wines, Liquors and Beers.....	5,087	.59
Household Goods and Furniture.....	5,703	.66
Cotton Factory Products.....	37,121	4.31
Fertilizer.....	52,006	6.04
Merchandise.....	102,109	11.86
<b>MISCELLANEOUS: Other commodities not mentioned above.....</b>		
	72,948	8.47
Total Tonnage North Carolina.....	861,005	100.00



## DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Name.	No.	Name.
<b>LOCOMOTIVES—Owned and leased:</b>						
Passenger.....		8	7	Westinghouse		
Freight.....		12	11	"	1	Janney.
Switching.....		3	3	"		
Total Locomotives in Service.....		23	21	"	1	"
Total Locomotives Owned.....		23	21	"	1	"
<b>CARS—Owned and Leased:</b>						
<b>IN PASSENGER SERVICE—</b>						
First-Class Cars.....		4	4	"	4	"
Second-Class Cars.....		5	5	"	5	"
Baggage, Express and Postal Cars.....		5	5	"	5	"
Total.....		14	14	"	14	"
<b>IN FREIGHT SERVICE—</b>						
Box Cars.....		92	1	"	16	"
Flat Cars.....		30	5	"	19	"
Stock Cars.....		1				
Total.....		123	6	"	35	"
<b>IN COMPANY'S SERVICE—</b>						
Officers' and Pay Cars.....		1	1	"	1	"
Caboose Cars.....		2				
Other Road Cars.....		15				
Total.....		18	1	"	1	"
Total Cars in Service.....		155	21	"	50	"
Total Cars Owned.....		155	21	"	50	"

**MILEAGE.****A. MILEAGE OF ROAD OPERATED (ALL TRACKS).**

LINE IN USE.	Line Rep resented by Capital Stock. Main Line	Total Mileage Owned.	Rails. Steel.
Miles of single track.....	223.20	223.20	223.20
Miles of yard track and siding.....	38.25	38.25	No Record
Total mileage operated (all tracks).....	261.45	261.45	223.20

**RENEWALS OF RAILS AND TIES.**

New Rails Laid During Year—Steel, Tons.....	2,811.68
Weight Per Yard.....	75
Average Price Per Ton at Distributing Point.....	\$23 90
New Ties Laid During Year—Number.....	118,323
Average Price at Distributing Point.....	33 cents.

**CONSUMPTION OF FUEL BY LOCOMOTIVES.**

LOCOMOTIVES.	Coal. Bitumi- nous. Tons.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger.....	16,949.00	16,949.00	454,008	74.66
Freight.....	34,309.25	34,309.25	570,986	120.18
Switching.....	5,385.00	5,385.00	266,888	40.35
Construction.....	2,036.00	2,036.00	51,984	78.33
Total.....	58,679.25	58,679.25	1,343,866	87.33
Average Cost at Distributing Point.....		\$ 1 94		



## ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.						
	TRAINMEN.		Switchmen, Flagmen, and Watchmen. Injured.	OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured		Killed.	Injured	Killed.	Injured.
Coupling and uncoupling	1	3	4			1	7
Falling from trains and engines.....		7	2		1		10
Collisions.....		5		1	4	1	9
Other train accidents.....		3	1				4
At stations.....		2	1		2		5
Other causes.....		8		1	48	1	56
Total.....	1	28	8	2	55	3	91

KIND OF ACCIDENT.	Passengers. Injured.	OTHERS.					
		TRESPASSING.		NOT TRESPASSING.		TOTAL.	
		Killed.	Injured	Killed.	Injured	Killed.	Injured.
Collisions.....	5						
Other train accidents.....	3		1				1
At highway crossings.....			3	3	1	3	4
At stations.....	1						
Other causes.....	3	7	9			7	9
Total.....	12	7	13	3	1	10	14

## CHARACTERISTICS OF ROAD.

ITEM.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches	Feet.	Inches	Feet.	Inches
BRIDGES—Iron .....	22	2,611	1	22	.....	715	5
Wood.....	5	259	.....	40	.....	140	.....
Total.....	27	2,870	1	.....	.....	.....	.....
TRESTLES .....	34	1,984	.....	10	.....	777	.....

Overhead highway crossings, bridges—number..... 10

Height of lowest above surface of rail, feet..... 19

Gauge of track, four feet nine inches ; 223.20 miles.

## STATE UNIVERSITY RAILROAD.

## HISTORY.

Date of organization, April 12, 1879.

The State University Railroad was opened from University Station, on the North Carolina Railroad, to Chapel Hill in 1881. Built partly by contributions from the Richmond and Danville Railroad Company, which owns a majority of its stock. Leased to the Richmond and Danville Railroad Company under agreement dated August 1, 1881.

This Company was first chartered as the Chapel Hill Iron Mountain Railroad Company by Act of the General Assembly, ratified the 10th day of February, 1873. Afterwards amended by Act of the General Assembly, ratified the 4th day of March, 1879, and name changed to its present name. No limitation expressed in Act of incorporation as to duration of its charter

Now operated by Southern Railway Company.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
T. M. Holt.....	Raleigh, N. C.....	} Until Successors are Appointed.
K. P. Battle.....	Chapel Hill, N. C.....	
H. W. Miller.....	Raleigh, N. C.....	
G. T. Winston.....	Chapel Hill, N. C.....	
T. S. Kenan.....	Raleigh, N. C.....	
PRESIDENT—A. B. Andrews.....	Raleigh, N. C.....	
SECRETARY—H. W. Miller.....	Raleigh, N. C.....	



## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of Line for Each Class of Roads Named.
	From	To	
State University Railroad.....	University N. C.	Chapel Hill, N. C.	10.20

## PROPERTY LEASED.

State University Railroad leased to the Richmond and Danville Railroad Company under agreement dated August 1, 1881. Under this agreement the Richmond and Danville Railroad Company is to complete and operate the said State University Railroad for and during the term of its operation of the North Carolina Railroad, either under the lease of said road then existing or under any lease subsequently made, receiving and applying to its own use all revenue arising from such operation, with privilege of removing rails at the expiration of lease. Now operated by Southern Railway Company, who own a majority of its capital stock.

## CAPITAL STOCK.

Capital stock, common—number of shares authorized.....		313
Par value of shares.....	\$	100 00
Total par value authorized.....		31,300 00
Total amount issued and outstanding.....		31,300 00

## MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for construction, common—total number of shares issued and outstanding.....		313
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## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Balance—Current Liabilities.....	\$	66,654 70
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## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1896.

Audited Vouchers and Accounts.....	\$	66,654 70
Total—Current Liabilities.....	\$	66,654 70

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT. To Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock.....	\$ 31,300 00	All	10.20	\$ 3,068 62

**COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.****GRAND TOTAL COST CONSTRUCTION, EQUIPMENT, ETC.:**

Total Cost to June 30, 1895.....	\$ 31,300 00
Total Cost to June 30, 1896.....	31,300 00
Cost Per Mile.....	3,068 62

**INCOME ACCOUNT.**

Gross Earnings from operation.....	\$ 7,325 10	
Less operating expenses.....	11,025 04	
Deficit.....		\$ 3,699 94
<b>DEDUCTIONS FROM INCOME:</b>		
Taxes.....	\$ 164 43	
Total deductions from income.....		\$ 164 43
Deficit.....		\$ 3,864 37
Deficit from operations of year ending June 30, 1896.....		\$ 3,864 37
Deficit on June 30, 1895 [from "General Balance Sheet,"].....		\$ 62,790 33
Deficit on June 30, 1896 [for entry on "General Balance Sheet,"].....		\$ 66,654 70



## EARNINGS FROM OPERATION.—State of North Carolina.

ITEM.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
<b>PASSENGER :</b>			
Passenger Revenue.....	\$ 3,428 75		
Less Repayments—Tickets Redeemed.....		\$ 3 25	
Other Repayments.....			
Total Deductions.....		\$ 3 25	
Total Passenger Revenue.....			\$ 3,425 50
Mail.....			480 32
Express.....			159 16
Extra Baggage and Storage.....			17 45
Total Passenger Earnings.....			\$ 4,082 43
<b>FREIGHT :</b>			
Freight Revenue.....	3,320 15		
Less Repayments—Overcharge to Shippers.....		\$ 100 00	
Total Deductions.....		\$ 100 00	
Total Freight Revenue.....			\$ 3,220 15
Other Items.....			4 14
Total Freight Earnings.....			\$ 3,224 29
Total Passenger and Freight Earnings.....			\$ 7,306 72
<b>OTHER EARNINGS FROM OPERATION :</b>			
Switching Charges—Balance.....			1 00
Other sources.....			17 38
Total Other Earnings.....			\$ 18 38
Total Gross Earnings from Operation—North Carolina.....			\$ 7,325 10

## OPERATING EXPENSES.

## MAINTENANCE OF WAY AND STRUCTURES:

Repairs of Roadway.....	\$ 2,230 19
Renewals of Rails.....	1,791 76
Renewals of Ties.....	706 07
Repairs and Renewals of Bridges and Culverts.....	1,055 61
Repairs and Renewals of Buildings and Fixtures.....	14 71
Stationery and Printing.....	1 34
Total.....	\$ 2,216 16

## MAINTENANCE OF EQUIPMENT:

Superintendence.....	\$ 91 62
Repairs and Renewals of Locomotives.....	2,804 89
Repairs and Renewals of Passenger Cars.....	143 15
Repairs and Renewals of Freight Cars.....	35 8
Repairs and Renewals of Work Cars.....	42 63
Repairs and Renewals of Shop Machinery and Tools.....	56 83
Stationery and Printing.....	5 22
Other Expenses.....	40 52
Total.....	\$ 3,223 66

## CONDUCTING TRANSPORTATION:

Superintendence.....	\$ 165 66
Engine and Roundhouse Men.....	1,306 25
Fuel for Locomotives.....	880 07
Oil, Tallow and Waste for Locomotives.....	47 64
Train Service.....	908 50
Train Supplies and Expenses.....	41 57
Telegraph Expenses.....	383 06
Station Service.....	393 85
Station Supplies.....	24 68
Car Mileage—Balance.....	400 68
Hire of Equipment.....	580 26
Total carried forward.....	\$ 5,132 17



## OPERATING EXPENSES.—Continued.

## CONDUCTING TRANSPORTATION.—Continued:

Total brought forward.....	\$	5,132 17
Loss and damage.....		73 20
Injuries to persons.....		1 42
Advertising.....		15 29
Outside agencies.....		74 89
Commissions.....		5 71
Rents of buildings and other property.....		81
Stationery and printing.....		40 97
Other expenses.....		29 48
Total.....	\$	5,373 94

## GENERAL EXPENSES:

Salaries of general officers.....	\$	33 40
Salaries of clerks and attendants.....		50 65
General office expenses and supplies.....		10 57
Insurance.....		62 50
Law expenses.....		34 89
Stationery and printing (general offices).....		11 46
Other expenses.....		7 81
Total.....	\$	211 28

## RECAPITULATION OF EXPENSES:

Maintenance of way and structures.....	\$	2,216 16
Maintenance of equipment.....		3,223 66
Conducting transportation.....		5,373 94
General expenses.....		211 28
Grand total.....	\$	11,025 04
Percentage of expenses to earnings—entire line.....		150.51

## COMPARATIVE GENERAL BALANCE SHEET.

## ASSETS.

Total Cost of Road and Equipment, June 30, 1896.....	\$31,300 00
Profit and Loss.....	66,654 70
Grand Total.....	\$97,954 70

## LIABILITIES.

Total Capital Stock, June 30, 1896.....	\$31,300 00
Total Current Liabilities.....	66,654 70
Grand Total.....	97,954 70

## EMPLOYEES AND SALARIES.

CLASS.	Number	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers.....	16	5,760	\$ 35 20	\$ 01
Other Officers.....	26	9,360	32 48	
General Office Clerks.....	214	79,410	51 37	
Station Agents.....	1	313	426 75	1 34
Other Station Men.....	1	313	143 70	46
Enginemen.....	1	318	818 24	2 57
Firemen.....	1	318	409 65	1 29
Conductors.....	1	318	573 59	1 80
Other Trainmen.....	2	640	449 87	20
Other Shopmen.....	1	311	356 30	1 15
Section Foremen.....	1	313	368 49	1 18
Other Trackmen.....	6	1,880	863 16	43
Total (Including "General Officers")—N. C..	271	99,254	\$ 4,468 74	\$ 05
Less "General Officers".....	16	5,760	35 20	01
Total (Excluding "General Officers")—N. C.	255	93,494	\$ 4,433 54	\$ 05
DISTRIBUTION OF ABOVE:				
General Administration.....	256	94,530	119 05	
Maintenance of Way and Structures.....	7	2,193	1,171 59	53
Maintenance of Equipment.....	1	311	256 30	1 15
Conducting Transportation.....	7	2,220	2,821 80	1 27
Total (Including "General Officers")—N. C..	271	99,254	\$ 4,468 74	\$ 05
Less "General Officers".....	16	5,760	35 20	01
Total (Excluding "General Officers")—N. C..	255	93,494	\$ 4,433 54	\$ 05
Total (Including "General Officers")—Entire Line.....	271	99,254	4,468 74	05



## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue.....	14,091			
Number of passengers carried one mile.....	139,533			
Number of passengers carried one mile per mile of road.....	13,680			
Average distance carried.....	9.90			
Total passenger revenue.....		3,425	50	
Average amount received from each passenger.....			24	310
Average receipts per passenger per mile.....			02	455
Total passenger earnings.....		4,082	43	
Passenger earnings per mile of road.....		400	24	
Passenger earnings per train mile.....			84	383
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning reve- nue.....	3,683			
Number of tons carried one mile.....	36,830			
Number of tons carried one mile per mile of road.....	3,609			
Average distance haul of one ton.....	10.00			
Total freight revenue.....		3,220	15	
Average amount received for each ton of freight.....			87	433
Average receipts per ton per mile.....			08	743
Total freight earnings.....		3,224	29	
Freight earnings per mile of road.....		316	11	
Freight earnings per train mile.....			22	630
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....		6,645	65	
Passenger and freight revenue per mile of road.....		651	53	
Passenger and freight earnings.....		7,306	72	
Passenger and freight earnings per mile of road.....		716	35	
Gross earnings from operation.....		7,325	10	
Gross earnings from operation per mile of road.....		718	15	
Gross earnings from operation per train mile.....			38	379
Operating expenses.....		11,025	04	
Operating expenses per mile of road.....		1,080	89	
Operating expenses per train mile.....			57	765

## FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	TOTAL FREIGHT TONNAGE.	
	Whole Tons	Per Ct.
PRODUCTS OF AGRICULTURE:		
Flour.....	144	3.91
Other Mill Products.....	70	1.90
Cotton.....	233	6.33
Fruit and Vegetables.....	19	.51
PRODUCTS OF ANIMALS:		
Live Stock.....	42	1.14
PRODUCTS OF MINES:		
Anthracite Coal.....	147	3.99
Bituminous Coal.....	162	4.40
Stone, Sand, and other like articles.....	103	2.80
PRODUCTS OF FOREST:		
Lumber.....	361	9.80
MANUFACTURES:		
Sugar.....	36	.98
Other Castings and Machinery.....	61	1.66
Cement, Brick and Lime.....	142	3.86
Household Goods and Furniture.....	38	1.03
Fertilizers.....	583	15.83
Merchandise.....	757	20.55
MISCELLANEOUS: Other commodities not mentioned above.....	785	21.31
Total Tonnage North Carolina.....	3,683	100.00
Total Tonnage Entire Line.....	3,683	100.00



## MILEAGE.

LINE IN USE.	Line Represented by Capital Stock—Main Line	Total Mileage Operated.	RAILS.	
			Iron.	Steel.
Miles of single track.....	16.20	10.20	2.70	7.50
Miles of yard track and sidings.....	.69	.69		
Total mileage operated (all tracks).....	10.89	10.89	2.70	7.50

## RENEWALS OF RAILS AND TIES.

## NEW TIES LAID DURING YEAR.

Number.....	3,311
Average price at distributing point.....	33 Cts.

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—Tons.	WOOD—Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Bituminous.	Soft.			
Passenger.....	133.75		133.75	4,884	54.77
Freight.....	389.25		389.25	14,431	53.95
Construction.....	3.00		3.00	177	33.90
Total.....	526.00		526.00	19,492	53.97
Average Cost at Distributing Point....	\$ 1.67				

## CHARACTERISTICS OF ROAD.

## BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges, wooden—number.....	1
Aggregate length, feet.....	75
Minimum length, feet.....	75
Maximum length, feet.....	75
Trestles—number.....	14
Aggregate length, feet.....	2,301
Minimum length, feet.....	10
Maximum length, feet.....	380
Gauge of track four feet, nine inches, 10.20 miles,	

**SOUTHERN RAILWAY.—Continued.**

The following roads constitute the owned lines of the Southern Railway Company in North Carolina, the operations of which are included in one report:

Piedmont.  
 Charlotte, Columbia and Augusta.  
 Western North Carolina.  
 Oxford and Clarksville.  
 Oxford and Henderson.  
 Northwestern North Carolina.  
 Yadkin.  
 Atlantic, Tennessee and Ohio.  
 North Carolina Midland.  
 High Point, Randleman, Asheboro and Southern.  
 Statesville and Western.

**ATLANTIC, TENNESSEE & OHIO RAILROAD COMPANY.****HISTORY.**

The Atlantic, Tennessee and Ohio Railroad was completed in 1860. In 1863 the rails were taken up and used for the Piedmont Railroad. Relaid June 22, 1871. Leased for ninety-nine years from October 1, 1881, to the Charlotte, Columbia and Augusta Railroad Company. This lease assigned to the Richmond and Danville Railroad Company.

This company was chartered by the General Assembly, ratified the 5th day of February, 1855, for the purpose of establishing communication between the waters of the Atlantic and Ohio River through the States of North Carolina, Tennessee and Kentucky, an Act for like purpose having been passed by the General Assembly of the State of Tennessee on the 26th day of February, 1852.

Bought by Southern Railway Company at sale August 21st, 1894.

**CHARLOTTE, COLUMBIA AND AUGUSTA RAILROAD.****HISTORY.**

The Charlotte, Columbia and Augusta Railroad, with its leased lines (Atlantic, Tennessee and Ohio Railroad, and Chester and Lenoir Narrow-gauge Railroad), is leased to the Richmond and Danville Railroad Company for a term of ninety-nine years, from May, 1886.

The original purpose of the Act incorporating the Charlotte and South Carolina Railroad Company was to establish a communication by rail between the town of Charlotte, North Carolina, and some point on the South Carolina Railroad in the State of South Carolina, with a capital stock of \$1,500,000. This corporation was exempt from taxation for a period of fifteen years from January 2, 1847—the day on which the Act of incorporation was ratified. It was allowed to increase its capital stock to \$2,000,000, by an Act to produce conformity in the charters granted to the Charlotte and South Carolina Railroad Company by the States of North and South Carolina, ratified January 29, 1849.

The Charlotte and South Carolina Railroad Company and the Columbia and Augusta Railroad Company met in Columbia, S. C., severally, on the 7th and 8th of July, 1869, and in joint session on July 8th, 1869, and perfected the consolidation as authorized. The Charlotte and South Carolina Railroad Company was chartered in South Carolina on the 8th of December, 1848, and in the State of North Carolina January 2, 1847. The Columbia and Hamburg Railroad Company was chartered in South Carolina December 21, 1858, and its name was changed to Columbia and Augusta Railroad Company December 17, 1863. Act authorizing the consolidation of the Charlotte and South Carolina Railroad Company and the Columbia and Augusta Railroad Company under the name of the Charlotte, Columbia and Augusta Railroad Company was approved March 19, 1869. (S. C. Statutes 16, page 232.)

Bought by Southern Railway Company at sale August 21st, 1894.



## HIGH POINT, RANDLEMAN, ASHEBORO AND SOUTHERN RAILROAD COMPANY.

### HISTORY.

The High Point, Randleman, Asheboro and Southern Railroad Company was organized December 6, 1888, under the laws of North Carolina, Acts 1887. The road was opened to Asheboro, N. C., 1889. The road is operated by the Richmond and Danville Railroad Company.

The company was chartered as the High Point and Randleman Railroad Company by the General Assembly in 1883, for the purpose of effecting a railroad communication between the towns of High Point and Asheboro. Its charter was amended by an act of the General Assembly, ratified the 26th day of February, 1887, and the name of the company changed to its present name. Controlled by Southern Railway Company through ownership of its securities. Operated by Southern Railway Company.

## NORTHWESTERN NORTH CAROLINA RAILROAD COMPANY.

### HISTORY.

The Northwestern North Carolina Railroad Company was chartered under the laws of North Carolina. Ordinance to incorporate, Ordinance 17, page 37: Act to confirm ordinance and charter, Private Laws, 1868, chapter 9, page 10; charter amended, Acts 1871-'72, chapter 25; Acts 1881, chapter 162. Road opened to Winston (Salem), 26 miles, in March, 1873. Extended westward seven miles in 1888; to Donaha early in 1889, and to Wilkesboro in 1890. Bought by Southern Railway Company at sale August, 1894.

## NORTH CAROLINA MIDLAND RAILROAD COMPANY.

### HISTORY.

The North Carolina Midland Railroad runs from Winston to Mocksville—length 26.11 miles. Controlled by Richmond and Danville Railroad Company.

Consolidated company with Winston-Salem and Mooresville Railroad Company; Winston-Salem and Madison Railroad Company and Dan Valley and Yadkin River Railroad Company consolidated September 9, 1880, under Act of Assembly, and named "North Carolina Midland Railroad Company." Controlled by Southern Railway Company through ownership of its securities.

## OXFORD AND CLARKSVILLE RAILROAD COMPANY.

### HISTORY.

The Oxford and Clarksville Railroad Company was chartered in January, 1885, and road completed toward the close of 1888. Leased to the Richmond and Danville Railroad Company October 30, 1888, for a term of ninety-nine years. No limitation as to duration of charter. Bought by Southern Railway Company at sale August 22, 1894.

## OXFORD AND HENDERSON RAILROAD.

### HISTORY.

Date of organization, May 24, 1880.

The Oxford and Henderson Railroad was opened August 16, 1881. Leased to the Richmond and Danville Railroad Company October 30, 1888, for a term of ninety-nine years.

This company was chartered by Act of the General Assembly, ratified the 25th day of March, 1871, and the charter amended by Act of the General Assembly, ratified 11th day of March, 1879. No limitation as to duration of its charter in the Act. Bought by Southern Railway Company at sale August 21st, 1894.

## PIEDMONT RAILROAD.

### HISTORY.

Piedmont Railroad, chartered in States of North Carolina and Virginia in March, 1862. Road leased to and virtually owned by the Richmond and Danville Railroad Company. Leased to the Richmond and Danville Railroad Company for a term of eighty-six years from February 20, 1874.

This company was chartered by an ordinance of the State Convention, ratified 8th day of February, 1862, which was amended by an Act of the Assembly, ratified 1st day of February, 1866.

This company was chartered for the purpose of constructing a railroad from the North Carolina Railroad to the Richmond and Danville Railroad in Virginia, by the most direct and practicable route, with a capital stock of \$1,500,000, divided into shares of \$100 each.

Acquired by the Southern Railway Company under reorganization, July 1, 1894.

## WESTERN NORTH CAROLINA RAILROAD COMPANY.

### HISTORY.

The Western North Carolina Railroad was chartered February 15, 1855. Road opened to Old Fort in 1869; to Swannanoa in 1879; to Asheville Junction in 1880; to Paint Rock, State line, and a connection with the East Tennessee, Virginia and Georgia Railroad, January 28, 1882. The Ducktown branch was opened to Nantahala River October 1, 1884, and to Jarrett's in 1887. Road extended to Tomotla during 1890. Road completed to Murphy in 1891.

The State's interest in this road was sold to W. J. Best and associates, under act of the General Assembly, at special session, year 1880, the State receiving in payment therefor \$600,000, being the amount of disbursements on account of said road, and purchasers to assume a mortgage debt of \$850,000, together with all floating indebtedness of the road, and also entering in contract to complete the road to Paint Rock and Murphy by a certain stipulated time.

The road was subsequently transferred by W. J. Best, assigns and associates, to T. M. Logan, W. P. Clyde and A. S. Buford, representing the Richmond and West Point Terminal Company.

The road was subsequently leased to the Richmond and Danville Railroad Company for a term of ninety-nine years. The purpose of this incorporation was to effect a communication between the North Carolina Road and the Mississippi Valley. This object has now been accomplished.

Bought by Southern Railway Company at sale August 21, 1894.

## STATESVILLE AND WESTERN RAILROAD COMPANY.

### HISTORY.

Chartered March 2, 1887; road opened September, 1887. The road is leased to and operated by the Richmond and Danville Railroad Company.

The purpose of this company was to construct and operate a railroad from a point on the Western and North Carolina Railroad, near the town of Statesville, to a point on the Tennessee line, passing by or near the towns of Taylorsville and Wilkesboro.

Bought by Southern Railway Company at sale August, 1894.

## YADKIN RAILROAD COMPANY.

### HISTORY.

The Yadkin Railroad was completed to Norwood, N. C., May 29, 1891. The road is operated by the Richmond and Danville Railroad Company.

This company was chartered the 5th day of April, 1871, for the purpose of establishing communication from Salisbury to points on the Wilmington, Charlotte and Rutherford Railroad and the Cheraw and Salisbury Railroad, respectively, at or near Wadesboro. Charter amended 1872, 1879, 1887 and 1891.

Controlled by Southern Railway Company through ownership of its securities.



**EARNINGS FROM OPERATION.—State of North Carolina.**

(OWNED LINES—EARNINGS FROM LEASED LINES NOT INCLUDED.)

ITEM.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
<b>PASSENGER :</b>			
Passenger Revenue.....	\$ 514,067 60		
Less Repayments—Tickets Redeemed.....		\$ 1,825 84	
Total Deductions.....		\$ 1,825 84	
Total Passenger Revenue.....			\$ 512,241 76
Mail.....			93,869 43
Express.....			32,076 99
Extra Baggage and Storage.....			7,283 62
Other Items.....			1,020 88
Total Passenger Earnings.....			\$ 646,492 68
<b>FREIGHT :</b>			
Freight Revenue.....	\$ 1,409,473 28		
Less Repayments—Overcharge to Shippers.....		\$ 13,953 98	
Total Deductions.....		\$ 13,953 98	
Total Freight Revenue.....			\$ 1,395,519 30
Other Items.....			29,223 41
Total Freight Earnings.....			\$ 1,424,742 71
Total Passenger and Freight Earnings.....			\$ 2,071,235 39
<b>OTHER EARNINGS FROM OPERATION :</b>			
Switching Charges—Balance.....			2,053 96
Rents from Tracks, Yards and Terminals.....			4,444 32
Rents Not Otherwise Provided for.....			1,613 87
Other Sources.....			2,608 58
Total Other Earnings.....			10,719 73
Total Gross Earnings from Operation—North Carolina—Not including earnings of leased lines.....			2,082,028 12
Total Gross Earnings from Operation—Entire Line—All States.....			\$ 19,082,247 04

**OPERATING EXPENSES.—State of North Carolina.**

(OWNED LINES).

Maintenance of Way and Structures.....	\$ 358,201 67
Maintenance of Equipment.....	209,351 18
Conducting Transportation.....	549,310 57
General Expenses.....	67,472 83
Total.....	\$ 1,184,336 25
Percentage of Expenses to Earnings—North Carolina.....	58 09.

## EMPLOYEES AND SALARIES.—State of North Carolina.

(OWNED LINES.)

CLASS.	Number	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Compen- sation.
General Officers.....	16	5,760	\$ 9,543 75	\$ 1 66
Other Officers.....	26	9,360	8,967 50	96
General Office Clerks.....	214	79,410	12,382 67	16
Station Agents.....	79	26,130	33,427 60	1 28
Other Station Men.....	125	39,547	41,273 58	1 04
Enginemen.....	62	16,987	56,385 40	3 32
Firemen.....	65	17,338	27,538 35	1 59
Conductors.....	42	11,749	31,482 73	2 68
Other Trainmen.....	97	26,785	35,877 96	1 34
Machinists.....	41	10,847	24,179 53	2 23
Carpenters.....	35	9,475	16,327 85	1 72
Other Shopmen.....	290	81,796	108,738 45	1 33
Section Foremen.....	85	28,327	37,943 57	1 34
Other Trackmen.....	528	132,848	99,318 20	75
Switchmen, Flagmen and Watchmen.....	18	5,327	7,532 75	1 41
Telegraph Operators and Dispatchers.....	35	11,285	23,378 90	2 07
All Other Employees and Laborers.....	85	25,388	23,756 40	94
Total (Including "General Officers")—N. C.....	1,843	538,359	\$ 508,055 19	\$ 1 11
Less "General Officers".....	16	5,760	9,543 75	1 66
Total (Excluding "General Officers")—N. C.....	1,827	532,599	\$ 588,511 44	\$ 1 10
DISTRIBUTION OF ABOVE:				
General Administration.....	256	94,530	30,893 92	33
Maintenance of Way and Structures.....	613	161,175	137,261 77	85
Maintenance of Equipment.....	363	102,118	149,245 83	1 46
Conducting Transportation.....	608	180,536	280,653 67	1 55
Total (Including "General Officers")—N. C.....	1,843	538,359	\$ 598,055 19	\$ 1 11
Less "General Officers".....	16	5,760	9,543 75	1 66
Total (Excluding "General Officers")—N. C.....	1,827	532,599	\$ 588,511 44	\$ 1 10
Total (Including "General Officers")—En- tire Line.....	15,305	5,088,343	7,758,631 00	1 52



## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—State of North Carolina.

(OWNED LINES.)

ITEM.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue.....	597,552			
Number of passengers carried one mile.....	21,743 533			
Number of passengers carried one mile per mile of road.....	29,205			
Average distance carried.....	36 39			
Total passenger revenue.....		512,241	76	
Average amount received from each passenger.....			85	723
Average receipts per passenger per mile.....			02	356
Total passenger earnings.....		646,492	68	
Passenger earnings per mile of road.....		868	35	
Passenger earnings per train mile.....		1	20	358
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning rev- enue.....	1,030,528			
Number of tons carried one mile.....	93,176,166			
Number of tons carried one mile per mile of road.....	125,150			
Average distance haul of one ton.....	90.42			
Total freight revenue.....		1,395,519	30	
Average amount received for each ton of freight.....		1	35	418
Average receipts per ton per mile.....			01	498
Total freight earnings.....		1,424,742	71	
Freight earnings per mile of road.....		1,913	66	
Freight earnings per train mile.....		1	41	425
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....		1,507,761	06	
Passenger and freight revenue per mile of road.....		2,562	44	
Passenger and freight earnings.....		2,071,235	39	
Passenger and freight earnings per mile of road.....		2,782	01	
Gross earnings from operation.....		2,082,028	12	
Gross earnings from operation per mile of road.....		2,796	51	
Gross earnings from operation per train mile.....		1	34	797
Operating expenses.....		1,184,226	25	
Operating expenses per mile of road.....		1,590	63	
Operating expenses per train mile.....			76	671

## FREIGHT TRAFFIC MOVEMENT.—State of North Carolina.

(OWNED LINES.)

COMMODITY.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Per Cent.
<b>PRODUCTS OF AGRICULTURE:</b>		
Grain.....	22,927	2.22
Flour.....	30,061	2.92
Other Mill Products.....	15,006	1.46
Hay.....	4,875	.47
Tobacco.....	36,879	3.58
Cotton.....	82,606	8.02
Fruit and Vegetables.....	26,182	2.54
Melons.....	10,858	1.05
Seed Cotton.....	6,227	.60
<b>PRODUCTS OF ANIMALS:</b>		
Live Stock.....	11,611	1.13
Dressed Meats.....	2,714	.26
Other Packing-House Products.....	7,096	.69
Wool.....	198	.02
Hides and Leather.....	6,998	.68
<b>PRODUCTS OF MINES:</b>		
Anthracite Coal.....	6,510	.63
Bituminous Coal.....	116,810	11.34
Coke.....	892	.09
Ores.....	5,091	.49
Stone, Sand and other like articles.....	23,118	2.24
Marble.....	6,417	.62
<b>PRODUCTS OF FOREST:</b>		
Lumber.....	131,428	12.75
Shingles, Staves and Headings.....	5,021	.49



## FREIGHT TRAFFIC MOVEMENT.—State of North Carolina.—Continued.

(OWNED LINES.)

COMMODITY.	TOTAL FREIGHT TONNAGE.	
	Whole Tons	Per Ct.
<b>MANUFACTURES:</b>		
Petroleum and other Oils.....	7,178	.70
Sugar.....	6,998	.68
Naval Stores.....	6,005	.58
Iron, Pig and Bloom.....	53,157	5.16
Iron and Steel Rails.....	5,905	.57
Other Castings and Machinery.....	25,103	2.44
Bar and Sheet Metal.....	19,410	1.88
Cement, Brick and Lime.....	20,188	1.96
Agricultural Implements.....	1,027	.10
Wagons, Carriages, Tools, etc.....	3,988	.39
Wines, Liquors and Beers.....	6,006	.58
Household Goods and Furniture.....	8,708	.86
Cotton Factory Products.....	42,195	4.09
Fertilizers.....	60,008	5.82
Merchandise.....	121,810	11.82
<b>MISCELLANEOUS: Other commodities not mentioned above.....</b>	83,317	8.08
Total Tonnage—North Carolina.....	1,030,528	100.00
Total Tonnage—Entire Line.....	7,334,927	100.00

## RENEWALS OF RAILS AND TIES.—State of North Carolina

## NEW RAILS LAID DURING YEAR:

Steel—Tons.....	1,299.82
Weight per Yard.....	75
Average Price per Ton at Distributing Point—.....	\$ 23.90

## NEW TIES LAID DURING YEAR:

Kind—No Record. Number.....	270,278
Average Price at Distributing Point.....	33 cts.

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal— Bituminous Tons.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger.....	17,455.00	17,455.00	529,185	65.97
Freight.....	57,740.00	57,740.00	1,072,383	107.69
Switching.....	8,739.30	8,739.30	243,940	71.65
Construction.....	2,344.70	2,344.70	57,092	82.14
Total.....	86,279.00	86,279.00	1,902,600	90.69
Average cost at distributing point.....		\$ 1.20		

## ACCIDENTS TO PERSONS.—State of North Carolina.

KIND OF ACCIDENT.	EMPLOYEES.					
	TRAINMEN.		Switchmen, Flagmen, and Watch- men. Injured.	Other Employees. Injured.	TOTAL.	
	Killed.	Injured.			Killed.	Injured.
Coupling and uncoupling.....		12	4			16
Falling from trains and engines...		6				6
Overhead obstructions.....		1				1
Collisions.....		9				9
Derailments.....	1	6			1	6
Other train accidents.....	1	3			1	3
At highway crossings.....		1				1
At stations.....		2	1	2		5
Other causes.....	2	15		50	2	65
Total.....	4	55	5	52	4	112

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
	Killed.	Injured.	TRESPASSING.		NOT TRESPASS- ING.		TOTAL.	
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....								
Derailments.....		1						1
Other train accidents.....		3						3
At highway crossings.....					1	1	1	1
At stations.....		1		1				1
Other causes.....	1	9	9	7		1	9	8
Total.....	1	14	9	8	1	2	10	14



**CHARACTERISTICS OF ROAD.—Continued.—State of North Carolina.**  
**BRIDGES, TRESTLES TUNNELS, ETC.**

ITEM.	No.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches	Feet.	Inches	Feet.	Inches
<b>BRIDGES:</b>							
Stone.....	11	1,411	.....	66	.....	252	.....
Iron.....	11	2,065	6	33	.....	625	.....
Wooden.....	40	5,165	6	50	.....	526	6
Combination.....	7	947	.....	125	.....	150	.....
<b>Total</b> .....	<b>69</b>	<b>9,589</b>	.....	.....	.....	.....	.....
Trestles.....	438	47,454	1	10	.....	1,731	.....
Tunnels.....	10	5,608	.....	80	.....	1,810	.....

**OVERHEAD HIGHWAY CROSSINGS:**

Number.....	21
Height of Lowest Above Surface of Rail—Feet.....	18

**TUNNELS:**

Number.....	10
Height of Lowest Above Surface of Rail—Feet.....	17
Gauge of Track, Four Feet, Nine Inches ; 684.17 Miles.	

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**MISCELLANEOUS ROADS.**

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**ABERDEEN AND ROCKFISH RAILROAD COMPANY.**

**HISTORY.**

Organized June 22, 1892, under charter granted under the provision of chapter 49 of The Code.

Charter amended by Act of the General Assembly February 2nd, 1892.

**ORGANIZATION.**

NAMES OF DIRECTORS.	POST OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John Blue.....	Aberdeen, N. C.....	June 30th, 1897.
W. S. Blue.....	Aberdeen, N. C.....	
W. A. McKeithen.....	Aberdeen, N. C.....	
R. N. Page.....	Aberdeen, N. C.....	
A. D. McLean.....	Aberdeen, N. C.....	

**OFFICERS.**

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board.....	John Blue.....	Aberdeen, N. C.
President.....	John Blue.....	Aberdeen, N. C.
Secretary.....	N. S. Blue.....	Aberdeen, N. C.
Treasurer.....	N. S. Blue.....	Aberdeen, N. C.
Auditor.....	A. D. McLean.....	Aberdeen, N. C.
General Manager.....	John Blue.....	Aberdeen, N. C.
Chief Engineer.....	C. H. Scott.....	Warrenton, N. C.
Assistant General Freight Agent	C. N. Blue.....	Aberdeen, N. C.

**PROPERTY OPERATED.**

NAME.	TERMINALS.		Miles of Line for Each Road Named.
	From	To	
Aberdeen & Rockfish Railroad.	Aberdeen, N. C....	Endon, N. C.....	12.75
	Hilton, N. C.....	Buffalo, N. C.....	2.75

**CAPITAL STOCK.**

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Am't Issued and Outstand'g.
Capital Stock--Common.....	2,900	\$ 50 00	\$ 145,000 00	\$ 64,446 13



## RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Aberdeen & Rockfish R. R. Co. Capital Stock.....	\$62,446 13
Funded Debt.....	2,000 00
Total.....	64,446 13
Amount Per Mile of Line—Miles.....	15½

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.
<b>CONSTRUCTION :</b>		
Right of Way.....	\$ 1,908 20	\$ .....
Other Real Estate.....	.....	250 00
Grading and Bridge and Culvert Masonry.....	4,025 00	.....
Bridges and Trestles.....	1,350 00	.....
Rails.....	31,846 18	.....
Ties.....	4,764 29	102 10
Buildings, Furniture and Fixtures.....	760 00	.....
Shop Machinery and Tools.....	354 99	.....
Engineering Expenses.....	690 40	.....
Interest During Construction.....	695 00	168 60
Telegraph Line.....	14 79	.....
Sidings and Yard Extensions.....	749 70	.....
Total Construction.....	\$ 47,158 55	\$ 520 70
<b>EQUIPMENT :</b>		
Locomotives.....	4,940 00	.....
Other Cars of all Classes.....	47 00	.....
Total Equipment.....	\$ 52,145 50	\$ 520 70
Total Cost Construction, etc., State of North Carolina.....	.....	\$ 52,666 25

## INCOME ACCOUNT.

Gross Earnings from Operation.....	\$ 15,504 82	
Less Operating Expenses.....	7,201 67	
Income from Operation.....	\$ 8,303 15	
Total Income.....		\$ 8,303 15
<b>DEDUCTIONS FROM INCOME :</b>		
Interest on funded debt accrued.....	\$ 168 60	
Taxes.....	294 04	
Permanent Improvements.....	69 91	
Total Deductions from Income.....	\$ 532 55	\$ 532 55
Net Income.....		\$ 7,770 60
Surplus from operations of year ending June 30, 1896.....		\$ 7,770 60

**OPERATING EXPENSES.**

**MAINTENANCE OF WAY AND STRUCTURES:**

Repairs of roadway.....	\$	1,492 26
Renewals of ties.....		102 10
Other Expenses.....		55 42
Total.....	\$	1,649 78

**MAINTENANCE OF EQUIPMENT:**

Repairs and renewals of locomotives.....		284 79
Repairs and renewals of freight cars.....		22 95
Repairs and renewals of shop machinery and tools.....		60 58
Stationery and printing.....		83 50
Other expenses.....		50 00
Total.....	\$	501 82

**CONDUCTING TRANSPORTATION:**

Engine and roundhouse men.....		870 00
Fuel for locomotives.....		232 63
Water supply for locomotives.....		83 24
Oil, tallow and waste for locomotives.....		38 51
Train service.....		1,009 98
Station service.....		480 00
Car mileage—balance.....		2 16
Hire of equipment.....		99 44
Other expenses.....		50 00
Loss and damage.....		26 11
Total.....	\$	2,892 07

**GENERAL EXPENSES:**

Salaries of general officers.....		2,000 00
Salaries of clerks and attendants—J. T. Blue, Endon.....		138 00
Law expenses.....		20 00
Total.....	\$	2,158 00

**RECAPITULATION OF EXPENSES:**

Maintenance of way and structures.....		1,649 78
Maintenance of equipment.....		501 82
Conducting transportation.....		2,815 96
Grand total.....	\$	7,201 67



## COMPARATIVE GENERAL BALANCE SHEET.

## ASSETS.

Total June 30, 1896, Cost of Road and Equipment..... \$ 52,666 20

## LIABILITIES.

Total June 30, 1896, Capital Stock and Funded Debt..... \$ 64,446 13

## EMPLOYEES AND SALARIES.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers.....	2	620	\$ 2,000 00	\$ 3 20
Station Agents.....	1	313	180 00	1 55
Enginemen.....	1	313	600 00	1 91
Firemen.....	1	313	300 00	95
Other Trainmen.....	8	1,863	1,117 80	60
Section Foremen.....	1	313	420 00	1 25
Other Trackmen.....	6	1,787	1,072 20	60
Total (Including "General Officers").—N. C.....	20	5,522	\$ 5,990 00	
Less "General Officers".....	2	620	2,000 00	
Total (Excluding "General Officers")—N. C.....	18	4,902	\$ 3,990 00	

## ABERDEEN AND WEST END RAILROAD COMPANY.

## HISTORY.

The Aberdeen and West End Railroad Company was chartered by Act of the Legislature February, 1889. Organized October 21st, 1889. Charter amended by Acts of the General Assembly 1893 and 1895.

This road runs from Aberdeen to Troy, and an extension to Asheboro, N. C., connecting with the Southern Railroad.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
A. F. Page.....	Aberdeen, N. C.....	October, 1896.
D. A. McDonald.....	Carthage, N. C.....	October, 1896.
Henry A. Page.....	Aberdeen, N. C.....	October, 1896.
Neill Leach.....	Candor, N. C.....	October, 1896.
Junius R. Page.....	Aberdeen, N. C.....	October, 1896.
N. A. McKeithen.....	Aberdeen, N. C.....	October, 1896.
Robert N. Page.....	Aberdeen, N. C.....	October, 1896.

**OFFICERS.**

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board.....	A. F. Page.....	Aberdeen, N. C.
President.....	A. F. Page.....	Aberdeen, N. C.
Secretary.....	Robert N. Page.....	Aberdeen, N. C.
Treasurer.....	Robert N. Page.....	Aberdeen, N. C.
Attorney or General Counsel..	W. J. Adams.....	Carthage, N. C.
Auditor.....	Frank Page.....	Aberdeen, N. C.
General Superintendent.....	Junius R. Page.....	Aberdeen, N. C.
General Freight Agent.....	Henry A. Page.....	Aberdeen, N. C.
General Passenger Agent.....	Henry A. Page.....	Aberdeen, N. C.

**PROPERTY OPERATED.**

NAME.	TERMINALS.		Miles of Line for Each Road Named.
	From.	To.	
Aberdeen and West End.....	Aberdeen .....	Star.....	33.00
	Troy Junction.....	Troy.....	7.50
	Total carried forw'd		40.50

**CAPITAL STOCK.**

Capital Stock, Common—Number of Shares Authorized.....	1,500
Par Value of Shares.....	\$ 167 37
Total Par Value Authorized.....	150,000 00
Total Amount Issued and Outstanding.....	150,000 00

**MANNER OF PAYMENT FOR CAPITAL STOCK:**

Total Number Shares Issued and Outstanding.....	1,500
Total Cash Realized.....	\$ 150,000 00



**FUNDED DEBT.**  
**MORTGAGE BONDS.**

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
Twenty-Year Bond.....	1890	1910	*\$ 2,000 00	\$ 50,000 00	\$ 50,000 00	\$ 47,500 00

CLASS OF BOND OR OBLIGATION.	INTEREST.			
	Rate	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
Twenty-Year Bond.....	6%	Jan. 1, July 1.	\$ 3,000 00	\$ 3,000 00

\*Per Mile of Track.

**RECAPITULATION OF FUNDED DEBT.**

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage Bonds.....	\$ 50,000 00	\$ 50,000 00	\$ 3,000 00	\$ 3,000 00

**CURRENT ASSETS AND LIABILITIES.**

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 3,200 00
Due from Agents.....	900 00
Due from Solvent Companies and Individuals.....	1,910 00
Net Traffic Balances due from other Companies.....	2,210 00
<b>Total—Cash and Current Assets.....</b>	<b>\$ 8,220 00</b>

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1896.

Loans and Bills Payable.....	\$ 34,000 00
Audited Vouchers and Accounts.....	562 00
Wages and Salaries.....	612 00
<b>Total—Current Liabilities.....</b>	<b>\$ 35,174 00</b>
Balance—Cash Assets.....	8,220 00
<b>Total.....</b>	<b>\$ 26,954 00</b>
Materials and Supplies on Hand--\$1,912.00.	

RECAPITULATION.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.	AMOUNT PER MILE OF LINE.	
		To Railroads.	Miles.	Amount.
Capital Stock.....	\$ 150,000 00	\$ 150,000 00	40.50	\$ 3,703 73

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR—NOT INCLUDED IN OPERATING EXPENSES.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
	Charged to Construction or Equipment.			
<b>CONSTRUCTION:</b>				
Right of Way.....	\$ 250 00	\$ 100 00	\$ 350 00	
Grading and Bridge and Culvert Masonry.....	10,000 00	23,000 00	33,000 00	
Bridges and Trestles.....	5,000 00	600 00	5,600 00	
Rails.....	14,162 00	68,250 00	82,412 00	
Ties.....	3,750 00	9,000 00	12,750 00	
Other Superstructure.....	1,000 00		1,000 00	
Buildings, Furniture and Fixtures.....		1,500 00	1,500 00	
Shop Machinery and Tools.....		1,000 00	1,000 00	
Engineering Expenses.....	190 00	300 00	490 00	
Interest During Construction.....		3,200 00	3,200 00	
Discount on Securities Sold for Construction.....		3,200 00	3,200 00	
Telegraph Line.....		500 00	500 00	
Sidings and Yard Extensions.....	1,122 00		1,122 00	
Other items.....	2,201 81		2,201 81	
Total Construction.....	\$ 37,675 81	\$ 110,650 00	\$ 148,325 81	
<b>EQUIPMENT:</b>				
Locomotives.....	5,800 00	16,500 00	22,300 00	
Passenger Cars.....		2,000 00	2,000 00	
Freight Cars.....		21,000 00	21,000 00	
Other Cars of all classes.....		1,000 00	1,000 00	
Total Equipment.....	\$ 5,800 00	\$ 40,500 00	\$ 46,300 00	
Total Cost Construction, Equipment, Etc.....	\$ 43,475 81	\$ 151,150 00	\$ 194,625 81	\$ 4,805 33



## INCOME ACCOUNT.

Gross Earnings from Operation.....	\$ 51,059 68	
Less Operating Expenses.....	36,504 79	
Income from Operation.....	\$ 14,559 89	
Total Income.....		\$ 14,554 89
DEDUCTIONS FROM INCOME:		
Interest on Funded Debt accrued.....	3,000 00	
Interest on Interest-bearing Current Liabilities Accrued, not Otherwise Provided for.....	1,242 74	
Taxes.....	646 52	
Total Deductions from Income.....		4 889 26
Net Income.....		\$ 9,665 63
Surplus from Operations of Year ending June 30, 1896.....	\$ 9,655 63	
Surplus on June 30, 1895, [From "General Balance Sheet," 1895 Report].....	10,676 49	

## EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Actual Earnings.
PASSENGER:		
Passenger revenue.....	\$ 2,312 19	
Mail.....	1,084 12	
Total passenger earnings.....		\$ 3,396 31
FREIGHT:		
Freight revenue.....	47,726 73	
Total freight revenue.....		47,726 73
Total passenger and freight earnings.....		51,123 04

**OPERATING EXPENSES.**

**MAINTENANCE OF WAY AND STRUCTURES:**

Repairs of Roadway.....	\$	3,412 16
Renewals of Ties.....		1,912 00
Repairs and renewals of buildings and fixtures.....		990 27
Repairs and renewals of telegraph.....		94 00
Stationery and printing.....		189 15
Other expenses.....		745 00
<b>Total.....</b>	<b>\$</b>	<b>7,342 67</b>

**MAINTENANCE OF EQUIPMENT:**

Repairs and renewals of locomotives.....		1,641 25
Repairs and renewals of passenger cars.....		192 00
Repairs and renewals of freight cars.....		1,827 18
Repairs and renewals of work cars.....		200 00
Repairs and renewals of shop machinery and tools.....		94 16
Stationery and printing.....		29 14
Other expenses.....		190 00
<b>Total.....</b>	<b>\$</b>	<b>4,146 73</b>

**CONDUCTING TRANSPORTATION:**

Fuel for Locomotives.....		4,916 40
Water supply for locomotives.....		1,682 47
Oil, tallow and waste for locomotives.....		402 18
Other supplies for locomotives.....		216 00
Train service.....		712 00
Train supplies and expenses.....		4,717 18
Switchmen, flagmen, and watchmen.....		198 00
Telegraph expenses.....		189 00
Station service.....		2,416 50
Station supplies.....		175 50
<b>Total carried forward.....</b>	<b>\$</b>	<b>15,625 23</b>



## OPERATING EXPENSES.—Continued.

## CONDUCTING TRANSPORTATION—Continued.

Total brought forward.....	\$	15,625 23
Loss and damage.....		316 00
Advertising.....		25 00
Stationery and printing.....		212 16
Total.....	\$	16,178 39

## GENERAL EXPENSES :

Salaries of general officers.....		8,500 00
General office expenses and supplies.....		114 00
Insurance.....		18 00
Law expenses.....		160 00
Stationery and printing (general offices).....		45 00
Total.....	\$	8,837 00

## OPERATING EXPENSES—State of North Carolina :

Maintenance of way and structures.....		7,342 67
Maintenance of equipment.....		4,146 73
Conducting transportation.....		16,178 39
General expenses.....		8,837 00
Total.....	\$	36,504 79

## COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1895.	ASSETS.	YEAR ENDING JUNE 30, 1896.		
		Total.	Increase.	Decrease.
Total.				
\$ 151,150 00	Cost of Road.....	\$ 194,625 81	\$ 43,475 81	
40,500 00	Cost of Equipment.....	46,300 00	5,800 00	
	Cash and Current Assets.....	8,220 00		
	OTHER ASSETS :			
	Materials and supplies.....	1,912 00		
	Grand Total.....	\$ 251,057 81		
	LIABILITIES.			
	Capital Stock.....	\$ 150,000 00		
	Funded Debt.....	50,000 00		
	Current Liabilities.....	35,174,00		
	Grand Total.....	\$ 235,174 00		

**EMPLOYEES AND SALARIES.**

CLASS.	Number	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers.....	4	1,250	\$ 8,500 00	\$ 6 80
Other Officers.....	1	302	1,006 00	3 33
Station Agents.....	5	1,560	3,120 00	2 00
Enginemen.....	3	901	2,252 50	2 50
Firemen.....	3	901	901 00	1 00
Conductors.....	2	618	1,236 00	2 00
Other Trainmen.....	22	6,820	4,433 00	65
Machinists.....	1	304	608 00	2 00
Carpenters.....	1	280	560 00	2 00
Other Shopmen.....	1	312	390 00	1 25
Section Foremen.....	4	1,180	1,770 00	1 50
Other Trackmen.....	20	4,600	2,760 00	60
Total (Including "General Officers")—N. C.....			\$ 27,526 50	\$ .....
Less "General Officers".....			8,500 00	.....
Total (Excluding "General Officers")—N. C.....			\$ .....	\$ 19,026 50

**DESCRIPTION OF EQUIPMENT.**

**LOCOMOTIVES—Owned and Leased:**

Freight—Total number at end of year, 4; equipment fitted with train brake, 1; name, Westinghouse.

**CARS—Owned and Leased:**

First-class cars.....	1
Second-class cars.....	1
Combination cars.....	1

**IN FREIGHT SERVICE:**

Flat cars.....	53
----------------	----

**IN COMPANY'S SERVICE:**

Gravel Cars.....	4
------------------	---

Total cars in service..... 60



## CHARACTERISTICS OF ROAD.—Continued. State of North Carolina.

## BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges, Wooden—Number.....	3
Aggregate length, feet.....	450
Combination—Aggregate length, feet.....	200
Gauge of track, four feet, nine inches; 40 50 miles.	

## ATLANTIC AND DANVILLE RAILROAD COMPANY.

## OFFICERS.

B. Newgrass, President, Norfolk, Va.  
 C. D. Owens, Vice President and General Manager, Norfolk, Va.  
 W. B. Hatcher, Auditor, Norfolk, Va.  
 W. H. Taylor, General Freight and Passenger Agent, Norfolk, Va.

## PROPERTY OPERATED.

Main Line—West Norfolk, Va., to Danville, Va.....	Miles, 204.96
Belfield to Claremont.....	51.00
Branches.....	25.20
Total.....	281.16
Mileage in North Carolina.....	26.25

## CAPITAL STOCK.

## AUTHORIZED:

Preferred Stock.....	3,200
Common Stock.....	2,500
Total.....	5,700

## ISSUED AND OUTSTANDING:

Preferred.....	\$ 3,099,200
Common.....	2,180,800
Gross Earnings to March 31st, 1896.....	\$ 579,197 40
Operating Expenses.....	\$ 433,024 07
Interest on Bonds.....	69,751 00
Other Expenses and Improvements.....	150,479 12
Total.....	\$ 653,253 19

Gauge of Track, 4 feet, 8½ inches; Weight of Rail, 56 pounds.

## ATLANTIC &amp; NORTH CAROLINA RAILROAD COMPANY.

## HISTORY.

Chartered in 1853; road opened in 1858.

The purpose of the Act of incorporation was to effect a railroad communication from the Atlantic through the center of the State to meet the Tennessee line from the most eligible point on the harbor of Beaufort, thence near Newbern, Trenton and Kinston, so as to strike the Wilmington and Weldon Railroad and to connect with the North Carolina Railroad at Goldsboro, with a capital stock of nine hundred thousand dollars.

In order to further effectuate this purpose, the same act incorporated the North Carolina and Western Railroad Company, with a capital stock of \$3,000,000, to commence on the North Carolina Railroad at or near the town of Salisbury, thence the most practicable route across the Blue Ridge to the Tennessee line, and provided that when these two companies should be formed in compliance with the conditions of the act, they should have a corporate existence as a body politic for the term of ninety-nine years.

This act of incorporation was amended by an act passed at the session of the Legislature of 1854-'55, providing that the company might at any time increase its capital to a sum sufficient to complete the road, and that whenever it should appear to the Board of Internal Improvements that one-third of the capital stock had been taken, by individuals or companies, and that \$300,000 of the same had been paid into the hands of the treasurer of the company, that the Board of Internal Improvements should be required to subscribe on behalf of the State to two-thirds of the capital stock of the company. Charter amended, 1856-'57, '66, '67, '68, '69, '70, '71, '74, '75, '76, '77, 1881, 1887, 1889, '91, '93.

By virtue of this provision the State owns 12,600 shares of stock and controls the management of the road.

## DIRECTORS.

## APPOINTED BY THE STATE.

W. S. Chadwick, W. W. Carraway, W. L. Kennedy, C. H. Fowler, Charles Dewey, Enoch Wadsworth, Samuel Watham, C. E. Foy.

## ELECTED BY STOCKHOLDERS.

L. H. Cutler, J. M. Morehead, T. D. Webb, Dempsey Wood. Finance Committee—Thomas Daniels, S. I. Wooten, E. B. Hackburn. By the Directors—E. H. Meadows, John A. Stevens.

## OFFICERS.

W. S. Chadwick.....	President.
F. C. Roberts.....	Secretary and Treasurer.
S. L. Dill.....	Auditor, General Freight and Passenger Agent.
W. K. Styron.....	Assistant Auditor.

## LINE OF ROAD OPERATED.

From Goldsboro to Morehead, 95 miles.

## GENERAL BALANCE SHEET.

To Capital Stock Authorized.....	\$ 1,800,000 00
Less " " Not issued.....	2,800 00
To Capital Stock Outstanding.....	\$ 1,797,200 00
" Receipts.....	168,352 76
" First Mortgage Bonds.....	328,000 00
" Due on open account—Approved Warrants.....	870 42
" " to Railroad and Steamship Companies.....	900 67
" " to Agents.....	60 70
" " Dividends, not called for.....	1,292 00
" Profit and Loss.....	82,921 41
	<hr/>
By Construction and Equipment.....	\$ 2,376,597 96
" Disbursements.....	\$ 2,177,027 98
" Due from Agents.....	146,225 91
" " Railroad and Steamship Companies.....	4,161 15
" Cash on hand, 30th June, 1896.....	4,463 68
	<hr/>
	\$ 2,376,597 96



EARNINGS AND EXPENSES.

RECEIPTS.		DISBURSEMENTS.		Total.
TO AMOUNT OF EARNINGS:	Amount.	Total.	BY AMOUNT OF EXPENSES:	Amount.
From Freight at Stations.....	\$ 69,595 15		For Conducting Transportation.....	\$ 20,525 77
" Passengers at Stations.....	51,205 07		" Motive Power.....	20,059 47
" Express.....	11,618 17		" Maintenance of Cars.....	4,941 37
" U. S. Mail.....	7,543 52	\$ 139,961 91	" Maintenance of Roadway.....	34,715 00
" Rents.....	286 00		" General Expenses, etc.....	36,012 11
" Sales Old Material.....	270 61	694 62	Total.....	\$ 116,255 32
" Miscellaneous.....	138 01		Deduct this amount for permanent improve- ments and extraordinary repairs and fixed charges (interest and taxes).....	
		\$ 140,656 53	Total operating expenses.....	\$ 33,769 05
			Balance.....	\$ 82,486 27
				\$ 58,170 26
				\$ 140,656 53

Deduct sales of old material, \$270.61, from balance \$58,170.26, leaving net proceeds to balance \$57,899.65.  
NOTE.—The following amounts are included in the above amounts, taxes, interest (coupons), permanent improvements and extraordinary repairs, viz:

New Draw, Trent River.....	\$ 5,638 44	Amount brought forward.....	\$ 7,109 55
" Closets, Passenger Depot.....	260 10	New Pit in Shops.....	127 75
" Water Column.....	324 90	" Division Houses.....	64 09
" Siding, Goldshoro.....	69 67	Extension Siding at Dover.....	58 90
" " Tuscarora.....	166 00	Interest (coupons).....	19,500 00
" " Dover.....	70 00	Taxes.....	6,908 76
" Bridge, Scott's Creek.....	580 44		
Amount carried forward.....	\$ 7,109 55	Total.....	\$ 33,769 05

## RECEIPTS AND DISBURSEMENTS.

## RECEIPTS, 1895-'96.

To Balance 30th June, 1895.....	\$ 22,592 39
" Cash Received during fiscal year ending 30th June, 1896, as follows:	
From Agents.....	\$ 137,981 60
" Conductors.....	1,847 87
" Southern Express Company.....	11,902 58
" United States Mail.....	7,543 52
" Rents.....	286 00
" Sale of Old Material.....	270 61
" Foreign Ticket Sales.....	2,568 34
" Miscellaneous.....	5,952 24
	<hr/>
	\$ 168,352 76
	<hr/>
	\$ 190,945 15

## DISBURSEMENTS, 1895-'96.

By Cash Paid General Officers.....	\$ 5,100 00
" Shop Hands.....	14,547 47
" Section, Road and Bridge Hands.....	17,580 39
" Station Agents and Hands.....	12,637 60
" Train Hands.....	3,419 69
" Blanks, Stationery and Printing.....	674 74
" Legal Expenses.....	868 87
" Taxes—State, County and Municipal.....	6,908 79
" Wood.....	6,273 56
" Cross-ties.....	8,213 97
" Directors and Finance Committee.....	395 00
" Coupons.....	19,500 00
" Judgments.....	529 07
" Dividends.....	184 00
" Insurance.....	855 75
" New Draw.....	3,936 00
" Current Vouchers.....	44,601 01
Balance.....	44,718 24
	<hr/>
	\$ 190,945 15



## OPERATING EXPENSES.

## CONDUCTING TRANSPORTATION:

Agents and Assistants at Stations.....	\$ 6,475 70
Agents, Soliciting.....	1,490 54
Car Cleaning and Inspecting.....	392 72
Car Service (mileage).....	1,436 21
Conductors, Baggage Masters and Brakemen.....	3,391 63
Drawback and Allowance.....	569 61
Fuel and Lights for Stations.....	384 88
Incidentals.....	12 94
Ice.....	32 00
Labor at Stations.....	3,812 35
Loss and Damage.....	395 56
Personal Injury.....	253 50
Stationery and Printing.....	762 07
Stock Killed.....	228 50
Telegraph Expenses, Including Operators.....	798 56
Rents.....	90 00
Total.....	\$ 20,526 77

## MOTIVE POWER:

Engineers and Firemen.....	\$ 5,928 94
Fuel for Locomotives (wood).....	5,928 93
Fuel and Lights for Shops.....	267 87
Incidentals.....	1 00
Locomotive Engines, Repairs of.....	3,003 94
Oil, Tallow and Waste.....	264 38
Patterns and Tools, Repairs of.....	127 57
Shops and Engine Houses, Repairs of.....	79 44
Shop Machinery, Repairs of.....	140 97
Superintendence.....	1,560 00
Watchmen and Engine Wipers.....	1,195 01
Water Column, New, at New Bern.....	324 90
Water and Wood Stations, Repairs of.....	1,226 52
Total.....	\$ 20,059 47

## MAINTENANCE OF CARS:

Passenger, Baggage, Express and Mail Cars, Repairs of.....	\$ 2,306 32
Incidentals.....	3 51
Ice for Cars.....	62 67
Fuel and Lights for Cars.....	237 88
Freight Cars, Repairs of.....	2,265 21
Tools, Repairs of.....	5 78
Rent of Passenger Cars.....	60 00
Total.....	\$ 4,941 37

## OPERATING EXPENSES.—Continued.

## MAINTENANCE OF ROADWAY:

Bridges and Trestles, Repairs of.....	\$ 2,480 60
Cross-ties and Expenses of.....	8,306 82
Cars, Road, Repairs of.....	176 65
Depot Grounds and Buildings, Repairs of.....	397 88
Division Houses, Repairs of.....	72 89
Frogs and Switches.....	556 12
Fuel and Lights.....	40 31
Incidentals.....	39 67
Platforms and Road Crossings.....	432 60
Road Bed, Repairs of.....	12,160 50
Superintendence.....	1,470 00
Tools and Repairs of Tools.....	99 36
Watchmen.....	1,555 00
Wharves and Landings, Repairs of.....	64 04
Spikes.....	34 00
Culverts, Repairs of.....	343 63
New Hydrant.....	6 25
New Draw, (Trent River).....	5,638 44
Stationery and Printing.....	30
New Closets in Passenger Depot.....	260 10
New Bridge over Scott's Creek.....	580 44
Total.....	\$ 34,715 60

## GENERAL EXPENSES:

Coupons.....	\$ 19,500 00
Clerks.....	650 00
Pay of Directors, Finance and Other Committees.....	395 00
Fuel and Lights.....	134 33
Incidentals.....	310 25
Insurance.....	941 99
Legal Expenses.....	1,392 47
Office Expenses.....	250 32
Ice.....	13 00
Salary, General Offices.....	5,100 00
Stationery and Printing.....	81 13
Taxes.....	6,908 76
Traveling Expenses.....	284 86
Rent of Land.....	50 00
Total.....	\$ 36,012 11

## RECAPITULATION:

Conducting Transportation.....	\$ 20,526 77
Motive Power.....	20,059 47
Maintenance of Cars.....	4,941 37
Maintenance of Roadway.....	34,715 60
General Expenses.....	36,012 11
Total.....	\$116,255 32



**EQUIPMENT.**

Two Passenger Locomotives, Four Freight, Two Switching.

Two First-class Passenger Coaches, Two Second-class Passenger Coaches, Four Combination Passenger Cars, One Parlor Car, Four Baggage and Express Cars.

Fifty-five Box Cars, Forty-five Flat Cars, Six Coal Cars, Six Gravel Cars, Ten Hand Cars, Three Caboose Cars and Nine Pole Cars.

Weight of Rail, Fifty Pounds.

Gauge of Track, Four Feet, Nine Inches.

## CAPE FEAR AND YADKIN VALLEY RAILWAY COMPANY.

**HISTORY.**

Organized April 2, 1879, under laws of the State of North Carolina. Act 25th February, 1879.

In the year 1883 a charter was obtained and the ground broken for the building of the Cape Fear, Yadkin and Pee Dee Railroad; but it was met by many difficulties, and being regarded as a doubtful experiment, the work was abandoned.

The Western Railroad Company was chartered by the General Assembly of the State of North Carolina December 24, 1852, and the Mount Airy Railroad Company was chartered April 4, 1871 (amended February 28, 1877, also February 11, 1879), consolidated under the name of the Cape Fear and Yadkin Valley Railway Company by Act of the Assembly, and ratified the 25th day of February, 1879, amended the 26th day of March, 1880, and February 27th, 1883.

The consolidation as above stated was effected in general meeting of the stockholders of the Western Railroad Company, held in Fayetteville, N. C., April 3, 1879.

Name of the original corporation, the Western Railroad Company, reorganized as the Cape Fear and Yadkin Valley Railroad Company, under Act of the General Assembly, February 27, 1883, and consolidated with the Mount Airy Railroad Company under the name of the Cape Fear and Yadkin Valley Railway Company, for the purpose of extension.

The road was built from Fayetteville to Egypt, forty-three miles, in 1860, and extended from Egypt to Gulf, four miles, in March, 1879. Road opened between Gulf and Greensboro, June 19, 1884; from Fayetteville south to Maxton, August 1, 1884, and through from Greensboro via Fayetteville to Bennettsville, S. C., including the leased South Carolina Pacific Railway on December 5, 1884.

Road opened from Greensboro to State line December 15, 1884, and extended from Greensboro to Belew's Creek, and branch built from Factory Junction to Millboro in 1886. In 1887 the main line was extended from Belew's Creek to Pilot Mountain, and 1888 from Pilot Mountain to Mount Airy. The Madison Branch was opened in December, 1888. An extension of the main line from Fayetteville to Wilmington, eighty-two miles, was opened February 17 1890. The road is graded four miles beyond Mount Airy to the State line, where a connection with the Norfolk and Western is proposed.

The corporate powers granted to this company by the Act of the General Assembly of the 24th day of December, 1852, were to continue until the year 1900.

By Acts of the General Assembly, sessions 1879 and 1883, the State surrendered its interest in the road to a company of private citizens, and furnished convicts for the completion of the road (and branches) to the Virginia State line.

## ORGANIZATION.

NAME OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
K. M. Murchison.....	New York, N. Y.....	October 1st, 1896.
Charles P. Stokes.....	Richmond, Va.....	October 1st, 1896.
J. E. Gilmer.....	Winston, N. C.....	October 1st, 1896.
W. A. Moore.....	Mt. Airy, N. C.....	October 1st, 1896.
W. A. Lash.....	Walnut Cove, N. C.....	October 1st, 1896.
R. Percy Gray.....	Greensboro, N. C.....	October 1st, 1896.
D. W. C. Benbow.....	Greensboro, N. C.....	October 1st, 1896.
J. Turner Morehead.....	Leaksville, N. C.....	October 1st, 1896.
Robert T. Gray.....	Raleigh, N. C.....	October 1st, 1896.
E. J. Lilly.....	Fayetteville, N. C.....	October 1st, 1896.
G. W. Williams.....	Wilmington, N. C.....	October 1st, 1896.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Receiver.....	John Gill.....	Baltimore, Md.
President.....	W. A. Lash.....	Walnut Cove, N. C.
Secretary.....	R. W. Fischer.....	Fayetteville, N. C.
Treasurer.....	G. E. Ijams.....	Fayetteville, N. C.
Attorney, or General Counsel.....	Cowen, Cross & Bond.....	Baltimore, Md.
Attorney.....	George M. Rose.....	Fayetteville, N. C.
Attorney.....	J. H. Hudson.....	Bennettsville, S. C.
Auditor.....	R. W. Bidgood.....	Fayetteville, N. C.
General Manager.....	J. W. Fry.....	Greensboro, N. C.
Chief Engineer.....	H. L. Fry.....	Greensboro, N. C.
General Freight Agent.....	W. E. Kyle.....	Fayetteville, N. C.
General Passenger Agent.....	W. E. Kyle.....	Fayetteville, N. C.



## PROPERTY OPERATED.—State of North Carolina.

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From.	To		
Cape Fear & Yadkin Valley Ry. Co.:				
Main Line.....	Wilmington, N. C.....	Mt. Airy, N. C.....		248.28
Bennettsville Branch.....	S. C. State Line.....	Fayetteville, N. C.....	46.75	
Factory Branch.....	Climax, N. C.....	Ramseur, N. C.....	18.74	
Madison Branch.....	Stokesdale, N. C.....	Madison, N. C.....	11.39	
Granite Branch.....	Mt. Airy, N. C.....	Flat Rock, N. C.....	2.02	
Furnace Branch.....	Greensboro, N. C.....	Proximity Mills, N. C.....	2.02	
Aldrich Quarry Branch.....	Sanford, N. C.....	Aldrich Quarry, N. C.....	.94	
Buff Quarry Branch.....	Gulf, N. C.....	Buff Quarry, N. C.....	1.10	82.96
South Carolina Pacific Ry. Co.....	S. C. State Line.....	Bennettsville, S. C.....		10.50
Total.....				341.74

## PROPERTY LEASED.

NAME.	TERMINALS.		By What Company Operated.	Under What Kind of Contract Operated.	Miles of Line.
	From.	To.			
So. Ca. Pa. Ry. Co.....	S. C. State Line.	Bennettsville, S. C.	C. F. & Y. V. Ry. Co.	Lease.	10.50
Total.....					10.50

## PROPERTY LEASED, OR OTHERWISE CONTROLLED FOR OPERATION.

The South Carolina Pacific Railway Company extends from Bennettsville, S. C., to the State line between North and South Carolina, a distance of ten and a half miles, and owns no equipment. It is operated by the Cape Fear and Yadkin Valley Railway Company under lease for 30 years from and after January, 1885.

The amount of rental paid by the Cape Fear and Yadkin Valley Railway Company is the interest on the first mortgage bonds of the South Carolina Pacific Railway Company. The amount of said bonds is \$104,600 bearing interest at 6% per annum. The Cape Fear and Yadkin Valley Railway Company pays all taxes and other expenses and keeps the road in good order.

**CAPITAL STOCK.**

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Am't Issued and Outstand'g.
Capital Stock—Common.....	30,000	\$ 100 00	\$3,000,000 00	\$ 1,972,900 00
Total.....	30,000	\$ 100 00	\$3,000,000 00	\$ 1,972,900 00

MANNER OF PAYMENT FOR CAPITAL STOCK.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash—Common.....	10,033	\$ 1,003,300 00
Issued for Construction--Common.....	9,696	969,000 00
Total.....	19,729	\$ 1,972,900 00

**EXPLANATORY REMARKS.**

Under contract for the construction and equipment of the Cape Fear and Yadkin Valley Railway Company, the North State Improvement Company receives \$5,000.00 per mile of road constructed and equipped, as follows :

Wilmington Extension, Main Track and Sidings.....	86.35 miles.
Factory Branch, Main Track and Sidings.....	19.29 miles.
Madison Branch, Main Track and Sidings.....	11.66 miles.
Granite Branch, Main Track and Sidings.....	2.22 miles.
Furnace Branch, Main Track and Sidings.....	1.00 mile.
Mt. Airy Branch, Main Track and Sidings.....	73.40 miles.

Total of Main Track and Sidings.....193.92 miles.

At \$5,000 per mile, \$969,600.00 for which certificates has been issued.



**FUNDED DEBT.**

**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.**

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
First Mortgage—	June 1, 1886	June 1, 1916				
Series A.....			\$ 1,500,000 00	\$ 1,500,000 00	\$ 1,500,000 00	\$ 1,500,000 00
“ B.....			734,000 00	734,000 00	734,000 00	734,000 00
“ C.....			820,000 00	820,000 00	820,000 00	820,000 00
	Oct. 1, 1889	Oct. 1, 1919				
Consolidated M'tgage			\$ 1,868,700 00	\$ 1,868,700 00	\$ 1,868,700 00	\$ 1,868,700 00
<b>TOTAL:</b>						
Mortgage Bonds.....			\$ 3,054,000 00	\$ 3,054,000 00	\$ 3,054,000 00	\$ 3,054,000 00
Income Bonds.....			1,868,700 00	1,868,700 00	1,868,700 00	1,868,700 00
Grand Total.....			\$ 4,922,700 00	\$ 4,922,700 00	\$ 4,922,700 00	\$ 4,922,700 00

**INTEREST.**

CLASS OF BOND OR OBLIGATION.	Rate.	When Payable.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
First Mortgage—				
Series A.....	6%	June 1st.....		None.
“ B.....	6%	“		
“ C.....	6%	December 1st		
Consolidated Mortgage.....	6%	Apr. 1 & Oct. 1	Payable when	earned.
<b>TOTAL:</b>				
Mortgage Bonds.....			None.	
Income Bonds.....		Payable when	earned.	
Grand Total.....				

**RECAPITULATION OF FUNDED DEBT.**

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage Bonds.....	\$ 3,054,000 00	\$ 3,054,000 00		
Income Bonds.....	1,868,700 00	1,868,700 00	Payable when	earned.
Total.....	\$ 4,922,700 00	\$ 4,922,700 00		

**CURRENT ASSETS AND LIABILITIES.**

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 82,532 56
Due from Agents.....	4,338 30
Due from Solvent Companies and Individuals.....	12,018 44
Net Traffic Balances Due from Other Companies.....	6,598 72
Other Cash Assets [Excluding Materials and Supplies].....	1,411 69
<b>Total—Cash and Current Assets.....</b>	<b>\$ 107,299 71</b>
<b>Balance—Current Liabilities.....</b>	<b>339,233 72</b>
<b>Total.....</b>	<b>\$ 446,533 33</b>

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1896.

Audited Vouchers and Accounts.....	\$ 26,877 25
Wages and Salaries.....	19,802 45
Matured Interest Coupons Unpaid (Including Coupons Due July 1).....	1,788 00
Miscellaneous.....	398,065 73
<b>Total—Current Liabilities.....</b>	<b>\$ 446,533 43</b>
<b>Total.....</b>	<b>\$ 446,533 43</b>

Materials and Supplies on Hand, \$13,614.01.

**RECAPITULATION.**

A. FOR MILEAGE OWNED BY ROAD.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT. To Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock.....	\$ 1,972,300 00	\$ 1,972,900 00	331.24	\$ 5,956 00
Bonds.....	4,922,700 00	4,922,700 00	331.24	14,861 00
<b>Total.....</b>	<b>\$ 6,895,600 00</b>	<b>\$ 6,865,600 00</b>	<b>331.24</b>	<b>\$ 20,817 00</b>

FOR MILEAGE OPERATED BY ROAD (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
The Cape Fear and Yadkin Valley Ry. Co.....	\$ 1,972,900 00	\$ 4,922,700 00	\$ 6,895,600 00	331.24	\$ 20,817 00
The South Carolina Pacific Ry. Co.....	100,000 00	104,600 00	204,600 00	10.50	19,486 00
<b>Total.....</b>	<b>\$ 2,072,900 00</b>	<b>\$ 5,027,300 00</b>	<b>\$ 7,100,200 00</b>	<b>341.74</b>	<b>\$ 20,776 00</b>



## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR— NOT INCLUDED IN OPERATING EXPENSES.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
	Charged to Construction or Equipment.			
<b>CONSTRUCTION:</b>				
Right of Way.....		\$ 1,573 75	\$ 1,573 75	4 75
Other Real Estate.....		341 00	341 00	1 03
Fences.....		240 18	240 18	73
Grading and Bridge and Culvert Masonry.....	\$ 3,745 48	11,173 68	14,919 16	45 04
Bridges and Trestles.....	1,336 88	7,847 66	9,184 64	27 73
Ties.....	1,118 80	975 81	2,094 61	6 32
Other Superstructure.....		2,269 12	2,269 12	6 85
Buildings, Furniture and Fixtures.....	29 94	11,636 16	11,666 10	35 21
Shop Machinery and Tools.....		586 21	586 21	1 77
Telegraph Line.....		66 92	66 92	20
Wharfing, Etc.....		414 80	414 80	1 26
Sidings and Yard Extensions.....	64 78	28,306 81	28,371 59	85 65
Terminal Facilities and Elevators.....		2,655 50	2,655 50	8 02
Road Built by Contract.....		6,744,765 25	6,744,765 25	20,362 17
Other Items.....	129 90	143 94	273 84	83
Total Construction.....	\$ 6,425 88	\$ 6,812,996 79	\$ 6,819,422 67	\$ 20,587 56
<b>EQUIPMENT:</b>				
Locomotives.....		133,700 46	133,700 46	403 64
Passenger Cars.....		68,352 73	68,352 73	206 35
Baggage, Express and Postal Cars.....		298 58	298 58	90
Freight Cars.....		293,386 42	293,386 42	885 72
Other Cars of all Classes.....		559 88	559 88	1 69
Floating Equipment.....		758 77	758 77	2 29
Total Equipment.....		\$ 497,056 84	\$ 497,056 84	\$ 1,500 59
Total Cost Construction, Equipment, Etc., State of North Carolina.....	\$ 6,425 88	\$ 7,310,053 63	\$ 7,316,479 51	\$ 22,088 15

**INCOME ACCOUNT.**

Gross Earnings from Operation.....	\$ 553,031 98	
Less Operating Expenses.....	468,010 33	
Income from Operation.....		\$ 85,021 65
Total Income.....		\$ 85,021 65
<b>DEDUCTIONS FROM INCOME:</b>		
Rents Paid for Lease of Road.....	\$ 6,276 00	
Taxes.....	18,338 45	
Total Deductions from Income.....		\$ 24,614 45
Net Income.....		\$ 60,407 20
Surplus from operations of year ending June 30, 1896.....		\$ 60,407 20
Surplus on June 30, 1895, [from "General Balance Sheet," 1895 Report.].....		65,932 23
		\$ 126,339 43
Deductions for year.....		26,499 02
Surplus on June 30, 1896, [for Entry on "General Balance Sheet.".....		\$ 99,840 41

**EARNINGS FROM OPERATION.**

ITEM.	Total Receipts.	Deductions on Account of Repayments, Etc.	Actual Earnings.
<b>PASSENGER:</b>			
Passenger Revenue.....	\$ 108,715 81		
Less Repayments--Tickets Redeemed.....		\$ 311 76	
Total Deductions.....		\$ 311 76	
Total Passenger Revenue.....			\$ 108,404 05
Mail.....			28,081 16
Express.....			7,500 00
Total Passenger Earnings.....			\$ 143,985 21
<b>FREIGHT:</b>			
Freight Revenue.....	\$ 412,379 55		
Less Repayments--Overcharge to Shippers.....		\$ 7,172 09	
Total Deductions.....		\$ 7,172 09	
Total Freight Revenue.....			405,207 46
Total Freight Earnings.....			\$ 405,207 46
Total Passenger and Freight Earnings.....			\$ 549,192 67
<b>OTHER EARNINGS FROM OPERATION:</b>			
Car Mileage--Balance.....			2,833 66
Switching Charges--Balance.....			240 02
Rents not otherwise provided for.....			756 64
Other Sources.....			8 99
Total Other Earnings.....			\$ 3,839 31
Total Gross Earnings from Operation--N. C.....			\$ 553,031 98



## OPERATING EXPENSES.

## MAINTENANCE OF WAY AND STRUCTURES:

Repairs of Roadway.....	\$ 64,198 73
Renewals of Rails.....	36,232 97
Renewals of Ties.....	29,748 74
Repairs and Renewals of Bridges and Culverts.....	19,202 30
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards.....	382 57
Repairs and Renewals of Buildings and Fixtures.....	5,979 73
Repairs and Renewals of Docks and Wharves.....	651 48
Repairs and Renewals of Telegraph.....	13 39
Stationery and Printing.....	36 49
Total.....	<u>\$ 156,446 40</u>

## MAINTENANCE OF EQUIPMENT:

Superintendence.....	3,496 75
Repairs and Renewals of Locomotives.....	19,291 66
Repairs and Renewals of Passenger Cars.....	8,636 62
Repairs and Renewals of Freight Cars.....	15,751 73
Repairs and Renewals of Work Cars.....	197 19
Repairs and Renewals of Marine Equipment.....	6,896 26
Repairs and Renewals of Shop Machinery and Tools.....	909 06
Stationery and Printing.....	41 93
Other Expenses.....	1,334 10
Total.....	<u>\$ 56,555 30</u>

## CONDUCTING TRANSPORTATION:

Superintendence.....	7,805 30
Engine and Roundhouse Men.....	35,815 35
Fuel for Locomotives.....	40,201 25
Water Supply for Locomotives.....	1,063 25
Oil, Tallow and Waste for Locomotives.....	3,749 68
Other Supplies for Locomotives.....	265 57
Train Service.....	25,895 38
Train Supplies and Expenses.....	6,013 69
Switchmen, Flagmen and Watchmen.....	10,322 96
Telegraph Expenses.....	9,796 73
Station Service.....	41,912 87
Station Supplies.....	1,991 96
Switching Charges—Balance.....	2,192 51
Car Mileage—Balance.....	1,765 53
Hire of Equipment.....	3,471 56
Total Carried Forward.....	<u>\$ 192,263 59</u>

**OPERATING EXPENSES.—Continued.****CONDUCTING TRANSPORTATION.—Continued.**

Total brought forward.....	\$192,263 59
Loss and Damage.....	4,429 38
Injuries to Persons.....	710 43
Clearing Wrecks.....	74 63
Operating Marine Equipment.....	5,175 95
Advertising.....	663 93
Outside Agencies.....	1,050 19
Rents of Buildings and other Property.....	2,027 99
Stationery and Printing.....	3,853 53
Other Expenses.....	2 53
Total.....	<u>\$210,252 15</u>

**GENERAL EXPENSES:**

Salaries of General Officers.....	23,118 06
Salaries of Clerks and Attendants.....	8,285 61
General Office Expenses and Supplies.....	1,478 18
Insurance.....	4,869 26
Law Expenses.....	5,837 34
Stationery and Printing (General Offices).....	1,085 78
Other Expenses.....	82 25
Total.....	<u>\$ 44,756 48</u>

**OPERATING EXPENSES:**

Maintenance of Way and Structures.....	156,446 40
Maintenance of Equipment.....	56,555 30
Conducting Transportation.....	210,252 15
General Expenses.....	44,756 48
Total.....	<u>\$468,010 33</u>

Percentage of Expenses to Earnings—North Carolina..... 84.63

**RENTALS PAID.**

Name of Road—South Carolina Pacific Railway Company.  
Interest on Bonds Guaranteed—\$6,276.



## COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1895.	ASSETS.	JUNE 30, 1896.	YEAR ENDING
		Item.	JUNE 30, 1896.
Total.			Increase.
\$ 6,812,996 79	Cost of Road.....	\$ 6,819,422 67	\$ 6,425 88
497,056 84	Cost of Equipment.....	497,056 84	
4,580 61	Other Permanent Investments.....	4,580 61	
77,874 85	Cash and Current Assets.....	107,299 71	29,424 86
	OTHER ASSETS:		
11,426 82	Materials and Supplies.....	13,614 01	2,187 19
\$ 7,403,935 91	Grand Total.....	\$ 7,441,973 84	\$ 38,037 93
	LIABILITIES.		
\$ 1,972,900 00	Capital Stock.....	\$ 1,972,900 00	
4,922,700 00	Funded Debt.....	4,922,700 00	
442,403 68	Current Liabilities.....	446,533 43	\$ 4,129 75
65,932 23	Profit and Loss.....	99,840 41	33,908 18
\$ 7,403,935 91	Grand Total.....	\$ 7,441,973 84	\$ 38,037 93

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of Mortgage Per Mile of Line.
	From—	To—	Miles.	
First Mortgage Series A.....	So. Ca. State Line..	Greensboro, N. C...	150	\$ 10,000 00
First Mortgage Series B.....	Greensboro, N. C...	Mt. Airy, N. C.....	73.4	
First Mortgage Series C.....	Wilmington, N. C...	Fayetteville, N. C.	82	
			305.4	
Consolidated Mortgage.....	Wilmington, N. C...	Mt. Airy, N. C.....	248.28	
Consolidated Mortgage.....	So. Ca. State Line..	Fayetteville, N. C.	46.75	
Consolidated Mortgage.....	Stokesdale, N. C...	Madison, N. C.....	11.39	
Consolidated Mortgage.....	Mt. Airy, N. C.....	Flat Rock, N. C.....	2.02	
Consolidated Mortgage.....	Climax, N. C.....	Ramseur, N. C.....	18.74	
Consolidated Mortgage.....	Greensboro, N. C...	Furnace, N. C. ....	1	
			328.18	15,000 00

## EMPLOYEES AND SALARIES.

CLASS.	Number	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers.....	10	3,130	\$ 23,118 06	\$ 7 39
General Office Clerks.....	18	5,634	10,864 37	1 93
Station Agents.....	61	19,093	22,576 09	1 18
Other Station Men.....	70	21,910	18,971 07	87
Enginemen.....	27	8,451	25,802 70	3 05
Firemen.....	22	6,886	7,596 64	1 10
Conductors.....	19	5,947	12,992 59	2 18
Other Trainmen.....	48	15,024	15,337 94	1 02
Machinists.....	12	3,756	8,472 62	2 26
Carpenters.....	27	8,451	10,105 72	1 20
Other Shopmen.....	45	14,085	14,575 48	1 03
Section Foremen.....	48	15,024	18,524 37	1 23
Other Trackmen.....	245	76,685	38,949 65	51
Switchmen, Flagmen and Watchmen.....	33	10,329	10,855 42	1 05
Telegraph Operators and Dispatchers.....	19	5,947	8,207 14	1 38
Employees—account Floating Equipment.....	6	1,878	2,867 98	1 53
All Other Employees and Laborers.....	10	3,130	3,077 79	98
Total (Including "General Officers")—N. C.....	720	225,360	\$ 252,895 63	\$ 1 12
Less "General Officers".....	10	3,130	23,118 06	7 39
Total (Excluding "General Officers")—N. C.....	710	222,230	\$ 229,777 57	\$ 1 03
DISTRIBUTION OF ABOVE:				
General Administration.....	31	9,703	32,074 47	3 31
Maintenance of Way and Structures.....	320	100,160	64,452 81	64
Maintenance of Equipment.....	61	19,093	25,352 26	1 33
Conducting Transportation.....	308	96,404	131,016 09	1 36
Total (Including "General Officers")—N. C.....	720	225,360	\$ 252,895 63	\$ 1 12
Less "General Officers".....	10	3,130	23,118 06	7 39
Total (Excluding "General Officers")—N. C.....	710	222,230	\$ 229,777 57	\$ 1 03

## EXPLANATORY REMARKS.

At a meeting of the stockholders, May, 1889, it was resolved: "For the purpose of extending their road, building additional branches, and for the purpose of providing the means of discharging all outstanding obligations of the Company, incurred in the construction and equipment of the same, and for the purpose of consolidating its mortgage indebtedness, and of retiring Series A, B, and C, Bonds, that this Company shall make, execute and deliver to the Mercantile Trust and Deposit Company of Baltimore, a deed of trust or mortgage, on all the lines of road, property and franchises of the Company, which shall be known as the Consolidated Mortgage.

On 328.18 miles at \$15,000 per mile.....\$4,922,700 00  
The amount of Series A., B. and C. Bonds outstanding..... 3,054,000 00

The balance of \$1,868,700 00 of Consolidated Mortgage Bonds, is the property of the North State Improvement Company. The interest on this balance is not payable until earned."



## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—State of North Carolina.

ITEM.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC :</b>				
Number of passengers carried earning revenue	146,005			
Number of passengers carried one mile .....	6,221,420			
Number of passengers carried one mile per mile of road .....	18,260			
Average distance carried .....	42.61			
Total passenger revenue .....		108,404	05	
Average amount received from each passenger .....			74	247
Average receipts per passenger per mile .....			1	742
Total passenger earnings .....		143,985	21	
Passenger earnings per mile of road .....		421	33	
Passenger earnings per train mile .....			56	764
<b>FREIGHT TRAFFIC :</b>				
Number of tons carried of freight earning revenue .....	331,096			
Number of tons carried one mile .....	29,239,260			
Number of tons carried one mile per mile of road .....	85,816			
Average distance haul of one ton .....	88.31			
Total freight revenue .....		405,207	46	
Average amount received for each ton of freight .....		1	22	384
Average receipts per ton per mile .....			1	386
Total freight earnings .....		405,207	46	
Freight earnings per mile of road .....		1,185	72	
Freight earnings per train mile .....		1	32	382
<b>PASSENGER AND FREIGHT :</b>				
Passenger and freight revenue .....		513,611	51	
Passenger and freight revenue per mile of road .....		1,502	93	
Passenger and freight earnings .....		549,192	67	
Passenger and freight earnings per mile of road .....		1,607	5	
Gross earnings from operation .....		553,031	98	
Gross earnings from operation per mile of road .....		1,618	28	
Gross earnings from operation per train mile .....			98	800
Operating expenses .....		486,010	33	
Operating expenses per mile of road .....		1,369	49	
Operating expenses per train mile .....			83	611
Income from operation .....		85,021	65	
Income from operation per mile of road .....		248	79	

## FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	Freight Originating on this Road.	Freight Received from Connecting Roads and Other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons	Per Ct
<b>PRODUCTS OF AGRICULTURE :</b>				
Grain.....	786	2,095	2,881	.87
Flour.....	1,898	12,851	14,749	4.45
Other Mill Products.....	923	2,933	3,856	1.16
Hay.....	170	1,921	2,091	.63
Tobacco.....	2,202	1,463	3,665	1.11
Cotton.....	6,847	810	7,657	2.31
Fruit and Vegetables.....	2,276	1,436	3,712	1.12
<b>PRODUCTS OF ANIMALS :</b>				
Live Stock.....	349	445	794	.24
Dressed Meats.....	802	1,988	2,790	.85
Other Packing-House Products.....	80	416	496	.15
Poultry, Game and Fish.....	97	17	114	.03
Wool.....	20	10	30	.01
Hides and Leather.....	21	13	34	.01
<b>PRODUCTS OF MINES :</b>				
Anthracite Coal.....	585	484	1,069	.32
Bituminous Coal.....	2,550	67,343	69,893	21.11
Coke.....		772	772	.23
Ores.....	1		1	
Stone, Sand and other like articles.....	15,491	101	15,592	4.71
<b>PRODUCTS OF FOREST : Lumber.....</b>	<b>68,966</b>	<b>1,945</b>	<b>70,941</b>	<b>21.43</b>
<b>MANUFACTURES :</b>				
Petroleum and other Oils.....	554	795	1,349	.41
Sugar.....	343	467	810	.25
Naval Stores.....	16,565	73	16,637	5.02
Iron, Pig and Bloom.....		183	183	.06
Iron and Steel Rails.....	237	272	509	.15
Other Castings and Machinery.....	548	1,424	1,972	.60
Bar and Sheet Metal.....	132	741	873	.26
Cement, Brick and Lime.....	1,396	3,254	4,650	1.40
Agricultural Implements.....	10	57	67	.02
Wagons, Carriages, Tools etc.....	33	665	698	.21
Wines, Liquors and Beers.....	395	357	752	.23
Household Goods and Furniture.....	522	169	691	.21
Merchandise.....	7,042	336	7,378	2.23
<b>MISCELLANEOUS :</b>				
Other commodities not mentioned above	52,587	40,803	93,390	28.21
<b>Total Tonnage—North Carolina.....</b>	<b>184,457</b>	<b>146,639</b>	<b>331,096</b>	<b>100.00</b>



## DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Name.	No.	Name.
<b>LOCOMOTIVES—Owned and leased:</b>						
Passenger.....		8	8	Westi'ghouse	2	Janney.
Freight.....		15	9	"		"
Switching.....		3				"
Total Locomotives in Service.....		26	17	"	2	"
Less Locomotives Leased.....		4	4	"		
Total Locomotives Owned.....		22	13	"	2	"
<b>CARS—Owned and Leased:</b>						
<b>IN PASSENGER SERVICE—</b>						
First-Class Cars.....		5	5	"	5	"
Second-Class Cars.....		10	10	"	10	"
Baggage, Express and Postal Cars.....		6	6	"	6	"
Total.....		21	21	"	21	"
<b>IN FREIGHT SERVICE—</b>						
Box Cars.....		299	15	"	240	Thurmond.
Flat Cars.....		259	1	"	1	Janney.
Stock Cars.....		20			47	Thurmond.
Total.....		578	16	"	136	"
<b>IN COMPANY'S SERVICE—</b>						
Officers'.....		1	1	"	1	Janney.
Gravel Cars.....		2				
Caboose Cars.....		11			10	Thurmond.
Other Road Cars.....		7				
Total.....		21	1	"	11	
Total Cars in Service.....		620	38	"	471	
Less Cars Leased.....		221	1	[See page 64]	221	
Total Cars Owned.....		399	37		250	

**MILEAGE.**
**A. MILEAGE OF ROAD OPERATED.**

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated Under Lease.	Total Mileage Operated.	New Line Constructed During Year.	RAILS.	
	Main Line.	Branches and Spurs				Iron.	Steel.
Miles of single track....	248.28	82.96	10.50	341.74	2.12	2.83	338.91
Miles of yard track and sidings.....	22.75	6.13	1.41	30.29	.....	25.14	5.15
Total Mileage Operated (All Tracks.)	271.03	89.09	11.91	372.03	2.12	27.97	344.06

**B. MILEAGE OF LINE OPERATED BY STATES.**

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated Under Lease.	Total Mileage Operated.	New Line Constructed During Year.	RAILS.	
	Main Line.	Branches and Spurs				Iron.	Steel.
North Carolina.....	248.28	82.96	.....	331.24	2.12	2.88	328.41
South Carolina.....	.....	.....	10.50	10.50	.....	.....	10.50
Total Mileage Operated (Single Track).	248.28	82.96	10.50	341.74	2.12	2.83	338.91

**RENEWALS OF RAILS AND TIES.**
**NEW RAILS LAID DURING YEAR:**

Steel—Tons.....	1,201
Weight per Yard.....	60 lbs.
Average Price per Ton at Distributing Point—.....	\$ 28.00

**NEW TIES LAID DURING YEAR:**

Kind—Pine Oak and Black Cypress. Number.....	110,955
Average Price at Distributing Point.....	25½ cts.



## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL— Tons.	WOOD— Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Bitumin- ous.	Hard.			
Passenger.....	4,760	669	5,206	253,658	41.05
Freight.....	4,067	10,794	11,263	306,089	73.59
Switching.....	34	2,073	1,416	55,830	50.73
Work Trains.....	4	1,458	976	39,388	49.56
Total.....	8,865	14,994	18,861	654,965	57.59

Average Cost at Distributing Point, Coal, per Ton, \$1.92; Wood, per Cord, \$1.57¼.

## ACCIDENTS TO PERSONS.—State of North Carolina.

At Highway Crossings—One switchman killed.

Other Causes—Two trespassing killed.

CHARACTERISTICS OF ROAD.—State of North Carolina.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			
			Number of Curves	Aggregate Length of Curved Line.	Length of Straight Line.	PRO FILE.
From	To	Miles.		Miles.	Miles.	Length of Level Line. Miles.
Main Line.						
Wilmington .....	Fayetteville.....	82.45	18	3.13	79.32	16.65
Fayetteville.....	Greensboro .....	96.27	145	21.62	74.65	8.00
Greensboro .....	Mt. Airy.....	69.56	170	20.05	49.51	5.07
Bennettsville Branch.						
Fayetteville.....	S. C. State Line...	46.75	47	5.46	41.29	7.28
Factory Branch.						
Climax .....	Ramseur.....	18.74	39	5.54	13.20	2.45
Madison Branch.						
Stokesdale .....	Madison.....	11.39	30	4.28	7.11	1.50
Granite Branch.						
Mt. Airy .....	Flat Rock Quarry	2.02	14	.93	1.09	.30
Furnace Branch.						
180 Mile Post.....	Proximity Mills..	2.02	7	.90	1.12	.39
Aldrich Quarry Branch.						
Sanford.....	Aldrich Quarry...	.94	3	.70	.24	.15
Buff Quarry Branch.						
Gulf.....	Buff Quarry.....	1.10	7	.38	.72	.04
	Total.....	331.24	480	62.99	268.25	41.83



## CHARACTERISTICS OF ROAD.—State of North Carolina.—Continued.

WORKING DIVISIONS OR BRANCHES.		PROFILE.					
		Ascending Grades.			Descending Grades.		
		No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
From	To						
Main Line.							
Wilmington.....	Fayetteville.....	57	692.78	35.57	45	592.78	30.23
Fayetteville..	Greensboro .....	70	2,295.67	47.82	66	1,568.21	40.45
Greensboro .....	Mt. Airy.....	60	2,396.47	34.56	52	2,203.23	29.93
Bennettsville Branch.							
Fayetteville.....	So. Ca. State Line.....	38	565.04	23.43	41	477.78	16.04
Factory Branch.							
Climax .....	Ramseur.....	14	145.67	3.58	19	508.47	12.71
Madison Branch.							
Stokesdale.....	Madison.....	7	138.43	2.33	10	536.03	7.56
Granite Branch.							
Mt. Airy.....	Flat Rock Quarry....	3	97.24	1.08	1	65.50	.64
Furnace Branch.							
180 Mile Post.....	Proximity Mills.....	5	47.23	.90	5	31.10	.73
Aldrich Quarry Branch.							
Sanford.....	Aldrich Quarry.....	2	24.28	.22	2	64.48	.57
Buff Quarry Branch.							
Gulf.....	Buff Quarry.....	2	10.98	.30	4	40.60	.76
Total .....		258	6,413.79	149.79	245	6,088.18	139.62

**CHARACTERISTICS OF ROAD.—Continued.**

**BRIDGES, TRESTLES, TUNNELS, ETC.**

ITEM.	No.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches	Feet.	Inches	Feet.	Inches
<b>BRIDGES :</b>							
Iron.....	2	805		125		680	
Wooden.....	15	2,015		40		250	
Total.....	17	2,820					
Trestles.....	190	22,479		10		1,708	

**OVERHEAD HIGHWAY CROSSINGS :**

Trestles—Number.....	5
Height of Lowest Above Surface of Rail.....	15 ft. 7 in.

**OVERHEAD RAILWAY CROSSINGS :**

Bridges—Number.....	1
Height of Lowest Above Surface of Rail—Feet.....	16 ft. 5 in.
Trestles—Number.....	4
Height of Lowest Above Surface of Rail.....	16 ft. 6 in.
Total Overhead Railway Crossings.....	5
Gauge of Track, Four Feet, Nine Inches ; 331.24 Miles.	

**CARTHAGE RAILROAD.**

**HISTORY.**

The Carthage Railroad Company was organized April 29, 1886, under the laws of the State of North Carolina ; Chapter 215, Laws 1885 ; amended, 1891.

Road built during 1888. Formerly leased to the Raleigh and Augusta Air-Line Railroad Company, which practically owns the road ; lease transferred to W. C. Petty, Manly, N. C., on June 14, 1890.

No limitation as to duration of charter.

**ORGANIZATION.**

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. T. Jones.....	Carthage, N. C.....	Not Limited.
Geo. C. Graves.....	“ “ .....	“
Jas. H. McIver.....	“ “ .....	“
L. P. Tyson.....	“ “ .....	“
W. H. McNeill.....	“ “ .....	“
C. J. Shaw.....	“ “ .....	“
J. C. Black.....	“ “ .....	“



## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	J. C. Black.....	Carthage, N. C.
Secretary.....	W. J. Adams.....	Carthage, N. C.
Treasurer.....	L. P. Tyson.....	Carthage, N. C.
Attorney, or General Counsel.....	Black & Adams.....	Carthage, N. C.
General Manager.....	W. C. Petty, Lessee.....	Carthage, N. C.

W. C. Petty, Lessee, has entire management and control of the road.

## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of Line for Each Road Named.
	From	To	
Carthage Railroad.....	Cameron.....	Carthage.....	10

## PROPERTY LEASED, OR OTHERWISE CONTROLLED FOR OPERATION.

The Carthage Railroad after being constructed was leased to the Raleigh and Augusta Air-Line Railroad on the 23d day of August, 1888, for the term of 99 years, the consideration being five dollars, which road operated the Carthage Road until it was sub-leased to W. C. Petty on the 1st day of June, 1890, for the term of 97 years, and the road is now operated by him.

## CAPITAL STOCK.

Capital stock, common—number of shares authorized.....	10,000
Par value of shares.....	\$ 25 00
Total par value authorized.....	250,000 00
Total amount issued and outstanding.....	16,050 00

## MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for construction, common—total number of shares issued and outstanding.....	642
Total Cash Realized.....	\$ 16,050 00

**CURRENT ASSETS AND LIABILITIES.**

ASSETS.

Cash..... \$ 8,657 60

LIABILITIES.

Loans and Bills Payable..... \$ 28,854 56

**RECAPITULATION.**

ACCOUNT.	Total Amo'nt Outstanding.	Apportion- ment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock.....	\$ 16,050 00	\$ 16,050 00	10	\$ 1,605 00

**COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.**

ITEM.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
<b>CONSTRUCTION :</b>			
Right of Way.....	\$ 15 00	\$ 15 00	\$ 1 50
Grading and Bridge and Culvert Masonry.....	10,600 00	10,600 00	1,060 00
Bridges and Trestles.....	950 00	950 00	95 00
Rails.....	24,000 00	24,000 00	2,400 00
Ties.....	5,400 00	5,400 00	540 00
Other Superstructure.....	20 00	20 00	2 00
Engineering Expenses, Hauling.....	125 00	125 00	12 50
Other Items.....	110 00	110 00	11 00
Total Construction.....	\$ 41,400 00	\$ 41,400 00	\$ 4,140 00
<b>EQUIPMENT :</b>			
Locomotives.....	5,000 00	5,000 00	500 00
Passenger Cars.....	2,100 00	2,100 00	210 00
Total Equipment.....	\$ 7,100 00	\$ 7,100 00	\$ 710 00
Grand Total Cost Construction, Equipment, Etc.....	\$ 48,500 00	\$ 48,500 00	\$ 4,850 00



**INCOME ACCOUNT.**

Gross Earnings from operation.....	\$ 21,032 97	
Less operating expenses.....	10,581 97	
Income from operation.....		\$ 10,451 00
Total income.....		\$ 10,451 00
<b>DEDUCTIONS FROM INCOME :</b>		
Rents paid for lease of road.....	\$ 1,440 00	
Taxes.....	353 40	
Total deductions from income.....	\$ 1,793 40	
Net income.....		\$ 8,657 60
Surplus from operations of year ending June 30, 1896.....		\$ 8,657 60
Surplus on June 30, 1895 [from "General Balance Sheet," 1895 Report.].....		\$ 5,340 97
Additions for year.....		\$ 8,657 60
Surplus on June 30, 1896 [for entry on "General Balance Sheet."].		\$ 13,998 57

**EARNINGS FROM OPERATION.**

ITEM.	Total Receipts.	Actual Earnings.
<b>PASSENGER :</b>		
Passenger Revenue.....	\$ 2,527 75	
Total passenger revenue.....		\$ 2,527 75
Mail.....		928 08
Express.....		50 69
Extra baggage and storage.....		9 65
Total passenger earnings.....		\$ 3,516 17
<b>FREIGHT :</b>		
Total freight revenue.....	17,516 80	
Total freight earnings.....		\$ 17,516 80
Total passenger and freight earnings.....		21,032 97
Total gross earnings from operation.....		21,032 97

## OPERATING EXPENSES.

## MAINTENANCE OF WAY AND STRUCTURES :

Repairs of Roadway.....	\$ 2,600 00
Renewals of Rails.....	443 96
Renewals of Ties.....	922 80
Repairs and Renewals of Bridges and Culverts.....	50 00
Repairs and Renewals of Buildings and Fixtures.....	800 00
Stationery and Printing.....	36 64
Other Expenses.....	50 00
Total.....	\$ 4,903 40

## MAINTENANCE OF EQUIPMENT :

Repairs and Renewals of Locomotives.....	500 00
Repairs and Renewals of Passenger Cars.....	10 00
Repairs and Renewals of Freight Cars.....	15 00
Repairs and Renewals of Work Cars.....	60 00
Stationery and Printing.....	20 00
Total.....	\$ 605 00

## CONDUCTING TRANSPORTATION :

Engine and Roundhouse Men.....	900 00
Fuel for Locomotives.....	600 00
Water Supply for Locomotives.....	25 00
Oil, Tallow and Waste for Locomotives.....	117 80
Other Supplies for Locomotives.....	55 50
Train Service.....	540 00
Train Supplies and Expenses.....	10 00
Station Service.....	960 00
Station Supplies.....	20 00
Loss and Damage.....	520 00
Advertising.....	30 00
Stationery and Printing.....	55 27
Total.....	\$ 3,833 57

## GENERAL EXPENSES :

Salaries of General Officers.....	1 200 00
Insurance.....	31 20
Stationery and Printing (General Offices).....	8 80
Total.....	\$ 1,240 00

## OPERATING EXPENSES—STATE OF NORTH CAROLINA :

Maintenance of Way and Structures.....	4,903 40
Maintenance of Equipment.....	605 00
Conducting Transportation.....	3,833 57
General Expenses.....	1,240 00
Total.....	\$ 10,581 97



## RENTALS PAID.

## NAME OF ROAD:

Carthage Railroad..... \$ 1,440 00

## COMPARATIVE GENERAL BALANCE SHEET.

## ASSETS.

Total Cost of Road and Equipment, June 30, 1896.....\$48,500 00

## LIABILITIES.

Total Capital Stock, June 30, 1896.....\$16,050 00

Total Current Liabilities..... 20,196 96

## EMPLOYEES AND SALARIES.

CLASS.	Number	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers.....	1	312	\$ 1,200 00	\$ 3 85
Station Agents.....	3	936	780 00	83½
Other Station Men.....	1	312	180 00	57
Enginemen.....	1	312	600 00	1 92
Firemen.....	1	312	300 00	96½
Other Trainmen.....	3	936	540 00	57
Section Foremen.....	2	624	840 00	1 35
Other Trackmen.....	10	3,120	2,472 00	60
Total (Including "General Officers")--N. C.	22	6,864	\$ 6,912 00	
Less "General Officers".....	1	312	1,200 00	
Total (Excluding "General Officers")--N. C.	21	6,552	\$ 5,712 00	
DISTRIBUTION OF ABOVE:				
General Administration.....			1,200 00	
Maintenance of Way and Structures.....			3,312 00	
Conducting Transportation.....			2,400 00	
Total (Including "General Officers")--N. C.			\$ 6,912 00	
Less "General Officers".....			1,200 00	
Total (Excluding "General Officers")--N. C.			\$ 5,712 00	

**PASSENGER AND FREIGHT, AND TRAIN MILEAGE.**

ITEM.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Total passenger revenue.....		2,527	75	
Average receipts per passenger per mile.....			4	
Passenger earnings per mile of road.....		1	22	
Passenger earnings per train mile.....			14	1
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning rev- enue.....	22,672			
Total freight revenue.....		17,516	80	
Freight earnings per mile of road.....		88	41	
Freight earnings per train mile.....			90	5
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....		21,032	97	
Passenger and freight revenue per mile of road.....		1,051	66	
Passenger and freight earnings.....		21,032	97	
Passenger and freight earnings per mile of road.....		1,051	66	
Operating expenses, including interest.....		12,375	37	
Income from operation.....		8,657	60	

**FREIGHT TRAFFIC MOVEMENT.**

COMMODITY.	FREIGHT ORIGINAT- ING ON THIS ROAD.	FREIGHT RE- CEIVED FROM CONNECTING ROADS AND OTHER CARRIERS.
	Whole Tons	Whole Tons.
<b>PRODUCTS OF AGRICULTURE:</b>		
Grain.....		30
Flour.....		170
Other Mill Products.....		600
Hay.....		20
<b>PRODUCTS OF FOREST:</b>		
Lumber.....	18,437	50
<b>MANUFACTURES:</b>		
Naval Stores.....	800	
Wagons, Carriages, Tools, Etc.....	350	
Merchandise.....		1,796
<b>MISCELLANEOUS: Other commodities not mentioned above.....</b>		
	38	
Total Tonnage North Carolina.....	19,625	2,666



**DESCRIPTION OF EQUIPMENT.**

Locomotives—Owned and Leased: Two Passenger; American Steam Brake.

Cars Owned and Leased in Passenger Service—One Combination Car; Westinghouse Air Brake.

Other Cars in Passenger Service, 1.

**MILEAGE.****MILEAGE OF ROAD OPERATED. (ALL TRACKS).**

LINE IN USE.	Line Represented by Capital Stock—Main Line	Line Operated Under Lease.	Total Mileage Operated.	Rails—Old Iron.
Miles of single track.....	16.00	10.00	10.00	10.00
Miles of yard track and sidings.....	.32	.32	.32	.32

**CONSUMPTION OF FUEL BY LOCOMOTIVES.**

Locomotives—Passenger, 150 cords; Freight, 450. Total—600 cords.

Average cost at distributing point—\$1 25 per cord.

**CHARACTERISTICS OF ROAD.**

Trestles—Number.....	2
Aggregate length, feet.....	100
Minimum length, feet.....	50
Gauge of track, four feet, nine inches, 10.32 miles.	

## CASHIE AND CHOWAN RAILROAD AND LUMBER COMPANY.

### HISTORY.

The road is principally a lumber road located in Bertie County, and is nineteen miles in length, with ten miles of sidings.

Organized October 30th, 1883, under Laws North Carolina, Chapter 99, Battle's Revisal.

### ORGANIZATION.

#### DIRECTORS.

Greenleaf Johnson, Baltimore.  
Greenleaf Johnson, Jr., Baltimore.  
W. H. Taylor, Norfolk, Va.  
E. E. Smith, Howard, N. C.  
F. D. Winston, Howard, N. C.

### OFFICERS.

President and General Manager—Greenleaf Johnson, Norfolk, Va.  
Secretary and Auditor—R. E. Crump, Norfolk, Va.  
Treasurer—Greenleaf Johnson, Jr., Baltimore.  
Attorney—F. D. Winston, Windsor, N. C.  
Superintendent—E. E. Smith, Howard, N. C.

### PROPERTY OPERATED.

Howard to Woods, 19 miles; sidings, 10 miles.  
Capital stock, \$100,000.  
Cost of road, \$20,000.  
Gross earnings for year ending June 30th, 1896, \$12,000.  
Employees, 30.

### ROLLING STOCK.

2 Locomotives.  
32 Logging Cars.



## CHESTER AND LENOIR RAILROAD.

## HISTORY.

The Carolina Narrow-Gauge Railroad Company was chartered by State of North Carolina in 1872, and organized August 27, 1872. The Chester and Lenoir Narrow-Gauge Railroad Company was chartered by State of South Carolina February 26, 1873, and by charter authorized to consolidate with the Carolina Narrow-Gauge Railroad Company and the King's Mountain Railroad Company, chartered by the State of South Carolina December 19, 1848. Chester and Lenoir Narrow-Gauge and the Carolina Narrow-Gauge Railroads were consolidated May 14, 1873. Chester and Lenoir Narrow-Gauge and King's Mountain Railroad Company were consolidated April 3, 1874. The road was opened to Lenoir June 2, 1884. Chester and Lenoir Railroad Company chartered February 26, 1873, and opened to Lincolnton, North Carolina—sixty-three miles—in 1880.

By these acts of consolidation, communication by rail was established between Lenoir, in Caldwell County, *via* Hickory and Newton on the Western Railroad, to Lincolnton. A third rail is laid between Newton and Hickory, over the Western North Carolina Railroad, for the accommodation of narrow gauge equipment.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. L. Agurs.....	Chester, S. C.....	} Third Thursday of July, 1896.
A. G. Brice.....	Chester, S. C.....	
C. E. Spencer.....	Yorkville, S. C.....	
J. F. Wallace.....	Yorkville, S. C.....	
J. B. White.....	Pleasant Ridge, N. C.....	
W. A. McBee.....	Lincolnton, N. C.....	
J. A. Martin.....	Hickory, N. C.....	
P. G. Moore.....	Granite Falls, N. C.....	

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board.....	G. W. F. Harper.....	Lenoir, N. C.
President.....	G. W. F. Harper.....	Lenoir, N. C.
Secretary.....	J. J. McLure.....	Chester, S. C.
Treasurer.....	G. W. F. Harper.....	Lenoir, N. C.
Attorney or General Counsel.....	A. G. Brice.....	Chester, S. C.
Auditor.....	E. F. Reid.....	Lenoir, N. C.
General Superintendent.....	L. T. Nichols.....	Chester, S. C.
Superintendent of Telegraph.....	E. A. Dalton.....	Washington, D. C.
General Freight Agent.....	G. W. F. Harper.....	Lenoir, N. C.
General Passenger Agent.....	G. W. F. Harper.....	Lenoir, N. C.

**PROPERTY OPERATED.**

NAME.	TERMINALS.		Miles of Line for Each Road Named.
	From	To	
Chester and Lenoir, N. G. R. R.....	Chester, S. C.....	Lenoir, N. C.....	72.30 in N. C.
Entire Mileage.....			109.30

**EXPLANATORY REMARKS.**

Ten (10) miles of this 109.30 is between Newton, N. C., and Hickory, N. C., one rail of which belongs to Southern Railway Company, for which we pay rental, thus reducing the mileage from Chester, S. C., to Lenoir, N. C., from 109.30 to 99.30 miles actually operated by this company.

**CAPITAL STOCK.**

Capital Stock—Common—Number of Shares Authorized.....	3,485
Par Value of Shares.....	\$ 100 00
Total Par Value Authorized.....	348,500 00
Total Amount Issued and Outstanding.....	348,500 00

**FUNDED DEBT.**

**MORTGAGE BONDS.**

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
Mortgage Bonds.....	1870	1900	\$ 250,000 00	\$ 250,000 00	\$ 250,000 00	
Mortgage Bonds.....		1900	100,000 00	100,000 00	100,000 00	
Grand Total.....			\$ 350,000 00	\$ 350,000 00	\$ 350,000 00	

**INTEREST.**

CLASS OF BOND OR OBLIGATION.	Rate	When Payable.	Amount	
			Accrued During Year.	Paid During Year.
Mortgage Bonds.....	7%	Jan. 1	\$ 17,500 00	} \$ 23,000 00
Mortgage Bonds.....	7%	& July 1.	7,000 00	
Grand Total.....			\$ 24,500 00	\$ 23,000 00



**EXPLANATORY REMARKS.**

Mortgage Bonds were issued on this railroad in two sections or divisions :

First section, from Chester, S. C., to Newton, N. C.....	\$ 250,000 00
Second section, from Newton, N. C., to Lenoir, N. C.....	100,000 00
Total.....	\$ 350,000 00

Bonds are secured by mortgage on each section respectively, and are of lien only on its respective sections; do not lap over.

No second mortgage.

**STATEMENT OF AMOUNT.**

SERIES OR OTHER DESIGNATION.	Cash Paid on Delivery of Equipment.	DEFERRED PAYMENTS—PRINCIPAL.	
		Original Amount.	Amount Outstanding.
Two Notes.....	\$ 2,916 66	\$ 6,250 00	\$ 3,333 34
Total.....	\$ 2,916 66	\$ 6,250 00	\$ 3,333 34

SERIES OR OTHER DESIGNATION.	DEFERRED PAYMENTS—INTEREST. .				
	Original Amount.	Amount Outstanding.	Amount Accrued During Year.	Amount Paid During Year.	Rate
Two Notes.....	\$ 6,250 00	\$ 3,333 34	\$ 2,916 66	Not Due.	%
Total.....	\$ 6,250 00	\$ 3,333 34	\$ 2,916 66		

## RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Acrued During Year.	Amount Paid During Year.
Mortgage bonds.....	\$ 350,000 00	\$ 350,000 00	\$ 24,500 00	\$ 23,000 00
Equipment Trust Obligations.....	6,250 00	3,333 34	2,916 66	
Total.....	\$ 356,250 00	\$ 353,333 34	\$ 27,416 66	\$ 23,000 00

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 3,886 13
Due from Agents.....	1,152 61
Due from Solvent Companies and Individuals.....	382 80
Net Traffic Balances due from other Companies.....	1,790 25
Total—Cash and Current Assets.....	\$ 7,211 79
Balance—Current Liabilities.....	21,779 01
Total.....	\$ 28,990 80

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1896.

Loans and Bills Payable.....	\$ 3,333 34
Audited Vouchers and Accounts.....	11,136 46
Wages and Salaries.....	3,033 14
Net Traffic Balances Due to Other Companies.....	237 86
Matured Interest Coupons Unpaid.....	11,250 00
Total—Current Liabilities.....	\$ 28,990 80
Balance—Cash Assets.....	7,211 79
Total.....	\$ 21,779 01

Materials and Supplies on Hand—\$389.62.

RECAPITULATION.  
FOR MILEAGE OWNED.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT. To Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock.....	\$ 348,500 00	\$ 348,500 00	99.30	\$ 3,500 00
Bonds.....	350,000 00	350,000 00	109.30	3,200 00
Equipment Trust Obligations.....	3,333 34	3,333 34	109.30	30 49
Total.....	\$ 701,833 34	\$ 701,833 34		6,730 49



## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR— NOT INCLUDED IN OPERATING EXPENSES.	Total Cost to June 30, 1895	Total Cost to June 30, 1896.	Cost Per Mile.
	Charged to Construction or Equipment.			
<b>CONSTRUCTION:</b>				
Right of Way.....		\$ 364 14	\$ 364 14	\$ 3 33
Other Real Estate.....		75	75	06
Grading and Bridge and Cul- vert Masonry.....	\$ 32 49	226 98	259 47	2 37
Bridges and Trestles.....	116 14	430 16	546 30	5 00
Rails.....	72 15	995 54	1,067 69	9 76
Ties.....	149 31	168 66	317 99	2 90
Other Superstructure.....		248 21	248 21	2 27
Buildings, Furniture and Fix- tures.....	192 65	1,649 91	1,842 56	16 85
Shop Machinery and Tools.....	291 65	402 30	693 95	6 34
Sidings and Yard Extensions.....	910 69	360 61	1,271 30	11 67
Other items.....		26 69	26 69	24
Total Construction.....	\$ 1,765 09	\$ 4,873 95	\$ 6,639 04	60 75
<b>EQUIPMENT:</b>				
Locomotives.....	2,913 24	3,061 66	6,004 90	54 93
Passenger Cars.....	3,153 83	724 45	3,878 28	35 48
Baggage, Express and Postal Cars.....	144 20		144 20	1 32
Freight Cars.....	4,155 91	590 87	4,746 78	43 42
Total Equipment.....	\$ 10,397 18	\$ 4,376 98	\$ 14,774 16	\$ 135 15
Total Cost Construction, Equipment, Etc.....	\$ 12,162 27	\$ 9,250 93	\$ 21,413 20	\$ 195 90
Total Cost Construction, Equip- ment, Etc.—State of N. C.....	8,027 10	6,105 61	14,132 71	129 29

## INCOME ACCOUNT.

Gross Earnings from Operation.....	\$ 100,410 27	
Less Operating Expenses.....	70,696 84	
Income from Operation.....	\$ 29,713 43	
Total Income.....		\$ 29,713 43
<b>DEDUCTIONS FROM INCOME:</b>		
Interest on Funded Debt accrued.....	11,250 00	
Taxes.....	3,109 57	
Permanent Improvements.....	21,413 20	
Total Deductions from Income.....		35,772 77
Deficit.....		\$ ,059 34
Deficit from Operations of Year ending June 30, 1896.....		6,059 34
Deficit on June 30, 1895, [From "General Balance Sheet," 1895 Report].....	\$ 5,226 91	5,226 91
Deficit on June 30, 1896, [For Entry on "General Balance Sheet].....		11,286 25

## EARNINGS FROM OPERATION.—State of North Carolina.

ITEM.	Total Receipts.	Actual Earnings.
<b>PASSENGER:</b>		
Passenger Revenue.....	\$ 28,743 89	
Total Passenger Revenue.....		\$ 28,743 89
Mail.....	\$ 5,756 16	
Express.....	1,182 29	
Extra Baggage and Storage.....	95 30	
Total Passenger Earnings.....		7,083 75
		\$ 35,777 64
<b>FREIGHT:</b>		
Freight Revenue.....	\$ 60,039 22	
Total Freight Revenue.....		60,039 22
Total Freight Earnings.....		\$ 60,039 22
Total Passenger and Freight Earnings.....		\$ 95,816 86
<b>OTHER EARNINGS FROM OPERATION:</b>		
Other Sources.....		4,593 41
Total Gross Earnings from Operation—North Carolina.....		\$ 66,270 78
Total Gross Earnings from Operation—Entire Line.....		\$ 100,410 27



## OPERATING EXPENSES.

## MAINTENANCE OF WAY AND STRUCTURES:

Repairs of roadway.....	\$	8,400 75
Renewals of rails.....		161 80
Renewals of ties.....		5,240 22
Repairs and renewals of bridges and culverts.....		4,690 95
Repairs and renewals of fences, road crossings, signs, and cattle guards.....		39 34
Repairs and renewals of telegraph.....		13 19
Stationery and printing.....		697 01
Total.....	\$	19,267 70

## MAINTENANCE OF EQUIPMENT:

Superintendence.....		5,256 16
Repairs and renewals of locomotives.....		1,461 23
Repairs and renewals of passenger cars.....		1,418 64
Repairs and renewals of shop machinery and tools.....		254 26
Other expenses.....		5 16
Total.....	\$	8,395 45

## CONDUCTING TRANSPORTATION:

Superintendence.....		861 25
Engine and roundhouse men.....		6,286 78
Fuel for locomotives.....		5,116 52
Water supply for locomotives.....		762 55
Oil, tallow and waste for locomotives.....		889 50
Other supplies for locomotives.....		84 44
Train service.....		4,847 64
Train supplies and expenses.....		1,557 23
Switchmen, flagmen, and watchmen.....		80 18
Telegraph expenses.....		1,513 49
Station service.....		6,278 53
Station supplies.....		604 43
Switching charges—balance.....		379 39
Car mileage—balance.....		29 17
Total carried forward.....	\$	29,291 10

## OPERATING EXPENSES.—Continued.

## CONDUCTING TRANSPORTATION—Continued.

Total brought forward.....	\$ 29,291 10
Loss and damage.....	175 00
Injuries to persons.....	119 58
Clearing wrecks.....	43 30
Advertising.....	174 53
Rents for tracks, yards, and terminals.....	3,938 21
Rents of buildings and other property.....	220 00
Stationery and printing.....	1,310 83
Other expenses.....	1,114 03
Total.....	\$ 36,386 58

## GENERAL EXPENSES:

Salaries of general officers.....	4,570 90
Salaries of clerks and attendants.....	822 00
General office expenses and supplies.....	89 24
Insurance.....	797 15
Law expenses.....	334 50
Stationery and printing (general offices).....	14 60
Other expenses.....	18 72
Total.....	\$ 6,647 11

## RECAPITULATION OF EXPENSES:

Maintenance of way and structures.....	19,267 70
Maintenance of equipment.....	8,395 45
Conducting transportation.....	36,386 58
General expenses.....	6,647 11
Grand total.....	\$ 70,696 84

Percentage of expenses to earnings—entire line..... 70.40

## OPERATING EXPENSES—State of North Carolina:

Maintenance of way and structures.....	12,716 68
Maintenance of equipment.....	5,541 00
Conducting transportation.....	24,015 14
General expenses.....	4,387 09
Total.....	\$ 46,659 91

Percentage of expenses to earnings—N. C..... 70.40



## RENTALS PAID.

## RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

DESIGNATION OF PROPERTY.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
<b>TRACKS:</b>				
3rd Rail.....	Between Hickory and Newton, N. C.....	Southern Railway.....	\$ 3,938 21	
Total.....				\$ 3,938 21
Terminals.....	Hickory and Newton, N. C.....	Southern Railway.....	220 00	
Total.....				\$ 220 00
Grand Total Rents.....				\$ 4,158 21

## COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1895.		JUNE 30, 1896. YEAR ENDING JUNE 30, 1896.		
Total.	ASSETS.	Total.	Increase.	Decrease.
\$ 4,873 95	Cost of Road.....	\$ 1,765 09		\$ 3,108 86
4,376 98	Cost of Equipment.....	10,397 18	\$ 6,020 20	
8,508 53	Cash and Current Assets.....	7,211 79		1,296 74
2,758 48	Materials and Supplies.....	389 62		2,368 86
5,226 91	Profit and Loss.....	6,059 34	832 43	
\$ 25,744 85	Grand Total.....	\$ 25,823 02	\$ 78 17	
	LIABILITIES.			
\$ 348,500 00	Capital Stock.....	\$ 348,500 00		
350,000 00	Funded Debt.....	350,000 00		
18,819 87	Current Liabilities.....	28,990 80	\$ 10,170 93	
9,750 00	Accrued Interest on Funded Debt Not Yet Payable.....	11,250 00		
5,226 91	Profit and Loss.....	6,059 34		
\$ 732,296 78	Grand Total.....	\$ 744,800 14		

## EMPLOYEES AND SALARIES.—Entire Line.

CLASS.	Number	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Compen- sation.
General Officers.....	1	312	\$ 1,450 00	\$ 4 65
Other Officers.....	3	924	3,120 90	3 37
General Office Clerks.....	1	312	822 00	2 63
Station Agents.....	13	4,056	4,480 57	1 19
Other Station Men.....	10	3,120	1,797 96	57
Enginemmen.....	5	1,560	3,457 08	2 21
Firemen.....	5	1,560	2,055 72	1 32
Conductors.....	5	1,560	2,721 60	1 70
Other Trainmen.....	10	3,120	2,126 04	65
Machinists.....	2	624	1,680 00	2 68
Carpenters.....	5	1,560	2,340 00	1 50
Other Shopmen.....	8	2,496	773 98	31
Section Foremen.....	10	3,600	3,600 00	1 00
Other Trackmen.....	40	12,480	8,112 00	65
Switchmen, Flagmen and Watchmen.....	1	112	80 18	70
Telegraph Operators and Dispatchers.....	20	6,240	1,513 49	26
Employees—Account Floating Equipment.....	7	2,184	2,621 84	1 20
Total (Including "General Officers")—Entire Line.....	146	45,820	\$ 42,753 36	\$ 93
Less "General Officers".....	1	312	1,450 00	4 65
Total (Excluding "General Officers")—Entire Line.....	145	45,508	\$ 41,303 36	\$ 90
DISTRIBUTION OF ABOVE:				
General Administration.....			3,559 31	
Maintenance of Way and Structures.....			9,513 25	
Maintenance of Equipment.....			3,164 03	
Conducting Transportation.....			11,980 62	
Total (Including "General Officers")—N. C.....			\$ 28,217 21	
Less "General Officers".....			957 00	
Total (Excluding "General Officers")—N. C.....			\$ 27,260 21	
Total (Including "General Officers")—En- tire Line.....			42,753 36	



## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—State of North Carolina.

ITEM.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC :</b>				
Number of passengers carried earning revenue.....	31,074			
Number of passengers carried one mile.....	624,972			
Number of passengers carried one mile per mile of road.....	5,733			
Average distance carried.....	132 74			
Total passenger revenue.....		19,070	97	
Average amount received from each passenger.....			64	482
Average receipts per passenger per mile.....			03	035
Total passenger earnings.....		23,613	24	
Passenger earnings per mile of road.....		328	23	
Passenger earnings per train mile.....			13	781
<b>FREIGHT TRAFFIC :</b>				
Number of tons carried of freight earning rev- enue.....	23,261			
Number of tons carried one mile.....	937,459			
Number of tons carried one mile per mile of road.....	8,600			
Average distance haul of one ton.....	265 99			
Total freight revenue.....		39,625	88	
Average amount received for each ton of freight.....			1	71
Average receipts per ton per mile.....			04	227
Total freight earnings.....		39,625	88	
Freight earnings per mile of road.....		550	75	
Freight earnings per train mile.....			85	529
<b>PASSENGER AND FREIGHT :</b>				
Passenger and freight revenue.....		58,596	85	
Passenger and freight revenue per mile of road.....		814	52	
Passenger and freight earnings.....		63,239	13	
Passenger and freight earnings per mile of road.....		879	05	
Gross earnings from operation.....		66,270	78	
Gross earnings from operation per mile of road.....		912	02	
Gross earnings from operation per train mile.....			14	304
Operating expenses.....		46,659	91	
Operating expenses per mile of road.....		648	59	
Operating expenses per train mile.....			10	070
Income from operation.....		19,610	86	
Income from operation per mile of road.....		272	60	

## FREIGHT TRAFFIC MOVEMENT.—State of North Carolina.

COMMODITY.	Freight Originating on This Road.	Freight Received From Con- necting Roads and Other Car- riers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons	Per Ct.
<b>PRODUCTS OF AGRICULTURE :</b>				
Grain .....	273	92	365	1.56
Flour .....	45	752	797	3.40
Hay .....		1	1	.003
Tobacco .....	7	15	22	.09
Cotton .....	1,177	571	1,748	7.51
Fruit and Vegetables.....	750	9	759	3.27
<b>PRODUCTS OF ANIMALS:</b>				
Live Stock.....	89	9	98	.42
Dressed Meats.....	19	20	39	.16
Other Packing-House Products.....	32	74	106	.46
Poultry, Game and Fish.....	5		5	.02
Wool .....	1		1	.005
Hides and Leather.....	6	4	10	.04
<b>PRODUCTS OF MINES:</b>				
Bituminous Coal.....	12	344	356	1.52
Stone, Sand and Other Like Articles .....	5	4	9	.03
<b>PRODUCTS OF FOREST: Lumber.....</b>	<b>11,717</b>	<b>12</b>	<b>11,729</b>	<b>50.04</b>
<b>MANUFACTURES:</b>				
Petroleum and other Oils.....	64	87	151	.65
Sugar .....	3	30	33	.13
Naval Stores.....	1		1	.003
Iron, Pig and Bloom.....	2	73	75	.31
Iron and Steel Rails.....	121	2	123	.53
Other Castings and Machinery.....	78	132	210	.90
Bar and Sheet Metal.....	3		3	.10
Cement, Brick and Lime.....	16	98	114	.40
Agricultural Implements.....	2	13	15	.06
Wagons, Carriages, Tools, etc.....	47	5	52	.22
Wines, Liquors and Beers .....	55	2	57	.24
Household Goods and Furniture.....	142	38	180	.77
Cotton Factory Products.....	1,733	81	1,814	7.84
Merchandise .....	503	924	1,427	6.13
Fertilizers.....	941	1,577	2,518	10.83
<b>MISCELLANEOUS: Other commodities not mentioned above.....</b>				
	137	292	429	1.84
Total Tonnage—North Carolina.....	17,986	5,261	23,247	
Total Tonnage—Entire Line.....	27,271	7,973	35,244	99.571



## DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.	
			No.	Name.
LOCOMOTIVES—Owned and leased :				
Passenger.....		2	2	Ames.
Freight.....	1	5	2	"
Total Locomotives in Service.....	1	7	4	
Total Locomotives Owned.....	1	7	4	
CARS—Owned and Leased :				
IN PASSENGER SERVICE—				
First-class Cars.....	3	5	5	Ames.
Second-class Cars.....	2	2	2	"
Combination Cars.....	3	5	5	"
Baggage, Express and Postal Cars.....		2	2	"
Total.....	8	14	14	
IN FREIGHT SERVICE—				
Box Cars.....	11	72		
Flat Cars.....	16	35		
Stock Cars.....	4	6		
Coal Cars.....		6		
Other Cars in Freight Service.....		1		
Total.....	40	120		
IN COMPANY'S SERVICE—				
Caboose Cars.....		3		
Total.....	40	123		
Total Cars Owned.....		123		

## MILEAGE.

## MILEAGE OF LINE OPERATED BY STATES.

STATE.	Line Represented by Capital Stock. Main Line.	Line Operated Under Trackage Rights.	Total Mileage Operated.	RAILS.	
				Iron.	Steel.
South Carolina.....	37.00		37.00	32.50	4.50
North Carolina.....	62.40	9.90	72.30	42.40	29.90
Total mileage owned (single track).....	99.40	9.90	109.30	74.90	34.40





## DANVILLE, MOCKSVILLE AND SOUTH-WESTERN RAILROAD COMPANY.

### HISTORY.

Organized November 27, 1880, under laws of North Carolina, 1871 and 1872, chapter 138, and under special charter ratified March 3, 1881. The road extends from Cascade Junction, Va., to Leaksville, N. C., a distance of eight miles. The road was opened in April, 1882. Receiver appointed in 1885; J. T. Morehead, Receiver, Leaksville, N. C. The road is leased to and operated by the Danville and Western Railroad. The receiver is the only officer connected with the road.

Capital Stock—Entire Line.....	\$ 50,300 00
“ “ North Carolina.....	49,042 50
Cost of Road—Entire Line.....	102,944 24
“ “ North Carolina.....	100,370 64
Gross Earnings—Entire Line.....	1,582 31
“ “ North Carolina.....	1,542 76
Cost of Construction per Mile.....	12,608 03

## EAST TENNESSEE AND WESTERN NORTH CAROLINA RAILROAD COMPANY.

(That part in North Carolina is owned by Cranberry Iron and Coal Company.)

### HISTORY.

Line of road, Johnson City, Tennessee, to Cranberry, N. C., thirty-four miles. Three miles in North Carolina, all in Mitchell county. The road was chartered by Acts of the Assembly May, 1866; road opened July, 1882.

Capital Stock, Entire Line.....	\$ 501,900 00
Funded Debt, “ “.....	250,000 00
Cost of Road, “ “.....	689,723 39
“ “ North Carolina.....	77,019 50
Cost of Equipment, Entire Line.....	74,264 42

EGYPT RAILWAY COMPANY.

HISTORY.

The Egypt Railroad was completed in 1891. The incorporation and organization of the Egypt Railway Company before the Secretary of State was confirmed and ratified by the Legislature, session 1891. No limitation as to duration of charter.

The road begins at Egypt, a point on the Cape Fear and Yadkin Valley Railroad, and extends to Colon, a point on the Raleigh and Augusta Air-Line Railroad. Total length of road, eight miles.

ORGANIZATION.

DIRECTORS.

- Samuel A. Henszey, Cumnock, N. C.
- K. K. Waite, Cumnock, N. C.
- C. F. Pendleton, Cumnock, N. C.

OFFICERS.

- President and General Manager, Samuel A. Henszey, Cumnock, N. C.
- Secretary and Treasurer, C. F. Pendleton, Cumnock, N. C.
- Attorney, Womack and Hayes, Pittsboro, N. C.
- Freight Agent, W. J. Tally, Cumnock, N. C.

Capital Stock.....	\$ 125,000 00
Funded Debt.....	108,000 02
Cost of Road.....	226,098 02
Cost of Equipment.....	25,322 76
Gross Earnings.....	8,678 96
Operating Expenses.....	3,359 90
Cost of Construction, per mile.....	28,262 25
“ “ and Equipment, per mile.....	31,427 59
Employees, 11.	

Rolling Stock—One locomotive, one combination passenger car, two box cars, twenty-three coal cars, one hand car, one caboose car, one road car.

DURHAM AND CHARLOTTE RAILROAD COMPANY.

HISTORY.

Organized August, 1892, under charter granted by Act of the General Assembly, February, 1891. Charter amended by chapters 87, 229 and 296, Acts of General Assembly, 1893.

On July 15, 1896, the Durham and Charlotte Railroad Company purchased and succeeded to all the real estate, franchises and property of every description of the Glendon and Gulf Railroad Company; in the future will be known as the Durham and Charlotte Railroad Company.



**ORGANIZATION.****DIRECTORS.**

John B. Lenning, Bridesburg, Pa.  
 E. H. Middleton, Frankford, Pa.  
 O. E. Maltby, Philadelphia, Pa.

**OFFICERS.**

President and Treasurer, John B. Lenning, Bridesburg, Pa.  
 Secretary, E. H. Middleton, Frankford, Pa.  
 Attorney, Wm. A. Guthrie, Durham, N. C.  
 Auditor, J. G. Foushee, Glendon, N. C.  
 Superintendent and Freight and Passenger Agent, Frank D. Jones, Glendon, N. C.

**PROPERTY OPERATED.**

Gulf to Glendon, 8.50 miles.

Capital Stock.....	\$ 300,000 00
Funded Debt.....	100,000 00
Gross Earnings.....	4,106 64
Operating Expenses.....	3,371 53

Employees, 12.

Rolling Stock—One locomotive, one combination passenger car, one flat car.

Weight of rail, 45 pounds. Gauge of track, four feet, nine inches.

## HENDERSONVILLE AND BREVARD RAILWAY, TELE- GRAPH AND TELEPHONE COMPANY.

Chartered by Act of Legislature, 1891.

**ORGANIZATION.****DIRECTORS.**

A. E. Boardman, Brevard, N. C.  
 J. L. Bell, Brevard, N. C.  
 W. A. Gast, Brevard, N. C.  
 J. R. Zachary, Brevard, N. C.  
 President—A. E. Boardman, Hendersonville, N. C.  
 Secretary—E. W. Blythe, Hendersonville, N. C.  
 Attorney—W. A. Gast, Hendersonville, N. C.  
 Superintendent and General Agent—W. A. Smith, Hendersonville, N. C.

**PROPERTY OPERATED.**

Hendersonville to Brevard, 21.60 miles; sidings, three miles.

Capital stock, \$250,000.

Funded debt, \$150,000.

Gross earnings, \$5,538.91.

Operating expenses, \$5,842.07.

Cost of construction and equipment per mile, \$7,000 of bonds and \$9,120 of stock.

Employees, 23.

Rolling Stock—One engine, two passenger cars, three box cars, one flat car, two hand cars, one other car.

Weight of rail, 55 pounds, steel.

Gauge of track, 4 ft. 9 in.

HOFFMAN AND TROY RAILROAD COMPANY.

HISTORY.

Charter granted in 1883. Charter amended by act of General Assembly, March, 1891. Lumber Road three and one half miles in length.

L. J. Jones, President, Hoffman, N. C.

JAMESVILLE AND WASHINGTON RAILROAD COMPANY.

HISTORY.

This road was chartered February, 1869. Opened December 1, 1877. Charter amended February, 1872 and 1893. Original line of road from Jamesville, N. C., to Washington, N. C. Length, 22.57 miles. Special act February, 1893, authorizing the company to take up part of its track and change line of road. Under this act the company has abandoned that portion of its line north of Walker's Neck, which is about six miles beyond Washington.

It is now proposed to sell out or consolidate the remainder of the road with a road running out of Plymouth in a diagonal direction towards Walker's Neck.

Road operated—Washington, N. C., to Cherry's Mills; 6 miles.

President, J. E. Sadler, Philadelphia, Pa.

Secretary, H. T. Fenton, " "

Treasurer, J. Work, " "

Superintendent, W. H. Littler, Washington, N. C.

Capital Stock.....	\$ 100,000 00
Gross Earnings.....	3,175 04
Operating Expenses.....	3,913 93
Rolling Stock—two Passenger Cars, six Flat Cars.	
Weight of Rail, 35,040 pounds. Gauge of track, 4 feet, 8½ inches.	



## MARIETTA AND NORTH GEORGIA RAILWAY COMPANY.

### HISTORY.

The Marietta and North Georgia Railway Company is a corporation organized under the laws of the State of Georgia, approved February 9, 1854. By various acts amendatory thereto, among which is one approved October 24, 1870, the name of said company was changed to the Marietta and North Georgia Railroad Company. The Georgia and North Carolina Railroad Company was chartered under bill approved by the Governor of North Carolina March 31, 1871. The Knoxville Southern Railroad Company was organized under the general laws of Tennessee June 23, 1887. By an Act of the Georgia Legislature, approved February 28, 1876, and another Act of said body approved December 22, 1886, the Marietta and North Georgia Railroad Company was authorized to consolidate with the Georgia and North Carolina Railroad Company. By an Act of the North Carolina Legislature, approved March 3, 1887, the Georgia and North Carolina Railroad Company was authorized to consolidate its line with the Marietta and North Georgia Railroad Company, and granted a right to consolidate this company with a line to be constructed in the State of Tennessee. Under the laws of Georgia, North Carolina and Tennessee, applicable to the Marietta and North Georgia Railway Company and the Knoxville and Southern Railroad Company, they were allowed to consolidate.

Marietta and North Georgia Railroad and Georgia and North Carolina Railroad consolidated May 19, 1887, under name of Marietta and North Georgia Railway Company, Marietta and North Georgia Railway Company and Knoxville Southern Railroad Company consolidated November 25, 1890, under the name of Marietta and North Georgia Railway Company.

Road sold under foreclosure on November 25, 1895. The property was purchased by the Atlanta, Knoxville and Northern Railway Company. The receiver has not yet been discharged. The purchase price has not been paid.

Receiver and General Manager, J. B. Glover, Marietta, Ga.

### PROPERTY OPERATED.

1. Marietta and North Georgia Railway Company :	
A. From Marietta, Ga., to Murphy, N. C., miles.....	108.52
From Blue Ridge, Ga., to Knoxville, Tenn., Junction K. and A. Road, miles....	121.31
5. Knoxville and Augusta Railroad Company :	
From K. and A. Junction with M. and N. G. Ry. to Knoxville, Tenn., miles....	2
Total .....	231.83

13¾ miles in North Carolina.

Gross earnings \$4,415.98.

Operating expenses \$6,090.40.

Gauge of track, 3 feet.

Weight of rail, 30 pounds to yard.

### EQUIPMENT.—North Carolina.

One locomotive; one passenger car; one baggage car; eight box cars; six flat cars; one stock car and two coal cars.

## NORTHAMPTON AND HERTFORD RAILROAD COMPANY.

## HISTORY.

Letters of incorporation issued May, 1887, by Clerk Superior Court Northampton County. Organized October 6, 1893, road opened January 1, 1894. Road completed February, 1896. Formerly Gumberry and Jackson Railroad and Lumber Company. Sold to and name changed to Northampton and Hertford Railroad Company.

The rails of this road belong to the Seaboard and Roanoke Railroad Company.

## OFFICERS.

President—J. S. H. Clark, Newark, N. J.

Vice President—A. L. Shepherd, Richmond, Va.

Secretary and Treasurer—P. Meisel, Jr., Gumberry, N. C.

Auditor—G. H. Clark, Jr., Newark, N. J.

General Manager—F. Kell, Gumberry, N. C.

## PROPERTY OPERATED.

Gumberry to Jackson, 9 miles.

Gross earnings for year ending March 31st, 1896, \$9,126.86.

Operating expenses \$7,816.68.

Rolling Stock—Two locomotives; one combination passenger car; six logging cars; two hand cars.

Gauge of track, 4 feet 9 inches.

Weight of rail, 45 to 56 pounds.

## NORFOLK AND SOUTHERN RAILROAD COMPANY.

## HISTORY.

The Norfolk and Southern Railroad was organized January 20, 1870, as the Elizabeth City and Norfolk Railroad Company. Road opened to Elizabeth City, N. C., forty-five miles, June 1, 1881; to Edenton, N. C., December 6, 1881. Name changed by legislative enactment February 1, 1883. The property of the Norfolk and Southern Railroad Company was placed in the hands of Watson B. Dickerman as receiver on the 22d day of November, 1889, by order of the United States Court of the Eastern District of Virginia.

The Norfolk and Southern Railroad Company reorganized June 1, 1891, and consolidated with the Albemarle and Pantego Railroad Company.

Norfolk and Southern Railroad Company, Albemarle and Pantego Railroad Company and Elizabeth City and Norfolk Railroad Company, charter granted by State of North Carolina January 20, 1870. Amended January 24, 1874; amended March 7, 1878; amended January 20, 1883; amended January 31, 1883. Ratified by Virginia February 23, 1875; ratified by Virginia March 3, 1882; ratified by Virginia February 3, 1888; ratified by Virginia March 6, 1882. Amended in North Carolina March 2, 1889; March 11, 1889; February 10, 1891.

Albemarle and Pantego Railroad Company, charter granted by North Carolina March 2, 1891.

Norfolk and Southern Railroad foreclosed by sale of April 29, 1891.

Organized January 20, 1870, as Elizabeth City and Norfolk Railroad Company. Name changed by legislative enactment January 31, 1883, to Norfolk and Southern Railroad Company.

The original purpose of this company was to establish a railroad between the town of Elizabeth City, N. C., and the city of Norfolk, State of Virginia, with a capital stock of \$1,000,000. This act of incorporation was ratified the 20th day of January, 1870, amended January, 1872, March, 1873, March, 1882, and January, 1883.



## ORGANIZATION.

NAME OF DIRECTORS.	POST-OFFICE ADDRESS.
W. B. Dickerman.....	New York City.
A. H. Porter.....	Brooklyn, N. Y.
Alex T. VanNest.....	New York City.
John G. Moore.....	New York City.
Henry Sampson.....	New York City.
Walter S. Johnston.....	New York City.
Dr. C. N. Hoagland.....	New York City.
John W. Simpson.....	New York City.
Dean Sage.....	Albany, N. Y.

## OFFICERES.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	W. R. Dickerman.....	New York City.
First Vice-President.....	Walker S. Johnston.....	New York City.
Secretary.....	M. W. Dominick.....	New York City.
Treasurer.....		
General Solicitor.....	John W. Simpson.....	New York City.
Attorney, or General Counsel.....	Starke & Starke.....	Norfolk, Va.
Attorney, or General Counsel.....	Pruden, Vann & Pruden.....	Edenton, N. C.
Auditor.....	I. P. Jernigan.....	Norfolk, Va.
General Manager.....	M. K. King.....	Norfolk, Va.
Division Superintendent.....	W. W. King.....	Norfolk, Va.
Division Superintendent.....	A. M. Hawkins.....	Edenton, N. C.
General Passenger Agent.....	H. C. Hudgins.....	Norfolk; Va.....
General Ticket Agent.....		

**PROPERTY OPERATED.**

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From.	To.		
Norfolk & So. R. R.....	Berkley, Va.....	Edenton, N. C.....	73.05	
	Mackey's Ferry, N. C.....	Belhaven, N. C.....	29.80	102.85
		Total carried forw'd	102.85	102.85

**CAPITAL STOCK.**

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Am't Issued and Outstand'g.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital Stock—Common	20,000	\$ 100 00	\$ 2,000,000 00	\$ 2,000,000 00	4 Per Ct.	\$ 80,000 00
Total.....	20,000	\$ 100 00	\$ 2,000,000 00	\$ 2,000,000 00	4 Per Ct.	\$ 80,000 00

MANNER OF PAYMENT FOR CAPITAL STOCK.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
<b>ISSUED FOR CASH:</b>		
Common .....	594.90	\$ 23,796 00
<b>ISSUED FOR REORGANIZATION:</b>		
Common.....	18,530.10	1,853,010 00
Issued for Purchase of Albemarle & Pantego R. R.....	875 00	87,500 00
Total.....	20,000.00	\$ 1,964,306 00

**FUNDED DEBT.**

**MORTGAGE BONDS.**

Class of bond or obligation—first mortgage. Date of issue, June 1, 1891.

When due, June 1, 1941.

Amount of authorized issue per mile of road .....	\$ 10,000 00
Amount issued.....	750,000 00
Amount outstanding.....	750,000 00
Cash realized on amount issued.....	745,050 00
Amount of interest accrued during year.....	37,500 00
Amount of interest paid during year.....	37,500 00
Rate of interest, 5 per cent. When payable, May 1st and November 1st.	



**RECAPITULATION OF FUNDED DEBT.**

Class of debt--First mortgage bonds, amount issued .....	\$ 750,000 00
Amount outstanding .....	750,000 00
Amount interest accrued during year.....	37,500 00
Amount interest paid during year.....	37,500 00

**CURRENT ASSETS AND LIABILITIES.**

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 95,041 32
Due from Agents.....	5,306 14
Due from Solvent Companies and Individuals.....	12,992 28
Net Traffic Balances Due from Other Companies.....	30,279 33
Total—Cash and Current Assets.....	\$ 143,619 07
Total.....	\$ 143,619 07

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1896.

Loans and Bills Payable.....	\$ 25,000 00
Audited Vouchers and Accounts.....	12,735 18
Wages and Salaries.....	14,235 71
Miscellaneous, Ranger Insurance Account.....	5,000 00
Total—Current Liabilities.....	\$ 56,970 89
Balance—Cash Assets.....	86,648 18
Total.....	\$ 143,619 07
Materials and Supplies on Hand.....	17,179 85

**RECAPITULATION.**

A. FOR MILEAGE OWNED.

ACCOUNT.	Total Amount Outstand ing.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Rail- roads.	To Other Propert- ies.	Miles.	Amount
Capital Stock.....	\$ 2,000,000 00			102.85	\$ 19,445 79
Bonds.....	750,000 00				7,292 17
Total.....	\$ 2,750,000 00			102.85	\$ 26,737 96

B. FOR MILEAGE OPERATED.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Norfolk & Southern R. R.	\$ 2,000,000 00	\$ 750,000 00	\$ 2,750,000 00	102.85	\$ 26,737 96

**COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.**

**TOTAL COST CONSTRUCTION, EQUIPMENT, ETC.:**

Total cost to June 30, 1895.....	\$ 2,780,000 00
Total cost to June 30, 1896.....	2,780,000 00
Cost per mile.....	27,029 60

**INCOME ACCOUNT.—Entire Line.**

Gross earnings from operation.....	\$ 422,509 74	
Less operating expenses.....	281,869 92	
Income from operation.....		\$ 140,639 82
Miscellaneous income—less expenses.....	7,305 31	
Income from other sources.....		7,305 31
Total income.....		\$ 147,945 13
<b>DEDUCTIONS FROM INCOME:</b>		
Interest on funded debt accrued.....	\$ 37,500 00	
Interest on real estate mortgages.....	1,481 94	
Taxes.....	11,555 71	
Other deductions.....	2,003 50	
Total deductions from income.....		52,541 15
Net income.....		\$ 95,403 98
Dividends, 4 per cent., common stock.....	\$ 80,000 00	
Total.....		80,000 00
Surplus from operations of year ending June 30, 1896.....		\$ 15,403 98
Surplus on June 30, 1895, [from "General Balance Sheet," 1895 report].....		120,117 40
Surplus on June 30, 1896, [for entry on "General Balance Sheet"].....		135,521 38



## EARNINGS FROM OPERATION.—Entire Line.

ITEM.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
<b>PASSENGER:</b>			
Passenger Revenue.....	\$ 76,980 70		
Excess Fares Refunded.....		\$ 94 51	
Total Deductions.....		\$ 94 51	
Total Passenger Revenue.....			\$ 76,886 29
Mail.....	\$ 8,848 56		
Express.....	3,978 36		
Other Items.....	900 00		13,726 92
Total Passenger Earnings.....			\$ 90,613 21
<b>FREIGHT:</b>			
Freight Revenue.....	\$ 291,118 09		
Less Repayments—Overcharge to Shippers.....		\$ 2,050 24	
Total Deductions.....		\$ 2,050 24	
Total Freight Revenue.....			\$ 289,067 85
Terminal.....	\$ 18,437 36		
Ligherage.....	14,167 56		
Coal Sales.....	4,969 50		
Other Items.....	3,629 87		41,204 29
Total Freight Earnings.....			\$ 330,272 14
Total Passenger and Freight Earnings.....			\$ 420,885 35
<b>OTHER EARNINGS FROM OPERATION:</b>			
Car Mileage.....	1,382 46		
Telegraph.....	241 93		
Total Other Earnings.....			1,624 39
Total Gross Earnings from Operation—Entire Line.....			\$ 422,509 74

## MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Operating Company's Steamboat.....	\$ 30,933 16	\$ 28,809 20	\$ 2,123 96
Old Material.....			2,810 08
Rents and Leases.....			1,189 97
Interest on Deposits.....			1,181 30
Total.....			\$ 7,305 31

## OPERATING EXPENSES.

## MAINTENANCE OF WAY AND STRUCTURES:

Repairs of Roadway.....	\$ 38,390 88
Renewals of Rails.....	3,095 88
Renewals of Ties.....	7,048 84
Repairs and Renewals of Bridges and Culverts.....	4,921 56
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards.....	1,016 87
Repairs and Renewals of Buildings and Fixtures.....	9,052 94
Repairs and Renewals of Docks and Wharves.....	3,822 81
Repairs and Renewals of Telegraph.....	125 15
Stationery and Printing.....	59 57
Other Expenses.....	317 65
Total.....	\$ 67,861 75

## MAINTENANCE OF EQUIPMENT:

Superintendence.....	3,392 61
Repairs and Renewals of Locomotives.....	23,211 86
Repairs and Renewals of Passenger Cars.....	4,563 41
Repairs and Renewals of Freight Cars.....	8,963 41
Repairs and Renewals of Work Cars.....	456 52
Repairs and Renewals of Marine Equipment.....	7,057 45
Repairs and Renewals of Shop Machinery and Tools.....	2,580 22
Stationery and Printing.....	114 08
Other Expenses.....	1,336 29
Total.....	\$ 51,675 85

## CONDUCTING TRANSPORTATION:

Superintendence.....	11,321 85
Engine and Roundhouse Men.....	13,716 08
Fuel for Locomotives.....	16,122 95
Water Supply for Locomotives.....	2,045 85
Oil, Tallow and Waste for Locomotives.....	458 59
Other Supplies for Locomotives.....	84 62
Train Service.....	9,933 80
Train Supplies and Expenses.....	1,839 77
Switchmen, Flagmen and Watchmen.....	7,284 36
Telegraph Expenses.....	3,369 18
Station Service.....	36,521 06
Station Supplies.....	2,648 02
Switching Charges—Balance.....	
Car Mileage—Balance.....	5,448 36
Hire of Equipment.....	20 00
Total Carried Forward.....	\$ 110,814 49



## OPERATING EXPENSES.—Continued.

## CONDUCTING TRANSPORTATION.—Continued.

Total brought forward.....	\$110,814 49
Loss and Damage.....	823 67
Injuries to Persons.....	293 00
Clearing Wrecks.....	64 80
Operating Marine Equipment.....	12,168 14
Advertising.....	1,240 66
Outside Agencies.....	1,603 78
Rents for Tracks, Yards, and Terminals.....	3,718 27
Rents of Buildings and other Property.....	656 25
Stationery and Printing.....	1,710 58
Other Expenses.....	362 07
Total.....	<u>\$133,455 71</u>

## GENERAL EXPENSES:

Salaries of General Officers.....	12,799 96
Salaries of Clerks and Attendants.....	7,054 68
General Office Expenses and Supplies.....	4,097 10
Insurance.....	1,088 39
Law Expenses.....	2,396 48
Stationery and Printing (General Offices).....	927 45
Other Expenses.....	712 55
Total.....	<u>\$ 28,876 61</u>

## RECAPITULATION OF EXPENSES:

Maintenance of Way and Structures.....	67,861 75
Maintenance of Equipment.....	51,675 85
Conducting Transportation.....	133,455 71
General Expenses.....	28,876 61
Grand Total.....	<u>\$281,869 92</u>
Percentage of Expenses to Earnings—Entire Line.....	66.71

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1895.	ASSETS.	JUNE 30, 1896.	YEAR ENDING JUNE 30, 1896.	
			Item.	Increase.      Decrease.
Total.				
\$ 2,780,000 00	{ Cost of Road..... }	\$ 2,780,000 00		
	{ Cost of Equipment..... }			
144,955 27	Cash and Current Assets.....	143,619 07		\$ 1,336 20
22,105 00	" Neuse " Steamer.....	25,605 00	\$ 3,500 00	
13,517 06	Materials and Supplies.....	17,179 85	3,662 79	
<u>\$ 2,960,581 33</u>	Grand Total.....	<u>\$ 2,966,403 92</u>	<u>\$ 7,162 79</u>	<u>\$ 1,336 20</u>
	LIABILITIES.			
\$ 2,000,000 00	Capital Stock.....	\$ 2,000,000 00		
750,000 00	Funded Debt.....	750,000 00		
66,552 28	Current Liabilities.....	56,970 89		\$ 9,581 39
120,117 40	Profit and Loss.....	135,521 38	\$ 15,403 00	
23,911 65	Balance Receiver's Account.....	23,911 65		
<u>\$ 2,960,581 33</u>	Grand Total.....	<u>\$ 2,966,403 92</u>	<u>\$ 15,403 98</u>	<u>\$ 9,581 39</u>



## EMPLOYEES AND SALARIES.—Entire Line.

CLASS.	Number	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers.....	4	1,248	\$ 12,800 00	\$ 10 25
Other Officers.....	3	936	6,000 00	6 41
General Office Clerks.....	15	4,680	9,420 00	2 01
Station Agents.....	22	6,864	9,000 00	1 31
Other Station Men.....	29	9,048	12,048 00	1 33
Enginemen.....	14	4,368	10,440 00	2 40
Firemen.....	14	4,368	4,260 00	97
Conductors.....	7	2,191	4,980 00	2 27
Other Trainmen.....	30	9,390	11,280 00	1 20
Machinists.....	9	2,817	7,500 00	2 66
Carpenters.....	14	4,382	7,540 00	1 72
Other Shopmen.....	54	16,902	19,692 00	1 17
Section Foremen.....	14	4,380	7,044 00	1 63
Other Trackmen.....	77	18,768	15,576 00	83
Switchmen, Flagmen and Watchmen.....	18	5,634	7,380 00	1 31
Telegraph Operators and Dispatchers.....	11	3,443	3,540 00	1 03
Employees—account Floating Equipment.....	14	4,382	6,768 00	1 55
All Other Employees and Laborers.....	465	.....	22,560 00	15c p. h.
Total (Including "General Officers")—N. C.....	814	103,801	\$ 177,828 00	\$ 1 71
Less "General Officers".....	4	1,248	12,800 00	.....
Total (Excluding "General Officers")—N. C.....	810	102,553	\$ 165,028 00	\$ 1 60
DISTRIBUTION OF ABOVE:				
General Administration.....	22	6,864	28,220 00	4 11
Maintenance of Way and Structures.....	123	33,164	37,540 00	1 13
Maintenance of Equipment.....	91	28,455	41,892 00	1 47
Conducting Transportation.....	113	35,318	47,616 00	1 35
Laborers.....	465	.....	22,560 00	15c p. h.
Total (Including "General Officers")—N. C.....	814	103,801	\$ 177,828 00	\$ 1 71
Less "General Officers".....	4	1,248	12,800 00	.....
Total (Excluding "General Officers")—N. C.....	810	102,553	\$ 165,028 00	\$ 1 60
Total (Including "General Officers")—Entire Line.....	810	102,553	165,028 00	1 60

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—Entire Line.

ITEM.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUe AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC :</b>				
Number of passengers carried earning revenue	91,489			
Number of passengers carried one mile .....	2,449,995			
Number of passengers carried one mile per mile of road.....	23,821			
Average distance carried.....	27			
Total passenger revenue.....		76,886	29	
Average amount received from each passenger.....			84	038
Average receipts per passenger per mile.....			03	138
Total passenger earnings.....		90,613	21	
Passenger earnings per mile of road.....		881	02	285
Passenger earnings per train mile.....			82	066
<b>FREIGHT TRAFFIC :</b>				
Number of tons carried of freight earning revenue.....	253,098			
Number of tons carried one mile.....	14,587,898			
Number of tons carried one mile per mile of road.....	141,829			
Average distance haul of one ton.....	57			
Total freight revenue.....		289,067	85	
Average amount received for each ton of freight.....		1	14	211
Average receipts per ton per mile.....			01	985
Total freight earnings.....		330,272	14	
Freight earnings per mile of road.....		3,211	20	175
Freight earnings per train mile.....		4	68	046
<b>PASSENGER AND FREIGHT :</b>				
Passenger and freight revenue.....		365,954	14	
Passenger and freight revenue per mile of road.....		3,558	13	456
Passenger and freight earnings.....		420,885	35	
Passenger and freight earnings per mile of road.....		4,092	22	508
Gross earnings from operation.....		422,509	74	
Gross earnings from operation per mile of road.....		4,108	01	886
Gross earnings from operation per train mile.....		2	33	457
Operating expenses.....		281,869	92	
Operating expenses per mile of road.....		2,745	92	144
Operating expenses per train mile.....		1	55	747
Income from operation.....		140,639	82	
Income from operation per mile of road.....		1,367	42	644



## FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Per Cent.
<b>PRODUCTS OF AGRICULTURE:</b>		
Grain.....	9,458	3.74
Other Mill Products.....	278	.10
Hay.....	278	.10
Cotton.....	4,980	1.97
Fruit and Vegetables.....	14,710	5.82
<b>PRODUCTS OF ANIMALS:</b>		
Live Stock.....	365	.14
Poultry, Game and Fish.....	9,461	3.74
<b>PRODUCTS OF FOREST:</b>		
Lumber.....	171,204	67.64
<b>MANUFACTURES:</b>		
Petroleum and Other Oils.....	126	.05
Naval Stores.....	1,979	.78
Fertilizers.....	6,964	2.76
Merchandise.....	33,295	13.16
Total Tonnage—Entire Line.....	253,098	100.00

DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Name.	No.	Name.
<b>LOCOMOTIVES—Owned and leased:</b>						
Passenger.....		5	4	W. A. B.		
Freight.....	1	6	4	"		
Switching.....		3	1	"		
Total Locomotives in Service.....	1	14	9			
Total Locomotives Owned.....		14				
<b>CARS—Owned and Leased:</b>						
<b>IN PASSENGER SERVICE—</b>						
First-Class Cars.....		6	3	W. A. B.	6	Miller.
Second-Class Cars.....		1				
Combination Cars.....		3	1	"	2	"
Baggage, Express and Postal Cars.....		2	2	"	2	"
Total.....		12	6		10	
<b>IN FREIGHT SERVICE—</b>						
Box Cars.....		149	60	W. A. B.	127	Janney.
Flat Cars.....		123			62	"
Other Cars in Freight Service.....		24				
Total.....		296	60		189	
<b>IN COMPANY'S SERVICE—</b>						
Officers' and Pay Cars.....		1			1	Miller.
Caboose Cars.....		5				
Total.....		6			1	
Total Cars in Service.....		314			200	
Total Cars Owned.....		314	66		200	



## MILEAGE.

## B. MILEAGE OF LINE OPERATED BY STATES.

STATE OF NORTH CAROLINA.	LINE REPRESENTED BY CAPITAL STOCK.		Sidings.	RAILS.	
	Main Line.	Branches and Spurs		Iron.	Steel.
Virginia.....	22.05	1.90	7.41	8.80	22.56
North Carolina.....	80.80	2.09	11.48	11.62	82.75
Total Mileage Operated (Single Track)....	102.85	3.99	18.89	20.42	105.31

## C. MILEAGE OF LINE OWNED BY STATES.

STATE OF NORTH CAROLINA.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	New Line Constructed During Year.	RAILS.	
	Main Line.	Branches and Spurs			Iron.	Steel.
Virginia.....	22.05	1.90	31.36	.21	8.80	22.56
North Carolina.....	80.80	2.09	94.37	.35	11.62	82.75
Total Mileage Owned (Single Track).....	102.85	3.99	125.73	.56	20.42	105.31

## RENEWALS OF RAILS AND TIES.

New Rails Laid During Year—Steel, Tons.....	107½
Weight Per Yard.....	70
Average Price Per Ton at Distributing Point.....	\$24 21
New Ties Laid During Year—White Oak—Number.....	2,790
Average Price at Distributing Point.....	42 cents.
Cypress—Number.....	2,924
Average Price at Distributing Point.....	22 cents.
Juniper—Number.....	15,661
Average Price at Distributing Point.....	28 cents.
Total Number New Ties Laid During Year.....	21,375
Average Price at Distributing Point.....	29 cents.

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal, Bituminous, Tons.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger.....	2,242.50	2,242.50	127,749	35.67
Freight.....	3,025.50	3,025.50	104,406	57.95
Switching.....	1,173.61	1,173.61	78,264	30.00
Construction.....	431.25	431.25	20,719	41.63
Total.....	6,872.86	6,872.86	329,138	41.76

ACCIDENTS TO PERSONS.

One employee killed; one trespassing killed, one trespassing injured, three others not trespassing injured.

CHARACTERISTICS OF ROAD.—State of North Carolina.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			
			Number of Curves	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	PROFILE. Length of Level Line. Miles.
From	To	Miles.				
Berkley, Va.....	Edenton, N. C.....	73.05	61	8.90	64.15	62.74
Mackey's Ferry, N. C.....	Belhaven, N. C.....	29.80	13	2.65	27.15	27.79
	Total.....	102.85	74	11.55	91.30	90.53

WORKING DIVISIONS OR BRANCHES.		PROFILE.					
		Ascending Grades.			Descending Grades.		
		No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
From	To						
Berkley, Va.....	Edenton, N. C.....	12	76	4.55	13	87	5.76
Mackey's Ferry, N. C.	Belhaven, N. C.....	4	4	1.29	2	11	.72
	Total.....	16	80	5.84	15	98	6.48

CHARACTERISTICS OF ROAD.—Continued.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges, iron—number.....	3
Aggregate length, feet.....	244
Minimum length, feet.....	77
Maximum length, feet.....	90
Bridges—Combination—Number.....	1
Aggregate length, feet.....	32
Minimum length, feet.....	32
Maximum length, feet.....	32
Trestles—number.....	21
Aggregate length, feet.....	1,913
Minimum length, feet.....	16
Maximum length, feet.....	423
Gauge of track, four feet, eight and one-half inches : 102.85 miles.	



## NEW HANOVER TRANSIT COMPANY.

### HISTORY.

Organized June 25th, 1895, under provisions of chapter 49, of The Code.

### ORGANIZATION.

#### DIRECTORS.

John W. Harper, Southport, N. C.  
 J. C. Stevenson, Wilmington, N. C.  
 Daniel O'Connor, Wilmington, N. C.  
 Lewis H. Skinner, Wilmington, N. C.  
 Alex. D. Brown, Wilmington, N. C.  
 H. C. McQueen, Wilmington, N. C.  
 W. S. Smith, Wilmington, N. C.

#### OFFICERS.

President, H. C. McQueen, Wilmington, N. C.  
 Secretary and Treasurer, Jas. C. Stevenson, Wilmington, N. C.  
 Attorney, W. L. Smith, Wilmington, N. C.  
 General Manager, John W. Harper, Wilmington, N. C.

### PROPERTY OPERATED.

Wilmington to Carolina Beach.....3 Miles.

Capital Stock Authorized.....	\$ 17,500 00
Capital Stock Paid Up .....	8,000 00
Cost of Road.....	9,000 00
Gross Earnings.....	1,200 00
Operating Expenses.....	700 00

Employees, 4.

Rolling Stock, One Locomotive, Four Passenger Cars, One Platform Car, One Hand Car.

## NORFOLK AND WESTERN RAILROAD COMPANY.

### NORTH CAROLINA DIVISIONS:

Winston-Salem, N. C., to Roanoke, Virginia, 45.75 miles in North Carolina.

Durham, N. C., to Lynchburg, Virginia, 41.69 miles in North Carolina.

### HISTORY.

The Lynchburg and Durham Railroad Company was organized under the laws of the States of North Carolina and Virginia, Acts February, 1887. The road succeeded to the rights of the Lynchburg, Halifax and North Carolina, the Roxboro, and the Durham and Roxboro Railroad Companies. Road completed from Lynchburg to Rustburg in 1888; to South Boston, Virginia, in 1889, and to Durham, September 15, 1890.

Leased January, 1892, to the Norfolk and Western Railroad Company.

The Roanoke and Southern Railway Company was organized under laws of the States of North Carolina and Virginia, June 18, 1887, and succeeded to the rights of the Roanoke and Southern in North Carolina, and the Roanoke and Southern in Virginia. Leased to the Norfolk and Western Railroad Company.

The Roanoke and Southern Railway was constructed by the Virginia and North Carolina Construction Company, which company receives and still owns all the bonds and stocks issued. Equipment is furnished by the Virginia and North Carolina Construction Company.

This Company was chartered by Act of the Assembly, ratified the 23d day of February, 1887, for the purpose of constructing a railroad and telegraph line from some point on the line of the States of North Carolina and Virginia, in the county of Rockingham, through the counties of Rockingham, Guilford, Stokes, Forsyth, Davidson, Davie, Iredell, Rowan, Catawba, Lincoln, Mecklenburg, Gaston and Cleveland, or through any parts of either of said counties to the South Carolina line.

**ORGANIZATION OF SYSTEM.**

The consolidation of the N. & P. R. R. Co., the Southside R. R. Co., and the V. & T. R. R. Co. to form the A. M. & O. R. R. Co. was for the purpose of adjusting and closing the accounts assumed to have been fully consummated April 1, 1871, under authority of June 17, 1870.

The consolidation of the New River R. R. M. & M. Co. and the Bluestone R. R. to form the New River R. R. of West Va., was effected December 23, 1881, under authorization of General Laws of West Virginia.

The consolidation of the New River R. R. Co., the New River R. R. Co. of West Va. and the East River R. R. Co. with the N. & W. R. R. Co. was effected May 9, 1882, under authority of the General Laws of West Va. and of Acts of Assembly of Virginia approved March 7, 1872, and various supplements thereof and also Act of February 15, 1882.

The consolidation of the Clinch Valley R. R. Co. with the N. & W. R. R. Co. was effected May 20, 1887, under authority of the Act of Assembly of Virginia, incorporating the Clinch Valley R. R. Co. approved April 6, 1887.

The consolidation of the Norfolk Terminal Company with the N. & W. R. R. Co. was effected October 16, 1883, under authority of the Act of Assembly of Virginia incorporating the Norfolk Terminal Co. approved March 6, 1882.

The consolidation of the New River Plateau Ry. Co. with the N. & W. R. R. Co. was effected October 16, 1889, under authority of the Act of Assembly of Virginia, incorporating the New River Plateau Ry. Co. approved March 2, 1888.

The consolidation of the West Virginia and Ironton R. R. with the Norfolk and Western R. R. Co. was effected September 30th, 1890, under authority of the Act of Assembly of Virginia and the General Laws of the States of West Virginia and Kentucky.

The property and franchises of the Scioto Valley & New England R. R. and the Shenandoah Valley R. R. were acquired by purchase and merged into the general accounts of the Norfolk & Western R. R.

**ORGANIZATION.—System.**

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
F. J. Kimball.....	Philadelphia, Pa.....	May 5th, 1897.
C. H. Clark.....	Philadelphia, Pa.....	May 5th, 1897.
Joseph I. Doran.....	Philadelphia, Pa.....	May 5th, 1897.
Richard S. Block.....	Philadelphia, Pa.....	May 5th, 1897.
Samuel A. Crozer.....	Upland, Pa.....	May 5th, 1897.
A. J. Dull.....	Harrisburg, Pa.....	May 5th, 1897.
W. L. Boyce.....	Boyce, Va.....	May 5th, 1897.
Walter H. Taylor.....	Norfolk, Va.....	May 5th, 1897.
Henry Wheeler, Jr.....	Philadelphia, Pa.....	May 5th, 1897.
Harry F. West.....	Philadelphia, Pa.....	May 5th, 1897.
Harold W. Sill.....	Philadelphia, Pa.....	May 5th, 1897.
Wm. B. Campbell.....	Philadelphia, Pa.....	May 5th, 1897.
Henry S. Trout.....	Roanoke, Va.....	May 5th, 1897.



## OFFICERS.—System.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	Frederick J. Kimball.....	Philadelphia, Pa.
Secretary.....	A. J. Hemphill.....	Philadelphia, Pa.
Treasurer.....	Wm. G. Macdowell.....	Philadelphia, Pa.
General Solicitor.....	Joseph I. Doran.....	Philadelphia, Pa.
Assistant Solicitor.....	Frederick M. Leonard.....	Philadelphia, Pa.
Comptroller.....	M. C. Jameson.....	Philadelphia, Pa.
Auditor.....	Joseph W. Coxe.....	Roanoke, Va.
Assistant Auditor.....	Walter Macdowell.....	Roanoke, Va.
General Manager.....	Joseph H. Sands.....	Roanoke, Va.
Superintendent of Transportation.....	Frank Huger.....	Roanoke, Va.
Chief Engineer.....	W. W. Coe.....	Roanoke, Va.
General Agent.....	N. M. Osborne.....	Norfolk, Va.
Div. Supt. Norfolk Division.....	E. L. DuBarry.....	Crewe, Va.
Div. Supt. Lynchburg Division.....	James C. Cassell.....	Roanoke, Va.
Div. Supt. Durham Division.....	Theodore Low.....	Lynchburg, Va.
Div. Supt. Shenandoah Division.....	J. W. Cook.....	Shenandoah, Va.
Div. Supt. Winston-Salem Division.....	H. H. S. Handy.....	Winston Salem, N. C.
Div. Supt. Radford Division.....	S. O. Malin.....	Radford, Va.
Div. Supt. Pulaski Division.....	John G. Osborne.....	Radford, Va.
Div. Supt. C. V. & Poca. Division.....	N. D. Maher.....	Bluefield, W. Va.
Div. Supt. Kenova Division.....	D. H. Barger.....	Kenova, W. Va.
Div. Supt. Scioto Valley Division.....	Joseph Robinson.....	Columbus, O.
Traffic Manager.....	W. C. Bullitt.....	Roanoke, Va.
General Freight Agent.....	T. S. Davant.....	Roanoke, Va.
Assistant General Freight Agent.....	O. Howard Royer.....	Roanoke, Va.
Gen. Pass. and Ticket Agent.....	W. B. Bevill.....	Roanoke, Va.
Superintendent of Telegraph.....	W. C. Walstrum.....	Roanoke, Va.

F. J. Kimball and Henry Fink, Receivers.

## PROPERTY OPERATED.—State of North Carolina.

NAME.	TERMINALS.		Miles of Line for Each Class of Roads Named.
	From.	To.	
Norfolk and Western R. R.....			87.34
*Lynchburg & Durham Division.....	Durham, N. C.....	Lynchburg, Va.....	
†Roanoke & Southern Division.....	Winston-Salem, N. C.....	Roanoke, Va.....	

\*115 miles ; 41.69 miles in N. C.

†124 miles ; 45.65 miles in N. C.

PROPERTY OPERATED.—Entire System.

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From.	To		
Norfolk and Western R. R.—1-A .....	Lambert's Point.....	Crewe.....	134.44	
	Crewe.....	Roanoke.....	129.69	
	Roanoke.....	Hagerstown .....	238.00	
	Roanoke.....	Bluefield.....	102.40	
	Radford.....	Bristol.....	106.21	
	North Carolina Junc.	Iron Ridge.....	45.19	
	Graham.....	Norton .....	100.40	
	Bluefield.....	Gray.....	80.60	
	Gray.....	Kenova.....	125.58	
	Kenova.....	C. C. and J. Junc.....	135.38	
-1-B	Petersburg.....	City Point.....	10.00	1,197.89
	Glade Spring.....	Saltville.....	9.50	
	Line of Road.....	Coal Mines, Ore Banks and Other Industries	110.27	
-No. 3	Lynchburg, Va.....	Durham, N. C.....	115.09	129.77
	Roanoke, Va.....	Winston-Salem, N. C...	124.09	
	Caldwell Jc., O.....	Columbus, O.....	3.51	
				242.69
Total carried forw'd.				1,570.35

RECAPITULATION.—Stocks, Bonds, &c.

A. FOR MILEAGE OWNED.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT. To Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock.....	\$ 59,500,000 00	\$ 59,500,000 00	1,327.66	\$ 44,816 00
Bon ds.....	55,079,200 00	55,079,200 00	1,327.66	41,486 00
Equipment Trust Obligations.....	2,590,328 91	2,590,328 91	1,327.66	1,951 00
Total.....	\$ 117,169,528 91	\$ 117,169,528 91	1,327.66	\$ 88,253 00



## RECAPITULATION—Stocks, Bonds, Etc.—Continued.

## B. FOR MILEAGE OPERATED.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Norfolk and Western R. R...	\$ 59,500,000 00	\$ 57,669,528 91	\$ 117,169,528 91	1,327.66	\$ 88,253 00
Lynchburg and Durham R.R	1,876,350 00	2,012,000 00	3,888,350 00	115.09	33,785 00
Roanoke and Southern R. R.	2,396,450 00	2,116,000 00	4,512,450 00	124.09	36,203 00
Columbus Connecting and Terminal R. R.....	390,161 36	600,000 00	990,161 36	3.51	282,097 00
Total.....	\$ 64,162,961 36	\$ 62,397,528 91	\$ 126,560,490 27	.....	\$ 440,338 00

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR—NOT INCLUDED IN OPERATING EXPENSES.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
	Charged to Construction or Equipment.			
<b>CONSTRUCTION :</b>				
Right of Way.....	\$ 640 48			
Other Real Estate.....	1,308 35			
Fences.....	2,250 96			
Bridges and Trestles.....	46,894 08			
Rails.....	89,850 53			
Ties.....	17,969 56			
Other Superstructure.....	70,367 09			
Buildings, Furniture and Fixtures.....	6,451 79			
Shop Machinery and Tools...	102 88			
Engineering Expenses.....	1,534 05			
Discount on Securities Sold for Construction.....	195 42			
Other Items.....	837 82			
Total Construction.....	\$ 235,395 47	\$ 101,721,729 10	\$ 101,957,124 57	\$ 76,794 60
<b>EQUIPMENT :</b>				
Locomotives.....	11,823 00			
Freight Cars.....	262,240 09			
Total Equipment.....	\$ 274,063 09	\$ 13,319,201 23	\$ 13,593,264 32	\$ 10,238 51
Grand Total Cost Construction, Equipment, Etc.....			\$ 115,550,388 89	\$ 87,033 11
Total Cost Construction, Equipment, Etc., State of North Carolina.....			\$ 3,100,692 43	\$ 35,501 40

## INCOME ACCOUNT.—Entire System.

Gross Earnings from Operation.....	\$ 10,908,859 25	
Less Operating Expenses.....	8,226,287 57	
Income from Operation.....		\$ 2,682,571 68
Dividends on Stocks owned.....	\$ 34,656 00	
Income from Other Sources.....		\$ 34 656 00
Total Income.....		\$ 2,717,227 68
DEDUCTIONS FROM INCOME :		
Interest on Funded Debt Accrued.....	\$ 2,977,473 85	
Interest on Interest-Bearing Current Liabilities accrued, not otherwise provided for.....	51,711 11	
Interest on Real Estate Mortgages, Receivers' Certificates.....	27,062 50	
Rents Paid for Lease of Road.....	46,355 95	
Taxes.....	285,934 47	
Other Deductions.....	313,331 38	
Total Deductions from Income.....		\$ 3,701,869 26
Deficit.....		984,641 58
Deficit from operations of year ending June 30, 1896.....		\$ 984,641 58
Deficit on June 30, 1895, [from "General Balance Sheet," 1895 Report.].....		677,606 87
Deficit on June 30, 1896, [for Entry on "General Balance Sheet".....		\$ 1,662,248 45



## EARNINGS FROM OPERATION.—State of North Carolina.

ITEM.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
<b>PASSENGER :</b>			
Passenger Revenue.....	\$ 28,275 58		
Total Deductions.....		\$ 783 80	
Total Passenger Revenue.....			\$ 27,491 78
Mail.....			5,029 44
Express.....			976 31
Total Passenger Earnings.....			\$ 33,497 53
<b>FREIGHT :</b>			
Freight Revenue.....	\$ 113,011 38		
Total Deductions.....		\$ 2,408 88	
Total Freight Revenue.....			\$ 110,602 50
Total Freight Earnings.....			\$ 110,602 50
Total Passenger and Freight Earnings.....			\$ 144,100 03
<b>OTHER EARNINGS FROM OPERATION :</b>			
Rents Not Otherwise Provided For.....	\$ 69 82		
Other Sources.....	88 76		
Total Other Earnings.....			\$ 158 58
Total Gross Earnings from Operation—North Carolina.....			\$ 144,258 61
Total Gross Earnings from Operation—Entire Line.....			\$ 10,908,859 25

## STOCKS OWNED—Entire Line.

## A. RAILWAY STOCKS.

NAME.	Total Par Value.	Rate	Income or Dividend Received.	Valuation.
Columbus Connecting and Terminal R. R....	\$ 390,000 00	6%	\$ 23,400 00	\$ 390,000 00
Norfolk & Western R. R. (Common Stock)....	41,700 00			35,065 80
Lynchburg & Durham R. R.....	1,163,000 00			1 00
Roanoke & Southern Railway.....	1,842,800 00			5,000 00
Total.....	\$ 3,437 500 00		\$ 23,400 00	\$ 430,066 80

**STOCKS OWNED.—Entire Line.—Continued.**

**B. OTHER STOCKS.**

NAME.	Total Par Value.	Rate	Income or Dividend Received.	Valuation.
Roanoke Machine Works.....	\$ 417,400 00			\$ 365,300 00
Old Dominion S. S. Co.....	187,600 00	6%	\$ 11,256 00	187,600 00
Virginia Company.....	100,000 00			100,000 00
Pocahontas Coal Co.....	199,500 00			199,500 00
Sundry Stocks (Small Accounts).....	4,200 00			4,200 00
Total.....	\$ 908,700 00		\$ 11,256 00	\$ 856,600 00
Grand Total—A. & B.....	\$ 4,346,200 00		\$ 34,656 00	\$ 1,286,666 80

**BONDS OWNED.**

**A. RAILWAY BONDS.**

NAME.	Total Par Value.	Valuation.
100 Year Mortgage N. & W. R. R.....	\$ 1,271,000 00	\$ 1,271,000 00
M. & W. Division N. & W. R. R.....	330,000 00	280,912 50
Equipment Mortgage N. & W. R. R.....	26,000 00	26,000 00
L. & D. R. R. 1st Mortgage.....	482,000 00	29,591 45
Total.....	\$ 2,109,000 00	\$ 1,607,503 95

**B. OTHER BONDS.**

NAME.	Total Par Value.	Valuation.
Roanoke Machine Works.....	\$ 500,000 00	\$ 500,000 00
Total.....	\$ 500,000 00	\$ 500,000 00
Grand Total A and B.....	\$ 2,609,000 00	\$ 2,107,503 95

**OPERATING EXPENSES.**

**OPERATING EXPENSES—State of North Carolina:**

Maintenance of way and structures.....	\$ 46,905 73
Maintenance of equipment.....	12,222 11
Conducting transportation.....	63,768 68
General expenses.....	8,262 59
Total.....	\$ 131,159 11
Percentage of expenses to earnings—North Carolina.....	91.00



## RENTALS PAID.

## RENTS PAID FOR LEASE OF ROAD.

NAME OF ROAD.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Total.
Roanoke and Southern Ry.....	\$ 14,026 40	.....	\$ 14,026 40
Lynchburg and Durham R. R.....	21,080 28	.....	21,080 28
Columbus Connecting and Terminal R. R.....	30,000 00	\$ 23,409 83	53,409 83
Total Rents A.....	\$ 22,946 12	\$ 23,409 83	\$ 46,355 95

## COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1895.	ASSETS.	JUNE 30, 1896.	YEAR ENDING JUNE 30, 1896.		
			Total.	Increase.	Decrease.
\$ 101,721,729 10	Cost of Road.....	\$ 101,957,124 57	\$ 235,395 47		
13,319,201 23	Cost of Equipment.....	13,593,264 32	274,063 09		
1,255,171 38	Stocks Owned.....	1,286,666 80	31,495 42		
2,107,503 95	Bonds Owned.....	2,107,503 95			
105,100 00	West Va. and Ironton R. R., stock held by Trustee, 100 year M't'g.....	105,100 00			
554,650 07	Deferred Interest on Equipment Trusts.....	478,600 99			\$ 76,049 08
1,536,690 18	Cash and Current Assets.....	1,492,278 31			44,411 87
	OTHER ASSETS:				
386,688 37	Materials and supplies.....	636,017 03	249,328 66		
677,606 87	Profit and Loss.....	1,662,248 45	984,641 58		
\$ 121,664,341 15	Grand Total.....	\$ 123,318,804 42	1,654,463 27		
	LIABILITIES.				
\$ 59,500,000 00	Capital Stock.....	\$ 59,500,000 00			
58,149,266 62	Funded Debt.....	57,669,528 91			\$ 479,737 71
3,109,177 79	Current Liabilities.....	5,336,577 85	\$ 2,227,400 06		
351,246 67	Accrued Interest on Funded Debt not yet payable.....	334,096 67			17,150 00
554,650 07	Deferred Interest Payments.....	478,600 99			76,049 08
\$ 121,664,341 15	Grand Total.....	\$ 123,318,804 42	\$ 1,654,463 27		

## EMPLOYEES AND SALARIES.—State of North Carolina.

CLASS.	Number	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Compen- sation.
General Officers.....	6	1,884	\$ 6,442 60	\$ 3 42
General Office Clerks.....	10	3,140	4,525 31	1 44
Station Agents.....	12	4,378	6,212 71	1 41
Other Station Men.....	17	5,604	4,609 48	82
Enginemen.....	21	4,926	14,765 19	2 99
Firemen.....	24	4,757	7,153 47	1 50
Conductors.....	15	3,231	7,860 75	2 43
Other Trainmen.....	43	8 414	10,164 19	1 21
Machinists.....	1	366	910 08	2 48
Carpenters.....	31	7,966	12,950 40	1 62
Other Shopmen.....	1	366	300 00	82
Section Foremen.....	10	3,390	4,731 30	1 39
Other Trackmen.....	62	11,169	11,173 30	1 00
Telegraph Operators and Dispatchers.....	5	1,824	2,540 67	1 39
All Other Employees and Laborers.....	107	18,439	15,050 80	81
Total (Including "General Officers")—N. C..	365	79,854	\$ 109,390 25	\$ 1 37
Less "General Officers".....	6	1,884	6,442 60	3 42
Total (Excluding "General Officers")—N. C.	359	77,970	\$ 102,947 65	\$ 1 32
DISTRIBUTION OF ABOVE :				
General Administration.....	16	5,024	10,967 91	2 18
Maintenance of Way and Structures.....	201	38,457	39,573 36	1 02
Maintenance of Equipment.....	9	2,731	3,695 96	1 35
Conducting Transportation.....	139	33,642	55,153 02	1 63
Total (Including "General Officers")—N. C..	365	79,854	\$ 109,390 25	\$ 1 37
Less "General Officers".....	6	1,884	6,442 60	3 42
Total (Excluding "General Officers")—N. C.	359	77,970	\$ 102,947 65	\$ 1 32
Total (Including "General Officers")—En- tire Line.....	10,895	3,093,230	4,869,885 50	1 57



## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—State of North Carolina.

ITEM.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue.....	40,928			
Number of passengers carried one mile.....	1,049,813			
Number of passengers carried one mile per mile of road.....	12,020			
Average distance carried.....	25 65			
Total passenger revenue.....		27,491	78	
Average amount received from each passenger.....			67	171
Average receipts per passenger per mile.....			02	619
Total passenger earnings.....		33,497	53	
Passenger earnings per mile of road.....		383	53	
Passenger earnings per train mile.....			55	405
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning reve- nue.....	132,767			
Number of tons carried one mile.....	10,349,162			
Number of tons carried one mile per mile of road.....	118,493			
Average distance haul of one ton.....	77.95			
Total freight revenue.....		110,602	50	
Average amount received for each ton of freight.....			83	306
Average receipts per ton per mile.....			01	687
Total freight earnings.....		110,602	50	
Freight earnings per mile of road.....		1,266	34	
Freight earnings per train mile.....		1	23	596
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....		138,093	28	
Passenger and freight revenue per mile of road.....		1,581	10	
Passenger and freight earnings.....		144,100	03	
Passenger and freight earnings per mile of road.....		1,619	87	
Gross earnings from operation.....		144,258	61	
Gross earnings from operation per mile of road.....		1,651	69	
Gross earnings from operation per train mile.....			96	207
Operating expenses.....		131,159	11	
Operating expenses per mile of road.....		1,501	71	
Operating expenses per train mile.....			87	471
Income from operation.....		13,099	50	
Income from operation per mile of road.....		149	98	

**MILEAGE.**

MILEAGE OF LINE OPERATED BY STATES.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated Under Lease.	Line Operated Under Trackage Rights.	Total Mileage Operated.
	Main Line.	Branches and Spurs.			
Virginia.....	805.89	94.39	151.84		1,052.12
West Virginia.....	240.75	35.01			275.76
Maryland.....	15.58				15.58
North Carolina.....			87.34		87.34
Kentucky.....	.29				.29
Ohio.....	135.38	.37	3.51	.36	139.62
Total Mileage Operated (Single Track).....	1,197.89	129.77	242.69	.36	1,570.71

STATE OR TERRITORY.	New Line Constructed During Year.	RAILS.	
		Iron.	Steel.
Virginia.....		19.13	1,032.99
West Virginia.....	.66		275.76
Maryland.....			15.58
North Carolina.....			87.34
Kentucky.....			.29
Ohio.....			139.62
Total Mileage Operated (Single Track).....	.66	19.13	1,551.58

**RENEWALS OF RAILS AND TIES.—North Carolina.**

NEW TIES LAID DURING YEAR:

First-class—Number.....	31,009
Average price at distributing point.....	33 cts.

**CONSUMPTION OF FUEL BY LOCOMOTIVES.—North Carolina.**

LOCOMOTIVES.	COAL—Tons.	WOOD—Cords.	Total Fuel Consumed Ton-.	Miles Run	Average Pounds Consumed Per Mile.
	Bituminous.	Soft.			
Passenger.....	2,608	17.1	2,617	60,459	86.2
Freight.....	4,632	20.2	4,642	89,487	103.5
Switching.....	295	3	296	6,266	94.1
Construction.....	222		222	10,500	42.3
Total.....	7,757	40.3	7,777	166,712	93.0

Average Cost at Distributing Point, Coal, per Ton, \$1.80; Wood, per Cord, \$1.50.



## ACCIDENTS.

Eight employees injured, one passenger injured, one trespassing killed.

CHARACTERISTICS OF ROAD—State of North Carolina.  
BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches	Feet.	Inches	Feet.	Inches
BRIDGES—Stone.....	6	718		100		168	
Iron.....	3	74		10		50	
Total.....	9	792					
TRESTLES.....	49	11,645		26		1,264	

Overhead highway crossings, bridges—number..... 4  
 Height of lowest above surface of rail, feet..... 20  
 Gauge of track, four feet nine inches; 87.34 miles leased.

## LYNCBURG AND DURHAM DIVISION.

Total Length of Road—Miles.....	115.09
Mileage in North Carolina.....	41.69
Capital Stock, Entire Line.....	\$ 1,876,350 00
*Capital Stock, North Carolina.....	679,672 00
Capital Stock, Per Mile.....	16,303 00
Funded Debt, Entire Line.....	2,012,000 00
Funded Debt, North Carolina.....	728,825 00
Funded Debt, Per Mile.....	17,482 00
Cost of Road, Entire Line.....	3,759,336 23
Cost of Road, North Carolina.....	1,361,775 50
Cost of Equipment, Entire Line.....	120,837 87
Cost of Equipment, North Carolina.....	43,772 00
Cost of Construction, Per Mile.....	32,664 52
Cost of Equipment, Per Mile.....	1,049 94
Gross Earnings, Entire Line.....	164,002 51
Gross Earnings, North Carolina.....	59,407 83
Gross Earnings, Per Mile.....	1,424 99
Operating Expenses, Entire Line.....	166,844 70
Operating Expenses, North Carolina.....	60,437 37
Operating Expenses, Per Mile.....	1,449 69

\*In Proportion to Mileage.

## ROANOKE AND SOUTHERN DIVISION.

Total Length of Road—Miles.....	124.09
Mileage in North Carolina.....	45.65
Capital Stock, Entire Line.....	\$ 2,396,450 00
*Capital Stock, North Carolina.....	881,592 00
Capital Stock, Per Mile.....	19,312 00
Funded Debt, Entire Line.....	2,116,000 00
Funded Debt, North Carolina.....	778,424 00
Funded Debt, Per Mile.....	17,052 00
Cost of Road, Entire Line.....	4,487,626 21
Cost of Road, North Carolina.....	1,650,899 64
Cost of Equipment, Entire Line.....	127,247 06
Cost of Equipment, North Carolina.....	46,811 34
Cost of Construction, Per Mile.....	36,164 29
Cost of Equipment, Per Mile.....	1,025 44
Gross Earnings, Entire Line.....	231,226 57
Gross Earnings, North Carolina.....	85,063 29
Gross Earnings, Per Mile.....	1,863 38
Operating Expenses, Entire Line.....	192,495 34
Operating Expenses, North Carolina.....	70,815 02
Operating Expenses, Per Mile.....	1,551 26

\*In Proportion to Mileage.

## MOORE COUNTY RAILROAD COMPANY.

## HISTORY.

The Moore County Railroad Company was organized under Chapter 49 of The Code, July 1, 1892. Amended by act of Legislature February and March, 1893.

## OFFICERS.

L. D. Hazen, President.....	St. Johnsbury, Vt.
Tim Bost, First Vice-President.....	Glasgow, Scotland.
W. B. Eckhout, General Manager and Treasurer.....	Aberdeen, N. C.
Robt. McLean, Auditor.....	Baltimore, Md.
J. Rowlands, Freight and Passenger Agent .....	Aberdeen, N. C.

## PROPERTY OPERATED.

Terminals—From Aberdeen, N. C., to Craigmrownie. Length of road, 12.50 miles.

## CAPITAL STOCK.

Capital stock.....\$ 38,950 00

## CURRENT ASSETS AND LIABILITIES.

## CASH AND CURRENT ASSETS.

Cash.....	\$ 1,838 85
Due from Agents.....	438 97
Due from Solvent Companies and Individuals.....	1,300 69
Net Traffic Balances Due from Other Companies.....	600 28
Total—Cash and Current Assets.....	\$ 4,178 79
Balance—Current Liabilities.....	7,719 05
Total.....	

## CURRENT LIABILITIES JUNE 30, 1896.

Loans and Bills Payable.....	\$ 7,500 00
Audited Vouchers and Accounts.....	30 72
Wages and Salaries.....	150 00
Net Traffic Balances due to other Companies.....	38 33
Total—Current Liabilities.....	\$ 7,719 05
Balance—Cash Assets.....	4,178 79
Total.....	\$ 3,540 26

Materials and Supplies on Hand, \$206.25.



## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures During Year. Included in Operating Expenses.	EXPENDITURES DURING YEAR— NOT INCLUDED IN OPERATING EXPENSES.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
		Charged to Con- struction or Equipment.			
<b>CONSTRUCTION:</b>					
Right of Way.....		\$ 25 00			
Grading and Bridge and Culvert Masonry.....	\$ 628 37				
Bridges and Trestles.....	50 00				
Ties.....	400 00				
Other Superstructure.....		800 00			
Buildings, Furniture and Fixtures.....		1,570 63			
Shop Machinery and Tools..	67 65				
Engineering Expenses.....		203 50			
Telephone Line.....		200 00			
Total Construction.....	\$ 1,146 02	\$ 3,099 13	\$ 41,269 36	\$ 45,514 51	
<b>EQUIPMENT:</b>					
Locomotives.....	795 67	89 25	5,050 00	5,934 92	
Freight Cars.....	58 22	128 29	513 71	700 22	
Total Equipment.....	\$ 853 89	\$ 217 54	\$ 5,563 71	\$ 6,635 14	
Total Cost Construction, Equipment, Etc.—State of North Carolina.....	\$ 1,999 91	\$ 3,316 67	\$ 46,833 07	\$ 52,149 65	\$ 4,172 00

## INCOME ACCOUNT.

Gross Earnings from Operation.....	\$ 12,945 06	
Less Operating Expenses.....	6,816 88	
Income from Operation.....		\$ 6,128 18
Miscellaneous Income—Less Expenses.....	\$ 100 00	
Income from Other Sources.....		100 00
Total Income.....		\$ 6,228 18
DEDUCTIONS FROM INCOME :		
Interest on Interest-Bearing Current Liabilities Accrued, not Otherwise Provided for.....	\$ 366 67	
Taxes.....	177 91	
Permanent Improvements.....	3,316 67	
Total Deductions from Income.....		\$ 3,859 25
Net Income.....		\$ 2,368 93
Surplus from Operations of Year Ending June 30, 1896.....		\$ 2,368 93
Surplus on June 30, 1896 [For Entry on "General Balance Sheet"]—		\$ 9,865,64

## EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions on Account of Repayments, Etc.	Actual Earnings.
PASSENGER :			
Passenger Revenue.....	\$ 237 00		
Total Passenger Revenue.....			\$ 237 00
Total Passenger Earnings.....			\$ 237 00
FREIGHT :			
Freight Revenue.....	\$ 14,066 71		
Less Repayments—Overcharge to Shippers.....		\$ 1,458 65	
Total Deductions.....		\$ 1,458 65	
Total Freight Revenue.....			12,608 06
Total Freight Earnings.....			\$ 12,608 06
Total Passenger and Freight Earnings.....			\$ 12,845 06
OTHER EARNINGS FROM OPERATION :			
Rents Not Otherwise Provided For.....			100 00
Total Gross Earnings from Operation—Entire Line.....			\$ 12,945 06



## OPERATING EXPENSES.

## MAINTENANCE OF WAY AND STRUCTURES:

Repairs of Roadway.....	\$	628	37
Renewals of Ties.....		400	00
Repairs and Renewals of Bridges and Culverts.....		50	00
Total.....	\$	1,078	37

## MAINTENANCE OF EQUIPMENT:

Repairs and Renewals of Locomotives.....		795	67
Repairs and Renewals of Freight Cars.....		58	22
Repairs and Renewals of Shop Machinery and Tools.....		67	65
Total.....	\$	921	54

## CONDUCTING TRANSPORTATION:

Superintendence.....		150	00
Engine and Roundhouse Men.....		1,172	13
Fuel for Locomotives.....		322	38
Oil, Tallow and Waste for Locomotives.....		170	92
Train Service.....		1,231	87
Station Service.....		72	00
Station Supplies.....		25	00
Total.....	\$	3,144	30

## GENERAL EXPENSES:

Salaries of General Officers.....		1,500	00
General Office Expenses and Supplies.....		107	67
Law Expenses.....		40	00
Other Expenses.....		25	00
Total.....	\$	1,672	67

## RECAPITULATION OF EXPENSES:

Maintenance of Way and Structures.....		1,078	37
Maintenance of Equipment.....		921	54
Conducting Transportation.....		3,144	30
General Expenses.....		1,672	67
Grand Total.....	\$	6,816	88
Percentage of Expenses to Earnings—Entire Line.....		53.00	





PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC :</b>				
Number of passengers carried earning revenue...	1,185			
Number of passengers carried one mile.....	11,850			
Number of passengers carried one mile per mile of road.....	948			
Average distance carried.....	10			
Total passenger revenue.....		237		
Average amount received from each passenger.....		20		
Average receipts per passenger per mile.....		2		
Total passenger earnings.....		237		
Passenger earnings per mile of road.....		18	96	
<b>FREIGHT TRAFFIC :</b>				
Total freight revenue.....		12,608	06	
<b>PASSENGER AND FREIGHT :</b>				
Passenger and freight revenue.....		14,303	71	
Passenger and freight revenue per mile of road.....		1,144	29	07
Passenger and freight earnings.....		12,845	06	
Passenger and freight earnings per mile of road.....		1,027	60	05
Gross earnings from operation.....		12,945	06	
Operating expenses.....		6,816	88	
Operating expenses per mile of road.....		545	35	04
Income from operation.....		2,368	93	
Income from operation per mile of road.....		189	51	44

## FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	Freight Originat- ing on This Road.	Freight From Con- necting Roads and Other Car- riers.
	Whole Tons	Whole Tons
<b>PRODUCTS OF AGRICULTURE:</b>		
Grain.....		175
Flour.....		12
Other Mill Products.....		50
Hay.....		150
<b>PRODUCTS OF ANIMALS:</b>		
Dressed Meats.....		7
<b>PRODUCTS OF FOREST:</b>		
Lumber.....	21,150	

Rolling Stock—2 locomotives, 5 flat cars.

New Rails Laid During Year—4,000 yellow pine; average price, 10c.

Consumption of Fuel—429.81 cords soft wood, 75c. per cord.

Miles Run—9,504; average pounds consumed per mile, 45.22.

Accidents—One trespassing, killed.

Eight Wooden Bridges—Aggregate length, 1,760 feet.

Minimum length, 36 feet.

Maximum length, 450 feet.

Gauge of Track—4 feet, 9 inches.

## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			
			Num- ber of Curves	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	PROFILE.
From	To	Miles.				Length of Level Line. Miles.
Aberdeen.....	Craigrownie.....	12.50	56	5.00	7.50	2.50



## CHARACTERISTICS OF ROAD.—Continued.

WORKING DIVISIONS OR BRANCHES.		PROFILE.					
		Ascending Grades.			Descending Grades.		
		No.	Sum of Ascents.	Aggregate Length of Ascending Grades.	No.	Sum of Descents.	Aggregate Length of Descending Grades.
From	To	Feet.	Miles.	Feet.	Miles.		
Aberdeen.....	Craigrownie.....	7	425	4.00	6	400	6.00

## OHIO RIVER AND CHARLESTON RAILWAY COMPANY.

## HISTORY.

Charleston, Cincinnati and Chicago R. R. Co. was organized and chartered September 30, 1886, and succeeded to the rights of the Rutherfordton Railway Construction Company.

Total mileage in North Carolina, 64½ miles, through the counties of Cleveland, Rutherford and McDowell.

The present name and corporate existence of this company began with an Act of the General Assembly of North Carolina, ratified on the 22d day of December, 1885.

The Rutherfordton Railway Construction Company was organized under an Act of the General Assembly of North Carolina, ratified on the 6th day of February, 1883.

The Rutherfordton, Marion and Tennessee Railway Company was organized under an Act of the General Assembly of North Carolina, ratified on the 5th day of February, 1881.

These two last-named companies were allowed to consolidate with and merge into the Charleston, Cincinnati and Chicago Railroad Company, by an Act of the General Assembly ratified the 17th day of February, 1887.

The purpose of this Act was to make one continuous line and to extend the road into and across the State of North Carolina, and to enable it to be continued across the States of Tennessee, Virginia and Kentucky to the Ohio River.

This road was purchased in 1894 by the Ohio River and Charleston Railway Company, at a foreclosure sale under decree of United States Circuit Court for the District of South Carolina.

Organization of Ohio River and Charleston Railway Company November 23, 1894, under laws of South Carolina, North Carolina, Tennessee and Virginia.

Ohio River and Charleston Railway Company of South Carolina formed under General Statutes of South Carolina of 1882, Sections 1420 to 1424 inclusive.

Ohio River and Charleston Railway Company of North Carolina formed under the laws of the State of North Carolina, Code of 1883, Vol. 1, Sections 697, 698, 2005.

Ohio River and Charleston Railroad Company of Virginia incorporated under a special act of the General Assembly of Virginia, approved February 12, 1894; amended by act of same February 8, 1896.

Ohio River and Charleston Railway Company of Tennessee incorporated under the laws of Tennessee, Acts of 1877, Chap. 12; 1879, Chap. 52; 1887, Chap. 188.

All consolidated November 23, 1894, under laws of State of Tennessee by agreement between stockholders of respective companies.

## ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel Hunt.....	Cincinnati, Ohio.....	Elected for one year from May 7, 1896, or until their suc- cessors are elected and qual- ified.
George H. Earle, Jr.....	Philadelphia.....	
A. B. Loeb.....	Philadelphia.....	
Simon A. Stern.....	Philadelphia.....	
John J. Collier.....	Philadelphia.....	
John Goldthwait.....	Boston.....	
John C. Haynes.....	Boston.....	
Robert M. Morse.....	Boston.....	
A. F. Freeman.....	Boston.....	
Job H. Jackson.....	Wilmington, Del.....	
S. J. Kirkpatrick.....	Jonesboro, Tenn.....	

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	Sam'l Hunt.....	Cincinnati, Ohio.
Vice-President.....	Job H. Jackson.....	Wilmington, Del.
Secretary.....	Jno. J. Collier.....	Philadelphia.
Treasurer.....		
Assistant to President.....	T. D. Rhodes.....	Cincinnati, Ohio.
Auditor.....	H. J. Bruce.....	Blacksburg, S. C.
General Manager.....	Sam'l Hunt.....	Cincinnati, Ohio.
Chief Engineer.....	A. N. Molesworth.....	Johnson City, Tenn.
Superintendent.....	A. Tripp.....	Blacksburg, S. C.
Division Superintendent.....	A. N. Molesworth.....	Johnson City, Tenn.
Traffic Manager.....	E. F. Gray.....	Cincinnati, Ohio.
General Freight Agent.....	S. B. Lumpkin.....	Blacksburg, S. C.
General Passenger Agent.....	S. B. Lumpkin.....	Blacksburg, S. C.

## PROPERTY OPERATED.—State of North Carolina.

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Ohio River and Charles- ton.....	Marion, N. C.....	State Line, S. C.....	64.15	
SPURS:				
Carolinas Division.....	Marion, N. C.....	State Line, S. C.....	.10	64.25



## PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From .	To		
Ohio River and Charleston Railway Company, Carolinas Division.....	Marion, N. C.....	Camden, S. C.....	171.40	
Ohio River and Charleston Railway Company, Tennessee Division.....	State line between North Carolina and Tennessee.....	Allison's Mills, Tenn...	32.34	203.74
SPURS:				
Carolinas Division.....	Marion, N. C.....	Camden, S. C.....	2.87	2.87
		Total.....		206.61

## CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Am't Issued and Outstand'g.
Capital Stock—Common.....	*	\$ 100 00	*	\$ 3,711,300 00
*\$25,000 per mile of completed road divided as follows: \$15,000 common, \$10,000 preferred.....				
Preferred.....		100 00		2,474,200 00
Total.....				\$ 6,185,500 00

MANNER OF PAYMENT FOR CAPITAL STOCK.	Number of Shares Issued During Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
ISSUED FOR REORGANIZATION:			
Common.....	37,113	37,113	\$ 3,711,300 00
Preferred.....	24,742	24,742	2,474,200 00
Total.....	61,855	61,855	\$ 6,185,500 00

**CURRENT ASSETS AND LIABILITIES.**

## CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 16,888 32
Due from Agents.....	9,705 91
Due from Solvent Companies and Individuals.....	8,570 63
Other Cash Assets [Excluding "Materials and Supplies"].....	3,503 86
Total—Cash and Current Assets.....	\$ 38,668 72
Balance—Current Liabilities.....	20,510 02
Total.....	\$ 59,178 74

## CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1896.

Loans and Bills Payable.....	\$ 33,582 68
Audited Vouchers and Accounts.....	13,594 55
Wages and Salaries.....	11,452 83
Net Traffic Balances Due to Other Companies.....	548 68
Total—Current Liabilities.....	\$ 59,178 74
Total.....	\$ 59,178 74

**RECAPITULATION.**

## A. FOR MILEAGE OWNED.

ACCOUNT.	Total Amount Outstanding.	APPORTION- MENT.	AMOUNT PER MILE OF LINE.	
		To Railroads.	Miles.	Amount.
Capital Stock.....	\$ 6,185,500 00	\$ 6,185,500 00	206.61	\$ 29,938 00
Total.....	\$ 6,185,500 00	\$ 6,185,500 00	206.61	29,938 00

REMARKS—The "authorized" capital stock cannot exceed \$25,000 per mile. The excess here is due to the issue of \$15,000 per mile on road bed, which is graded only. 206.61 miles is used as basis for computation by instructions of S. C. Mason, Assistant Statistician, under date of October 30, 1895.

## B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (Trackage Rights Excluded), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital Stock.	Total.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Ohio River & Charleston Railway Company	\$ 6,185,500 00	\$ 6,185,500 00	206.61	\$ 29,938
Total Carried Forward.....	\$ 6,185,500 00	\$ 6,185,500 00	206.61	\$ 29,938



## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR— NOT INCLUDED IN OPERATING EXPENSES.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
	Charged to Construction or Equipment.			
<b>CONSTRUCTION:</b>				
Right of Way.....	\$ 250 00	\$ 128 32	\$ 378 32	\$ 1 82
Other Real Estate.....		150 00	150 00	71
Grading and Bridge and Cul- vert Masonry.....	2,590 03		2,590 03	12 54
Bridges and Trestles.....		55 85	55 85	27
Rails.....		100 00	100 00	48
Ties.....		119 35	119 35	58
Buildings, Furniture and Fix- tures.....	446 91	801 10	354 19	1 72
Engineering Expenses.....	967 12	130 50	1,097 62	5 32
Telegraph Line.....		732 00	732 00	3 54
Sidings and Yard Extensions.....	3,465 31	391 43	3,856 74	18 66
Reorganizing, Expenses, Etc.....	6,330 25	33,168 22	39,498 47	191 17
Purchase of Constructed Road, with Stock Issued.....		6,185,500 00	6,185,500 00	29,938 05
Other items.....	2,126 27	2 00	2,128 27	10 32
Total Construction.....	\$ 15,282 07	\$ 6,221,278 77	\$ 6,236,560 84	\$ 30,185 18
<b>EQUIPMENT:</b>				
Locomotives.....	12,000 00		12,000 00	58 08
Freight Cars.....	528 60	670 22	1,198 82	5 80
Other Cars of all Classes.....	5,000 00		5,000 00	24 20
Total Equipment.....	\$ 7,528 60	\$ 670 22	\$ 8,198 82	\$ 39 68
Total Cost Construction, Equipment, Etc.....	\$ 7,753 47	\$ 6,220,608 55	\$ 6,228,362 02	\$ 30,145 50
Total Cost Construction, Equip- ment, Etc.—State of N. C.....	67 85	1,616,292 76	1,616,359 61	25,157 34

## INCOME ACCOUNT.—Entire Line.

Gross earnings from operation.....	\$ 200,068 97	
Less operating expenses.....	173,314 69	
Income from operation.....	\$ 26,754 28	
Total income.....		\$ 26,754 28
DEDUCTIONS FROM INCOME:		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	2,095 92	
Taxes.....	15,192 86	
Total deductions from income.....	\$ 17,288 78	\$ 17,288 78
Net income.....		\$ 9,465 50
Surplus from operations of year ending June 30, 1896.....		9,465 50
Surplus on June 30, 1895, [from "General Balance Sheet," 1895 report].....		13,905 84
Surplus on June 30, 1896, [for entry on "General Balance Sheet"].....		23,371 34

## EARNINGS FROM OPERATION.—State of North Carolina.

ITEM.	Total Receipts.	Actual Earnings.
PASSENGER:		
Passenger Revenue.....	\$ 15,612 76	
Total Passenger Revenue.....		\$ 15,612 76
Mail.....	\$ 4,832 21	
Express.....	414 21	5,246 42
Total Passenger Earnings.....		\$ 20,859 18
FREIGHT:		
Freight Revenue.....	\$ 47,568 43	
Total Freight Revenue.....		47,568 43
Total Freight Earnings.....		\$ 47,568 43
Total Passenger and Freight Earnings.....		\$ 68,427 61
OTHER EARNINGS FROM OPERATION:		
Car Mileage—Balance.....	422 92	
Telegraph Companies.....	115 25	
Rents not Otherwise Provided for.....	1,085 60	
Other Sources.....	127 37	
Total Other Earnings.....		1,751 14
Total Gross Earnings from Operation—North Carolina.....		\$ 70,178 75
Total Gross Earnings from Operation—Entire Line.....		\$ 200,068 97



## OPERATING EXPENSES.

## MAINTENANCE OF WAY AND STRUCTURES :

Repairs of Roadway.....	\$ 26,614 56
Renewals of Ties.....	13,455 07
Repairs and Renewals of Bridges and Culverts.....	23,350 36
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards.....	337 43
Repairs and Renewals of Buildings and Fixtures.....	3,754 97
Repairs and Renewals of Telegraph.....	217 19
Total.....	\$ 67,729 58

## MAINTENANCE OF EQUIPMENT :

Superintendence.....	1,350 00
Repairs and Renewals of Locomotives.....	4,974 12
Repairs and Renewals of Passenger Cars.....	1,686 81
Repairs and Renewals of Freight Cars.....	6,721 09
Repairs and Renewals of Work Cars.....	39 23
Repairs and Renewals of Marine Equipment.....	176 30
Repairs and Renewals of Shop Machinery and Tools.....	4 50
Stationery and Printing.....	2,327 54
Total.....	\$ 17,279 59

## CONDUCTING TRANSPORTATION :

Superintendence.....	6,235 63
Engine and Roundhouse Men.....	10,233 95
Fuel for Locomotives.....	20,218 38
Water Supply for Locomotives.....	3,208 18
Oil, Tallow and Waste for Locomotives.....	263 57
Other Supplies for Locomotives.....	268 40
Train Service.....	8,764 29
Train Supplies and Expenses.....	1,548 76
Switchmen, Flagmen and Watchmen.....	785 21
Telegraph Expenses.....	3,641 38
Station Service.....	12,752 84
Station Supplies.....	480 76
Total Carried Forward.....	\$ 68,401 25

## OPERATING EXPENSES.—Continued.

## CONDUCTING TRANSPORTATION.—Continued.

Total brought forward.....	\$ 68,401 35
Loss and Damage.....	1,176 80
Injuries to Persons.....	134 45
Clearing Wrecks.....	28 00
Advertising.....	113.59
Rents of Buildings and other Property.....	419 88
Stationery and Printing.....	1,301 65
Other Expenses.....	189 34
Total.....	<u>\$71,765 06</u>

## GENERAL EXPENSES:

Salaries of General Officers.....	9,009 35
Salaries of Clerks and Attendants.....	1,437 40
General Office Expenses and Supplies.....	847 03
Insurance.....	2,594 85
Law Expenses.....	654 35
Stationery and Printing (General Offices).....	370 57
Other Expenses.....	1,626 91
Total.....	<u>\$ 16,540 46</u>

## RECAPITULATION OF EXPENSES:

Maintenance of Way and Structures.....	67,729 58
Maintenance of Equipment.....	17,279 59
Conducting Transportation.....	71,765 06
General Expenses.....	16,540 46
Grand Total.....	<u>\$173,314 69</u>

Percentage of Expenses to Earnings—Entire Line..... .8663%

## OPERATING EXPENSES—STATE OF NORTH CAROLINA:

Maintenance of Way and Structures.....	\$ 24,406 52
Maintenance of Equipment.....	6,194 77
Conducting Transportation.....	24,139 67
General Expenses.....	5,428 72
Total.....	<u>\$ 60,169 88</u>

Percentage of Expenses to Earnings—North Carolina..... .8573%



COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1895.		ASSETS.		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Total.				Total.		Increase.	
\$ 6,220,608 55	Cost of Equipment.....	\$ 6,228,362 02		\$	7,753 47		
34,187 25	Cash and Current Assets.....	38,668 72			4,481 47		
584 70	Materials and Supplies.....	1,014 95			466 25		
	Sundries.....	4 39			4 39		
\$ 6,255,344 50	Grand Total.....	\$ 6,268,050 08		\$	12,705 58		
		LIABILITIES.					
\$ 6,185,500 00	Capital Stock.....	\$ 6,185,500 00					
55,938 66	Current Liabilities.....	59,178 74		\$	3,240 08		
13,905 54	Profit and Loss.....	23,371 34			9,465 50		
\$ 6,255,344 50	Grand Total.....	\$ 6,268,050 08		\$	12,705 58		

## EMPLOYEES AND SALARIES.—State of North Carolina.

CLASS.	Number	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Compen- sation.
General Officers.....	6	1,500	\$ 8,350 00	\$ 5 56
Other Officers.....	3	900	3,510 00	3 90
General Office Clerks.....	5	1,500	2,360 00	1 57
Station Agents.....	11	3,960	3,300 00	83
Other Station Men.....	3	1,080	300 00	27
Enginemen.....	1	313	1,158 10	3 70
Firemen.....	1	313	406 90	1 30
Conductors.....	1	360	900 00	2 50
Other Trainmen.....	2	626	751 20	1 20
Section Foremen.....	10	3,600	4,395 68	1 22
Other Trackmen.....	25	7,127	5,345 64	75
Telegraph Operators and Dispatchers.....	9	3,240	1,560 00	48
Employees—account Floating Equipment.....	9	2,769	3,600 00	1 30
All Other Employees and Laborers.....	5	216	319 94	1 48
Total (Including "General Officers")—N. C.....	91	27,504	\$ 36,257 46	\$ 1 31
Less "General Officers".....	6	1,500	8,350 00	5 56
Total (Excluding "General Officers")—N. C.....	85	26,004	\$ 27,907 46	\$ 1 07
DISTRIBUTION OF ABOVE:				
General Administration.....	14	3,900	14,220 00	3 65
Maintenance of Way and Structures.....	49	13,712	13,661 26	99
Conducting Transportation.....	28	9,892	8,376 20	89
Total (Including "General Officers")—N. C.....	91	27,504	\$ 36,257 46	\$ 1 31
Less "General Officers".....	6	1,500	8,350 00	5 56
Total (Excluding "General Officers")—N. C.....	85	26,004	\$ 27,907 46	\$ 1 07
Total (Including "General Officers")—En- tire Line.....	341	92,835	114,449 65	1 23



## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—State of North Carolina.

ITEM.	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue	12,321			
Number of passengers carried one mile	537,900			
Number of passengers carried one mile per mile of road	8,372			
Average distance carried	44			
Total passenger revenue		15,612	76	
Average amount received from each passenger		1	27	
Average receipts per passenger per mile			02	902
Total passenger earnings		20,859	18	
Passenger earnings per mile of road		324	66	
Passenger earnings per train mile		1	75	31
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning revenue	28,367			
Number of tons carried one mile	1,618,358			
Number of tons carried one mile per mile of road	25,189			
Average distance haul of one ton	57			
Total freight revenue		47,568	43	
Average amount received for each ton of freight		1	67	68
Average receipts per ton per mile			02	094
Total freight earnings		47,568	43	
Freight earnings per mile of road		740	36	
Freight earnings per train mile		1	58	85
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue		63,181	19	
Passenger and freight revenue per mile of road		983	36	
Passenger and freight earnings		68,427	61	
Passenger and freight earnings per mile of road		1,065	02	
Gross earnings from operation		70,178	75	
Gross earnings from operation per mile of road		1,092	28	
Gross earnings from operation per train mile		1	69	56
Operating expenses		60,169	88	
Operating expenses per mile of road		937	12	
Operating expenses per train mile		1	45	38
Income from operation		10,008	87	
Income from operation per mile of road		155	78	

## FREIGHT TRAFFIC MOVEMENT.—State of North Carolina.

COMMODITY.	Freight Originating on this Road.	Freight Re- ceived from Connecting Roads and Other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons	Per Ct
PRODUCTS OF AGRICULTURE: Grain.....	113	198	311	1.10
Flour.....	84	625	709	2.50
Other Mill Products.....	172	53	225	.80
Hay.....	2	9	11	.04
Tobacco.....	3	5	8	.03
Cotton.....	137	29	166	.58
Fruit and Vegetables.....	66	8	74	.26
PRODUCTS OF ANIMALS: Live Stock.....	113	38	151	.53
Dressed Meats.....	51	181	232	.82
Other Packing-House Products.....	2	33	35	.12
Hides and Leather.....	22	3	25	.09
PRODUCTS OF MINES: Anthracite Coal.....		1	1	
Bituminous Coal.....	368	5,027	5,395	19.02
Ores.....	20	168	188	.67
Stone, Sand and other like articles.....	64	234	298	1.05
PRODUCTS OF FOREST: Lumber and Wood...	7,521	132	7,653	26.98
Cross Ties.....	6,211		6,211	21.89
Tan Bark.....	326	156	482	1.70
MANUFACTURES: Petroleum and other Oils...	43	51	94	.33
Sugar.....	2	15	17	.06
Iron, Pig and Bloom.....		10	10	.04
Iron and Steel Rails.....	21	73	94	.33
Other Castings and Machinery.....	84	226	310	1.10
Bar and Sheet Metal.....		12	12	.04
Cement, Brick and Lime.....	41	110	15	.53
Agricultural Implements.....	8	7	5	.05
Wagons, Carriages, Tools etc.....	34	83	117	.41
Wines, Liquors and Beers.....	112	27	139	.49
Household Goods and Furniture.....	133	39	172	.60
Fertilizers.....	8	1,550	1,558	5.49
Merchandise.....	174	389	563	1.99
MISCELLANEOUS:				
Other commodities not mentioned above	2,666	274	2,940	10.36
Total Tonnage.....	18,601	9,766	28,367	100.00



DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Name.	No.	Name.
<b>LOCOMOTIVES—Owned and leased:</b>						
Passenger.....		5	5	Westingh'se Air and St'm.		
Freight.....		4	4			
Total Locomotives in Service.....		9	9			
Total Locomotives Owned.....		9	9			
<b>CARS—Owned and Leased:</b>						
<b>IN PASSENGER SERVICE—</b>						
First-Class Cars.....		6	6	W. A. B.	6	Janney.
Second-Class Cars.....		3	3	"	3	"
Baggage, Express and Postal Cars.....		2	2	"	2	"
Total.....		11	11		11	
<b>IN FREIGHT SERVICE—</b>						
Box Cars.....		199			B'x80 " 15	Hinson. Janney.
Flat Cars.....		76				
Stock Cars.....		2				
Coal Cars.....		20				
Total.....		297			95	
<b>IN COMPANY'S SERVICE—</b>						
Officers' and Pay Car.....		1		W. A. B.	1	Janney.
Caboose Cars.....		2				
Other Road Cars, Steam Shovel	1	1				
Total.....	1	4			1	
Total Cars in Service.....	1	321			167	
Total Cars Owned.....	1	321			167	

## MILEAGE.

## MILEAGE OF LINE OPERATED BY STATES.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		TOTAL MILEAGE OPERATED.	RAILS
	Main Line.	Branches and Spurs		Steel.
South Carolina.....	107.25	2.77	110.02	110.02
North Carolina.....	64.15	.10	64.25	64.25
Tennessee.....	32.34		32.34	32.34
Total Mileage Operated (Single Track)....	203.74	2.87	206.61	206.61

## RENEWALS OF RAILS AND TIES.

Rails—None.

New Ties Laid During Year—Oak—Number.....	15,938
Average Price at Distributing Point.....	30 cents.
Pine—Number.....	4,194
Average Price at Distributing Point.....	20 cents.

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES,	Coal, Bitumi- nous. Tons.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger.....	391.48	391.48	11,442	68.43
Freight.....	1,079.81	1,079.81	29,945	72.12
Total.....	1,471.29	1,471.29	41,387	71.09
Average cost at distributing point.....	\$2 92½			



ACCIDENTS.

Two trespassing, killed.

CHARACTERISTICS OF ROAD.—State of North Carolina.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			
			Number of Curves	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	PROFILE.
From	To	Miles.				Length of Level Line. Miles.
South Carolina State Line.....	Marion, N. C.....	64.15	151	16.00	48.15	20.41
	Total.....	64.15	151	16.00	48.15	20.41

WORKING DIVISIONS OR BRANCHES.		PROFILE.					
		Ascending Grades.			Descending Grades.		
		No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
From	To						
South Carolina State Line.....	Marion, N. C.....	60	1,840	32.90	71	1,292.1	24.06
	Total.....	60	1,840	32.90	71	1,292.1	24.06

CHARACTERISTICS OF ROAD.—Continued.—State of North Carolina.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges, iron—number.....	3
Aggregate length, feet.....	357
Minimum length, feet.....	60
Maximum length, feet.....	100
Trestles—number.....	37
Aggregate length, feet.....	12,406
Minimum length, feet.....	15
Maximum length, feet.....	1,250

OVERHEAD HIGHWAY CROSSINGS:

Bridges—Number.....	5
Height of Lowest Above Surface of Rail.....	16 ft. 6 in

OVERHEAD RAILWAY CROSSINGS:

Bridges—Number.....	1
Height of Lowest Above Surface of Rail—Feet.....	28 ft. 8 in.
Gauge of track, four feet, eight and one-half inches : 64.15 miles.	

## SUFFOLK AND CAROLINA RAILWAY COMPANY.

## HISTORY.

Chartered as Nansemond Land, Lumber and Narrow Gauge Railway Company in 1873. Name changed to the Suffolk and Carolina Railway Company, February 26, 1874.

## OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President .....	William H. Bosley .....	Baltimore, Md.
Vice-President .....	C. H. Tilgham .....	Baltimore, Md.
Secretary .....	John S. Gittings .....	Baltimore, Md.
General Solicitor .....	A. H. Taylor .....	Baltimore, Md.
Attorney .....	E. E. Holland .....	Suffolk, Va.
Attorney .....	L. L. Smith .....	Gatesville, N. C.
Treasurer .....	William B. Oliver .....	Baltimore, Md.
Auditor .....	A. Woolford .....	Baltimore, Md.
Superintendent .....	George L. Barton .....	Suffolk, Va.

## PROPERTY OPERATED.

Suffolk and Carolina Railway Company, from Suffolk, Va., to Montrose, N. C., 39 miles.  
25 miles in North Carolina.  
Gauge of track, three feet six inches.

## CAPITAL STOCK.

Capital stock, common—number of shares authorized .....	5,000
Par value of shares .....	\$ 100 00
Total amount issued and outstanding .....	400,000 00
Dividends declared during year, 1 per cent .....	4,000 00

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—general first mortgage. Date of issue, April, 1886.

Amount of authorized issue .....	\$ 150,000 00
Amount issued .....	140,000 00
Amount outstanding .....	140,000 00
Cash realized on amount issued .....	140,000 00
Rate of interest, 6 per cent., payable annually.	
Amount interest paid during year .....	8,400 00



**RECAPITULATION.**  
FOR MILEAGE OWNED.

ACCOUNT.	Total Amount Outstand- ing.	AMOUNT PER MILE OF ROAD.	
		Miles.	Amount
Capital Stock.....	\$ 400,000 00	39	\$10,256 00
Bonds.....	140,000 00	39	3,590 00
Total.....	\$ 540,000 00		\$13,846 00

**CURRENT ASSETS AND LIABILITIES.**

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 5,968 10
Bills Receivable.....	7,084 22
Due from Agents.....	333 34
Due from Solvent Companies and Individuals.....	27,341 52
Net Traffic Balances Due from Other Companies.....	179 80
Total.....	\$ 40,906 98
Materials and Supplies on Hand.....	579 06

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1896.

Loans and Bills Payable.....	\$ 4,883 11
Audited Vouchers and Accounts.....	3,545 15
Wages and Salaries.....	1,659 96
Matured Interest Coupons Unpaid (Including Coupons due July 1).....	700 00
Total—Current Liabilities.....	\$ 10,788 22
Balance—Cash Assets.....	30,118 76
Total.....	\$ 40,906 98

**COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.**

TOTAL COST CONSTRUCTION, EQUIPMENT, ETC. :

Total Cost to June 30, 1895—Construction.....	\$ 442,760 82
Total Cost to June 30, 1896—Construction.....	442,760 82
Cost per mile.....	11,352 84
Freight Cars added during year.....	150 00
Total Equipment—Not included in operating expenses—Charged to construction or equipment added during year.....	150 00
Total Equipment—Total cost to June 30, 1895.....	60,585 57
Total Equipment—Total cost to June 30, 1896.....	60,735 57
Total Equipment—Cost per mile.....	1,557 32
Grand Total—Construction and equipment to June 30, 1895.....	503,346 39
Grand Total—Construction and equipment to June 30, 1896.....	503,496 39
Grand Total—Cost per mile.....	12,910 16
Total Cost, Etc.—State of North Carolina to June 30, 1895.....	322,658 91
Total Cost, Etc.—State of North Carolina to June 30, 1896.....	322,754 06
Total Cost, Etc.—State of North Carolina per mile.....	12,910 16

## INCOME ACCOUNT.—Entire Line.

Gross Earnings from Operation.....	\$ 52,795 13	
Less Operating Expenses.....	37,875 24	
Income from Operation.....		\$ 14,919 89
Miscellaneous Income—Less Expenses.....	\$ 868 74	
Income from Other Sources.....		868 74
Total Income.....		\$ 15,788 63
DEDUCTIONS FROM INCOME:		
Interest on Funded Debt accrued.....	\$ 8,400 00	
Taxes.....	1,027 60	
Total Deductions from Income.....		9,427 60
Net Income.....		\$ 6,361 03
Dividends, 1 per cent, Common Stock.....		4,000 00
Total.....		\$ 2,361 03
Surplus from Operations of Year ending June 30, 1896.....		2,361 03
Surplus on June 30, 1895, [From "General Balance Sheet," 1895 Report].....		54,417 52
Surplus on June 30, 1896, [For Entry on "General Balance Sheet"].....		56,778 55

## EARNINGS FROM OPERATION.—State of North Carolina.

ITEM.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
PASSENGER:			
Passenger Revenue.....	\$ 3,053 63		
Total Passenger Revenue.....			\$ 3,053 63
Mail.....	\$ 1,005 81		1,005 81
Total Passenger Earnings.....			\$ 4,059 44
FREIGHT:			
Freight Revenue.....	26,251 21		
Total Freight Revenue.....			\$ 26,251 21
Total Freight Earnings.....			\$ 26,251 21
Total Passenger and Freight Earnings.....			\$ 30,310 65
OTHER EARNINGS FROM OPERATION:			
Total Gross Earnings from Operation—North Carolina.....			\$ 30,310 65
Total Gross Earnings from Operation—Entire Line.....			52,795 13



**MISCELLANEOUS INCOME.**

ITEM.	NET MISCELLANEOUS INCOME.
Scale.....	\$ 149 50
Wharfage.....	434 71
Telephone.....	74 90
Interest.....	209 63
Total.....	\$ 868 74

**OPERATING EXPENSES.****MAINTENANCE OF WAY AND STRUCTURES:**

Repairs of roadway.....	\$ 4,707 01
Renewals of ties.....	2,432 47
Repairs and renewals of bridges and culverts.....	527 72
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	12 93
Repairs and renewals of buildings and fixtures.....	295 09
Repairs and renewals of docks and wharves.....	223 86
Total.....	\$ 8,199 08

**MAINTENANCE OF EQUIPMENT:**

Superintendence.....	450 00
Repairs and renewals of locomotives.....	4,414 88
Repairs and renewals of passenger cars.....	162 53
Repairs and renewals of freight cars.....	3,466 20
Repairs and renewals of work cars.....	15 52
Repairs and renewals of shop machinery and tools.....	136 51
Total.....	\$ 8,645 64

**CONDUCTING TRANSPORTATION:**

Superintendence.....	477 78
Engine and roundhouse men.....	3,561 75
Fuel for locomotives.....	3,119 28
Water supply for locomotives.....	342 21
Oil, tallow and waste for locomotives.....	270 11
Train service.....	3,021 08
Train supplies and expenses.....	168 85
Switchmen, flagmen, and watchmen.....	519 80
Station service.....	2,767 04
Station supplies.....	370 23
Total carried forward.....	\$ 14,618 13

## OPERATING EXPENSES.—Continued.

## CONDUCTING TRANSPORTATION—Continued.

Total brought forward.....	\$	14,618 13
Loss and damage.....		253 08
Advertising.....		73 38
Stationery and printing.....		157 18
Other expenses.....		76 06
Total.....	\$	15,177 83

## GENERAL EXPENSES:

Salaries of general officers.....		3,098 32
Salaries of clerks and attendants.....		1,458 28
General office expenses and supplies.....		315 31
Insurance.....		327 68
Law expenses.....		562 40
Stationery and printing (general offices).....		90 70
Total.....	\$	5,852 69

## RECAPITULATION OF EXPENSES:

Maintenance of way and structures.....		8,199 08
Maintenance of equipment.....		8,645 64
Conducting transportation.....		15,177 83
General expenses.....		5,852 69
Grand total.....	\$	37,875 24

Percentage of expenses to earnings—Entire line..... 71.74%

## OPERATING EXPENSES—State of North Carolina:

Maintenance of way and structures.....		5,255 82
Maintenance of equipment.....		5,542 08
Conducting transportation.....		9,729 38
General expenses.....		3,751 72
Total.....	\$	24,279 00

Percentage of expenses to earnings—N. C..... .801%



## COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1896.		ASSETS.	JUNE 30, 1895.		YEAR ENDING JUNE 30, 1896.	
Total.			Total.	Increase.	Decrease.	
\$ 442,760 82	Cost of Road.....	\$ 442,760 82	.....			
60,585 57	Cost of Equipment.....	60,735 57	\$ 150 00			
62,434 34	Other Permanent Investments.....	62,584 34	150 00			
38,062 47	Cash and Current Assets.....	40,906 98	2,844 51			
641 32	Materials and Supplies.....	579 06	.....		\$ 62 26	
<u>\$ 604,484 52</u>	Grand Total.....	<u>\$ 607,566 77</u>	<u>\$ 3,144 51</u>	<u>\$ 62 26</u>		
LIABILITIES.						
\$ 400,000 00	Capital Stock.....	\$ 400 000 00	.....			
140,000 00	Funded Debt.....	140,000 00	.....			
10,067 00	Current Liabilities.....	10,788 22	\$ 721 22			
54,417 52	Profit and Loss.....	56,778 55	2,361 03			
<u>\$ 604 484 52</u>	Grand Total.....	<u>\$ 607,566 77</u>	<u>\$ 3,082 25</u>			

## EMPLOYEES AND SALARIES.—Entire Line.

CLASS.	Number	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Compen- sation.
General Officers.....	5	856	\$ 4,198 00	\$ 4 90
Other Officers.....	1	366	600 00	1 96
General Office Clerks.....	3	489	1,200 00	2 45
Station Agents.....	7	2,303	1,921 00	83
Other Station Men.....	3	733	566 04	77
Enginemen.....	3	930	1,956 65	2 10
Firemen.....	3	911	916 25	1 01
Conductors.....	2	619	1,065 83	1 72
Other Trainmen.....	8	2,198	1,981 75	90
Machinists.....	3	579	926 06	1 60
Carpenters.....	4	844	1,682 87	1 99
Other Shopmen.....	2	28	52 75	1 88
Section Foremen.....	3	942	1,560 00	1 66
Other Trackmen.....	22	3,989	3,004 53	75
Switchmen, Flagmen, and Watchmen.....	4	1,127	1,098 10	97
Total (Including "General Officers")—N. C..	73	16,854	\$ 22,729 83	\$ 1 35
Less "General Officers".....	5	856	4,198 00	4 90
Total (Excluding "General Officers")—N. C.	68	15,998	\$ 18,531 83	\$ 1 16
DISTRIBUTION OF ABOVE:				
General Administration.....	9	1,651	5,998 00	3 63
Maintenance of Way and Structures.....	25	4,931	4,564 53	93
Maintenance of Equipment.....	6	872	1,735 62	1 99
Conducting Transportation.....	33	9,400	10,431 68	1 11
Total (Including "General Officers")—N. C..	73	16,854	\$ 22,729 83	\$ 1 35
Less "General Officers".....	5	856	4,198 00	4 90
Total (Excluding "General Officers")—N. C.	68	15,998	\$ 18,531 83	\$ 1 16
Total (Including "General Officers"—Entire Line.....	73	16,854	22,729 83	1 35



## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—State of North Carolina.

ITEM.	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills
<b>PASSENGER TRAFFIC :</b>				
Number of passengers carried earning revenue.....	5,302			
Number of passengers carried one mile.....	105,222			
Number of passengers carried one mile per mile of road.....	4,209			
Average distance carried.....	19.85			
Total passenger revenue.....		3,053	63	
Average amount received from each passenger.....			57	594
Average receipts per passenger per mile.....			02	902
Total passenger earnings.....		4,059	44	
Passenger earnings per mile of road.....		162	38	
Passenger earnings per train mile.....			60	453
<b>FREIGHT TRAFFIC :</b>				
Number of tons carried of freight earning revenue.....	38,118			
Number of tons carried one mile.....	841,566			
Number of tons carried one mile per mile of road.....	33,663			
Average distance haul of one ton.....	22.08			
Total freight revenue.....		26,251	21	
Average amount received for each ton of freight.....			68	868
Average receipts per ton per mile.....			03	119
Total freight earnings.....		26,251	21	
Freight earnings per mile of road.....		1,050	05	
Freight earnings per train mile.....		1	30	305
<b>PASSENGER AND FREIGHT :</b>				
Passenger and freight revenue.....		29,304	84	
Passenger and freight revenue per mile of road.....		1,172	19	
Passenger and freight earnings.....		30,310	65	
Passenger and freight earnings per mile of road.....		1,212	43	
Gross earnings from operation.....		30,310	65	
Gross earnings from operation per mile of road.....		1,212	43	
Gross earnings from operation per train mile.....		1	12	843
Operating expenses.....		24,279		
Operating expenses per mile of road.....		971	16	
Operating expenses per train mile.....			90	388
Income from operation.....		6,031	65	
Income from operation per mile of road.....		241	27	

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.	
			No.	Name.
<b>LOCOMOTIVES—Owned and leased :</b>				
Passenger.....		1	1	Ames.
Freight.....		2	1	Bagden.
Switching.....		1	1	"
Total Locomotives in Service.....		4	4	
<b>CARS—Owned and Leased :</b>				
<b>IN PASSENGER SERVICE—</b>				
First-class Cars.....		2	2	Hand.
Second-class Cars.....		2	2	"
Baggage, Express and Postal Cars.....		1	1	"
Total.....		5	5	
<b>IN FREIGHT SERVICE—</b>				
Box Cars.....	2	6	6	Hand.
Flat Cars.....		21	21	"
Other Cars in Freight Service.....		61		
Total.....		88		
Total Cars in Service.....		93		
Total Cars Owned.....		93		



**RENEWALS OF RAILS AND TIES.—State of North Carolina.**

## NEW TIES LAID DURING YEAR:

Cypress—Number.....	10,887
Average price at distributing point.....	19.8 cts.

**CONSUMPTION OF FUEL BY LOCOMOTIVES.**

LOCOMOTIVES.	Coal— Bitu'inous Tons.	Total Fuel Consum'd. Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger.....	168.76	168.76	6,715	50.27
Freight.....	506.33	506.33	20,146	50.27
Total.....	675.09	675.09	26,861	50.27
Average cost at distributing point.....	\$ 2.57			

**CHARACTERISTICS OF ROAD.—State of North Carolina.**

## BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges, wooden—number.....	18
Aggregate length—feet.....	319
Minimum length—feet.....	10
Maximum length—feet.....	90
Gauge of track, three feet, six inches.	

**SUFFOLK LUMBER COMPANY.****HISTORY.**

Organized under the laws of the State of North Carolina, Act March, 1881; amended March, 1887.

The entire length of the road in North Carolina is 16 miles, all in Gates county, 7 miles of which is of permanent structure, 9 miles temporary.

The road is owned by W. H. Jackson & Sons, Baltimore, Md.

President and Treasurer, W. H. Jackson, Salisbury.

Locomotives, 2; logging cars, 75.

Logging road.

**WARRENTON RAILROAD COMPANY.****HISTORY.**

The Warrenton Railroad Company was organized April 21, 1876, under the laws of the State of North Carolina, Battle's Revisal, Chapter 99, Acts of the General Assembly, February 10, 1877.

The Warrenton Railroad runs from Warrenton, N. C., to Warren Plains, a station on the Raleigh and Gaston Railroad; distance, including side track, 3¼ miles.

**OFFICERS.**

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	W. J. White.....	Warrenton, N. C.
Secretary-Treasurer.....	J. M. Gardner.....	Warrenton, N. C.
Attorney.....	C. A. Cook.....	Warrenton, N. C.
Gen Man. and Frt. and Pass. Agt.	O. P. Shell.....	Warrenton, N. C.

**PROPERTY OPERATED.**

Warrenton to Warren Plains, miles..... 3

**CAPITAL STOCK.**

Capital Stock.....	\$ 12,300
Funded Debt.....	8,000
Cost of Road.....	9,600
Cost of Equipment.....	7,150

**EARNINGS.**

Gross Earnings.....	\$ 4,766 88
Operating Expenses.....	2,995 53
Employees, 6.	

**EQUIPMENT.**

One locomotive; 1 passenger car; 1 flat car; 1 hand car.

## WELLINGTON AND POWELLSVILLE RAILROAD COMPANY.

**HISTORY.**

Cashie and Roanoke Railroad Company was chartered in 1885. October, 1893, road sold and name changed to Wellington and Powellsville Railroad Company.

The road now begins at the town of Wellington and runs in the direction of Powellsville, 4½ miles from Ahoskie on the Norfolk and Carolina Railroad.

**OFFICERS.**

J. W. Branning, President, Edenton, N. C.  
 Horton Corwin, Secretary and Treasurer, Edenton, N. C.  
 C. E. Branning, General Superintendent, Branning, N. C.  
 W. D. Pruden, Attorney.

**PROPERTY OPERATED.**

Wellington towards Powellsville—Main Line..... 22 Miles.  
 Sidings..... 6 "



**CAPITAL STOCK.**

Authorized.....	\$ 125,000 00
Capital Paid Up.....	90,000 00
Gross Earnings.....	22,041 20
Operating Expenses.....	25,698 85

**ROLLING STOCK.**

Three freight locomotives; 1 switching locomotive; 1 passenger car; 45 other cars; 3 flat cars.

Gauge of Track, 3 feet; Weight of Rail, 20 and 30 pounds.

At present chiefly Logging Road.

**WILMINGTON, NEWBERN AND NORFOLK RAILWAY COMPANY**

**HISTORY.**

Organized September 1st, 1886.

Original act of Incorporation.	{ Ch. 233	Laws N. C.	1885—March 5, 1885.
	{ " 89	" "	1887—February 23, 1887.
	{ " 404	" "	1887—March 7, 1887
Amend'd " " "	{ " 170	" "	1891—February 27, 1891.
	{ " 191	" "	1891— " 26, 1891.

**WILMINGTON, ONSLOW AND EAST CAROLINA RAILROAD COMPANY.**

**EAST CAROLINA LAND & RAILWAY CO.**

{ Ch. 198	Laws N. C.	1887.	{ March 4, 1887.
{ " 299	" "	1887.	{ " 7, 1887.
{ " "	" "	1889.	{ February, 12, 1889.
{ " "	" "	1889.	{ March 11, 1889.

February 8th, 1894, under charters as stated in No. 4 above, and by resolutions adopted at annual meeting of the stockholders of each company, held respectively February 7th and 8th, 1894, authorizing purchase by W. N. & N. Ry. Co. of the railroad franchises, property rights, privileges and immunities belonging or appertaining to the E. C. L. & Ry. Co.

**ORGANIZATION.**

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
T. A. McIntyre.....	New York City.....	} 1st Wed'y in Feb'y, 1897.
Wm. A. Nash.....	New York City.....	
A. S. Kirkman.....	New York City.....	
Samuel Taylor, Jr.....	New York City.....	
Jas. A. Knox.....	New York City.....	
H. A. Whiting.....	Wilmington, N. C.....	
C. M. Whitlock.....	Wilmington, N. C.....	
C. E. Foy.....	Newbern, N. C.....	
R. W. Ward.....	Verona, N. C.....	

**OFFICERS.**

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	Thos. A. McIntyre.....	New York City.
First Vice-President.....	H. A. Whiting.....	Wilmington, N. C.
Secretary.....	Chas. M. Whitlock.....	Wilmington, N. C.
Treasurer.....	Wm. A. Nash.....	New York, N. Y.
Attorney or General Counsel...	A. M. Waddell.....	Wilmington, N. C.
Auditor.....	J. W. Martenis.....	Wilmington, N. C.
General Manager.....	H. A. Whiting.....	Wilmington, N. C.
Chief Engineer.....	W. G. Forlong.....	Newbern, N. C.
Traffic Manager.....	J. W. Martenis.....	Wilmington, N. C.

**PROPERTY OPERATED.**

NAME.	TERMINALS.		Miles of Line for Each Road Named.
	From	To	
Wilmington, Newbern & Norfolk Railway Company.....	Wilmington.....	Newbern.....	87.25

**PROPERTY LEASED.**

Leased the Water Street track of the Wilmington Street Railway for forty years at \$3,000 per annum, from January 1, 1895.

**CAPITAL STOCK.**

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Am't Issued and Outstand'g.	DIVIDENDS DECLAR'D DURING YEAR.	
					Rate.	Amount.
Capital Stock—Common						
Under Charter.....	60,000	\$ 50 00	\$ 3,000,000 00			
By Vote of Stockholders.....	20,000	50 00	1,000,000 00	\$ 1,000,000 00		
By Vote of Stockholders.....	4,000	50 00	200,000 00	200,000 00		
Total.....	24,000	50 00	\$ 1,200,000 00	\$ 1,200,000 00		

**MANNER OF PAYMENT FOR CAPITAL STOCK.**

Issued for Construction—Common—Total Number Shares Issued and Outstanding.....24,000

REMARKS—20,000 issued to contractor for building and equipping W. O. & E. C. R. R., 4,000 to purchase E. C. L. & Ry. Co.



## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
First Mortgage.....	J'y 12 1891	Feb 1 1921	\$ 718,000 00	\$ 718,000 00	\$ 718,000 00	Issued for Construct'n
First Mortgage.....	J'y 18 1891	Feb 1 1921	432,000 00	432,000 00	432,000 00	
Mortgage Bonds.....			1,150,000 00	1,150,000 00	1,150,000 00	
Grand Total.....			\$ 1,150,000 00	\$ 1,150,000 00	\$ 1,150,000 00	

## INTEREST.

CLASS OF BOND OR OBLIGATION.	INTEREST.			
	Rate	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
First Mortgage.....	5%	Feb'y 1st.	\$ 35,900 00	
First Mortgage.....	5%	August 1st	21,600 00	
Mortgage Bonds.....			57,500 00	
Grand Total.....			\$ 57,500 00	

**RECAPITULATION OF FUNDED DEBT.**

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage Bonds.....	\$ 1,150,000 00	\$ 1,150,000 00	\$ 57,500 00	

**CURRENT ASSETS AND LIABILITIES.**

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 729 60
Due from Agents.....	1,062 94
Due from Solvent Companies and Individuals.....	2,355 18
Total—Cash and Current Assets.....	\$ 4,147 72
Balance—Current Liabilities.....	141,612 71
Total.....	\$ 145,760 43

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1896.

Audited Vouchers and Accounts.....	\$ 1,075 75
Wages and Salaries.....	3,173 04
Net Traffic Balances due to other Companies.....	351 36
Matured Interest Coupons Unpaid (Including Coupons Due July 1.) .....	115,000 00
Miscellaneous.....	26,160 28
Total—Current Liabilities.....	\$ 145,760 43
Total.....	\$ 145,760 43

Materials and Supplies on Hand, \$4,789.09.

**RECAPITULATION.  
FOR MILEAGE OWNED.**

ACCOUNT.	Total Amo'nt Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock.....	\$ 1,200,000 00	\$ 1,200,000 00	87.25	\$ 13,753 58
Bonds.....	1,150,000 00	1,150,000 00	87.25	13,180 52
Total.....	\$ 2,350,000 00	\$ 2,350,000 00		\$ 26,934 10



## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR— NOT INCLUDED IN OPERATING EXPENSES.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
	Charged to In- come Account as Permanent Im- provements.			
<b>CONSTRUCTION :</b>				
Right of Way.....	\$ 424 43	\$ 2,310,758 80	\$ 2,310,334 37	\$ 26,479 48
Buildings, Furniture and Fixtures.....		1,692 41	1,692 41	19 39
Shop Machinery and Tools...		52 24	52 24	60
Sidings and Yard Exten- sions.....		4,319 50	4,319 50	49 51
Terminal Facilities and Ele- vators.....		761 86	761 86	8 73
Other Items.—Ships ways...		580 32	580 32	6 65
Total Construction.....		\$ 2,318,165 13	\$ 2,317,740 70	\$ 26,564 36
<b>EQUIPMENT :</b>				
Locomotives.....		23,700 00	23,700 00	271 63
Passenger Cars.....		19,303 46	19,303 46	221 24
Baggage, Express, and Pos- tal Cars.....		1,103 57	1,103 57	12 65
Combination Cars.....		3,450 00	3,450 00	39 54
Freight Cars.....		31,599 12	31,599 12	362 17
Total Equipment.....		\$ 79,156 15	\$ 79,156 15	\$ 907 23
Grand Total Cost Con- struction, Equipment, Etc.....		\$ 2,397,321 28	\$ 2,396,896 85	\$ 27,471 59
Total Cost Construction, Equipment, Etc., State of North Carolina.....		\$ 2,397,321 28	\$ 2,396,896 85	\$ 27,471 59

**INCOME ACCOUNT.**

Gross earnings from operation.....	\$ 76,996 56	
Less operating expenses.....	72,898 18	
Income from operation.....	\$ 4,098 38	
Total income.....		\$ 4,098 38
<b>DEDUCTIONS FROM INCOME :</b>		
Interest on funded debt accrued.....	57,500 00	
Taxes.....	3,546 62	
Total deductions from income.....		61,046 62
Deficit.....		\$ 56,948 24
Total.....		56,948 24
Deficit on June 30, 1895 [from "General Balance Sheet," 1895 Report.].....		30,942 56
Deficit on June 30, 1896 [for entry on "General Balance Sheet."].		\$ 87,890 80

**EARNINGS FROM OPERATION.**

ITEM.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
<b>PASSENGER :</b>			
Passenger Revenue.....	\$ 25,811 77		
Total Passenger Revenue.....		\$ 25,811 77	
Mail.....		3,776 08	
Express.....		853 38	
Extra Baggage and Storage.....		251 30	
Total Passenger Earnings.....			\$ 30,692 53
<b>FREIGHT :</b>			
Freight Revenue.....	\$ 45,907 60		
Less Repayments—Overcharge to Shippers.....	\$ 309 92		
Total Deductions.....		\$ 309 92	
Total Freight Revenue.....			\$ 45,597 68
Total Freight Earnings.....			\$ 45,597 68
Total Passenger and Freight Earnings.....			\$ 76,290 21
<b>OTHER EARNINGS FROM OPERATION :</b>			
Other Sources.....			706 35
Total Other Earnings.....			\$ 706 35
Total Gross Earnings from Operation.....			\$ 76,996 56



## OPERATING EXPENSES.

## MAINTENANCE OF WAY AND STRUCTURES:

Repairs of Roadway.....	\$ 13,354 42
Renewals of Ties.....	3,415 57
Repairs and Renewals of Bridges and Culverts.....	1,174 95
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards.....	542 72
Repairs and Renewals of Buildings and Fixtures.....	3,548 62
Repairs and Renewals of Docks and Wharves.....	268 52
Repairs and Renewals of Telegraph.....	47 97
Stationery and Printing.....	103 28
Other Expenses.....	625 50
Total.....	\$ 23,081 55

## MAINTENANCE OF EQUIPMENT:

Superintendence.....	773 03
Repairs and Renewals of Locomotives.....	4,023 96
Repairs and Renewals of Passenger Cars.....	2,628 75
Repairs and Renewals of Freight Cars.....	1,769 85
Repairs and Renewals of Work Cars.....	173 20
Repairs and Renewals of Marine Equipment.....	1,175 84
Repairs and Renewals of Shop Machinery and Tools.....	75 77
Stationery and Printing.....	72 00
Other Expenses.....	80 48
Total.....	\$ 10,772 88

## CONDUCTING TRANSPORTATION:

Engine and Roundhouse Men.....	4,497 02
Fuel for Locomotives.....	5,304 71
Water Supply for Locomotives.....	693 52
Oil, Tallow and Waste for Locomotives.....	465 89
Train Service.....	3,828 15
Train Supplies and Expenses.....	937 12
Switchmen, Flagmen, and Watchmen.....	713 30
Station Service.....	6,515 08
Station Supplies.....	476 62
Switching Charges—Balance.....	339 56
Car Mileage—Balance.....	449 02
Total.....	\$ 24,219

## OPERATING EXPENSES.—Continued.

## CONDUCTING TRANSPORTATION—Continued.

Total Brought Forward.....	\$ 24,219 39
Loss and Damage.....	599 38
Clearing Wrecks.....	21 26
Operating Marine Equipment.....	2,815 94
Advertising.....	431 67
Rents for Tracks, Yards and Terminals.....	3,000 00
Rents of Buildings and Other Property.....	575 00
Stationery and Printing.....	261 15
Other Expenses.....	19 13
Mail.....	197 65
Total.....	\$ 32,170 57

## GENERAL EXPENSES:

Salaries of General Officers.....	1,150 00
Salaries of Clerks and Attendants.....	2,196 00
General Office Expenses and Supplies.....	613 09
Insurance.....	415 00
Law Expenses.....	918 35
Stationery and Printing (General Offices).....	247 12
Other Expenses.....	243 49
Rents.....	290 13
Total.....	\$ 6,873 18

## RECAPITULATION OF EXPENSES:

Maintenance of Way and Structures.....	23,081 55
Maintenance of Equipment.....	10,772 88
Conducting Transportation.....	52,170 57
General Expenses.....	6,873 18
Grand Total.....	\$ 72,898 18
Percentage of Expenses to Earnings—Entire Line.....	94.68



## COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1895.		ASSETS.	JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.			
Total.			Total.	Increase.	Decrease.			
\$ 2,318,165	13	Cost of Road.....	\$ 2,317,740	70		\$ 424	43	
79,156	15	Cost of Equipment.....	79,156	15				
9,411	90	Cash and Current Assets.....	4,147	72			5,264	18
		OTHER ASSETS:						
4,043	92	Materials and supplies.....	4,799	09	\$ 755	17		
1,206	95	Sundries.....	2,025	97	819	02		
30,942	56	Profit and Loss.....	87,890	80	56,948	24		
\$ 2,442,926	61	Grand Total.....	\$ 2,495,760	43	\$ 52,833	82		
		LIABILITIES.						
\$ 1,200,000	00	Capital Stock.....	\$ 1,200,000	00				
1,150,000	00	Funded Debt.....	1,150,000	00				
92,926	61	Current Liabilities.....	145,760	43	\$ 52,833	82		
\$ 2,442,926	61	Grand Total.....	\$ 2,495,760	43	\$ 52,833	82		

## SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of Mortgage Per Mile of Line.	What Equipment Mortgaged.
	From.	To.	Miles.		
First Mortgage.....	Wilmington, N. C.	Jacksonville, N. C.	50.15	\$ 14,317 00	All
First Mortgage.....	Jacksonville, N. C.	Newbern, N. C.....	37.10	11,644 00	All

EMPLOYEES AND SALARIES.

CLASS.	Number	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers.....	2	314	\$ 1,950 00	\$ 6 21
Other Officers.....	2	628	2,700 00	4 30
General Office Clerks.....	2	628	1,936 00	3 08
Station Agents.....	7	2,198	3,840 00	1 75
Other Station Men.....	7	2,118	1,806 00	85
Enginemen.....	4	1,050	2,606 00	2 48
Firemen.....	4	1,050	1,050 00	1 00
Conductors.....	3	688	1,800 00	2 62
Other Trainmen.....	7	1,930	1,480 67	77
Machinists.....	3	774	1,924 50	2 49
Carpenters.....	6	1,609	3,308 70	2 06
Other Shopmen.....	4	1,137	939 60	83
Section Foremen.....	9	2,826	4,140 00	1 46
Other Trackmen.....	32	10,048	7,033 60	70
Switchmen, Flagmen and Watchmen.....	3	680	652 00	97
Employees—Account Floating Equipment.....	5	1,570	1,920 00	1 22
All Other Employees and Laborers.....	6	1,935	2,811 25	1 45
Total (Including "General Officers")—N. C..	106	31,183	\$ 41,898 32	\$ 1 34
Less "General Officers".....	2	314	1,950 00	6 21
Total (Excluding "General Officers")—N. C..	104	30,869	\$ 39,948 32	\$ 1 30
DISTRIBUTION OF ABOVE :				
General Administration.....	4	942	3,886 00	4 13
Maintenance of Way and Structures.....	48	14,758	14,728 60	1 00
Maintenance of Equipment.....	10	2,958	5,926 80	2 00
Conducting Transportation.....	44	12,525	17,356 92	1 39
Total (Including "General Officers")—N. C..	106	31,183	\$ 41,898 32	\$ 1 34
Less "General Officers".....	2	314	1,950 00	6 21
Total (Excluding "General Officers")—N. C..	104	30,869	\$ 39,948 32	\$ 1 30
Total (Including "General Officers")—Entire Line.....	106	31,183	41,898 32	1 34



## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC :</b>				
Number of passengers carried earning revenue.....	27,815			
Number of passengers carried one mile.....	1,142,323			
Number of passengers carried one mile per mile of road.....	13,092.53			
Average distance carried.....	41.07			
Total passenger revenue.....		25,811	77	
Average amount received from each passenger.....			92	798
Average receipts per passenger per mile.....			02	259
Total passenger earnings.....		30,692	53	
Passenger earnings per mile of road.....		351	77	685
Passenger earnings per train mile.....			50	636
<b>FREIGHT TRAFFIC :</b>				
Number of tons carried of freight earning rev- enue.....	37,563			
Number of tons carried one mile.....	1,440,242			
Number of tons carried one mile per mile of road.....	16,507.07			
Average distance haul of one ton.....	38 34			
Total freight revenue.....		45,597	68	
Average amount received for each ton of freight.....		1	21	389
Average receipts per ton per mile.....			03	166
Total freight earnings.....		45,597	68	
Freight earnings per mile of road.....		522	60	951
Freight earnings per train mile.....		1	42	151
<b>PASSENGER AND FREIGHT :</b>				
Passenger and freight revenue.....		71,409	45	
Passenger and freight revenue per mile of road.....		818	44	642
Passenger and freight earnings.....		76,290	21	
Passenger and freight earnings per mile of road.....		874	38	636
Gross earnings from operation.....		76,996	56	
Gross earnings from operation per mile of road.....		882	48	206
Gross earnings from operation per train mile.....			83	068
Operating expenses.....		72,898	18	
Operating expenses per mile of road.....		835	50	923
Operating expenses per train mile.....			78	676
Income from operation.....		4,098	38	
Income from operation per mile of road.....		46	90	407

FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	Freight Originating on This Road.	Freight Received From Con- necting Roads and Other Car- riers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons	Per Ct.
<b>PRODUCTS OF AGRICULTURE :</b>				
Grain .....	723	562	1,285	3.42
Flour .....	529	283	812	2.16
Other Mill Products.....	304	48	352	.93
Hay.....	281	149	430	1.14
Tobacco.....	76	2	78	.21
Cotton.....	1,054		1,054	2.80
Fruit and Vegetables.....	186	27	213	.57
Cotton Seed.....	644	13	657	1.75
Peanuts.....	535		535	1.42
Potatoes.....	176	1	177	.47
Melons.....	226		226	.60
<b>PRODUCTS OF ANIMALS :</b>				
Live Stock.....	96	27	123	.33
Dressed Meats.....	171	61	232	.62
Other Packing-House Products.....				
Poultry and Game.....	52		52	.14
Wool.....	8		8	.02
Hides and Leather.....				
Oysters.....	127		127	.34
Clams.....	827		827	2.20
Fish.....	191		191	.51
<b>PRODUCTS OF MINES :</b>				
Anthracite Coal.....	125	90	215	.58
Bituminous Coal.....				
Stone, Sand and Other Like Articles .....	60	469	529	1.41
<b>PRODUCTS OF FOREST :</b>				
Logs.....	9,384		9,384	25.00
Lumber.....	13,413	185	13,598	36.20
Wood.....	579		579	1.54
Shingles.....	229		229	.61
Cross-ties.....	85		85	.23



## FREIGHT TRAFFIC MOVEMENT.—Continued.

COMMODITY.	Freight Originating on this Road.	Freight Received From Con- necting Roads and Other Car- riers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons	Per Ct.
<b>MANUFACTURES:</b>				
Petroleum and other Oils.....	60	41	101	.27
Salt.....	179		179	.48
Naval Stores.....	652	1	653	1.74
Ice.....	376		376	1.00
Iron and Steel Rails.....	376	264	640	1.70
Other Castings and Machinery.....				
Cement, Brick and Lime.....	250	143	393	1.04
Agricultural Implements.....	11	72	83	.22
Wagons, Carriages, Tools, etc.....				
Wines, Liquors and Beers.....	85	37	122	.33
Household Goods and Furniture.....	114	31	145	.38
Fertilizers.....	883	222	1,105	2.94
Merchandise.....	466	336	802	2.13
<b>MISCELLANEOUS: Other commodities not mentioned above.....</b>	604	362	966	2.57
<b>Total Tonnage.....</b>	<b>34,137</b>	<b>3,426</b>	<b>37,563</b>	<b>100.00</b>

DESCRIPTION OF EQUIPMENT.

ITEM:	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
<b>LOCOMOTIVES—Owned and Leased :</b>					
Passenger	4	2	Boyden.....	4	Janney.
Freight			West'ghouse .....		
Switching.....	1	1	Eames Vac'm .....		
Total Locomotives in Service.....	5	5		4	
Less Locomotives Leased.....	1	1	Eames.....		
Total Locomotives Owned.....	4	4		4	
<b>CARS—Owned and Leased :</b>					
In Passenger Service—					
First-class Cars.....	8	7	West'ghouse	3	Janney.
			1	Boyden.....	5
Baggage, Express and Postal Cars.....	1	1	West'ghouse	1	Janney.
Other Cars in Passenger Service.....	2	2	Boyden .....	1	Janney.
				1	Gould.
Total.....	11	11		11	
<b>IN FREIGHT SERVICE—</b>					
Box Cars.....	23	23	Boyden .....	5	Trojan.
				1	Thurmond.
				1	Standard.
				16	Gould.
Flat Cars.....	40	28	Boyden.....	28	Trojan.
Stock Cars.....	1	1	Boyden.....	2	Diamond.
				1	Standard.
Total.....	64	52		54	
Total Cars in Service.....	75	63		65	
Total Cars Owned.....	75	63		65	

RENEWALS OF RAILS AND TIES.—State of North Carolina.

NEW TIES LAID DURING YEAR.

Kind—Longleaf Pine—Number.....17,000  
 Average Price at Distributing Point.....\$.20



## CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal— Anthracite Tons.	Wood— Soft Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger.....		1,933	966.50	60,614	32.22
Freight.....		1,100	550.00	32,077	34.29
Switching.....	220.00		220.00	4,000	110.00
Total.....	220.00	3,033	1,736.50	96,691	35.92
Average cost at distributing point....	\$ 5 50	\$ 1 35			

## CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			
			Number of Curves	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	PROFILE.
From	To	Miles.				Miles.
Wilmington .....	Newbern .....	87.25	41	13.82	73.74	25.24
	Total.....	87.25	41	13.82	73.74	25.24

WORKING DIVISIONS OR BRANCHES.			PROFILE.					
			Ascending Grades.			Descending Grades.		
From	To	No.	Sum of	Aggregate	No.	Sum of	Aggregate	
			Ascents.	Length of		Descents.	Length of	
			Feet.	Ascending		Feet.	Descending	
				Grades.			Grades.	
				Miles.			Miles.	
Wilmington .....	Newbern .....	174	638.5	32.39	160	661.7	29.93	
	Total.....	174	638.5	32.39	160	661.7	29.93	

## CHARACTERISTICS OF ROAD.—Continued.

## BRIDGES, TRETTLES, TUNNELS, ETC.

Bridges, Iron, Draw—number.....	2
Aggregate length, feet.....	148
Trestles—number.....	18
Aggregate length, feet.....	3,083
Minimum length, feet.....	56
Maximum length, feet.....	564
Gauge of track, four feet, nine inches, 87.25 miles.	

## WILMINGTON SEA-COAST RAILROAD COMPANY.

**HISTORY.**

The Wilmington Sea-Coast Railroad Company was organized in 1887, under the laws of the State of North Carolina. Road completed and opened June, 1888.

The Wilmington Sea-Coast Railroad Company purchased the Ocean View Railroad, February 28, 1891, and now owns the whole line from Wilmington to the ocean, 11.81 miles.

**ORGANIZATION.****DIRECTORS.**

Geo. R. French, Wilmington, N. C.  
 G. H. Smith, Wilmington, N. C.  
 B. G. Worth, Wilmington, N. C.  
 W. A. Chadbourn, Wilmington, N. C.  
 J. H. Chadbourn, Jr., Wilmington, N. C.  
 Oscar Pearsall, Wilmington, N. C.  
 E. S. Latimer, Wilmington, N. C.

**OFFICERS.**

President, Geo. R. French, Wilmington, N. C.  
 Secretary and Treasurer, W. P. Toomer, Wilmington, N. C.  
 Attorneys, Ricaud & Weil, Wilmington, N. C.  
 Superintendent, R. Oscar Grant, Wilmington, N. C.

**PROPERTY OPERATED.**

Wilmington to Atlantic Ocean..... 11.81 Miles.

Capital Stock.....	\$ 150,000 00
Funded Debt.....	20,000 00
Cost of Road.....	132,874 00
Cost of Equipment.....	26,354 00
Gross Earnings.....	18,200 22
Operating Expenses.....	15,660 89
Employees, 18,	

**ROLLING STOCK.**

One Passenger Locomotive, one Freight, 3 Passenger Cars, 5 Open Excursion Cars, 2 Small Cars, 1 Box Car, 1 Flat Car.  
 Gauge of track, 4 feet 8½ inches. Weight of rail, 45 pounds.



## WINTON RAILROAD COMPANY.

**HISTORY.**

This road was chartered in 1889. Organized September 9, 1891.

**OFFICERS.**

President, P. D. Camp, Franklin, Va.  
 Secretary and Treasurer, R. J. Camp, Franklin, Va.  
 Attorney, G. W. Cowper, Winton, N. C.

The road is in Hertford County.

Main line .....	15 miles.
Sidings.....	7 miles.
Principally a logging road.	
Capital stock paid up.....	\$ 30,000 00

**ROLLING STOCK.**

Three Locomotives, 1 Flat Car. 40 Logging Cars.

Gauge of Track, 4 feet.

Weight of Rail, 25 pounds.

## CALDWELL AND NORTHERN RAILROAD COMPANY.

**HISTORY.**

Organized March 18, 1893. Charter granted by Act of General Assembly March 9, 1891, Chapter 564; amended February 25, 1893, Chapter 110.

**ORGANIZATION.****DIRECTORS.**

Edward P. Borden, Philadelphia, Pa.  
 Wm. S. Harvey, Philadelphia, Pa.  
 Geo. B. Collier, Philadelphia, Pa.  
 Emmons T. Mockridge, Philadelphia, Pa.  
 Robert C. Ogden, Philadelphia, Pa.

**OFFICERS.**

President, Wm. S. Harvey, Philadelphia, Pa.  
 Secretary, Geo. W. Lex, Philadelphia, Pa.  
 Attorney, Edmond Jones, Lenoir, N. C.  
 Superintendent, John M. Bernhardt, Lenoir, N. C.

**PROPERTY OPERATED.**

From Lenoir to Collettsville.....	10.66 Miles.
Capital stock paid up, \$70,000.	
Gross earnings to March 31, 1896, \$905.26.	
Operating expenses, \$1,779.67.	

**ROLLING STOCK.**

One locomotive, 25 flat cars.  
 Gauge of track, 3 feet.  
 Weight of rail, 30 pounds.

STATEMENT—Recapitulation of Earnings, Etc.—North Carolina.

NAME OF ROAD.	Gross Earnings.	Operating Expenses.	Income from Operation	Gross Earnings Per Mile.	Operating Expenses Per Mile.
<b>ATLANTIC COAST LINE SYSTEM:</b>					
Cheraw and Darlington.....	\$ 16,921 22	\$ 11,823 20	\$ 5,098 02	\$ 1,190 77	\$ 832 01
Petersburg.....	69,168 80	39,145 42	30,023 38	9,901 63	5,603 73
Wilm'gton, Columbia and Augusta.	242,151 58	171,534 29	70,617 29	2,584 95	1,831 11
Wilmington and Weldon.....	1,813,492 24	1,067,206 94	746,285 30	3,481 79	2,048 97
Norfolk and Carolina.....	294,475 27	182,983 99	111,491 28	4,425 54	2,749 98
Total.....	\$2,436,209 11	\$1,472,693 84	\$ 963,515 27		
<b>SOUTHERN RAILWAY COMPANY:</b>					
Atlanta and Charlotte Air-Line.....	269,284 62	207,921 99	61,362 63	6,247 90	4,824 18
Asheville and Spartanburg.....	110,966 17	88,623 67	22,342 50	2,648 30	2,115 12
North Carolina.....	1,430,123 50	1,062,639 04	367,484 46	13,936 82	10,101 60
State University.....	7,325 10	11,025 04		718 15	1,080 88
Southern Ry. (owned lines in N. C.)	2,082,028 12	1,184,236 23	867,791 89	2,796 51	1,590 63
Total.....	\$3,899,727 51	\$2,554,445 97	\$1,345,281 54		
<b>SEABOARD AIR-LINE SYSTEM:</b>					
Carolina Central.....	587,695 18	403,149 65	184,545 53	2,201 11	1,509 92
Durham and Northern.....	70,283 99	54,211 61	16,072 38	1,665 49	1,284 66
Georgia, Carolina and Northern.....	41,323 03	39,914 87	1,408 16	2,957 98	2,857 18
Raleigh and Gaston.....	599,196 68	374,574 83	224,621 85	6,177 28	3,861 59
Raleigh and Augusta.....	463,454 60	356,810 25	106,644 35	4,320 45	3,326 28
Seaboard and Raleigh.....	378,679 62	244,466 78	134,212 84	20,014 77	12,921 08
Total.....	\$2,140,633 10	\$1,473,127 99	\$ 667,505 11		
<b>MISCELLANEOUS ROADS:</b>					
Aberdeen and Rock Fish.....	15,504 82	7,201 67	8,303 15		
Aberdeen and West End.....	51,059 68	36,504 79	14,554 89	1,260 49	901 33
Atlantic and North Carolina.....	140,656 53	82,486 27	58,170 26	1,481 00	868 00
Atlantic and Danville.....	44,856 00	32,039 83	12,816 17	1,121 00	800 00
Cape Fear and Yadkin Valley.....	553,031 98	468,010 33	85,021 65	1,618 28	1,369 49
Carthage.....	21,032 97	12,375 31	8,657 66	1,001 60	541 68
Cashie and Chowan.....	12,000 00	12,000 00			
Chester and Lenoir.....	66,270 00	46,659 00	19,611 00	912 02	648 59
Danville, Mocksville and So. W....	1,542 76		1,542 76		
East Tenn. and Western N. C.....	4,528 08	3,473 22	1,054 86		
Egypt.....	8,678 96	3,359 90	5,319 06		
Durham and Charlotte.....	4,106 64	3,371 53	735 11		
Hendersonville and Brevard.....	5,588 91	5,842 07			
Jamesville and Washington.....	3,175 04	3,913 00			
Marietta and North Georgia.....	4,415 98	6,090 00			



## STATEMENT—Recapitulation of Earnings, Etc.—North Carolina—Continued.

NAME OF ROAD.	Gross Earnings.	Operating Expenses.	Income from Operation	Gross Earnings Per Mile.	Operating Expenses Per Mile.
MISCELLANEOUS ROADS—Continued.					
Northampton and Hertford.....	\$ 22,041 00	\$ 25,698 00			
New Hanover Transit Company.....	1,200 00	700 00	\$ 500 00		
Norfolk and Western—					
Roanoke and Southern Division .... }	85,063 29	70,815 02	14,248 26	\$ 1,863 38	\$ 1,551 26
Lynchburg and Durham Division... }	59,407 83	60,437 37		1,424 99	1,449 69
Moore County.....	12,945 06	6,816 88	6,128 18	1,035 70	272 47
Ohio River and Charleston.....	70,178 00	60,169 00	10,009 00	1,092 28	937 12
Suffolk and Carolina.....	30,310 65	24,279 00	6,031 65	1,212 43	971 16
Warrenton.....	4,766 88	2,295 53	2,471 35		
Wellington and Powellsville.....	22,041 30	25,698 85			
Wilmington, Newbern and Norfolk...	76,996 56	72,898 18	4,098 38	882 48	835 50
Wilmington Sea Coast.....	18,200 22	15,660 89	2,539 33		
Total.....	\$1,339,549 14	\$1,088,786 64			
Total all roads.....	\$9,846,118 86	\$6,589,054 44	\$3,257,064 42		

## STATEMENT.—Capital Stock, Funded Debt, &amp;c.—North Carolina.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Capital Stock Per Mile.	Funded Debt Per Mile.
<b>ATLANTIC COAST LINE SYSTEM :</b>				
Cheraw and Darlington.....	\$ 50,400 00	\$ 77,616 00	\$ 3,546 73	\$ 5,461 96
Petersburg.....	152,061 12	203,411 20	21,767 79	29,118 65
Wilmington, Columbia and Augusta.....	364,800 00	684,600 00	3,894 21	7,301 63
Wilmington and Weldon.....	3,000,000 00	7,316,000 00	5,759 81	14,046 27
Norfolk and Carolina.....	897,039 53	968,802 69	13,481 21	14,559 70
Total.....	\$ 4,464,300 65	\$ 9,249,829 89		
<b>SOUTHERN RAILWAY COMPANY :</b>				
Atlanta and Charlotte Air-Line.....	272,866 10	882,731 10	6,331 00	20,481 00
Asheville and Spartanburg.....	329,797 41	314,092 87	7,871 06	7,496 25
North Carolina.....	4,000,000 00		17,921 14	
State University.....	31,300 00		3,068 62	
*Southern Railway (Owned Lines).....	9,314,774 00			
Total.....	\$43,948,737 51	\$ 1,196,823 97		
<b>SEABOARD AIR-LINE SYSTEM :</b>				
Carolina Central.....	1,200,000 00	5,152,000 00	4,535 00	19,479 00
Durham and Northern.....	290,100 00	150,000 00	6,874 15	3,554 50
Georgia, Carolina and Northern.....	28,108 50	281,400 00	2,010 89	20,135 23
Raleigh and Gaston.....	1,500,000 00	1,000,000 00	15,464 00	10,309 00
Raleigh and Augusta.....	873,600 00	1,000,000 00	8,144 00	9,322 00
Roanoke and Tar River.....	5,150 00	260,000 00	159 44	8,049 54
Seaboard and Roanoke.....	458,172 00	1,052,700 00	17,077 00	39,237 00
Wilmington Railway Bridge Company.....	40,000 00	205,000 00	16,686 00	85,416 00
Total.....	\$ 4,395,130 50	\$ 9,101,100 00		
<b>MISCELLANEOUS ROADS :</b>				
Aberdeen and Rock Fish.....	64,446 13	2,000 00	4,296 40	133 33
Aberdeen and West End.....	150,000 00	50,000 00	3,703 73	1,234 57
Atlantic and North Carolina.....	1,797,200 00	325,000 00	18,920 00	3,421 00
Atlantic and Danville.....	450,819 00	97,915 00		
Cape Fear and Yadkin Valley.....	1,972,900 00	4,922,700 00	5,956 00	14,861 00
Carthage.....	16,050 00		1,605 00	
Caldwell & Northern.....	70,000 00			
Cashie and Chowan.....	100,000 00			
Chester and Lenoir.....	2,550,500 00	206,176 00	3,500 00	3,200 00
Danville, Mocksville and Southwestern.....	49,042 50			
East Tennessee and Western North Carolina.....	77,019 50			
Egypt.....	125,000 00	108,000 00		
Durham & Charlotte.....	300,000 00	100,000 00		

\*Cost of road and equipment, N. C., including funded debt, &amp;c.



## STATEMENT.—Capital Stock, Funded Debt, &amp;c.—North Carolina.—Continued.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Capital Stock Per Mile.	Funded Debt Per Mile.
MISCELLANEOUS ROADS—Continued.				
Hendersonville and Brevard.....	\$ 250,000 00	\$ 150,000 00	\$.....	\$
Jamesville and Washington.....	100,000 00	100,000 00	.....	
Northampton and Hertford.....	25,000 00	.....	2,777 77	
Norfolk and Southern.....	1,555,600 00	583,360 00	19,445 00	7,292 00
New Hanover Transit Company (cost of road).....	9,000 00	.....	.....	
Norfolk and Western—				
Roanoke and Southern Division.....	881,592 00	778,424 00	19,312 00	17,052 00
Lynchburg and Durham Division.....	679,672 00	728,825 00	16,303 00	17,482 00
Moore County.....	38,950 00	.....	3,116 00	
Ohio River and Charleston.....	1,923,516 00	.....	29,938 00	
Suffolk and Carolina.....	256,410 26	89,743 59	10,256 41	3,589 74
Suffolk Lumber Company.....	20,000 00	.....	.....	
Warrenton.....	12,300 00	8,080 00	.....	
Wellington and Powellsville.....	90,000 00	.....	.....	
Wilmington, Newbern and Norfolk.....	1,200,000 00	1,150,000 00	13,753 58	13,180 56
Wilmington Sea Coast.....	150,000 00	20,000 00	.....	
Winton.....	30,000 00	30,000 00	2,000 00	2,000 00
Total.....	\$12,620,022 39	\$ 9,450,223 59		
Grand Total.....	\$65,428,191 05	\$28,997,977 45		

## STATISTICS OF RAILWAYS IN THE UNITED STATES.

(Compiled from Statistician's report to the Interstate Commerce Commission, June 30, 1895.)

### SUMMARY OF RAILWAY MILEAGE IN THE UNITED STATES, BY STATES AND TERRITORIES.

State or Territory.	MILEAGE ON JUNE 30, 1895.					Number of miles of line per 100 square miles of territory <sup>1</sup>	Number of miles of line per 10,000 inhabitants.
	Official.	Unofficial	Total.	Proportion to total mileage.	Increase over June 30, 1894.		
Alabama.....	3,631.79	68.80	3,700.59	2.05	8.02	7.18	22.24
Arkansas.....	2,471.92	72.30	2,544.22	1.41	77.23	4.80	20.51
California.....	4,802.76	50.50	4,853.26	2.69	8.14	3.11	36.54
Colorado.....	4,543.58	7.37	4,550.95	2.52	21.12	4.39	100.35
Connecticut.....	1,008.25	.....	1,008.25	.56	4.97	20.81	12.28
Delaware.....	317.77	.....	317.77	.17	.....	16.21	17.14
Florida.....	2,912.33	87.48	2,999.81	1.66	73.24	5.53	69.74
Georgia.....	4,992.59	109.00	5,101.59	2.82	.57	8.65	25.24
Idaho.....	1,085.28	.....	1,085.28	.60	2.65	1.29	117.31
Illinois.....	10,599.59	49.69	10,649.28	5.90	188.70	19.02	25.32
Indiana.....	6,295.28	100.00	6,395.28	3.54	69.12	17.81	26.53
Iowa.....	8,513.37	.....	8,513.37	4.71	35.83	15.35	40.50
Kansas.....	8,765.46	46.57	8,812.03	4.88	29.18	10.78	56.16
Kentucky.....	3,030.24	3.70	3,033.94	1.68	13.14	7.58	14.85
Louisiana.....	2,008.92	96.90	2,105.82	1.16	55.31	4.64	17.12
Maine.....	1,641.85	1.14	1,642.99	.91	132.86	5.50	22.61
Maryland.....	1,245.56	55.00	1,300.56	.72	9.39	13.19	11.35
Massachusetts.....	2,116.26	2.70	2,118.96	1.17	.47	26.35	8.61
Michigan.....	7,629.06	48.80	7,677.86	4.25	44.63	13.37	33.35
Minnesota.....	6,042.40	3.02	6,045.42	3.35	36.35	7.63	42.22
Mississippi.....	2,505.19	.....	2,505.19	1.59	26.93	5.41	17.67
Missouri.....	6,585.27	6.70	6,591.97	3.65	92.96	9.59	22.38
Montana.....	2,841.05	.....	2,841.05	1.57	105.79	1.96	195.55
Nebraska.....	5,565.67	.....	5,565.67	3.08	25.62	7.24	47.79
Nevada.....	915.62	.....	915.62	.51	9.75	.83	182.65
New Hampshire.....	1,206.48	.....	1,206.48	.67	15.48	13.39	29.14
New Jersey.....	2,198.62	17.00	2,215.62	1.23	60.40	29.72	13.95
New York.....	8,078.25	24.56	8,102.81	4.49	30.97	17.02	12.29
North Carolina.....	3,399.51	37.50	3,437.01	1.90	4.57	7.08	19.32
North Dakota.....	2,523.49	.....	2,523.49	1.40	7.49	3.60	125.65
Ohio.....	8,599.23	16.00	8,615.23	4.77	68.50	21.13	21.34
Oregon.....	1,520.57	.....	1,520.57	.84	8.21	1.61	44.08



## SUMMARY OF RAILWAY MILEAGE IN THE UNITED STATES, BY STATES AND TERRITORIES.—Continued.

State or Territory.	MILEAGE ON JUNE 30, 1895.					Number of miles of line per 100 square miles of territory.	Number of miles of line per 10,000 in habitants.
	Official.	Unofficial.	Total.	Proportion to total mileage.	Increase over June 30, 1894.		
Pennsylvania.....	9,666.00	85.39	9,751.39	5.40	157.00	21.67	16.87
Rhode Island.....	221.06	.....	221.06	.12	5.00	20.37	5.82
South Carolina.....	2,594.60	41.16	2,635.76	1.46	51.30	8.74	20.83
South Dakota.....	2,786.10	12.20	2,798.30	1.55	.97	3.64	77.45
Tennessee.....	3,079.73	30.75	3,110.48	1.72	45.91	7.45	16.01
Texas.....	9,222.88	151.87	9,374.75	5.19	110.41	3.57	38.14
Vermont.....	981.09	.....	981.09	.54	6.72	10.74	26.84
Virginia.....	3,536.02	38.10	3,574.12	1.98	9.66	8.91	19.63
Washington.....	2,686.98	153.20	2,840.18	1.57	29.26	4.25	73.89
West Virginia.....	1,948.54	45.20	1,993.74	1.10	57.97	8.09	23.78
Wisconsin.....	6,048.93	2.00	6,050.93	3.35	27.98	11.11	32.62
Wyoming.....	1,179.97	.....	1,179.97	.65	20.19	1.21	176.22
Alaska.....	.....	.....	.....	.....	.....	.....	.....
Arizona.....	1,373.41	.....	1,373.41	.76	247.41	1.22	208.51
Dist. of Columbia	28.57	.....	28.57	.02	.22	47.62	1.13
Indian Territory.	1,000.36	.....	1,000.36	.55	10.27	3.23	50.66
New Mexico.....	1,487.31	.....	1,487.31	.82	72.77	1.21	88.22
Oklahoma.....	382.39	.....	382.39	.21	.....	.98	56.17
Utah.....	1,358.36	17.36	1,375.72	.76	17.19	1.67	60.20
United States, '95.	179,175.51	1,481.96	180,657.47	100.	1,948.92	6.08	26.16
United States, '94.	176,602.61	2,105.94	178,708.55	100.	2,247.48	6.02	26.36
United States, '93.	170,332.30	6,128.77	176,461.07	100.	4,897.55	5.94	26.51
United States, '92.	165,690.97	5,872.55	171,563.52	100.	3,160.78	5.78	26.27
United States, '91.	164,602.79	3,799.95	168,402.74	100.	4,805.69	5.67	26.29
United States, '90.	159,271.74	4,325.31	163,597.05	100.	5,838.22	5.51	26.05

COMPARATIVE CONDENSED INCOME ACCOUNT FOR THE YEAR ENDING  
JUNE 30, 1895, 1894, 1893, 1892, 1891 AND 1890.

ITEM.	AMOUNT.		
	1895, <sup>1</sup>	1894 <sup>2</sup>	Decrease of '95 under '94.
Gross earnings from operation.....	\$ 1,075,371,462	\$ 1,073,361,797	\$ <sup>3</sup> 2,009,665
Less operating expenses.....	725,720,415	731,414,322	5,693,907
Income from operation.....	\$ 349,651,047	\$ 341,947,475	\$ <sup>3</sup> 7,703,572
Income from other sources.....	132,432,133	142,816,805	10,384,672
Total income.....	\$ 482,083,180	\$ 484,764,280	\$ 2,681,100
Total deductions from income.....	425,966,921	429,008,310	3,041,389
Net income.....	\$ 56,116,259	\$ 55,755,970	\$ <sup>3</sup> 360,289
Total dividends (including "Other payments from net income").....	<sup>4</sup> 85,961,500	<sup>5</sup> 101,607,264	15,645,764
Surplus from operation.....	\$ <sup>6</sup> 29,845,241	\$ <sup>6</sup> 45,851,294	\$ <sup>6</sup> 16,006,053

ITEM.	AMOUNT.			
	1893. <sup>7</sup>	1892. <sup>8</sup>	1891. <sup>9</sup>	1890. <sup>10</sup>
Gross earnings from operation.....	\$ 1,220,751,874	\$ 1,171,407,343	\$ 1,096,761,395	\$ 1,051,877,632
Less operating expenses.....	827,921,299	780,997,996	731,887,893	692,093,971
Income from operation.....	\$ 392,830,575	\$ 390,409,347	\$ 364,873,502	\$ 359,783,661
Income from other sources.....	149,649,645	141,960,782	133,911,126	126,767,064
Total income.....	\$ 542,480,190	\$ 532,370,129	\$ 498,784,628	\$ 486,550,725
Total deductions from income.....	431,422,156	416,404,938	388,707,712	384,792,138
Net income.....	\$ 111,058,034	\$ 115,965,191	\$ 110,076,916	\$ 101,758,587
Total dividends (including "Other payments from net income").....	102,941,289	101,929,135	96,489,013	89,688,204
Surplus from operation.....	\$ 8,116,745	\$ 14,036,056	\$ 13,587,903	\$ 12,040,383

<sup>1</sup> 177,746.25 miles of line represented.

<sup>2</sup> 175,690.96 miles of line represented.

<sup>3</sup> Increase.

<sup>4</sup> Includes \$673,957 "Other payments from net income."

<sup>5</sup> Includes \$6,092,038 "Other payments from net income."

<sup>6</sup> Deficit.

<sup>7</sup> 169,779.84 miles of line represented.

<sup>8</sup> 162,397.30 miles of line represented.

<sup>9</sup> 161,275.17 miles of line represented.

<sup>10</sup> 156,404.06 miles of line represented.



## GENERAL BALANCE SHEET FOR THE YEAR ENDING JUNE 30, 1895.

[Showing increase and decrease as compared with June 30, 1894, 167,741.38 miles of line represented.]

ITEM.	Amount.	Increase.	Decrease.
<b>ASSETS.</b>			
Cost of road.....	\$ 8,631,919,673	\$ 27,587,992	
Cost of equipment.....	571,570,946	10,460,667	
Stocks owned.....	578,473,957		\$ 33,227,772
Bonds owned.....	355,511,091	595,454	
Cash and current assets.....	330,181,627		21,176,197
Materials and supplies.....	60,123,916		3,356,706
Sinking fund and sundries.....	<sup>1</sup> 126,996,994		1,581,130
Miscellaneous.....	968,817,887	53,187,906	
Total.....	\$11,623,596,091	\$ 32,290,214	
<b>LIABILITIES.</b>			
Capital stock.....	\$ 4,819,763,581	\$ 11,208,657	
Funded debt.....	5,390,109,320	22,465,267	
Current liabilities.....	609,299,806	40,112,397	
Accrued interest on funded debt not yet payable.....	27,070,880	407,484	
Miscellaneous.....	636,882,174	11,669,356	
Profit and loss.....	140,470,330		\$ 53,572,947
Total.....	\$11,623,596,091	\$ 32,290,214	

<sup>1</sup> Sinking fund, \$76,368,668; sundries, \$50,628,326.

## LIST OF STATE RAILROAD COMMISSIONS,

SHOWING

OFFICIAL TITLES AND ADDRESSES AND NAMES AND ADDRESSES OF MEMBERS  
AND SECRETARIES.

## ALABAMA RAILROAD COMMISSION.

MONTGOMERY, ALA.

HENRY R. SHORTER, <i>President</i> .....	Eufaula, Ala.
HARVEY E. JONES.....	Mobile, Ala.
ROSS C. SMITH.....	Birmingham, Ala.
CHARLES P. JACKSON, <i>Secretary</i> .....	Montgomery, Ala.

## ARKANSAS—STATE BOARD OF RAILROAD COMMISSIONERS.

LITTLE ROCK, ARK.

JAMES P. CLARK (Governor) <i>Chairman</i> .....	Little Rock, Ark.
H. B. ARMISTEAD, (Secretary of State) <i>Secretary</i> .....	Little Rock, Ark.
C. B. MILLS (Auditor of State).....	Little Rock, Ark.

## CALIFORNIA—STATE BOARD OF RAILROAD COMMISSIONERS.

SAN FRANCISCO, CAL.

H. M. LA RUE, <i>Chairman</i> .....	Sacramento, Cal.
JAMES I. STANTON.....	San Francisco, Cal.
WILLIAM R. CLARK.....	Stockton, Cal.
SAMUEL NEWMAN, <i>Secretary</i> .....	San Francisco, Cal.

## CONNECTICUT—STATE BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, CONN.

GEO. M. WOODRUFF, <i>Chairman</i> .....	Litchfield, Conn.
WM. O. SEYMOUR.....	Ridgefield, Conn.
ALEX. C. ROBERTSON.....	Montville, Conn.
HENRY F. BILLINGS, <i>Secretary</i> .....	Hartford, Conn.

## COLORADO RAILROAD COMMISSION.

DENVER, COLO.

WILLIAM A. HAMILL.....	Denver, Colo.
H. C. HAMILL, <i>Secretary</i> .....	Denver, Colo.

## RAILROAD COMMISSION OF GEORGIA.

ATLANTA, GA.

L. N. TRAMMELL, <i>Chairman</i> .....	Marietta, Ga.
ALLEN FORT.....	Americus, Ga.
THOS. C. CRENSHAW, JR.....	Griffin, Ga.
J. D. MASSEY, <i>Secretary</i> .....	Atlanta, Ga.

## RAILROAD AND WAREHOUSE COMMISSION OF ILLINOIS.

SPRINGFIELD, ILL.

WM. S. CANTRELL, <i>Chairman</i> .....	Chicago, Ill.
GEO. W. FITHIAN.....	Newton, Ill.
THOS. GAHAN.....	Chicago, Ill.
J. W. YANTIS, <i>Secretary</i> .....	Springfield, Ill.
D. R. LEVY, <i>Assistant Secretary</i> .....	Springfield, Ill.



## BOARD OF RAILROAD COMMISSIONERS.

## IOWA—BOARD OF RAILROAD COMMISSIONERS.

## DES MOINES, IOWA.

GEO. W. PERKINS, <i>Chairman</i> .....	Farragut, Iowa.
CHAS. L. DAVIDSON.....	Hull, Iowa.
EDWARD A. DAWSON.....	Waverly, Iowa.
W. W. AINSWORTH, <i>Secretary</i> .....	Des Moines, Iowa.

## KANSAS—THE BOARD OF RAILROAD COMMISSIONERS.

## TOPEKA, KANS.

SAML. T. HOWE, <i>Chairman</i> .....	Topeka, Kans.
JOSEPH G. LOWE.....	Washington, Kans.
J. M. SIMPSON.....	McPherson, Kans.
B. F. FLENNIKEN, <i>Secretary</i> .....	Topeka, Kans.

## RAILROAD COMMISSION OF KENTUCKY.

## FRANKFORT, KY.

JOHN C. WOOD, <i>Chairman</i> .....	Mount Sterling, Ky.
H. S. IRWIN.....	Louisville, Ky.
J. F. DEMPSEY.....	Madisonville, Ky.
SAM D. BROWN, <i>Secretary</i> .....	Frankfort, Ky.

## MAINE—BOARD OF RAILROAD COMMISSIONERS.

## AUGUSTA, ME.

JOSEPH B. PEAKS, <i>Chairman</i> .....	Dover, Me.
BENJ. F. CHADBOURNE.....	Biddeford, Me.
FREDERICK DANFORTH.....	Gardiner, Me.
E. C. FARRINGTON, <i>Secretary</i> .....	Augusta, Me.

## MASSACHUSETTS BOARD OF RAILROAD COMMISSIONERS.

## BOSTON, MASS.

JOHN E. SANFORD, <i>Chairman</i> .....	Taunton, Mass.
WILLIAM J. DALE, JR.....	North Andover, Mass.
GEORGE W. BISHOP.....	Newtonville, Mass.
WILLIAM A. CRAFTS, <i>Secretary</i> .....	Boston, Mass.

## MICHIGAN—COMMISSIONER OF RAILROADS.

## LANSING, MICH.

SIMEON R. BILLINGS, <i>Commissioner of Railroads</i> .....	Lansing, Mich.
EDWARD A. RUNDELL, <i>Deputy Commissioner of Railroads</i> .....	Lansing, Mich.

## MINNESOTA—RAILROAD AND WAREHOUSE COMMISSION.

## ST. PAUL, MINN.

W. M. LIGGETT, <i>Chairman</i> .....	St Paul, Minn.
IRA B. MILLS.....	St. Paul, Minn.
GEORGE L. BECKER.....	St. Paul, Minn.
A. K. TEISBERG.....	St. Paul, Minn.

## MISSISSIPPI—RAILROAD COMMISSION.

## JACKSON, MISS.

J. J. EVANS, <i>Chairman</i> .....	Jackson, Miss.
JNO. D. MCINNIS.....	Meridian, Miss.
M. M. EVANS.....	Wesson, Miss.
THOS. C. KIMBROUGH, <i>Secretary</i> .....	Jackson, Miss.

## RAILROAD AND WAREHOUSE COMMISSIONERS OF MISSOURI.

## JEFFERSON CITY, MO.

H. W. HICKMAN, <i>Chairman</i> .....	Jefferson City, Mo.
JAMES COWGILL.....	Jefferson City, Mo.
JOSEPH FLORY.....	Jefferson City, Mo.
JAMES HARDING, <i>Secretary</i> .....	Jefferson City, Mo.

## BOARD OF TRANSPORTATION OF THE STATE OF NEBRASKA.

## LINCOLN, NEBR.

EUGENE MOORE (Auditor Public Accounts), <i>Chairman</i> .....	Lincoln, Nebr.
H. C. RUSSELL (Commissioner Public Lands and Buildings).....	Lincoln, Nebr.
J. S. BARTLEY (State Treasurer).....	Lincoln, Nebr.
J. A. PIPER (Secretary of State).....	Lincoln, Nebr.
A. S. CHURCHILL (Attorney-General).....	Lincoln, Nebr.
J. R. SUTHERLAND, } J. W. FARRELL, } W. A. DILWORTH, }	<i>Secretaries</i> .....
	Lincoln, Nebr.

## NEW HAMPSHIRE—BOARD OF RAILROAD COMMISSIONERS.

## CONCORD, N. H.

HENRY M. PUTNEY, <i>Chairman</i> .....	Manchester, N. H.
JOSIAH G. BELLOWS, <i>Clerk</i> .....	Walpole, N. H.
E. B. S. SANBORN.....	Franklin Falls, N. H.

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF NEW YORK.

## ALBANY, N. Y.

SAMUEL A. BEARDSLEY, <i>Chairman</i> .....	Utica, N. Y.
MICHAEL RICKARD.....	Albany, N. Y.
ALFRED C. CHAPIN.....	New York City, N. Y.
CHARLES R. DE FREEST, <i>Secretary</i> .....	Albany, N. Y.

## NORTH CAROLINA—BOARD OF RAILROAD COMMISSIONERS.

## RALEIGH, N. C.

J. W. WILSON, <i>Chairman</i> .....	Raleigh, N. C.
S. OTHO WILSON.....	Raleigh, N. C.
E. C. BEDDINGFIELD.....	Raleigh, N. C.
H. C. BROWN, <i>Clerk</i> .....	Raleigh, N. C.

## NORTH DAKOTA—COMMISSIONERS OF RAILROADS.

## BISMARCK, N. DAK.

JOHN W. CURRIE, <i>Chairman</i> .....	Dickinson, N. Dak.
GEO. H. KEYES.....	Ellendale, N. Dak.
JOHN WAMBERG.....	Hope, N. Dak.
J. E. PHELAN, <i>Secretary</i> .....	Bismarek, N. Dak.

## OHIO—COMMISSIONER OF RAILROADS AND TELEGRAPHS.

## COLUMBUS, OHIO.

WM. KIRKBY, <i>Commissioner</i> .....	Columbus, Ohio.
W. B. GAITREE, <i>Chief Clerk</i> .....	Columbus, Ohio.

## OREGON—BOARD OF RAILROAD COMMISSIONERS.

## SALEM, OREGON.

JAMES B. EDDY, <i>Chairman</i> .....	Portland, Oregon.
I. ALLEN MACRUM.....	Forest Grove, Oregon.
H. B. COMPSON.....	Klamath Falls, Oregon.
LYDELL BAKER, <i>Secretary</i> .....	Portland, Oregon.



## BOARD OF RAILROAD COMMISSIONERS

## PENNSYLVANIA—DEPARTMENT OF INTERNAL AFFAIRS.

## HARRISBURG, PA.

JAMES W. LATTA (Secretary of Internal Affairs), *Chairman*.....Harrisburg, Pa.  
 ISAAC B. BROWN, *Superintendent Bureau of Railways*.....Harrisburg, Pa.

## RHODE ISLAND—RAILROAD COMMISSIONER.

E. L. FREEMAN.....Providence, R. I.

## SOUTH CAROLINA—RAILROAD COMMISSIONERS.

## COLUMBIA, S. C.

W. D. EVANS, *Chairman*.....Bennettsville, S. C.  
 H. R. THOMAS.....Wedgetfeld, S. C.  
 J. C. WILBORN.....Oldpoint, S. C.  
 D. P. DUNCAN, *Secretary*.....Columbia, S. C.

## SOUTH DAKOTA—RAILROAD COMMISSION.

## MITCHELL, S. DAK.

GEO. A. JOHNSTON, *Chairman*.....Mitchell, S. Dak.  
 E. F. CONKLIN.....Clark, S. Dak.  
 JOHN R. BRENNAN.....Rapid City, S. Dak.  
 JAY MANSON, *Secretary*.....Mitchell, S. Dak.

## RAILROAD COMMISSION OF TEXAS.

## AUSTIN, TEX.

JNO. H. REAGAN, *Chairman*.....Austin, Tex.  
 L. J. STOREY.....Austin, Tex.  
 N. A. STEDMAN.....Austin, Tex.  
 J. J. ARTHUR, *Secretary*.....Austin, Tex.

## VERMONT STATE BOARD OF RAILROAD COMMISSIONERS.

## ST. ALBANS, VT.

OLIN MERRILL, *Chairman*.....Enosburg Falls, Vt.  
 O. M. BARBER.....Arlington, Vt.  
 CHAS. J. BELL, East Hardwick, Vt.....East Hardwick, Vt.  
 FULLER C. SMITH, *Secretary*.....St. Albans, Vt.

## VIRGINIA—RAILROAD COMMISSION.

## RICHMOND, VA.

JAMES C. HILL, *Chairman*.....Richmond, Va.  
 E. G. AKERS, *Secretary*.....Richmond, Va.

## WISCONSIN—STATE RAILROAD COMMISSIONER.

## MADISON, WIS.

D. J. MCKENZIE, *Commissioner*.....Madison, Wis.  
 J. C. MURPHY, *Deputy Commissioner and Secretary*.....Madison, Wis.

## THE INTERSTATE COMMERCE COMMISSION.

WILLIAM R. MORRISON, of Illinois, *Chairman*.

WHEELOCK G. VEAZEY, of Vermont.

MARTIN A. KNAPP, of New York.

JUDSON C. CLEMENTS, of Georgia.

JAMES D. YEOMANS, of Iowa.

EDWARD A. MOSELEY, *Secretary*.

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