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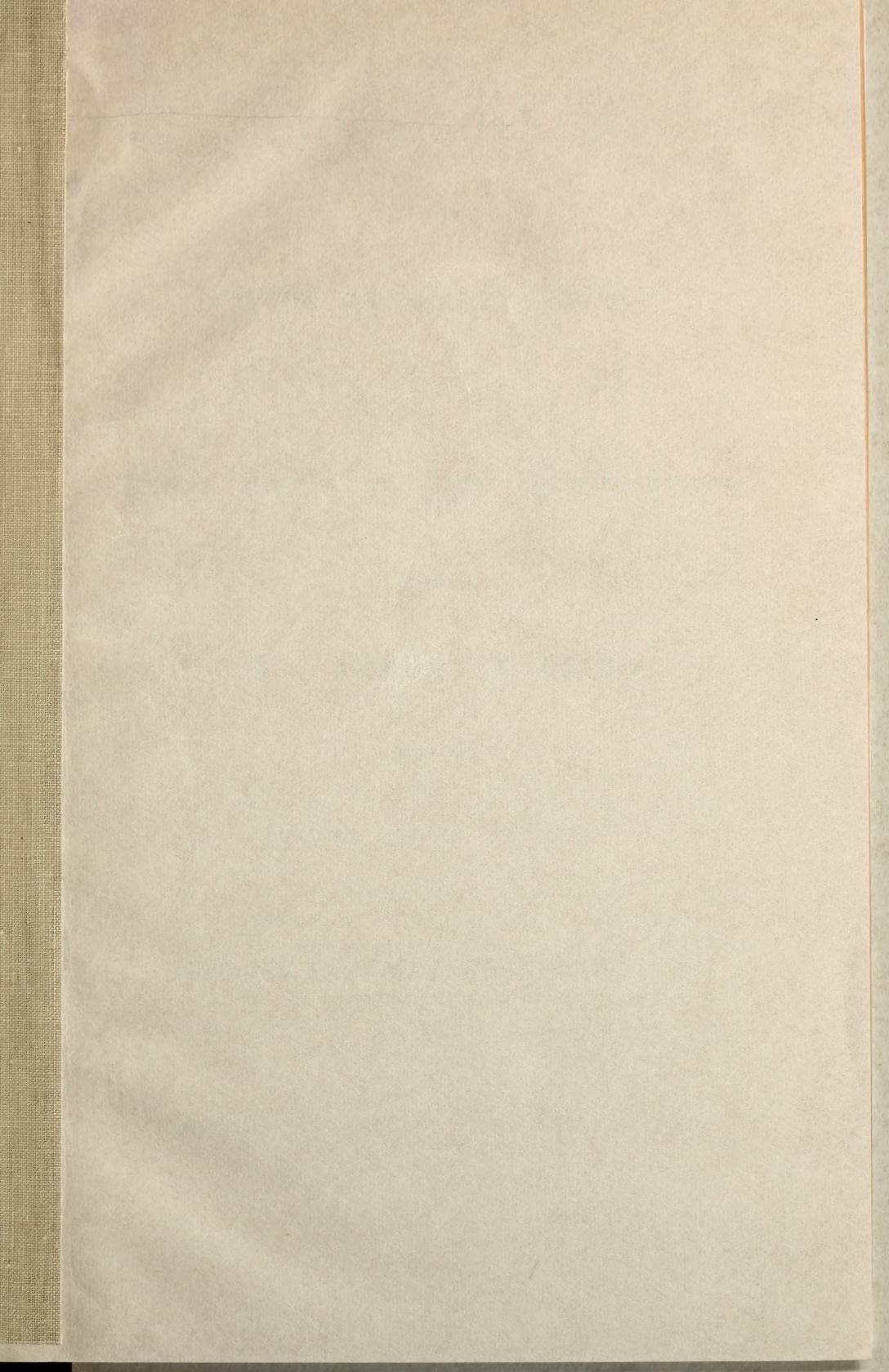
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1870

PROCEEDINGS OF THE STOCKHOLDERS AT THEIR
ANNUAL MEETING

By

Charlotte, Columbia and
Augusta Railroad Company



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PROCEEDINGS

OF THE

STOCKHOLDERS

OF THE

Charlotte, Columbia and Augusta Railroad Company,

AT THEIR

FIRST ANNUAL MEETING,

HELD AT

AUGUSTA, APRIL 20, 1870.

Also, the Annual Reports of the President, Superintendent, Treasurer, &c.

COLUMBIA, S. C.:

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1870.

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PROCEEDINGS.

The stockholders of the Charlotte, Columbia and Augusta Railroad held their first annual Convention at the City Hall, in Augusta, on Wednesday, April 20, 1870.

Hon. J. V. H. Allen was chosen permanent presiding officer of the Convention.

Messrs. C. H. Manson and C. P. Hyde were requested to act as Secretaries.

A committee of three on stock and proxies was appointed, consisting of J. P. Southern, A. H. Davega and J. J. Cohen.

General Rufus Barringer moved that while the committee was at work, the reports of officers be called for and referred to a committee of five to report. Carried.

The Chair appointed the committee provided for under this motion, as follows: General Rufus Barringer, Rev. Wm. Martin, Henry Meyer, John B. Palmer and John A. Bradley.

Colonel Wm. Johnston, President of the road, read his annual report:

PRESIDENT'S OFFICE,

CHARLOTTE, N. C., April 18, 1870.

To the Stockholders of the Charlotte, Columbia and Augusta Railroad Company.

GENTLEMEN: The undersigned has the honor to submit, in behalf of the Board of Directors, this the first annual report of the Company.

The stockholders of the Charlotte and South Carolina and Columbia and Augusta Railroad Companies met in separate and general conventions, in Columbia, on the 7th and 8th of July, 1869, and upon terms and conditions mutually satisfactory, and with singular unanimity, agreed to consolidate their respective interests into one corporation—"The Charlotte, Columbia and Augusta Railroad Company." An amended charter, with all necessary legislation for this

purpose, was obtained from the States of North Carolina, South Carolina and Georgia. According to the terms of consolidation, the stock of the Charlotte and South Carolina Railroad was valued at par, while $112\frac{1}{2}$ of the Columbia and Augusta Railroad made 100 in the new Company; or one share of the former of 100 was merged with $4\frac{1}{2}$ shares of the latter of \$25 each. These estimates were on account of the different values of the currency according to which the two roads had been built. The respective liabilities of each—the unfinished condition of the one, with a business yet undeveloped—with its entire want of equipment, although having generally a superior rail, and the finished condition of the other, with a full equipment of shops, depots, engines, coaches and cars.

After full and mature discussion of these different subjects before joint committees, and in separate and joint conventions of stockholders of the two Companies, this principle of consolidation of stock was agreed upon. Each of these corporations then transferred to the Charlotte, Columbia and Augusta Railroad Company all their respective rights and property, upon condition that it should assume all their respective liabilities.

Upon the organization of the Charlotte, Columbia and Augusta Railroad Company, it was unanimously resolved by the stockholders, "that in consideration of the transfer to said Company, by the Charlotte and South Carolina Railroad Company, and by the Columbia and Augusta Railroad Company, of all the property of the said two Companies, respectively, the said Charlotte, Columbia and Augusta Railroad Company do hereby assume the payment of all the debts and liabilities of the said two Companies, respectively, and the performance of all contracts by either of said Companies undertaken and yet remaining to be performed; and the faith and credit, resources and property of the said Charlotte, Columbia and Augusta Railroad Company are hereby pledged for the payment of all such debts and liabilities, and the performance of all such contracts."

This completed the terms of consolidation, and the stockholders immediately thereafter, with the view of fulfilling the conditions, authorized the President and Directors to issue bonds of this Company "to an amount not exceeding \$2,100,000, to be used for the purpose of funding the floating debt, and retiring the bonds heretofore issued by the said two Companies, respectively, and now outstanding, and for the purpose of completing the construction and

outfit of the road to Augusta, and for other purposes; and to secure the payment of said bonds hereby authorized to be issued, the said President and Directors are further authorized and empowered to execute a mortgage of the Railroad, and of the property and franchises of this Company, or of any part thereof—the said bonds and mortgage to be signed, attested and otherwise executed in such manner as the President and Directors shall direct.”

For the purpose of avoiding, in any reasonable contingency, the necessity in future of a second mortgage, the authority was made more ample as to the amount of bonds than the then existing liabilities of the Company required.

In conformity, however, with the foregoing resolution, your Directors have caused a mortgage to be executed, with an authority to issue not exceeding \$2,000,000 of first mortgage bonds. These bonds bear seven per centum interest, payable semi-annually at the Agency of the Company, in the city of New York, and mature on the 1st of January, 1895. They are handsomely engraved and well executed, and are very freely received in exchange for the two classes of bonds heretofore issued by the former respective companies, for the reasons that they are more amply secured than either of those bonds, by the value of the property mortgaged and the increased business of the road. In like manner, the exchange and consolidation of the stock of the late corporations is being cheerfully and freely made by the holders for the stock of this Company.

This brief outline, of the formation of this Company and its subsequent acts in carrying out the directions of the stockholders, will enable you the better to understand the following statement of receipts and expenditures to which your attention is invited. (See A.)

As consolidation did not take place until the 8th of July, 1869, the accounts of the former companies were necessarily kept separate and distinct, and were so continued until the end of that month, for obvious reasons.

The gross earnings are.....	\$403,785 49
The operating expenses are.....	225,996 59
Leaving the net earnings.....	<u>\$177,788 90</u>

Or about 44 per centum of the gross earnings.

You will, however, readily perceive, from the foregoing synopsis, that for only five months of the fiscal year which terminated on the

31st of December last, the receipts of this Company were \$218,798.03, or \$33,879.57 more than the aggregate receipts for seven months of the two former companies; while the expenses of this Company for the five months were only \$105,113.05, or about 48 per centum of expenditure to 52 of net earnings. If from the \$105,113.05 you deduct the taxes paid and embraced of \$23,000, it reduces the expense account to \$82,113.05; or about 38½ per centum to 61½ of net earnings. As appears from the above statement, the receipts on the Augusta division are small. This was owing to the fact that only a portion of the road was finished at the beginning of the year, and the country along its line was not developed and made tributary to its transportation. The results, however, on this portion of the road for the last six months are most gratifying; new life and energy appear to be imparted to the country, and its business relations with the road are rapidly increasing.

The net earnings of the Company during the year have been applied to the payment of debts, interest, equipment and the completion of the bridge across the Savannah River, as will fully appear by the accounts and vouchers of the Treasurer. While the Superintendent's Report (herewith submitted) shows the ordinary expenses in the several departments.

Considering the condition of the property for seven months of the year, the tonnage of the road, its cheap through rates of freights and tickets, it is believed its administration for economy will compare favorably with that of any other road in the country. It is the amount of business as well as the rate of charge that yields profit. Much of the tonnage now transported is of the cheaper classes, and is a source of less profit than that of former times. While the resources of the cotton regions of the South have been materially diminished by the results of the late war, the transportation necessary for the country has essentially increased in the cheap and heavy articles of freights. This is owing to the higher price of cotton, inviting the capital and labor more exclusively to its cultivation than at any other former period. Hence the production of corn, wheat and other cereals, domestic cloths of many kinds, and raising hogs, sheep, cattle and other animals of domestic economy, have been partially abandoned. These deficiencies of food and raiment, as well as implements of husbandry, have therefore to be supplied from the North and West. The inhabitants of the cotton States export nearly all they produce and import nearly all they

consume, and hence the increase in the tonnage of transportation. In no one year of our history have so much corn, bacon, flour, guano and so many agricultural implements been imported into the Southern States, as during the last twelve months. And this great expenditure for necessaries will probably continue in defiance of all theories, while the cultivation of cotton promises greater rewards than other industrial pursuits.

The property of the Company has been well maintained, and large additions made to it. Four locomotives have been purchased since your last meeting, and extensive repairs made on those heretofore in use. Forty freight cars have been constructed in the shops, and seven passenger and mail coaches, besides other improvements, making an addition of about one hundred thousand dollars in value added to equipment.

Three other new locomotives have been contracted for, one to be delivered in May, and the others in October next.

It is contemplated to construct about forty cars additional, and several more passenger coaches, when it is believed the equipment will be ample for the demands of transportation.

Owing to the excessive drought of last summer, the difficulty of procuring lumber, limited number of cars and heavy transportation of materials for the construction of the Savannah bridge, the road was not able fully to meet the expectations of its patrons on the Augusta division. The greatest inconveniences on this account were experienced at Augusta and Pine House. It is contemplated during the summer to enlarge the freight and passenger accommodations at both of these places, as well as at other points, to insure greater facilities to all patrons.

The litigation between the South Carolina Railroad Company and the Columbia and Augusta Railroad Company has been amicably and satisfactorily settled. Your trains now enter Augusta on the bridge of the South Carolina Railroad, by arrangements with that Company. Your bridge across the Savannah River is making reasonable progress, considering the difficulties of getting proper foundations for its piers in the bed of the river, and the excessive freshets encountered during the winter. It is expected to be finished in August next. Capt. H. F. Bardwell, Chief Engineer in charge, is a gentleman of great industry and long experience in his profession.

The subject of taxation is becoming one of vital importance to

the railroad interests of the country. It is now oppressive in the highest degree. The Federal Government levies a tax, first, of 5 per centum on the net income; second, a tax of two and one-half per centum on the gross receipts from passengers; and, third, a tax of 5 per centum on the cost of all engines, cars and tools manufactured; with a tariff varying from thirty to sixty per centum on all rails, steel, iron and other materials imported. In addition to this, come the State and County taxes of North and South Carolina, amounting to more than one per centum on the entire property of the Company, on which is placed a valuation in some instances amounting to double the price it would bring in open market. These various taxes, amounting to the sum of forty-four thousand five hundred and sixty dollars and twenty cents, (\$44,560.20,) have been paid by your Company during the current year, equal to more than one-fourth of your net income. It is difficult to conceive of a free government, intended to be administered solely for the benefit of the people, becoming so oppressive in its exactions upon the material interests of the country. No species of property contributes so much to develop resources and create wealth as railroads. No railroad constructed fifty miles in length, and properly maintained for five years, fails to impart more value to the section through which it passes than its first cost—thus creating new and additional revenues to the State. Hence, under former administrations, this species of property received the fostering care and protection of the State—taxes being often levied to construct them, while they were wholly exempt from burdens of this kind. It is some relief, however, to see that the recent Legislature of North Carolina has reduced the taxes of the current year to about one-half of what they were the past twelve months. It is hoped that a like spirit of justice and economy may inspire the Legislature of South Carolina to similar action. If the whole amount of taxes paid during the year had gone into net revenue instead of expense, the result would have been, for ordinary expenses, \$181,976.39, and net income \$221,908.10, or about 45 of expense to 55 of net income.

This Company owns twenty thousand dollars of stock in the Atlantic, Tennessee and Ohio Railroad, familiarly known as the Charlotte and Statesville Road, of forty-six and one-half miles in length. In the year 1863, the Confederate authorities dismantled the road, by removing the rails, chairs and spikes to the Piedmont and other railroads deemed to be of greater military importance. This was

about thirteen months after its trains had successfully and profitably run from Charlotte to Statesville. The road-bed, bridges, depots and other property have remained as left in 1863, except the ordinary waste and decay, which have been comparatively slight. The entire country along its fertile and populous line is very desirous to rebuild the road, and it has been proposed by many prominent stockholders, that it be submitted to this Company to rebuild the road on terms to be agreed upon between the two Companies, either by consolidation or otherwise. Although the Company has probably one hundred thousand dollars over all its liabilities, it is unable to rebuild and equip the road without co-operation. It is respectfully submitted, that you appoint a committee, or invest your Directors with power to negotiate with a similar committee, or with the Directors of that Company, on the subject. And notwithstanding the pecuniary necessities of your own road, it is believed, with the cordial co-operation of Iredell and Mecklenburg Counties, and the city of Charlotte, it can be rebuilt and made profitable to its stockholders, and useful to your road and the entire country through which it passes.

Although many obstacles had to be surmounted in reconstructing and equipping the Charlotte division, so utterly destroyed by war, and in building the Augusta division, since 1865, under greater difficulties, yet your Directors think there is cause of congratulation that you have 195 miles of road occupying so commanding a position, connecting the grain and tobacco regions with the cotton States. A road whose business is not likely to be seriously affected by the construction of any other road now contemplated, and whose connections both North of Charlotte and South of Augusta are rapidly progressing, and destined greatly to augment its already increasing tide of trade and travel. With a fertile and populous country extending from Raleigh to Asheville, a distance of more than 200 miles, at its Northern terminus, and from Atlanta to Savannah, a distance of nearly 300 miles, at its Southern terminus, in a great degree tributary to it, with its through connections, North to New York and South to Vicksburg and New Orleans; its annual income under proper management must soon amount to six or eight hundred thousand dollars.

For more specific information in regard to the various departments, and the property generally of the road, and its financial condition, your attention is invited to the reports of the Superintendent-

ent, the Treasurer and the Master Machinist. These officers, including the General Freight and Ticket Agent and the Supervisor, with the agents and employees generally, have worked earnestly and faithfully for the interests of the Company. Indeed, many of the officers and agents have, at times, been over-taxed with duties and responsibilities, but with a pride of business character and devotion to their obligations, met them without complaint.

Respectfully submitted.

WM. JOHNSTON, President.

The President took occasion to refer to the fact that he had unaccountably omitted to state in his report, that Chief Engineer J. O. Moore, in consequence of ill health, had resigned his position in October last, and that he now took great pleasure in bearing testimony to the able and efficient manner in which that officer had discharged his arduous duties.

Colonel F. W. McMaster read the report of C. Bouknight, Superintendent:

SUPERINTENDENT'S OFFICE, CHARLOTTE, COLUMBIA AND AUGUSTA R. R.,

DECEMBER 31, 1869.

To the President and Directors of the Charlotte, Columbia and Augusta Railroad Company.

GENTLEMEN: In July last, the Charlotte and South Carolina and the Columbia and Augusta Railroad Companies, by competent action of their stockholders, were united, and now constitute one company.

It is easy of demonstration that it was for their best interests and harmony of future operation. An independent management would have almost necessarily resulted in diversity of apparent interests of each.

The earnings for the year have been from:

Freights.....	\$188,765 39
Passengers.....	199,516 94
Mails.....	14,467 48
Minor Sources.....	1,035 68
	<hr/>
	\$403,785 49

Expenditures on account of road operations are:

Maintenance Way.....	\$ 58,639	44
Conducting Transportation.....	56,698	95
Motive Power.....	16,524	62
Maintenance Cars.....	6,491	85
Machine Shops.....	39,116	66
Loss, Damage and Deductions.....	2,140	27
Over-charges.....	284	23
Through Passenger Line.....	1,540	37
Tax Paid—State and United States.....	44,560	20
	<hr/>	
	\$225,996	59

Leaving \$177,248.90 for payment of interest and construction account of Augusta division.

The taxes are enormous, being over eleven per cent. of total income, and there are indications that they will be increased. Until lately, the Company has been exempt from taxation in the city of Columbia. The claim will now be pressed, covering large sums for water rent and taxes on Company's shops.

The business of the year indicates a cheerful prospect of a future large increase in its receipts and earnings.

The competition for long freights and through passengers continues, and seriously affects the proper and legitimate earnings of railroads.

While our earnings from this class of business have been equal in profit to that of other roads, there is no reason why the transportation of the great staples of the country should be done at a loss by railroads; but just and proper that a reasonable profit should be derived from it.

ROAD.

The expenditures in this department during the year have been large in material and labor. This was necessary in part, because of our former disasters by war, in the hasty rebuilding of the track; and also in the fact that our trains have been increased in number, speed and weight. It is believed that comparative liberal expenditure on the track is good economy. The ditching has been thorough on the Charlotte division, and much earth-work done on Augusta division, in increasing new embankments and widening the cuts. Two trains were employed nearly the whole year in this work, and a large portion of the time on Augusta division. A large quantity

of earth has been moved in vicinity of Dead Fall. The new embankments were easily carried away by the heavy rain storms which came upon them on three or four noted occasions during the year.

These have been much increased in width and strength, long and deep ditches cut in side hills, by which the volumes of descending water have been diverted and divided.

There is yet much work of this class to be done on this division of the road, and it will be necessary to keep our trains and hands constantly employed in filling in earth at various points where trestles are now located.

The culverts and water ways require enlargement, and stone covering and sides at many points.

The trestles at Graniteville and Shaw's Creek are deserving early attention. These should be filled up, stone walls built, and short span bridges thrown over them.

During the dry period last fall, our water tanks and means of supply were much increased, and can be easily kept equal to our increasing wants.

There is yet much to be done to prepare the roadway for the quick and safe movements of heavy trains, which we hope will be profitably and successfully taken over the road.

Since July, by agreement, this Company has been using the track and bridge of the South Carolina Railroad between Dead Fall and Augusta.

Our material and irregular trains have been often delayed at this point, because of the numerous locomotives which were generally in use upon this portion of the road.

Soon it is believed our track and bridge over Savannah River will be ready for our trains.

The large proportion of material used in road repairs was expended on Charlotte division. About 54,000 ties and 7,500 stringers were placed in road during the year, making near twenty-six miles of ties and fifteen miles of stringers.

The stringer line has been kept in good order, which has required a good force of hands for each section. The most defective rails were replaced by better ones and new sleeve chairs at the joints.

In this connection, I beg to ask your attention to the matter of renewal of rails of this class as early as the means of the Company, or its prospective success, may in prudence warrant it.

Extensive passenger platforms have been built at Graniteville,

Pine House, Johnston's, Ridge Spring, Batesville, and some enlarged at Columbia and Charlotte.

New platforms have been made at Woodward's, Cornwell's, Smith's and other places on the line. Additional side tracks put in at Charlotte, turn-outs at Woodward's and Adams'.

The wells and water tanks have been renewed and improved at Chester and Woodward's.

Our bridges are all in good condition. The bridge over Steel Creek has been thoroughly renewed—that at Gervais street, Columbia, well repaired. Material and substantial improvements have been made on Catawba Bridge. It would be well to cover more securely this bridge.

Much needed work would have been done, which was prevented or delayed for want of lumber. The long drought of last fall prevented the working of the mills for some months.

As soon as can be done, the depot will be built at Woodward's; that at Rock Hill will also receive early attention. It wants to be enlarged and renewed pretty extensively.

Experience demonstrates that our freight depot accommodations are too small, especially at Columbia, Pine House, Johnston's, Batesville and other points; but these are first in degree of necessity. The business at Pine House in fertilizers has been unexpectedly large. In order to protect and shelter it as the Company wish to do, our storage accommodations must be enlarged extensively; as early as the profits and means of the Company could warrant, a small house for accommodation of passengers should be built here also. The patronage of an extensive and comparatively productive section of country is accessible at this station.

By permission of the City Council of Augusta and of the Georgia Railroad, we have secured a convenient track for our passenger trains on East side of Union depot.

During the year, we have built section house at Guignard's, Pine House, Johnston's, Bath Mills, and propose to build early in next year section houses at Simpson's, Lexington, Dead Fall, and increase their size at other points.

Any expenditures in this direction, by which we may make our laborers more settled and comfortable, will increase its efficiency and reliability.

The wages of labor have increased during the year. It is unsettled and unreliable. It is believed to be the interest of railroads to encourage emigrant labor.

CARS.

As contemplated last year, our stock of cars and coaches have been largely increased.

We have built twenty box and twenty platform cars at our shops, and ten others nearly ready for use. Two fine coaches, two second class coaches and three mail cars were constructed during the year.

It may be necessary, however, and has been so ordered by the President, still to increase the number of our coaches and cars, as well as maintain the efficiency of the present number. The cost of construction has been less than if purchased from the manufacturers, and equally as well done.

We have contributed five box cars to the Green Line service, and may five more, if the business warrants it.

Our stock of cars consists of:

6 first class coaches.

5 second class coaches.

5 mail cars.

16

79 box cars.

8 stock cars.

49 platform cars.

136

And a number of shanty and road cars. We have built a paint shop, which covers two cars, and is well suited to our uses.

MOTIVE POWER.

By active efforts, this department has met the demands upon it. No accident of a damaging character has befallen any one of our machines. The speed and number of the trains have been increased. Much work in the finishing up on Augusta division has been done, in moving earth, lumber, stone, &c. The locomotives in shops at time of last report have been in good order and put to work, and are doing us good service.

The DuBose, which is being built entire by us, will be ready for work soon. She will be neatly and tastefully finished, having all modern improvements in her machinery and construction. When placed in service, it is proposed to name her the "LEXINGTON."

The Company owns now eighteen locomotives, and the Wm. Wright, which is a condemned machine, but will be so repaired as

to supply us for a road engine. Of this number, four were purchased during the year; sixteen are in active use. At some points, it has been found difficult to keep up a supply of wood, even where reliable contracts had been made for it.

MACHINE SHOPS

Have been kept in good order and constant work. All needful work on locomotives, cars and vast quantities of iron and wood work, required for the road in the construction of our division, and heavy repairs of the other, have been quickly and cheaply supplied from our shops. During the year, our stock of tools was somewhat increased, and also the number of hands. While the demands upon it have, therefore, been promptly and satisfactorily met, it will be a real necessity to purchase more tools, and furnish additional shop room.

As the number of locomotives may be increased, and the road operations and business enlarges, so the demands for power and help from this service.

It will be necessary to purchase three or four locomotives to keep up with our business, and supply power for road operations.

FOUNDRY

Has been kept up, supplying all the castings of brass and iron needed in repairs of engines, cars, &c., and also a large number of car wheels, which we find to wear well, which is the test of success. In thus furnishing our castings, we do it more cheaply and promptly than if we were dependent upon others.

CONDUCTING TRANSPORTATION.

Our trains have been run with commendable success. Arrangements for quick and cheap freights have been improved. Passenger schedules and rates have been worked, by which we received a fair proportion of public patronage. Our short line, good roadways and fine coaches, will secure us a large share of the travel in the competition for this business.

In September, a freight train ran upon a cow lying on the track, by which several cars were thrown off, the locomotive damaged, and the lives of three or four persons were greatly endangered, each receiving some personal injury, and the Company sustaining considerable damage by cars, engine and freights.

An individual, the owner of the cow, claims pay for the cow at the usual extravagant valuation of animals who have the fortune, whether good or ill, to be killed by the trains.

This is only a comparative case of many which are pressed upon the Company, with a pertinacity and zeal which give vast annoyance and expensive litigation, when efforts have been made to save the Company from peculation and loss.

The facility with which suits are now brought in magistrates' courts make it necessary to send our engineers and train hands as witnesses in defence, at great inconvenience to the service and loss of time. In many instances, the greedy claimants procure enormous valuations, and find ready verdicts for such assessments.

No engineer would willingly endanger his train and his own life by recklessly running over stock. The Company has the right to use its road in way and manner authorized by its charter, and it is claimed that this does not require that a fireman or pilot should be kept ahead (on foot) of the locomotive to "clear the track."

Attention has been given to the order of the Board to regulate and modify, within prudential limits, the free pass system. This has been a difficult duty; it is a hard matter to determine its limits. This privilege or courtesy is so prone to abuse, that its useful and proper provinces are not well defined, and a remedy is almost despaired of. It will be our effort to curtail its present great proportions.

In addition to the matter of increasing the size of machine shops, so forcibly presented by our Master Mechanic, it is desirable to increase our round house, or some other protection for our locomotives; the shelter is not now sufficient to protect our machines from exposure to the weather.

In this connection, I beg respectfully to refer to my report last year, as to want of proper protection for office papers—passenger sheds at Charlotte and Columbia. It is, however, matter of far more concern that the roadway should be maintained in good condition, whereby the safety of the trains and the Company's property is preserved and its claim to the public patronage assured.

The annual tabular statements, prepared by the Financial Bureau, are also handed herewith, showing in systematic and careful preparation the monthly receipts from freights, passengers, mails, &c.

The agents, conductors, engineers and others have generally done well, most of them discharging their duties with zeal and intelligence, in the midst of dust, grease and danger, and I cheerfully accord all such this commendation.

The machinery and motive power departments are in charge of Mr. Kline, whose undivided energy and skill are now, as heretofore, given to his work.

In the roadway, Mr. B. F. Burns serves with satisfaction and success, and I am much indebted to these gentlemen for whatever of despatch and safety has so pleasingly attended the operations of the road.

We are indebted to the prompt liberality of the South Carolina Road for the use of their track by our trains between Graniteville and Dead Fall, when ours was obstructed by slides of earth, or culverts injured by floods.

C. BOUKNIGHT, Superintendent.

The reading of the reports of the Chief Engineer, Treasurer, &c., was dispensed with.

The Committee on Stock and Proxies, having reported that 12,795 shares constituted a majority of the stock, and that 13,375 shares were present, the Chairman announced the Convention duly organized for business.

Mr. W. A. Walker moved that a Committee of Seven be appointed to nominate Directors for the ensuing year.

Dr. F. S. Lewie, Director, respectfully declined to allow his name used as a candidate for re-election.

The motion of Mr. Walker was then put and adopted, the Chair appointing the following Committee on Nominations: W. A. Walker, John U. Meyer, John M. Potts, John L. Morehead, Wm. B. Stanley, Dr. F. S. Lewie and Geo. H. McMaster.

Colonel J. H. Rion offered the following resolutions:

Resolved, That all persons holding stock in the Charlotte and South Carolina Railroad, or in the Columbia and Augusta Railroad, be requested to have the same changed to stock in the Charlotte, Columbia and Augusta Railroad, at an early day.

Resolved, That the privilege of free transportation for stockholders and their families, to and from our annual meeting, be hereafter extended to the holders of stock in the Charlotte, Columbia and Augusta Railroad only.

Resolved, That no stock be allowed representation at any future stockholders' meeting, except stock in the Charlotte, Columbia and Augusta Railroad.

The resolutions, after a lengthy discussion, in which Messrs. Bradley, Quattlebaum, Robertson, Rion, McLure and Johnston participated, were put to vote and adopted *seriatim*.

The Committee on Officers' Reports submitted the following; which was adopted:

The committee on the reports of the several officers of the Company, beg leave to report, that they have had the same under consideration, and find the numerous matters therein treated, fairly and correctly stated, so far as they have been able to ascertain, and they recommend that the said reports be accepted and adopted.

The only points that the committee deem it necessary to call to the special attention of the stockholders, are those that relate to the taxation of railroads and the rebuilding of the Atlantic, Tennessee and Ohio Railroad.

The committee suggest the rest of these matters be left to the sound discretion of the Board of Directors, with the recommendation that committees be appointed by the Board to consider the questions referred to, and take such action as they may deem just and proper.

The committee, however, think it proper to say that the first and highest present duty of this Company is to its stockholders, and they hope that no enterprise outside of the immediate operations of the road will be undertaken by the Company so as to interfere with the early declaration of dividends. Respectfully submitted,

RUFUS BARRINGER, Chairman.

The Committee on Nominations for Directors reported as follows:

The committee appointed to nominate Directors for the Company recommend the following gentlemen. Respectfully submitted,

W. A. WALKER, Chairman.

Directors from Georgia.

W. E. JACKSON,

JOSIAH SIBLEY,

J. J. COHEN,

S. D. HEARD.

From North Carolina.

WM. JOHNSTON,

A. B. DAVIDSON,

J. HARVEY WILSON,

RUFUS BARRINGER.

From Lexington, S. C.

PAUL QUATTLEBAUM.

From Richland, S. C.

C. D. MELTON,

JOHN FISHER,

EDWARD HOPE,

F. W. McMASTER.

From Fairfield, S. C.

W. R. ROBERTSON,

J. H. RION.

From Chester, S. C.

J. J. McLURE,

G. J. PATTERSON.

From York, S. C.

A. B. SPRINGS.

J. V. H. ALLEN, *ex-officio* Mayor, Augusta, Ga.

On motion, the Convention proceeded to ballot for Directors, and the vote having been counted, the nominees were declared elected.

Captain Stanley submitted the following, which, on motion, was adopted:

COLUMBIA, S. C., April 13, 1870.

The Committee appointed by J. H. Wilson, Esq., Chairman of the first meeting of stockholders, to examine the books and vouchers of C. H. Manson, Treasurer of the Charlotte and South Carolina and the Charlotte, Columbia and Augusta Railroad Company, for 1869, respectfully beg leave to report, that they have carefully performed the duty assigned them, and find them correct, every entry having its voucher duly authenticated, and we hereby recommend that same be received as entirely satisfactory.

The committee take pleasure in bearing their unanimous testimony to the efficiency and courtesy of the Treasurer in his official duties.

The books and papers in his department are kept with neatness and accuracy. Respectfully submitted,

W. B. STANLEY,

A. H. DAVEGA,

JAMES HEMPHILL,

Committee.

Mr. Hope submitted the following, which was adopted:

To the Stockholders of the Charlotte, Columbia and Augusta Railroad Company:

The undersigned, a committee appointed to examine the books of the Treasurer of the Columbia and Augusta Railroad Company, beg leave to report, that they have examined the accounts from October 1, 1868, to December 31, 1869, and find the same to be accurately kept, and in very neat and proper style, and the disbursements duly vouched. Respectfully submitted,

HENRY A. MEETZE, Chairman,
JOHN J. COHEN,
EDWARD HOPE.

General Barringer offered the following, which was unanimously adopted:

Resolved, That the Board of Directors are hereby invested with full power and authority to treat with and conclude any negotiations, or contract with the authorities of the Atlantic, Tennessee and Ohio Railroad Company, in regard to the rebuilding of their road, or its consolidation with the Charlotte, Columbia and Augusta Railroad.

By Mr. Patterson:

Resolved, That it shall be the duty of the Board of Directors, prior to each general meeting of the stockholders, to appoint a Special Committee of Three Stockholders to verify proxies, and report to such meeting the amount of stock represented.

Adopted.

Resolved, That a Committee of Ten Stockholders, other than Directors, be appointed by the Chairman of this meeting, to examine the Treasurer's accounts for the year 1870, and to report at the next annual meeting.

Adopted.

Colonel J. H. Rion offered the following resolution, which was unanimously adopted:

Resolved, That the thanks of this Convention are hereby tendered to Hon. J. V. H. Allen for the able and courteous manner in which he has presided; and to the gentlemen who have acted as Secretaries for the efficient and obliging manner which they have performed their duties; also, that the non-resident stockholders express their grateful acknowledgment to the citizens of Augusta for the hospitalities already tendered and the festivities which they have provided.

By Mr. A. B. Davidson:

Resolved, That six hundred copies of proceedings of the Convention, together with the reports of President, Superintendent, Treasurer, &c., be printed in pamphlet form for distribution, and be paid for by the Treasurer.

Adopted.

By Judge Robertson:

Resolved, That the next annual meeting of the stockholders of this Company be held at Columbia, S. C., on the first Wednesday in May, 1871.

Adopted.

There being no further business, on motion of Captain W. B. Stanley, the Convention adjourned.

J. V. H. ALLEN, Chairman.

C. H. MANSON, }
C. P. HYDE, } Secretaries.

Immediately after the adjournment of the Convention, the Directors held a meeting in the hall, and unanimously re-elected Colonel Wm. Johnston to the office of President.

BOARD OF DIRECTORS.

- WM. JOHNSTON, PRESIDENT, Charlotte, N. C.
A. B. DAVIDSON, Charlotte, N. C.
J. HARVEY WILSON, Charlotte, N. C.
RUFUS BARRINGER, Charlotte, N. C.
PAUL QUATTLEBAUM, Lexington, S. C.
C. D. MELTON, Columbia, S. C.
JOHN FISHER, Columbia, S. C.
EDWARD HOPE, Columbia, S. C.
F. W. McMASTER, Columbia, S. C.
W. R. ROBERTSON, Winnsboro, S. C.
J. H. RION, Winnsboro, S. C.
J. J. McLURE, Chester, S. C.
G. J. PATTERSON, Chester, S. C.
A. B. SPRINGS, Fort Mills, S. C.
W. E. JACKSON, Augusta, Ga.
JOSIAH SIBLEY, Augusta, Ga.
JOHN J. COHEN, Augusta, Ga.
S. D. HEARD, Augusta, Ga.
J. V. H. ALLEN, *ex-officio* Mayor, Augusta, Ga.
C. H. MANSON, Secretary, Columbia, S. C.

CHIEF ENGINEER'S REPORT.

To the Stockholders of the Charlotte, Columbia and Augusta Railroad Company.

GENTLEMEN: In compliance with the request of your President, "that I report to this meeting the character and condition of the work under construction," I respectfully submit the following:

The work at present in process of construction is a bridge over Savannah River.

The approach to the bridge on the Carolina side was completed in February; it consists of trestle 3,000 feet in length, and averaging fifteen feet in height.

The approach on the Augusta side, from the foot of Washington street, has been completed more recently; it is of a most substantial and durable character, and is formed by two parallel walls of masonry, filled between with gravel, which forms the road-bed.

The bridge, including the short span over Bay street, will be 1,002 feet long; requiring for its support two abutments and five piers.

One abutment and three piers are built; the second abutment is very nearly finished, and the foundation of the fourth pier is within three feet of the surface of ordinary water; the fifth and last pier is not yet commenced.

The average height of the river piers is forty-five feet; the level of the rail, which will be five feet higher than the top of the piers, will be thirty-six feet above ordinary water; four feet and one inch above the track on the bridge of the South Carolina Railroad, and four feet and seven inches above the high water of 1840, the highest of which record has been preserved.

The superstructure of the bridge will be a Howe truss, combined with an arch in the five river spans, each of which will be 186 feet in length. In the short Bay street span of seventy-two feet in length, the arch is unnecessary, and will be omitted.

About three-fifths of the timber required has been delivered, and nearly all the iron is received.

The span over Bay street is up, and two of the river spans are nearly ready to be raised.

With no unforeseen cause of delay, I think your trains may cross the bridge in August.

H. F. BARDWELL,
Chief Engineer Charlotte, Columbia and Augusta Railroad.

A—Consolidated Statement of the Earnings and Operating Expenses of the Charlotte and South Carolina Railroad, Columbia and Augusta Railroad, and Charlotte, Columbia and Augusta Railroad, for 1869.

ROADS.	EARNINGS.					OPERATING EXPENSES.	EXCESS OF EARNINGS.
	FREIGHTS.	PASSENGERS.	MAILS.	MINOR SOURCES.	TOTAL.		
C. & S. C. R. R.	\$70,338 33	\$57,200 44	\$4,812 50	\$912 38	\$133,263 65	\$84,224 38	\$49,039 27
C. & A. R. R.	17,970 69	30,218 75	3,534 37	.....	51,723 81	36,659 16	15,064 65
C., C. & A. R. R.	100,456 37	112,097 75	6,120 61	123 30	218,798 03	105,113 05	113,684 98
	\$188,765 39	\$199,516 94	\$14,467 48	\$1,035 68	\$403,785 49	\$225,996 59	\$177,788 90

COLUMBIA, S. C., December 31, 1869.

C. H. MANSON, Treasurer.

C. H. MANSON, Treasurer, in Account Current with the Charlotte, Columbia and Augusta Railroad Company, to
 Dr. December 31, 1869. Cr.

TO EARNINGS. From August 1, 1869, to December 31, 1869, viz. From Freight— Proportion of this road...\$100,456 37 Proportion of other roads. 83,716 43 From Passengers— Proportion of this road...\$112,097 75 Proportion of other roads. 46,333 50 From Mails. From minor sources of in- come	\$184,172 80 158,431 25 6,120 61 123 30	BY OPERATING EXPENSES. Maintenance Way Conduct'g Transportation. Motive Power..... Maintenance Cars..... Machine Shops..... Loss, Damage and Deduc- tions Through Passenger Line... Taxes—Government and State	\$33,811 87 15,604 48 11,642 24 2,309 10 11,061 40 1,127 72 1,540 37 28,015 87
TO CAPITAL STOCK (assumed by this Co.) Charlotte and South Caroli- na Railroad capital stock Columbia and Augusta Railroad capital stock...	1,541,900 00 1,016,277 77	BY FREIGHT EXCHANGES. Paid proportion of other roads.....	83,716 43
TO BONDS PAYABLE. Charlotte and South Caroli- na Railroad bonds as- sumed by this Company. Columbia and Augusta Railroad bonds assumed by this Company..... Charlotte and South Caro- lina Railroad bonds is- sued by this Company...	620,500 00 949,000 00 125,000 00 \$1,694,500 00	BY TICKET EXCHANGES. Paid proportion of other roads..... Less balances unpaid	46,333 50 13,308 26
BY BONDS PAYABLE. Amount retired by this Company	2,558,177 77	BY COST OF ROAD AND EQUIPMENT. Cost of Charlotte and South Carolina Railroad trans- ferred to this Company. Cost of Columbia and Au- gusta Railroad transfer- red to this Company Paid for four Locomotives. Paid for thirty-two Cars... Paid for Tools for Shops...	2,289,338 39 2,376,136 28 37,964 88 14,092 84 4,543 17 4,722,075 56
		BY BILLS PAYABLE. Amount retired by this Company	1 4,459 71

C. H. MANSON, Treasurer, in Account Current with the Charlotte, Columbia and Augusta Railroad Company, to
 December 31, 1869.—CONTINUED.

Dr.

Cr.

C. & S. C. R. R. stock.....	600 00	BY BONDS, STOCKS, &c. Real estate.....	\$9,603 53
C. & A. R. R. stock.....	46,900 00	Southern Mississippi Railroad bonds.....	20,984 25
A. T. & O. R. R. stock.....	20,000 00	G. & C. R. R. bonds.....	1,892 50
No. Ca. R. R. stock.....	5,500 00	N. C. R. R. bonds.....	330 00
King's Mountain R. R. stock.....	4,000 00	State of South Carolina bonds.....	200 00
Ledger acc't of C. & A. R. R.....	263,262 84	Charlotte and South Carolina R. R. stock.....	62,300 00
Other Ledger Accounts...	80,300 00	C. & A. R. R. stock.....	22,525 00
Cash.....	60,360 07	Atlantic, Tenn. & Ohio R. R. stock.....	20,000 00
Collections for account of that Company.....	\$2,846,271 58	No. Ca. R. R. stock.....	5,500 00
	6,189 47	King's Mountain Railroad stock.....	4,000 00
	\$2,852,461 05	Annuity account.....	125 00
TO COLUMBIA AND AUGUSTA RAILROAD COMPANY. Assets of that Company transferred to this Company, viz: Cost of road...\$2,376,136 28 Ledger Accts. 293,500 00 C. & S. C. R. R. stock.....	2,736,336 28	Discount on stocks.....	14,512 19
Collect's made for account of that Comp'y. Bills payable of this Comp'y ret'd by that	9,566 94	Discount on bonds.....	4,162 00
		BY SEABOARD AND ROANOKE RAILROAD COMPANY. Due from that Company.....	129 00
		BY MEMPHIS AND CHARLESTON R. R. COM'Y. Due from that Company.....	8 78
		BY INTEREST ON BONDS PAYABLE, Amount funded, &c.....	13,090 86
		BY BALANCES. Cash.....	\$42,776 73
		Due from other roads on Ticket Account.....	14,519 24
			166,134 47

Com'ny, part of \$6,857.93..	2,766 67	12,333 61	2,748,669 89	Due from United States on Transportation Account.	1,053 43
TO A. T. & O. R. R. CO. Balance due to that Co.....	.....	.....	200,801 22	Due from United States on Mail Service.....	3,656 25
TO R. R. IRON ACCOUNT. Balance due.....	.....	.....	164,223 24	Due from Express Com'ny. Due from Agents.....	1,906 53 13,227 39
TO BALANCES. Due to sundries.....	.....	.....	1,576 41		
TO TAXES ACCOUNT. Due to United States and State of South Carolina.....	.....	.....	25,984 70		
			<u>\$10,594,588 63</u>		<u>\$10,594,588 63</u>

COLUMBIA, S. C., December 31, 1869.

C. H. MANSON, Treasurer.

DR.

Balance Sheet, December 31, 1869, Charlotte,

ASSETS.			
Road and Equipment.....	.....		\$4,722,075 56
Real Estate.....	9,603 53		
Southern Miss. R. R. bonds.....	\$20,984 25		
Greenville and Columbia R. R. bonds.....	1,892 50		
North Carolina R. R. bonds.....	330 00		
State South Carolina bonds.....	200 00	23,406 75	
C. & S. C. R. R. stock.....	\$62,300 00		
C. & A. R. R. stock.....	22,525 00		
A. T. & O. R. R. stock.....	20,000 00		
No. Ca. R. R. stock.....	5,500 00		
King's Mountain R. R. stock.....	4,000 00	114,325 00	
Due from sundries.....		262 78	
Due from Railroads on Tick- et Account.....	\$14,519 24		
Due from United States Gov- ernment.....	4,709 68		
Due from Express Company.....	1,906 53		
Due from Agents.....	13,227 39		
Cash on hand.....	42,776 73	77,139 57	224,737 63
Operating Expenses.....		105,113 05	
Interest Account.....	\$23,652 20		
Interest on Coupons, not paid.....	39,539 00		
Interest on Bonds Payable.....	13,090 86	76,282 06	
Discount on Stocks.....		14,512 19	
Discount on Bonds.....		4,162 00	200,069 30
			\$5,146,882 49

COLUMBIA, S. C., December 31, 1869.

Columbia and Augusta Railroad Company.

CR.

LIABILITIES.		
Capital stock—C. & S. C. R. stock.....	\$1,541,900 00	
C. & A. R. R. stock.....	1,016,277 77	\$2,558,177 77
<hr/>		
Bonds payable.....	\$1,198,000 00	
Fractional bonds.....	6,116 65	1,204,116 65
<hr/>		
Bills payable.....		335,320 03
Due to United States Government and State of South Carolina for taxes....		23,934 70
Due to A., T. & O. R. R.....		200,801 22
Due for railroad iron.....		164,223 24
Due to sundries.....		1,576 41
Due to other companies on Ticket Ac- count.....		13,308 26
Interest coupons..		39,539 00
		\$1,982,819 51
<hr/>		
Earnings.....		218,798 03
Due to Columbia and Augusta Railroad Company.....		285,957 37
Due to Charlotte and South Carolina Railroad Company.....		99,129 81
		603,885 21
<hr/>		
		\$5,146,882 49

C. H. MANSON, Treasurer.

C. H. MANSON, *Treasurer, in Account Current with the Charlotte*
Dr. to date of Consolida-

1869. Dec. 31	To BALANCES FROM LAST YEAR, VIZ:		
	Cash.....	\$3,402 69	
	Agents.....	4,160 20	
	Southern Express Company....	462 74	
	United States Government.....	4,901 54	
	Other roads.....	757 32	\$13,684 49
	To EARNINGS.		
	From Jan. 1, 1869, to July 31, 1869, viz:		
	Freights — propor- tion of this road...\$70,338 33		
	Proportion of other roads..... 74,839 19	145,177 52	
	Passengers — propor- tion of this road...\$57,200 44		
	Proportion of other roads..... 25,738 03	82,938 47	
	Mail service.....	4,812 50	232,928 49
	To PROPERTY ACCOUNT.....		912 38
	To J. R. ANDERSON & Co. Due them.....		1,200 00
	To BONDS PAYABLE. Issued.....		330,000 00
	To FRACTIONAL BONDS PAYABLE. Issued.....		1,947 20
	To COTTON ACCOUNT.....		55 85
	To BILLS PAYABLE. Issued.....		188,186 37
	To TAXES ACCOUNT.....		7,367 14
	To REAL ESTATE. Amount as asset of this Comp'y transferred to C., C. & A. R. R.		9,603 53
	To INTEREST ACCOUNT. Discount on purchase of C. & A. R. R. stock, &c.....		254,373 51

and South Carolina Railroad Company, from December 31, 1868,
tion, July 31, 1869. Cr.

1869. Dec. 31	BY OPERATING EXPENSES. From January 1, 1869, to July 31, 1869, viz:		
	Maintenance way.....	\$24,488 11	
	Conducting transportation.....	7,879 35	
	Motive power.....	3,384 08	
	Maintenance cars.....	4,182 75	
	Machine shops.....	28,055 26	
	Loss and damage.....	350 19	
	Over-charges.....	284 23	
	Taxes.....	15,600 41	\$84,224 38
	BY FREIGHT EXCHANGES. Paid other roads their propor- tion of freight earnings for 1869.....		74,839 19
	BY TICKET EXCHANGES. Paid other roads their proportion of passage earnings for 1869.....	\$25,738 03	
	Less unpd balances. 1,000 13.....		24,737 90
	BY FREIGHT EXCHANGES. Paid other roads balances for 1868.....		1,766 61
	BY TICKET EXCHANGES. Paid other roads balances for 1868.....		4,599 28
	BY BONDS PAYABLE. Amount redeemed.....	51,000 00	
	Amount assumed by C., C. & A. R. R. Company.....	620,500 00	671,500 00
	BY RICHMOND AND DANVILLE R. R.		568 15
	BY BILLS PAYABLE. Amount retired.....	219,526 24	
	Amount assumed by C., C. & A. R. R.....	283,501 86	503,028 10
	BY FRACTIONAL BONDS PAYABLE. Amount redeemed.....	2,499 97	
(5)	Amount assumed by C., C. & A. R. R.....	6,864 19	9,364 16

C. H. MANSON, *Treasurer, in Account Current with the Charlotte*
to date of Consolidation,
 DR.

1869. Dec. 31	To C. & A. R. R. COMPANY. Ledge account transferred to C., C. & A. R. R. Company as an asset of this Company.....		\$263,262 84
	To C. & A. R. R. R. STOCK. Stock dividind 15,419 shares, at \$25.00 per share.....	\$385,475 00	
	Transferred to C., C. & A. R. R. Company, as an asset of this Company, 1,876 shares, at \$25.00 per share.....	46,900 00	432,375 00
	To STOCKS IN OTHER COMPANIES. Transferred to C., C. & A. R. R. as assets of this Company, viz:		
	A., T. & O. R. R. stock.....	20,000 00	
	N. C. R. R. stock.....	5,500 00	
	King's Mountain R. R. stock ..	4,000 00	29,500 00
	To BONDS RECEIVABLE. Transferred to C., C. & A. R. R. as assets of this Company, viz:		
	A., T. & O. R. R. bonds.....	40,000 00	
	So. Miss. R. R. bonds.....	20,984 25	
	C. & S. C. R. R. bonds.....	3,000 00	
	G. & C. R. R. bonds.....	1,892 50	
	N. C. R. R. bonds.....	330 00	
	State of S. C. R. R. bonds	200 00	66,406 75
	To C. & S. C. R. R. STOCK. Transferred to C., C. & A. R. R. as an asset of this Company, 6 shares.....		600 00
	To COST OF ROAD AND EQUIPMENT. Transferred to C., C. & A. R. R. as an asset of this Company..		2,289,333 39
	To CONFEDERATE ACCOUNTS. C. & A. R. R. stock reduced... State of South Carolina bonds... Sales bank bills..... Amount claim refunded.....	12,500 00 200 00 96 90 100 00	12,896 90

and South Carolina Railroad Company, from December 31, 1868,
July 31, 1869.—CONTINUED. Cr.

1869. Dec. 31	BY INTEREST ON BONDS PAYABLE. Amount funded, &c.....		\$3,829 32
	BY DISCOUNT ON BONDS PAYABLE..		9,811 71
	BY CONFEDERATE CLAIMS.....		4,557 04
	BY STOCK DIVIDEND. Paid in C. & A. R. R. stock....		385,475 00
	BY INTEREST ACCOUNT. Paid interest on loans		19,690 00
	BY INTEREST COUPONS. Amount paid.....		24,754 60
	BY ANNUITY.....		125 00
	BY C. & A. RAILROAD. For advances to that Company. \$8,274 17 For hire of trains and hauling material	35,254 67	43,528 84
	BY LAND ACCOUNT		157 50
	BY BONDS RECEIVABLE		200 00
	BY CAPITAL STOCK. 15,419 shares stock, \$100 each, assumed by C., C. & A. R. R.		1,541,900 00
	BY C. & A. R. R. STOCK. Original subscription reduced.. 12,500 00 Purchase of 789 shares, cost... 6,135 00 Discount on do. at credit of inter- est account..... 13,590 00 Discount on purchase of 16,000 shares, in 1868, at credit of inter- est account..... 240,000 00 Stock dividend, 6 shares, re- ceived by this Company..... 150 00		272,375 00
	BY C., C. & A. R. R. COMPANY. Assets transferred to that Com- pany, viz: Cash	\$60,360 07	
	Cost of C. & S. C. Railroad	2,289,338 39	
	Real estate.....	9,603 53	2,359,301 99

C. H. MANSON, *Treasurer, in Account Current with the Charlotte*
Dr. to date of Consolidation,

1869.			
Dec. 31	To C. C. & A. R. R. COMPANY.		
	Liabilities of this Company as- sumed by that Company, viz:		
	Capital stock ...	\$1,541,900 00	
	Bonds	620,500 00	
	Fractional bonds.	6,864 19	
	Bills payable....	283,501 86	
	Due to A., T. & O. R. R. Co....	264,424 40	\$2,717,190 45
	Amount expended by that Com- pany for account of this Com- pany, viz:		
	Maintenance way ac- count.....	\$1,893 74	
	Conducting transpor- tation account....	1,884 05	
	Motive power ac't...	1,258 26	
	Maintenance cars act	2,505 68	
	Machine shops acc't.	3,662 65	
	Freights and passage account.....	3,946 77	
	Interest coupons ac't	2,228 63	
	Interest on loans ac't	1,087 00	
	Loss, damage and de- duction account...	111 41	
	Taxes.....	13,787 32	
	Confederate claims..	3,775 28	36,140 79
			\$2,753,331 24

and South Carolina Railroad Company, from December 31, 1868,
July 31, 1869.—CONTINUED. Cr.

1869. Dec. 31	A., T. & O. R. R. bonds.....	40,000 00		
	So. Miss. R. R. bonds.....	20,984 25		
	C. & S. C. R. R. bonds.....	3,000 00		
	G. & C. R. R. bonds.....	1,892 50		
	N. C. R. R. bonds	330 00		
	State of South Carolina bonds....	200 00	\$66,406 75	
	C. & S. C. R. R. stock.....	600 00		
	C. & A. R. R. stock	46,900 00		
	A., T. & O. R. R. stock.....	20,000 00		
	N. C. R. R. stock.	5,500 00		
	King's Mountain R. R. stock.....	4,000 00	77,000 00	
	C. & A. R. R. Ledger account.....	263,262 84	263,262 84	
	Sundry ledger accounts being for bonds deposited as collaterals on loans		80,300 00	
	Collections for that Company for account this Company, viz:			
	Freights and passage.	\$3,323 93		
	Mail service.....	687 50		
	Confederate claims...	100 00		
	Taxes	1,090 26		
	Through passen'r line.	884 03		
	Revenue stamps.....	103 75	6,189 47	\$2,852,461 05
	By A., T. & O. R. R. COMPANY.			
	Amount of this account liquidated.....		78,118 41	
	Balance of this account assumed by the Charlotte, Columbia and Augusta Railroad Co.....		266,174 40	342,542 81
	By RECONSTRUCTION OF TRACK.			
	Expended for this account.....			85 21

and South Carolina Railroad Company, from December 31, 1868,
July 31, 1869.—CONCLUDED. CR.

1869. Dec. 31	BY CATAWBA RIVER BRIDGE. Expended for this account.....		\$143 50
	BY COST OF EQUIPMENT.....		10,991 90
	BY BALANCES.		
	Due from agents.....	\$350 43	
	Due from United States Gov- ernment	576 46	
	Due from other roads	149 89	1,079 78
			<hr/> \$6,888,336 03

C. H. MANSON, Treasurer.

DR.

Statement of the Condition of the Columbia and

STOCK OF THE C. & S. C. R. CO.		
Balance per statement, October 1, 1868	\$75,500 00	
Since sold and transferred	8,800 00	\$66,700 00
CONSTRUCTION OF ROAD.		
Balance per statement, October 1, 1868	888,884 82	
Since added	1,487,251 46	2,376,136 28
BILLS PAYABLE.		
Retired since October 1, 1868	107,630 95	
Assumed by C., C. & A. R. R. Co	6,587 93	114,488 88
BONDS PAYABLE.		
Assumed by C., C. & A. R. R. Co		949,000 00
CHARLOTTE & S. C. R. R. CO. balance (Ledger account.)		
Assumed by C., C. & A. R. R. Co		263,262 84
CAPITAL STOCK.		
Assumed by C., C. & A. R. R. Co	1,016,277 77	
Discount on consolidation	127,034 73	1,143,312 50
C., C. & A. R. R. Co., (Ledger account)		285,957 37
Interest coupons		2,776 38
Columbia and Augusta Railroad stock		20,925 00
TAXES.		
Paid in 1868	\$43 43	
Paid in 1869	943 92	987 35
Maintenance way		339 46
CONDUCTING TRANSPORTATION.		
For 1868	\$6,503 43	
For 1869	33,215 12	39,620 55
LOSS, DAMAGE AND DEDUCTIONS.		
Paid in 1868	\$2 00	
Paid in 1869	662 36	664 36
Motive power		1,498 30
Due from contractors and others		23,864 97
		\$5,289,534 24

COLUMBIA, S. C., December 31, 1869.

Augusta Railroad Company, December 31, 1869.

CR.

CHARLOTTE AND S. C. R. R. STOCK.		
Transferred to C., C. & A. R. R. Co.....		\$66,700 00
COST OF ROAD.		
Transferred to C., C. & A. R. R. Co.....		2,376,136 28
BILLS PAYABLE.		
Balance, October 1, 1868	\$112,488 88	
Since issued.....	2,000 00	114,488 88
BONDS PAYABLE.		
Balance, October 1, 1868	410,500 00	
Since issued.....	538,500 00	949,000 00
C. & S. C. R. R. LEDGER ACCOUNT.		
Balance, October 1, 1868.....	175,853 25	
Hire of Freight, Passenger and Construction Trains for 1868	37,583 11	
Advances from that Company, 1868.....	6,297 44	
Hire of Freight, Passenger and Construction Trains, &c., 1869.....	35,254 67	
Advances from that Company, 1869.....	8,274 17	263,262 84
CAPITAL STOCK.		
Balance, October 1, 1868.....	1,027,273 00	
Since added.....	116,039 50	1,143,312 50
Columbia and Hamburg Railroad Ledger account.....		161,616 61
Property account.....		4,134 95
Profit and loss.....		11,743 00
FREIGHTS AND PASSAGE.		
Receipts, 1868	\$10,716 08	
Receipts, 1869.....	\$48,189 44	
Mails, 1869.....	3,534 37	51,723 81
	62,439 89	
Less balances due from agents, &c.....	913 35	61,526 54
Discount on consolidation of capital stock.....		127,034 73
Due to contractors and others.....		10,577 91
		\$5,289,534 24

C. H. MANSON, Treasurer.

C. & A. R. R.—Statement Showing the Receipts at Each Agency from Freights and Passengers, also embracing Receipts from United States, Express, Conductors, and Sales of Through Tickets by Corresponding Roads, from August 1 to December 31, 1869, Inclusive.

F R E I G H T S .

MONTHS.	CHARLOTTE		FORT MILLS		HOOK HILL.		CHESTER.		BLACKST'KS		WINNSBORO		RIDGEWAY.		DORO.		COLUMBIA.		LEXINGTON.	
August.....	\$1,971 57	\$326 90	\$775 77	\$3,085 76	\$454 37	\$1,535 25	\$237 12	\$125 00	\$3,539 01	\$76 83										
September.....	5,078 53	149 70	3,057 37	5,538 58	627 44	3,650 50	683 78	157 17	7,045 27	835 96										
October.....	7,643 30	84 37	2,362 78	7,872 73	661 0	4,566 09	559 09	275 20	11,653 24	645 04										
November.....	6,030 64	124 01	1,691 00	4,734 07	466 42	2,770 90	436 95	139 83	9,349 23	105 14										
December.....	9,072 35	89 53	2,337 83	5,671 61	427 39	3,542 63	482 60	127 32	11,221 68	119 19										
	\$29,795 99	\$773 51	\$10,284 75	\$26,902 75	\$2,637 72	\$16,065 37	\$2,449 54	\$824 52	\$42,868 48	\$1,262 16										

P A S S E N G E R S .

MONTHS.	CHARLOTTE		FORT MILLS		HOOK HILL.		CHESTER.		BLACKST'KS		WINNSBORO		RIDGEWAY.		COLUMBIA.		LEXINGTON.		GILBERT HOLLOW.	
August.....	\$1,511 75	\$72 50	\$197 25	\$578 00	\$66 75	\$302 00	\$122 00	\$6,373 35	\$92 75	\$17 75										
September.....	2,673 25	74 75	199 50	600 00	98 00	233 75	120 75	8,352 00	78 25	38 00										
October.....	3,260 00	107 75	187 75	527 00	95 00	511 75	151 15	5,584 25	46 50	38 50										
November.....	5,675 25	179 75	399 50	938 00	200 50	584 50	191 50	6,322 50	114 50	24 50										
December.....	8,013 50	147 00	377 25	863 25	191 25	715 50	340 15	10,476 75	141 25	59 88										
	\$21,133 75	\$581 75	\$1,361 25	\$3,556 25	\$651 50	\$2,397 50	\$925 55	\$37,108 85	\$473 25	\$178 63										

C., C. & A. R. R.—Statement Showing the Receipts at Each Agency from Freights and Passengers, also embracing Receipts from United States, Express, Conductors, and Sales of Through Tickets by Corresponding Roads, from August 1 to December 31, 1869, Inclusive.—CONTINUED.

FREIGHTS.

MONTHS.	GILBERT HOLLOW.	LEESVILLE.	BATESVILLE.	RIDGE SPRING.	JOHNSTON'S.	PINE HOUSE.	GRANITE-VILLE.	AGUSTA.	EXPRESS.	UNITED STATES.	TOTALS.
August.....	\$77 53	\$22 97	\$128 55	\$104 60	\$112 38	\$541 10	-\$41 06	\$4 330 41	\$508 73	\$.....	\$18,098 94
September.....	103 53	222 72	439 04	352 48	243 23	662 11	141 74	5,313 62	469 84	.....	34,278 61
October.....	239 81	151 50	486 27	338 56	373 25	1,344 45	208 67	8,830 65	1,050 79	85 70	43,450 39
November.....	100 04	193 00	475 43	237 87	397 50	1,367 41	165 64	8,151 50	2,075 26	.....	39,011 89
December.....	139 39	326 81	456 52	198 72	318 78	1,357 57	196 65	5,284 82	1,905 78	.....	43,338 37
	\$658 30	\$917 00	\$1,985 84	\$1,252 23	\$1,445 14	\$5,272 64	\$753 76	\$31,911 00	\$6,005 40	\$85 70	\$184,172 80

PASSENGERS.

MONTHS.	LEESVILLE.	BATESVILLE.	RIDGE SPRING.	JOHNSTON'S.	PINE HOUSE.	GRANITE-VILLE.	AGUSTA.	CONDUCTORS.	UNITED STATES.	SALES BY CORRESPONDING ROADS.	TOTALS.
August.....	\$60 00	\$144 50	\$66 00	\$110 25	\$320 75	\$88 50	\$5,389 25	\$2,160 00	\$.....	\$3 915 54	\$21,368 89
September.....	87 75	231 65	149 91	183 75	972 00	144 50	7,913 25	2,741 55	.....	10,789 76	35,132 37
October.....	138 25	343 40	181 25	198 50	380 80	115 65	3,569 00	3,463 75	.....	7,639 62	27,507 60
November.....	105 50	221 65	200 25	285 00	574 25	89 25	3,497 00	5,032 80	967 73	7,450 26	32,156 46
December.....	138 70	274 75	283 75	423 75	689 75	110 00	4,618 75	6,184 85	.....	8,005 85	42,045 93
	\$550 20	\$1,215 95	\$881 16	\$1,201 25	\$2,337 55	\$547 90	\$24,987 25	\$19,572 95	\$967 73	\$37 801 03	\$158,431 25

E. R. DORSEY, General Freight and Ticket Agent.

*C. & S. C. R. R.—Statement Showing the Receipts at Each Agency from
ductors, and Sales of Through Tickets by Corresponding*

FREIGHTS.

MONTHS.	COLUMBIA.	DOKO.	RIDGEWAY.	WINNSBORO.	BLACKSTOCKS.
January	\$8,792 41	\$.....	\$386 69	\$5,223 99	\$281 58
February	8,321 06	.....	789 43	5,707 53	769 37
March	5,824 41	347 15	823 85	3,191 67	903 78
April	4,533 95	131 19	741 26	2,224 50	555 23
May	3,522 96	107 29	370 34	1,321 14	225 96
June	4,477 96	66 97	398 74	1,490 90	222 75
July	4,885 26	58 21	298 62	1,527 11	286 52
	\$40,358 01	\$710 81	\$3,808 93	\$18,686 84	\$3,245 19

PASSENGERS.

MONTHS.	COLUMBIA.	RIDGEWAY.	WINNSBORO.	BLACKSTOCKS.	CHESTER.
January	\$3,067 05	\$210 90	\$457 25	\$104 00	\$586 75
February	6,267 75	99 25	423 70	102 75	560 25
March	6,788 10	114 65	331 10	54 30	460 75
April	4,068 25	64 75	266 00	58 25	318 50
May	2,781 25	99 75	303 00	32 50	389 50
June	3,225 75	86 00	348 00	50 25	476 00
July	4,204 50	139 00	376 00	80 75	481 25
	\$30,402 65	\$814 30	\$2,505 05	\$482 80	\$3,273 00

Freights and Passengers, also embracing Receipts from Express, Con-Roads, from January 1 to July 31, 1869, Inclusive.

FREIGHTS.

CHESTER.	ROCK HILL.	FORT MILLS.	CHARLOTTE.	EXPRESS.	TOTAL FREIGHTS.
\$5,948 11	\$1,370 41	\$331 89	\$5,945 25	\$306 64	\$26,586 97
9,077 77	2,292 99	163 11	5,248 04	272 11	32,641 41
9,568 42	3,403 49	388 12	3,960 31	413 74	28,824 94
5,724 47	1,796 95	78 90	2,319 54	386 49	18,492 48
3,173 77	1,195 27	80 23	2,241 74	452 27	12,690 97
3,346 77	951 56	45 68	1,733 87	411 22	13,146 42
2,987 79	758 91	88 11	1,546 30	357 50	12,794 33
\$39,827 10	\$11,769 58	\$1,176 04	\$22,995 05	\$2,599 97	\$145,177 52

PASSENGERS.

ROCK HILL.	FORT MILLS.	CHARLOTTE.	CONDUCTORS.	SALES BY CORRESPONDING ROADS.	TOTAL PASSENGERS.
\$135 25	\$123 00	\$3,466 49	\$2,639 85	\$1,157 40	\$11,947 94
99 75	79 00	2,898 75	2,297 55	1,146 69	13,975 44
93 50	59 00	2,119 75	1,843 20	3,440 43	15,304 78
125 25	47 00	1,988 25	1,549 60	1,649 61	10,135 46
96 00	67 75	1,830 25	1,706 45	2,370 73	9,677 18
141 51	57 00	1,928 75	1,529 25	1,780 24	9,622 75
198 00	99 75	1,666 75	2,138 95	2,889 97	12,274 92
\$889 26	\$532 50	\$15,898 99	\$13,704 85	\$14,435 07	\$82,938 47

E. R. DORSEY,
General Freight and Ticket Agent.

C. & A. R. R.—Statement Showing Earnings of the Charlotte, Columbia and Augusta Railroad Company from Freights, Passengers and Mails, in Each Month, from August 1 to December 31, 1869, Inclusive. Also, the Amount Paid Other Roads for their proportion of Freight and Ticket Exchanges.

FROM FREIGHTS.

MONTHS.	FREIGHTS.	EXPRESS.	UNITED STATES.	TOTAL FREIGHTS.	PROPORTION PAID OTHER ROADS AS THEIR PROPORTION OF FREIGHT EXCHANGE.	PROPORTION ACCRUING TO CHARLOTTE, COLUMBIA AND AUGUSTA RAILROAD COMPANY.
August.....	\$17,595 21	\$508 78	\$.....	\$18,098 94	\$8,174 34	\$9,924 60
September.....	33,802 77	469 84	.....	34,272 61	16,302 66	17,969 95
October.....	48,314 50	1,050 79	85 70	49,450 99	24,141 41	25,309 58
November.....	36,936 63	2,075 26	.....	39,011 89	16,818 37	22,193 52
December.....	41,432 59	1,905 78	.....	43,338 37	18,279 65	25,058 72
	\$178,081 70	\$6,005 40	\$85 70	\$184,172 80	\$83,716 43	\$100,456 37

MONTHS.

FROM PASSENGERS AND MAILS.

MONTHS.	PASSENGERS.		UNITED STATES.		TOTAL PASSENGERS.		PROPORTION PAID OTHER ROADS AS THEIR PROPORTION OF TICKET EXCHANGES.		PROPORTION ACCRUING TO CHARLOTTE, COLUMBIA AND AUGUSTA RAILROAD COMPANY.		MAILS.		PROPORTION OF CHARLOTTE, COLUMBIA AND AUGUSTA RAILROAD COMPANY FROM FREIGHT, PASSENGERS AND MAILS.		TOTALS.	
	\$		\$		\$		\$		\$		\$		\$			
August	\$21,588	89	\$		\$21,588	89	\$7,500	42	\$14,088	47	\$1,218	75	\$25,231	82	\$40,906	58
September	35,132	37	. . . . .		35,132	37	11,541	87	23,590	50	1,218	75	42,779	20	70,623	73
October	26,539	87	. . . . .		27,507	60	6,136	20	21,371	40	1,218	75	47,899	73	78,177	34
November	32,156	46	. . . . .		32,156	46	8,737	83	23,418	63	1,218	75	46,830	90	72,387	10
December	42,045	93	. . . . .		42,045	93	12,417	18	29,628	75	1,245	61	55,933	08	86,629	91
	\$157,463	52	\$967	73	\$158,431	25	\$46,333	50	\$112,097	75	\$6,120	61	\$218,674	73	\$348,724	66

E. R. DORSEY, General Freight and Ticket Agent.

*C. & S. C. R. R.—Statement Showing Earnings of the Charlotte and South Carolina Railroad Company from
Freights, Passengers and Mails, in Each Month, from January 1 to July 31, 1899, Inclusive. Also, the Amounts
Paid Other Roads for their Proportion of Freight and Ticket Exchanges.*

FROM FREIGHTS.

MONTHS.	FROM FREIGHTS.		FROM EXPRESS.		TOTAL FREIGHTS.		PROPORTION PAID OTHER ROADS FOR FREIGHT EXCHANGES.		PROPORTION ACCRUING TO CHARLOTTE AND SOUTH CAROLINA RAILROAD COMPANY.	
	From Freights.	From Express.	From Freights.	From Express.	Total Freights.	From Freights.	From Express.	From Freights.	From Express.	
January	\$26,280 33	\$306 64	\$26,586 97	\$12,683 66	\$13,903 31					
February	32,369 30	272 11	32,641 41	17,619 05	15,022 36					
March	28,411 20	413 74	28,284 94	16,242 40	12,582 54					
April	18,105 99	386 49	18,492 48	9,643 80	8,848 68					
May	12,288 70	452 27	12,690 97	5,808 94	6,882 03					
June	12,735 20	411 22	13,146 42	6,421 01	6,725 41					
July	12,436 83	357 50	12,794 33	6,420 33	6,374 00					
	\$142,577 55	\$2,599 97	\$145,177 52	\$74,839 19	\$70,338 33					

FROM PASSENGERS AND MAILS.

MONTHS.	From Passengers.	Proportion Paid Other Roads for Ticket Exchanges.	Proportion Accruing to Charlotte and South Carolina Railroad Company.	Mails.	Proportion of Charlotte and South Carolina Railroad Company from Freight, Passengers and Mails.	TOTALS.
January	\$11,947 94	\$3,128 11	\$8,819 83	\$687 50	\$23,410 64	\$39,222 41
February	13,975 44	5,686 77	8,288 67	687 50	23,998 53	47,304 35
March	16,304 78	5,561 41	9,743 37	687 50	23,013 41	44,817 22
April	10,135 46	3,382 15	6,753 31	687 50	16,289 49	29,315 44
May	9,677 18	2,218 66	7,458 52	687 50	15,028 05	23,055 65
June	9,622 75	2,672 83	6,949 92	687 50	14,362 83	23,456 67
July	12,274 92	3,088 10	9,186 82	687 50	16,248 32	25,756 75
	\$82,988 47	\$25,738 03	\$57,200 44	\$4,812 50	\$132,351 27	\$232,928 49

E. R. DORSEY, General Freight and Ticket Agent.

Bonded Debt of the Charlotte, Columbia and Augusta Railroad Company, December 31, 1869.

C. & S. C. R. R. BONDS, VIZ :		
Due January 1, 1866.....	\$2,000 00	
“ “ 1867.....	1,000 00	
“ “ 1869.....	500 00	
“ “ 1870.....	16,500 00	
“ “ 1871.....	28,000 00	
“ “ 1872.....	29,500 00	
“ “ 1873.....	27,500 00	
“ “ 1874.....	29,000 00	
“ “ 1879.....	34,500 00	
“ “ 1880.....	34,000 00	
“ “ 1887.....	16,500 00	
“ “ 1888.....	21,000 00	
“ “ 1890.....	55,000 00	\$295,000 00
C. & A. R. R. BONDS.		
Due January 1, 1890.....		551,000 00
C., C. & A. R. R. BONDS.		
Due January 1, 1895.....		352,000 00
Fractional Bonds.....		6,116 65
Total.....		\$1,204,116 65

C. H. MANSON, Treasurer.

COLUMBIA, S. C., December 31, 1869.

MASTER MECHANIC'S REPORT.

MASTER MECHANIC'S OFFICE, CHARLOTTE, COLUMBIA AND AUGUSTA, R. R.,
COLUMBIA, S. C.

C. Bouknight, Esq., Superintendent Charlotte, Columbia and Augusta Railroad.

SIR: During the year, the work done in this department is as follows: At the beginning of the year, there were twelve locomotives in active service; nine in good order, two in running order, one in bad order, one rebuilding, and new one building, making fourteen in all. In August, during this year, the two locomotives bought from the W. and A. R. R., were placed in service—the Conoseen in running order, and the Augusta in good working order. The Wm. Johnston, bought from the Danforth Locomotive Works, was placed in service 1st of December; the Jas. W. Osborne, bought from the same works, was placed in service on 13th December. At the end of the year, there were fourteen locomotives in active service, and two (the lighter ones) lying up in good order; one rebuilding, near completed; the one building also well advanced.

From the above, you will see that there were only two locomotives in the shops at one time.

During the year, including the one building in the month of November, coach No. 2 was exchanged even with King's Mountain Railroad for their locomotive Wm. Wright, in bad order. There were at the last of the year thirteen locomotives in good, reliable order, three in running order, one rebuilt, near completed, and the one building, as before stated, well advanced, and the Wm. Wright, making in all nineteen; two of them, the Chester and Taylor, are too light for regular service.

For any details as to cost, repairs, &c., I refer you to locomotive report.

At the end of the year, there were six first class coaches, five second class coaches and five mail and baggage cars in active service and in good order; two of the first class, two of the second class and three mail and baggage cars were built during the year.

In the Freight Department, there were at the end of the year seventy-nine box cars in active service, and two box cars completed and ready for service; eight stock cars and forty-nine flats, and six flats built, awaiting trucks. Of the above, twenty box cars were built during the year, and twenty flat cars, making in all one hundred and thirty-six cars in active service at the end of the year; of the seventy-nine box cars, five are in the Green Line service.

I beg to ask your consideration to the incapacity of the round or engine house, the machine shop, tools, &c. The shop was originally calculated to accommodate two locomotives for repairs; and when more than that number were necessarily brought in, the round house was used for that purpose, which is inconvenient and unprofitable, in consequence of some of the most important tools, such as boring mill, hydraulic press, lathe, &c., being placed in the end of shop that was formerly vacant. There can only be one locomotive in the shops for repairs at once, without very much interfering with the progress of other important work. The round house cannot be conveniently used for repairing, as there are nineteen locomotives, and only twelve stalls, and very often there is not accommodation for all the locomotives laying over. The stock of tools in machine shop has been very poorly able to keep up with the demands during the year. Having increased the car building and the general repairs nearly double to what it was formerly, it is necessary that the capacity of the shops should be increased, and so arranged as to accommodate three or four locomotives at once for repairs. There are a few tools very much needed, in order to expedite some of the most important work, namely: one large wheel lathe, one small turning and screw cutting lathe, one fourteen-inch shaping machine and one axle lathe. It would be necessary, however, to enlarge the shops, before all of the above tools could be conveniently arranged. Our Car Department has very good tools, such as saws, planers, shapers, &c. A large car morticing machine could be used to very great advantage, as that class of work is done entirely by hand.

As regards car erecting shop, it is unnecessary for me to say anything, as the necessity for a good one is frequently seen by you.

Our oil cellar is entirely incapable of holding the necessary supply of oil; and, considering the danger of keeping combustibles in wood buildings, I would recommend the building of another adjoining the present one, of the same size.

For any particulars, I refer you to separate reports for the different departments.

Respectfully submitted,

THEO. D. KLINE, M. M.

SUPERVISOR'S REPORT.

COLUMBIA, S. C., January 15, 1870.

Mr. Bouknight, General Superintendent Charlotte, Columbia and Augusta Railroad.

DEAR SIR: Please find statement of operations and material used in this department on your road, for the month ending December 31, 1869:

4,577 cross-ties, average cost.....	\$ 31
1,525 strings, 7x7x18 feet	
12 kegs of spikes.	
1,100 feet of passenger platforms, Southern Division	
20,000 feet Graniteville, Pine House, Johnston's, Ridge Springs, Batesville, cost.....	125 00
Number sectionmen 27, average cost per month.....	37 75
Number Laborers 132, average cost per month, including rations, at \$5 per month.....	16 50
Number pump hands 15, average pay per month, including rations.....	17 50
Road carpenter and gang, cost.....	\$120 00

Respectfully,

B. F. BURNS.

Number of Sections—Commencing at Augusta, Ga.

- No. 1—Hamburg, 4 hands, 4 rations.
- 2—Burns' T, 6 hands, 6 rations.
- 3—Warehouse, 7 hands, 7 rations.
One Pump, 1 hand, 1 ration.
- 4—Pine House, 4 hands, 4 rations.
One Pump, 1 hand, 1 ration.
- 5—Johnston's, 5 hands, 5 rations.
- 6—Ridge Springs, 5 hands, 5 rations.
One Pump, 1 hand, 1 ration.
- 7—Batesville, 5 hands, 5 rations.
One Pump, 1 hand, 1 ration.
- 8—Gilbert Hollow, 4 hands, 4 rations.
- 9—Lexington, 4 hands, 4 rations.
One Pump, 1 hand, 1 ration.

- 10—Blanton, 4 hands, 4 rations.
 11—Columbia, 7 hands, 7 rations.
 12—Lightwood-Knot, 6 hands, 6 rations.
 13—Sharp's T, 5 hands, 5 rations.
 14—Doko, 5 hands, 5 rations.

One Pump, 1 hand, 1 ration.

- 15—Watkens', 5 hands, 5 rations.

One Pump, 1 hand, 1 ration.

- 16—Simpson's, 6 hands, 6 rations.
 17—Winnsboro, 4 hands, 4 rations.
 18—Adger's, 4 hands, 4 rations.
 19—Blackstock, 6 hands, 6 rations.

One Pump, 1 hand, 1 ration.

- 20—Green's Shanty, 6 hands, 6 rations.
 21—Nick's, 5 hands, 5 rations.
 22—Smith's T, 5 hands, 5 rations.
 23—Duncan, 5 hands, 5 rations.
 24—Rock Hill, 5 hands, 5 rations.
 25—Fort Mills, 4 hands, 4 rations.
 26—Morrow's, 4 hands, 4 rations.
 27—Charlotte, 4 hands, 4 rations.

Total hands 134.

Pumps 8.

JANUARY 17, 1870.

COLUMBIA, S. C., April, 1870.

Mr. C. Bouknight, General Superintendent Charlotte, Columbia and Augusta Railroad.

SIR: Please find a partial statement of material and operations on the line of your road, for the year ending December 31, 1869:

15,558 gains Ties, 10x10x9 feet.

38,269 flats ties, 7x9x9 feet.

192 kegs of spikes.

1 tank at Beach Island, Road Hamburg supplied by pipes from Shoult's hill.

Platforms in Augusta.

Truss work at Graniteville removed from the South-east and placed South, and since thoroughly repaired.

200 feet of passenger platform at Graniteville.

300 feet of track at Miles' Mill.

575 feet of track at Cheatam's Mills.

- 300 feet of passenger platforms at Pine House.
- 300 feet of platforms at Johnston's.
- 300 feet of platforms at Ridge.
- 300 feet of platforms at Batesville.
- 9,000 feet of track at Graniteville.
- 700 feet of track at Arthur's.
- 40 feet of platforms for passengers over street bridge at Columbia. Thoroughly repaired.
- 600 feet of track at Hoffman's Lumber-yard.
- 1,000 feet of track at Woodard's.
- 150 feet of platforms at Woodard's.
- 1 fine well and tanks at Woodard's.
- 200 feet of passenger platform at Cornwell's T.
- 1 small cotton platform.
- 400 feet of passenger platforms at Chester.
- 150 feet of passenger platforms at Smith's.
- Steel Creek Bridge has been overhauled, and is now in good repair.
- 1 small cotton platform at Morrow's.
- 700 feet of track in Charlotte yard, for the purpose of shifting through freight.
- Heavy stone anchors have been built at each end of Catawba Bridge, to prevent it, the bridge, from moving longitudinally.
- Sixteen iron rods have also been placed up the spans for the same purpose—two inches by forty-one feet, with heavy swivels, so they can be tightened up at any time.
- Ridge Springs, Batesville and Leesville wells have all been sunk from eight to fourteen feet deeper.
- Also, the well at Lexington has been sunk eight feet deeper.
- Four section houses have been built.
- One at Blanton's, or Gulyard's Mills.
- One at Johnston's.
- One at Pine House.
- One at Burns' T.
- Eleven miles of track from Graniteville to Leesville.
- 400 feet of track at Union Shed, in Augusta.
- Side tracks at Augusta.

B. F. BURNS.

Statement of Freight and Push Car Power of the Charlotte, Columbia and Augusta Railroad, January 1, 1870.

NUMBER.	DESCRIPTION.	COST OF LABOR.	COST OF MATERIAL.	TOTAL COST.	COST OF EACH.	CONDITION.
63	Box Cars.....	\$.....	\$.....	\$.....	\$.....	Good order. Running.
20	Box Cars.....	1,895 75	7,138 42	9,034 17	451 70	New. Built in 1869. Running.
10	Box Cars.....	432 07	866 95	1,299 02	.....	Building.
2	Box Cars.....	.....	.....	.....	.....	Demolished in run off, 1869.
1	Box Car.....	.....	.....	.....	.....	Shanty at Batesville. Off track.
34	Platform Cars.....	.....	.....	.....	.....	Good order. Running.
20	Platform Cars.....	708 30	5,445 98	6,154 28	307 71	New. Built in 1869. Running.
1	Platform Car.....	.....	.....	.....	.....	Demolished in run off, 1869.
1	Platform Car.....	.....	.....	.....	.....	Condemned, 1869.
8	Stock Cars.....	.....	.....	.....	.....	Good order. Running.
1	Superintendent's Car.....	.....	.....	.....	.....	Good order. Running.
1	Supervisor's Car.....	.....	.....	.....	.....	Good order. Running.
1	Crank Car.....	.....	.....	.....	.....	Under repairs.
1	Crank Car.....	64 10	55 58	119 68	.....	Built. Ready for painting.
32	Dump or Hand Cars.....	.....	.....	.....	.....	Good order. In use.
		\$3,100 22	\$13,506 93	\$16,607 15	\$759 41	

THEODORE D. KLINE, M. M.

Locomotive Report for the Year 1869.

NAME OF ENGINE.	CLASS OF ENGINE.	BUILDER'S NAME.	WEIGHT IN TONS.	HEIGHT OF WHEELS.	ORIGINAL COST.	WHEN FIRST COMMENCED SERVICE.	WHEN FIRST COMMENCED SERVICE SINCE REBUILT.
Palmetto	Freight	Rebuilt C., C. & A. Railroad	23 4 06	4 06	\$		
Theodore S. DuBose	Freight	C., C. & A. Railroad Company	24 5 00	5 00	8,000 00	September 1, 1869	February, 1865
Conosen	Freight	Rogers	20 5 00	5 00	7,766 26	April 14, 1852	February, 1867
John Springs	Passenger	Rebuilt C. & S. C. Railroad	19 4 06	6 06	8,257 09	October 3, 1853	August 5, 1869
Mecklenburg	Freight	Rebuilt C. & S. C. Railroad	23 4 10	6 06	8,000 00	July 19, 1860	
T. S. Garnett	Passenger	Danforth Company	17 4 06	6 06	7,844 38	August 20, 1853	February, 1868
Columbia	Freight	Rebuilt C. & S. C. Railroad	18 5 00	5 00	7,575 00	May 19, 1859	
F. H. Elmore	Passenger	N. J. L. & M. Works	22 4 06	6 06	4,000 00	September 13, 1869	
E. G. Palmer	Freight	Rogers	15 5 00	5 00	7,889 14	August 4, 1853	
Augusta	Freight	Rogers, K. & G	23 5 00	5 00	12,572 50	December 1, 1869	
B. F. Taylor	Passenger	Danforth Company	25 5 00	5 00	12,072 50	December 13, 1869	
Wm. Johnston	Passenger	Danforth Company	15 5 00	5 00	6,750 90	January 4, 1851	November 1, 1868
J. W. Osborne	Freight	Rebuilt C. & S. C. Railroad	23 5 00	5 00			
Chester	Passenger	Norris	23 5 00	5 00			
Charlotte	Freight	Rogers, K. & G	17 4 00	4 00	8,257 09	September 19, 1853	
James Gadsden	Freight	Rogers, K. & G	16 4 00	4 00	7,250 00	February 9, 1851	
York	Freight	Rogers, K. & G	16 4 00	4 00	7,272 26	November 22, 1850	
Fairfield	Freight	Rogers, K. & G	16 4 00	4 00			
William Wright	Old						

WHEN FIRST COMMENCED
 SERVICE SINCE REPAIRED.
 CONDITION.

WHEN FIRST COMMENCED SERVICE SINCE REPAIRED.	COST OF LABOR.	COST OF MATERIAL.	COST OF OIL, WASTE, &c.	TOTAL COST FOR 1869.	NUMBER OF MILES RUN.	COST PER MILE.	CONDITION.
.....	\$2,121 92	\$635 81	\$28 49	\$2,786 22	8,740	.....	Rebuilding.
.....	2,934 22	450 06	90	3,385 18	.....	.....	Building.
.....	39 85	23 75	46 75	110 35	6,711	1 1/2	Running Order.
November 10, 1869.	938 14	367 55	128 99	1,234 68	17,096	7 1-10	Good Order.
July 26, 1869	1,934 04	1,78 34	107 90	3,655 07	14,502	8 1/2	Good Order.
.....	.....	1,620 61	100 42	3,655 07	13,478	.....	Good Order.
November 7, 1868	136 21	129 38	131 09	396 68	17,329	2 1/2	Good Order.
May 19, 1869	304 11	84 97	179 79	568 87	24,624	2 1/2	Good Order.
August 21, 1869	542 59	245 36	187 39	975 34	25,821	3	Good Order.
.....	91 05	30 05	44 40	166 40	4,702	3 1/2	Good Order.
February 21, 1869	396 08	555 01	171 27	1,122 36	23,035	4	Good Order.
.....	65 85	34 55	25 80	126 20	2,100	6	Good Order.
.....	44 95	73 55	13 40	131 90	880	15	Good Order.
.....	99 12	43 40	174 60	317 12	28,730	1 1-10	Good Order.
February 7, 1868	147 42	90 10	163 94	401 46	25,079	1 1/2	Running Order.
April 12, 1868	202 51	123 59	131 46	457 56	18,351	2 1/2	Good Order.
January 9, 1868	61 49	29 45	97 28	188 22	12,099	1 1/2	Good Order.
February 5, 1868	39 79	23 93	79 96	143 68	11,640	1 1-6	Good Order.
.....	118 65	60	1 35	120 60	.....	.....	Rebuilding.
.....	\$10,933 24	\$4,740 06	\$1,815 18	\$17,488 48	250,017	.....	.....

Engines Palmetto and T. S. Garnett in shops most of the year. Engines Conoseen and Augusta bought from W. & A. Railroad August, 1869. Engines Johnson and Osborne bought from Danforth Company November, 1869. Average per mile run, for total expense, 6 4-6 ex.

THEODORE D. KLINE, M. M.

1880

THE UNIVERSITY OF CHICAGO

LIBRARY

1880

UNIVERSITY OF CHICAGO
LIBRARY

385
CA.792p
1870

Charlotte, Columbia and Augusta
Railroad Company

Proceedings of the stockholders at their
annual meeting

