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A. B. Andrews.

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PROCEEDINGS

OF THE

STOCKHOLDERS

OF THE

Raleigh & Gaston Railroad Co.

AT THEIR

TWENTY-FIRST ANNUAL MEETING,

HELD AT

RALEIGH, JULY 20TH, 1871.

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

RALEIGH:

NICHOLS & GORMAN, BOOK AND JOB PRINTERS.

1871.

DIRECTORS AND OFFICERS.

DIRECTORS.

WM, J. HAWKINS, A. M. McPHEETERS,
S. S. ROYSTER, GEORGE LITTLE,
J. B. BATCHELOR, WALTER CLARK,
 PAUL C. CAMERON.

OFFICERS.

WM. J. HAWKINS, PRESIDENT.
A. B. ANDREWS, SUPERINTENDENT.
W. W. VASS, TREASURER.

COMMITTEE OF FINANCE & INSPECTION.

T. B. VENABLE, Hon. D. M. BARRINGER,
 R. S. TUCKER.

PROCEEDINGS.

HALL OF THE RALEIGH & GASTON R. R. Co.,
Raleigh, N. C., July 20th, 1871.

The twenty-first annual meeting of the Stockholders of the Raleigh and Gaston Rail Road Company, was held in the Hall of the Company, at eleven o'clock, A. M.

On motion of Dr. W. J. Hawkins, President of the Road, Hon. B. F. Moore, of Raleigh, was called to the Chair, and Joseph J. Davis and W. W. Vass appointed Secretaries.

A. M. McPheeters, Esq., from the Standing Committee on Proxies, &c., reported that there were represented in the meeting in person, seventeen hundred and fourteen shares, and by proxy, twelve thousand three hundred and twenty-eight shares; total representation of stock, fourteen thousand and forty-two shares, being a large majority of the capital stock of the Company.

The Chairman, having declared the meeting to be duly organized,

On motion of Fred. R. Scott, Esq., of Petersburg, the reading of the annual report of the President and Board of Directors was dispensed with, as the same was printed, and in the hands of the Stockholders.

Maj. T. B. Venable, of the Committee of Finance and Inspection, submitted their report, which was read and accepted.

By Hon. W. H. Battle :

Resolved, That the Stockholders of the Raleigh and Gaston Railroad Company, avail themselves of the opportunity afforded them by their first meeting since the death of the late GEORGE W. MORDECAI, to express their sincere sorrow at his death, and their cordial concurrence in the preamble and resolutions adopted by the Directors of this Com-

pany at their meeting on the eleventh day of April, 1871. And in evidence of their high appreciation of his warm and unflinching devotion to the true interest of this corporation as an instrument of the public prosperity of the State, they direct that said preamble and resolutions, together with this resolution, be spread upon the minutes of this meeting.

Resolved, That a copy of this resolution, and the said preamble and resolution, be sent to the family of the deceased, and the same be published in the papers of the city.

The foregoing resolutions were seconded by Joseph J. Davis, Esq., of Franklin County, and unanimously adopted by the meeting.

Col. Tucker, of Raleigh, offered a resolution, instructing the Board of Directors to build warehouses at Huntsville and Pacific and other points on the line. Amendments were offered by Messrs. Scott and Plummer, and on motion of R. H. Kingsbury, Esq., the whole matter was laid upon the table, when

Joseph J. Davis, Esq., offered the following which was adopted:

Resolved, That it is the sense of this meeting, that the Board of Directors have the power to establish new depots at such points as in their judgment may be necessary.

Mr. Davis offered a resolution, expressive of the sense of the meeting, that the President of the Road ought to be elected by a direct vote of the Stockholders. Rejected.

By E. H. Plummer, Esq., of Warrenton:

Resolved, That the salaries paid to the President, Superintendent, and Treasurer and Secretary of this Road—together with the Chatham Railroad, in which the road has a controlling interest, amounting in the case of the President to the sum of eight thousand dollars, of the Superintendent to thirty-three hundred dollars, and of the Treasurer and Secretary to four thousand dollars, are, in the present depressed condition of the country, exorbitantly high and ought to be greatly reduced.

The following by R. H. Kingsbury, Esq., of Oxford, was offered as an addition to Mr. Plummer's resolution and accepted by him:

Resolved, That the person representing the stock of the Raleigh and Gaston Railroad Company in the meeting of the Stockholders of the

Chatham Railroad Company, be instructed to reduce the salary of the President of the Chatham Railroad to two thousand dollars, and the salary of the Treasurer to one thousand dollars, and the salary of the Superintendent of said road to five hundred dollars, in case the officers are filled by the same persons holding similar offices in the Raleigh and Gaston Railroad Company.

The foregoing resolutions were discussed by Messrs. Plummer, Hawkins, Batchelor, R. H. Battle, Jr., and Davis, and by Col. Wm. Lamb and Maj. Geo. W. Grice, of Norfolk, Va.

On motion, the meeting took a recess of one hour.

Upon the re-assembling of the meeting, B. F. Moore, in the Chair, the consideration of Mr. Plummer's resolution was resumed, and the discussion continued by Gen. Cox, Col. Lamb, and Mr. Cameron.

A division of the question being called for by Mr. Cameron, and the vote taken upon the proposition of Mr. Plummer, it was adopted.

Gen. Cox moved to lay the second proposition (Mr. Kingsbury's resolution) on the table, which prevailed.

The following resolutions were offered and adopted:

By Gen. Cox:

That the question as to whether an amendment of the charter of the Raleigh and Gaston Railroad Company, changing the method of electing the President, would transfer the control of our charter to the General Assembly, be referred to a committee consisting of Hons. B. F. Moore, W. H. Battle, and Joseph J. Davis, Esq., who are requested to report to the next meeting of the Stockholders of the Company.

By Joseph J. Davis, Esq.:

Resolved, That the Directors of the Raleigh and Gaston Railroad Company be, and they are hereby authorized, to represent either in person or by proxy, the stock of the said Company in the Chatham Railroad Company at all the meetings of the Stockholders of said Chatham Railroad Company.

Resolved, That, hereafter, the report made to the Stockholders of the Chatham Railroad Company shall be laid before the Stockholders of the Raleigh and Gaston Railroad Company at their annual meeting, if the same shall have been already made. And, if the same shall not have been made in time to be presented to the Stockholders of the Raleigh and Gaston Railroad meeting, then it shall be the duty of the President to procure a written report, if practicable.

By P. C. Cameron, Esq.:

Resolved, That, as citizens of North Carolina, and Stockholders in the Raleigh and Gaston Railroad Company, we will resist, by every honorable means, the lease of the North Carolina Railroad Company to any parties or corporations out of the State, and that Hon. B. F. Moore, Kemp P. Battle, Esq., and Dr. W. J. Hawkins, be appointed a committee, to prevent such a lease by every legal means.

On motion of Gen. Cox, the Stockholders proceeded to the election of Directors for ensuing year—A. M. McPheeters, Jos. B. Batchelor, and W. W. Vass, being appointed to act as tellers.

Jos. B. Batchelor, Esq., on the part of tellers, reported that the following named persons were duly elected as Directors, viz:

Dr. W. J. Hawkins, S. S. Royster, Joseph B. Batchelor, A. M. McPheeters, George Little, Walter Clark, and Paul C. Cameron.

By J. J. Davis:

Resolved, That the President and Directors of the Raleigh and Gaston Railroad Company are hereby directed to keep so much of the deposits as can be spared for that purpose, upon interest, if they can do so, subject to payment on call: *Provided, however*, That, in no case shall this be required, if thereby the safety of the deposit shall be jeopardized. The annual report of the Treasurer shall show the amounts on deposit which have been put at interest, for what length of term, and the interest received. Adopted.

By Hon. W. H. Battle:

Resolved, That the thanks of the Stockholders are due, and are hereby tendered to the Superintendent and other officers and employees of the Company, for the care and skill with which the trains have been run, whereby, under a kind Providence, there has been no loss of life or property on the road, during the year just passed. Adopted.

By B. F. Harris, Esq., of Granville:

Resolved, That the following shall be one of the By-Laws of the Raleigh and Gaston Railroad Company: No officer of the Raleigh and Gaston Railroad Company, nor any person appointed a commissioner or agent thereof, shall become an undertaker of, or make any contract for his own benefit, under any appointment by said Company to make a contract, or be in any manner concerned or interested in making such

contract, or in the profits thereof, either privately or openly, singly or jointly with another, in any case where the contract shall be made on behalf of said corporation, and by its authority. Adopted.

By Fred. R. Scott, Esq., of Petersburg:

Resolved, That the Stockholders of the Raleigh and Gaston Railroad Company disapprove of the action of the Directors in organizing the Rail Road Immigration Association of North Carolina, and forbid such organization by the Company, unless one-half of the Companies named in the Act, shall join therein. Adopted.

On motion of Col. Lamb, of Norfolk, Thos. B. Venable, Hon. D. M. Barringer, and Col. Rufus S. Tucker, were re-appointed on the Board of Finance and Inspection.

On motion, the Chairman of the meeting appointed A. M. McPheeters, R. H. Battle, Jr., and W. W. Vass, on the Committee to verify proxies at the next annual meeting of the Company.

On the motion of Maj. G. W. Grice, of Portsmouth, the meeting adjourned *sine die*.

B. F. MOORE, *Chairman*.

JOS. J. DAVIS, }
W. W. VASS, } *Secretaries.*

PRESIDENT'S REPORT.

RALEIGH & GASTON RAILROAD COMPANY,
President's Office,
Raleigh, N. C., July 20th, 1871.

To the Stockholders of the

Raleigh & Gaston Railroad Company :

The Board of Directors, through me, submit their twenty-first Annual Report, embracing the operations for the fiscal year terminating the 31st day of May.

The receipts were :

From Freights,	-	-	-	-	\$261,744	45
Passengers,	-	-	-	-	79,366	06
Mails,	-	-	-	-	7,312	48

Total from transportation, - - \$348,422 99

Showing a gain, as compared
with the last fiscal year, in

Freight, of - - - \$40,656 43

And a loss in Passengers, of - 4,116 77

Total gain of - - \$36,539 66

The operating expenses were - - \$204,277 39

Leaving a balance over opera-
ting expenses, of - - - \$144,145 60

The Board of Directors, on the 8th day of June, declared a dividend of 6 per cent., which was paid on the 1st day of July.

The operating expenses were less than 60 per cent. of the receipts. It is proper here to state that your road being on one side of a triangle, is so situated as not to be

able to command the business of connecting roads, or to dictate terms to those over which we receive and ship our freights. The North Carolina Railroad on one side, in a division of freights, demands a pro-rate on 223 miles, when the actual distance over which the service is rendered is only 175 miles; this reduces your Road by this arbitrary rule of the North Carolina Railroad to only 60 miles in length, they getting the advantage of 40 per cent., our real distance being 97 miles. This alone amounts to a large sum, but the difficulties do not terminate here. The Seaboard & Roanoke Railroad, 79 miles long, also claims a constructive length of 97 miles, and demands and receives a pro-rate on that basis. They also get 20 per cent advantage, which gave them last year over forty thousand dollars. The Petersburg Railroad, 62 miles in length, demands and receives a pro-rate on freights for a constructive length of 97 miles, giving them also the advantage of 30 per. cent. If the percentage received by connecting lines could have been retained as a part of your earnings, the gross receipts of your Road would have been over \$400,000. The question may be asked, why do you permit them to take this advantage? Why do you pay it? We can only say they command the situation, and we are compelled to submit or see all of our business go *via* Goldsboro'.

In comparing the expenses with the receipts, it should be borne in mind that your Road is reduced in length, first, by the North Carolina Railroad to 60 miles, then by the Seaboard & Roanoke Railroad to 80 miles, and by the Petersburg Railroad to 70 miles, that being the distance from Weldon to City Point; whilst the operating expenses appear large, near 60 per cent., they are *really low* under the circumstances.

You will perceive from the Auditor's Report that the total increase is from freights and from the North Carolina Railroad, except about one thousand dollars, that being the amount of increase at our local stations for the

last year. We cannot expect any material change in passengers until we have a better local travel, or until the Chatham Railroad can be extended south so as to tap one of the main through lines.

The Richmond & Danville Railroad takes at Greensboro' all the through travel, by paying the North Carolina Railroad a bonus for the same, nearly as much as if the passengers were delivered at Raleigh. If we can continue to hold the North Carolina Railroad, and the Charlotte, Columbia & Augusta Railroad, and the Seaboard & Roanoke Railroad as our friendly allies, as we have done for years past, as we hope to do with no new competing line extending into Charlotte, and with the business which we may expect from the Chatham Railroad, we may look for an annual increase of business. The Chatham Railroad is now running in connection with the Western Railroad daily to Fayetteville and the Coalfields, with through freight and passenger tariffs over your Road to all points North. What we may expect from the coal of the Deep River region, no one can tell. Copper, iron and other minerals abound in that section, all easily tapped and accessible to the Chatham Railroad; when fully worked your Road must receive the largest portion for transportation.

Should the North Carolina Railroad or the Seaboard & Roanoke Railroad fall into hands unfriendly to your interests, we may expect a considerable diminution in your receipts. You must then look to the extension of the Chatham Railroad South, developing a new section of country, opening up a new field, from which you may expect a new and increasing business. The Seaboard & Roanoke Railroad and Petersburg Railroad being the recipients of your business, should willingly aid in making this extension. The Raleigh & Gaston Railroad, Seaboard & Roanoke Railroad and the Petersburg Railroad, by mortgages or endorsements, could easily extend the Chatham Railroad to Augusta, Ga. Crossing the Wil-

mington, Charlotte & Rutherford Railroad near Wadesboro', the Charlotte, Columbia & Augusta Railroad at or near Chester, and passing through the best portion of South Carolina, leaving Columbia to the east some forty miles. This would be the shortest and best line South.

The political difficulties in the country have thrown a damper upon immigration for the present which we hope soon to see removed. We procured the passage of an Act by the last Legislature, hereto appended, to which your attention is called.

On the 24th day of May, 1871, a meeting of all the Railroads in North Carolina, or terminating in our State, was called at Raleigh, for the purpose of organizing the R. R. Association, as set forth in the Act. None responded except the Raleigh & Gaston Railroad and the Chatham Railroad. These Railroads organized the association and invited other Roads to unite with them and participate in filling up our unoccupied and surplus lands with a population thrifty and desirable. So far not a Road has been heard from. Gen. D. M. Barringer was made the President of the Association, the Hon. Thomas Bragg the Attorney, and Messrs. Batchelor and Little Directors. No business has been done or attempted. The Act requires ratification by the Stockholders.

By order of the Board of Directors, the small engine "Wake," and six flat cars and one baggage or box car were sold to the Williamston & Tarboro' Railroad, for fourteen bonds of that Company of one thousand dollars each. This engine was too small for our use and we considered that we made a good sale.

The property of the Company, of every description, is in better condition than this time last year. The bridges have been overhauled and the track has been vastly improved. The Tar River bridge, in the hands of David Renno, the contractor, is being pushed as rapidly towards completion as a work of that magnitude could be, without stopping the trains. A structure so tall and long

requires time and skill, and, I am glad to say, will be a masterpiece of work when completed, one in which the contractor may justly be proud.

On the 21st of June a proposition was made by Major W. T. Sutherland, of Danville, to the Stockholders, to purchase 7,500 shares of your stock, which was submitted to each Stockholder by circular, and we take pleasure in saying that the proposition was unanimously rejected.

Under a resolution of the Stockholders, passed at your last annual meeting, the Board of Directors were instructed to enquire into the expediency of rebuilding and establishing new Depots on the line of the Road. The Board recommends, at the convenience of the Company, the rebuilding of the Depot at Huntsville, the building of a Depot at Pacific, a Depot between Henderson and Ridgeway (should the Roanoke Valley Railroad not be rebuilt) and one half way between Warrenton and Littleton. Sufficient lands around the Depots should be purchased by or donated to the Company before anything be done.

The Board deemed it advisable, under all the circumstances, to defer the expense of getting water for providing against fire for the present, as we were informed that the city authorities contemplated introducing water into the corporate limits at an early date, for that purpose, from a spring near Camp Mangum. We now propose connecting a complete arrangement for extinguishing fire with said water works, to be operated by steam and hand power.

A train has been run regularly into Raleigh in the morning and out in the afternoon, for the accommodation of travel to the city, at reduced rates, without any perceptible increase of travel. This, however, is our regular Through Freight Train and makes the desired connection with the North Carolina Railroad. The general local tariff and the tariff on fertilizers has been reduced, this season but few fertilizers were used.

For a more detailed statement of the affairs of the

Company, I refer you to the reports of the Superintendent, Treasurer and Auditor.

Respectfully submitted,

W. J. HAWKINS,
President.

AN ACT

FOR THE PROMOTION OF IMMIGRATION AND THE SETTLEMENT OF THE UNIMPROVED LANDS OF THE STATE.

SECTION 1. *The General Assembly of North Carolina do enact as follows:* For the purpose of promoting immigration into this State and the settlement of the unimproved lands of the State, a corporation is hereby created under the name of "The Railroad Immigration Association of North Carolina," to have perpetual succession and a common seal, which they may alter and change at their pleasure, and shall be capable of suing and being sued, of pleading and being impleaded, with capacity to hold real and personal estate.

SEC. 2. Said corporation shall consist of the Raleigh & Gaston Railroad Company, Wilmington & Weldon Railroad Company, the Wilmington, Columbia & Augusta Railroad Company, the North Carolina Railroad Company, the Seaboard & Roanoke Railroad Company, the Petersburg Railroad Company, the Atlantic & North Carolina Railroad Company, the Wilmington, Charlotte & Rutherford Railroad Company, the Western Railroad Company, the Western North Carolina Railroad Company, the Piedmont Railroad Company, the Charlotte & Atlanta Railroad Company, the Atlantic, Tennessee and Ohio Railroad Company, the Charlotte, Columbia & Augusta Railroad Company, the Chatham Railroad Company, the Williamston & Tarboro' Railroad Company, the Edenton & Norfolk Railroad Company, the North Western North Carolina Railroad Company, and all other Railroad Companies now or hereafter to be incorporated, the whole or any portion of whose lines are in this State, or any one or more of said Railroad corporations, who may desire to become members of the corporation herein authorized.

SEC. 3. All Railroad Corporations agreeing to become stockholders of this association, shall subscribe and pay annually at such time as may be determined by the board of directors herein authorized, to the treasurer of the association ten dollars per mile (or a larger amount if they shall deem it necessary to carry into effect the objects of this charter) for each mile of road in actual running order located in this State.

SEC. 4. The affairs of this association shall be managed by the general board of directors to be formed as follows, viz: The directors of each subscribing corporation shall choose one director; these directors shall choose a president of the association. The presidents of the subscribing corporations shall be *ex officio* vice presidents of this association, and the general board of directors shall consist of said designated directors, of the vice presidents and the president of the association, which president with the attorney shall reside at Raleigh.

SEC. 5. The general board of directors may pass such by-laws for the government of the association as they may see fit, not inconsistent with the Constitution and laws of the United States or of this State, and may appoint and remove an attorney, secretary, treasurer and other officers, and fix their compensation and prescribe their duties.

SEC. 6. The Railroad Immigration Association shall have power to buy and sell, lease, mortgage or otherwise convey lands, to make advances of money or other things to settlers and others on such terms

and on such securities, real or personal, as may be agreed on, to negotiate for the purchase or sale of lands, to aid settlers and others in the purchase of lands or building of houses, and improving lands, and, in general, to carry on the business of a land and immigration company. The association may likewise own and manage steam and other vessels, and take measures for the transportation of persons and property into the State, and take all proper or customary measures for the comfort and interests of immigrants and settlers. It shall likewise have power to appoint one or more commissioners and agents to visit or reside in Europe and other countries as well as in the United States, for the purpose of soliciting immigration and carrying out the objects of this charter.

SEC. 7. Each Railroad Company becoming a member of this association, shall, through its president, have control of all settlements of land, and of all other business of the association along its line, *Provided, however*, that no expenditures of the funds of the association shall be made without the authority of the general board thereof, and all net profits made in carrying out the objects of this charter, by any company, shall be paid into the treasury of the association. Full reports of all proceedings, and exhibit of accounts, as well as final settlements, shall be made at such time and in such manner as the general board of directors shall prescribe.

SEC. 8. Each Railroad becoming a member of this Association, shall have authority to appoint agents to be paid by the appointing Company, for the purpose of inducing immigration to its line, but such agents shall be subject to the control of the General Board of Directors, and all questions, involving the action of such agents shall be referred to such Board of Directors, whose decision shall bind the parties.

SEC. 9. All Railroad Companies in this State becoming members of this Association shall transport *bona fide* immigrants, and settlers, actually making settlements in this State, for not exceeding one cent per mile, for one trip, and their freight and baggage when moving in for settlement at not exceeding twenty cents per hundred pounds for one hundred miles. The provisions of this section shall extend to the carrying of persons and freights over all the lines of the members of this Association without regard to the place of settlement of the immigrants or settlers.

SEC. 10. If any net profits shall accrue to the Railroad Immigration Association, they shall be divided among the subscribing Companies in proportion to the net profit of each line, at such time as may be prescribed by the General Board of Directors.

SEC. 11. The Stockholders of this Association shall prescribe the time and place of their annual meetings. The General Board of Directors may call a meeting of stockholders at any time they may think proper, and any number of stockholders having paid in one-tenth of the whole amount of stock paid, may call a special meeting, on notice of sixty days at least, in one or more newspapers published in Raleigh, specifying the purpose of the meeting. In all meetings, each company shall be entitled to a vote in proportion to the amount paid in by the same, and each Board of Directors of said company shall appoint a proxy to cast the vote of their company, but no one but the president or a director of such company shall be a proxy.

SEC. 12. A majority of the General Board of Directors of this Association shall be a quorum for the transaction of business. If the President of the Association be absent, the members present shall select a presiding officer.

SEC. 13. For the purpose of organizing this Association, the Board

of Directors of the first of the above named Railroad Companies shall, through their President, within sixty days after the ratification of this act, call a meeting of the Presidents of all the Railroad Companies herein authorized to become members of this Association, and also of delegates, one to be appointed by each of the Boards of said Companies, at Raleigh, after giving fifteen days notice of the time and place of meeting, *provided*, that each Board may, in their discretion, be represented by their President alone. At the meeting so held the representatives of any one or more Companies may accept this Charter—and thereupon the Association shall be fully organized; and the representatives so accepting, shall provide for a meeting of the General Board of Directors hereinbefore authorized. But no Company shall be bound by the action aforesaid, if the Stockholders at the first meeting held thereafter shall disapprove such action.

SEC. 14. Any Railroad Company may retire from this Association after giving one year's notice, having first paid all its dues to the Association incurred up to the time of retirement.

SEC. 15. This act shall be in force from its ratification.

In General Assembly read three times and ratified this fourth day of April, A. D., 1871.

THOS. J. JARVIS,

Speaker of the House.

E. J. WARREN,

President of the Senate.

STATE OF NORTH CAROLINA,

OFFICE SECRETARY OF STATE.

Raleigh, April, 13th, 1871.

I, HENRY J. MENNINGER, Secretary of State, hereby certify that the foregoing is a true copy of the original act on file in this office.

H. J. MENNINGER,

Secretary of State.

[SEAL.]

SUPERINTENDENT'S REPORT.

RALEIGH & GASTON RAILROAD COMPANY,
Superintendent's Office,
Raleigh, N. C., July 12th, 1871.

DR. W. J. HAWKINS,
President Raleigh & Gaston Railroad Co.

SIR:—I have the honor respectfully to submit my Annual Report of the operations of this Company for the year ending May 31st, 1871.

The earnings for the year have been :

From Freights,	-	-	\$261,744 45
Passengers,	-	-	79,366 06
Mails,-	-	-	7,312 48

Making a total of \$348,422 99

The expenses on account of operating the Road has been as follows :

Maintenance of Way,	-	\$ 50,512 25
Conducting Transportation,	-	52,659 44
Motive Power,	-	52,175 76
Maintenance of Cars,	-	16,017 02
Miscellaneous (see items in T's rep't,)		17,985 32
Mileage of Cars paid other Roads,		14,927 60

Total, \$204,277 39

Leaving a balance over operating expenses of \$144,145 60, or about 41 per cent. on the earnings for the past year.

Comparing the gross earnings of last year with the previous year, we have an increase of \$35,310 37 or about 11 per cent. Nearly the whole of this increase was from Through Freights. The Schedules run by the N. C. R. R. against our interest and in connection with the R. & D.

R. R. at Greensboro', has taken from us and given to the R. & D. Road all of the through travel we formally had.

The Road bed has been kept in excellent order, a large amount has been expended on this work, giving a permanent improvement to the Company's property, at the same time facilitating and securing safe transportation for its passengers and freights, and reducing the wear and tear upon its Locomotives, Coaches and Cars. Too much care and attention cannot be bestowed upon this important work, for upon the road way depends the safety and economy of transportation.

We have used, in renewing track, 211 kegs of spikes, 40,250 cross ties, equal to about 15 miles of new track. We have taken out, cut and replaced, a large number of the rough rails. We have put the 9 inch sleeve chair under nearly half the joinings on the 9th (Weldon) section, greatly improving it.

The Road has been well ditched and drained, and most of the bad and wet cuts ballasted. The material train is now at that work; but the material for this purpose on the line of our Road is not of the best quality. We have raised, and are now raising, a great many of the lowest places, on the embankments in the road, with the earth from the ditches, which, when completed, will lessen very much some of our steepest grades. We will require at least ten miles of new rails this year, to replace the old U iron. The old rails will pay for almost half of it. Some of them are giving away very rapidly, having been on the road since 1853—18 years; a long life for a rail when there is much transportation over it. This iron was of a superior quality, much better than any rails now on the market. We have now on hand 12,594 cross ties, ready for renewal of track, and which will be put in during the next two months. We have 6,500 cords of wood, nearly 6 months supply, and over \$13,000 worth of stores on hand.

The Bridges are all in a safe condition. Tar River Bridge is progressing rapidly, the contractor, Mr. Renno,

expects to complete the Bridge during the month of October. The New Bridge will be the same as the old, 850 feet long, Howe truss, a handsome and durable structure, and will be constructed at a cost of about \$45,000. We have put new track-stringers in, and thoroughly repaired Neuse River Bridge, and the Bridge at Jeffreys'.

The buildings are in excellent order. We have built new Cabins, on 1st, 4th, 5th, 6th and 7th Sections, for the hands; finished the wood work for the round house; repaired floors in the shops; built a large Tank near Tar River Bridge, holding over 10,000 gallons of water. This Tank is supplied by a large Ram about 200 feet from the road, and will enable us to do away with part of the force, both at Franklinton and Kittrell's.

Our Locomotives (10) are all in order, except the Franklin, which has just been taken in the Shops for a new fire box, and a general overhauling. On the 26th of November last we finished the new Tank Engine "Raleigh," and she commenced running the next day, in the yard, switching trains, where she has been constantly engaged ever since. This Engine will compare very favorably with any Northern built machine of the same dimensions, in finish and efficiency. For a more detailed statement I refer you to the table of the Master Machinist accompanying this report.

THE MACHINE SHOPS.

We have constructed a New Steam Hammer, and it equals our most sanguine expectations. We have built a Quartering Machine, for boring crank pin holes in driving wheels, and many small tools, costing not more than the same tools can be bought for North. The New Planer, purchased from Messrs Sellers & Bro., at a cost of \$1,700 (freight to be added), enables us to do any work in that line necessary for our Shops. I would advise the purchase of a Punching and Sheaving Machine, and a Lathe suitable for boring cylinders and other heavy work. We are

compelled now to repair our Boilers by hand, at a greater cost than it would be if we had these machines, they will cost about \$2,500; with the addition of these tools our Shops would be complete.

OUR CARS

are in very good order, we have overhauled and painted two 1st Class, one 2nd Class, and a Baggage car; rebuilt and raised the roof of one 2nd Class Coach. We have a new Baggage Car under construction. We built 10 new Box Cars, 2 new Flat Cars, 10 Band Cars, for Section Masters, and 3 Pole Cars. We built, for the Chatham Road, 4 Dirt Cars, 11 Dump Cars, for grading, and 2 Timber Trucks, and for the Williamston and Tarboro' Railroad, one 2nd Class Coach and six new Flat Cars. We have now five 1st Class Coaches, six 2nd Class and four Baggage Cars 67 Box Cars, and 27 Flat Cars running.

You will see, by the Treasurer's report, we paid other Companies last year \$14,927 60 mileage on cars. This to a great extent was owing to the freights originating at Portsmouth, Petersburg, and points on the N. C. Road, and during the dull seasons they would load their own cars and not ours for through freights, therefore we had to pay mileage on their cars passing over our road, while ours were standing idle. Our Flat Car equipment is sufficient to meet all demands, but I would suggest the building of 25 new Box Cars.

Our trains have run with the greatest regularity, and I am happy to state we have had no accidents causing the loss of life or property. We have missed connection with our mail trains only once, caused by the axle breaking under the tender of Engine.

The Chatham Road is completed to the Western Railroad. Through Tickets and freight tariffs have been put on, over our road, from Fayetteville to New York, Baltimore and all points North, and we may look forward to a considerable increase to our business from that quarter, so

soon as the mines are opened and the minerals ready for shipment. During the Dry Season, when the Cape Fear is not Boatable, we may expect a large business from Fayetteville, in Naval Stores and General Merchandise. Through trains are now running in connection with that Road.

Mr. J. B. Gayle the Master Machinist, and Mr. J. R. Thrower the Road Master have done their duty, they have watched with a jealous eye the interests of their respective departments.

The other officers, agents, and employees of the Company have been very prompt in the discharge of their duties, always looking to the interests of the Company. They have yielded a cheerful obedience to all rules and regulations of the Company.

Respectfully submitted,

A. B. ANDREWS,
Superintendent.

TREASURER'S REPORT.

No. 1.

Shows the monthly earnings of the Road for current fiscal year ending May 31, 1871.

No. 2.

Shows the earnings and receipts, and expenditures and disbursements, of the Company, during fiscal year.

No. 3.

Shows the Debt of the Company.

No. 4.

Shows the Resources and Liabilities of the Raleigh and Gaston Rail Road Company.

No. 5.

Auditor's table of earnings from freight and passengers, at each station, during the year—compared with previous year.

No. 6.

Receipts from sale of the several classes of tickets, and miles traveled, North and South, for the year.

No. 7.

Comparative statement of freight and passengers, at each station, for the fiscal year ending May 31, 1869, 1870, and 1871.

No. 8.

Number of seats, miles traveled, and amount received for Through Tickets sold by other Companies, for the Fiscal year.

No. 9.

Statement of Tonnage and miles at each station during the year.

No. 10.

List of Stockholders, July 1, 1871.

W. W. VASS, *Treasurer.*

(No. 1.)

Statement of the Earnings of Raleigh and Gaston Rail Road Company, from June 1st, 1870 to May 31st, 1871, inclusive— compared with the previous year.

MONTHS.	1870-'71.			1869-'70.		
	FREIGHTS.	PASSENGERS.	TOTAL.	FREIGHTS.	PASSENGERS.	TOTAL.
June,	\$ 12,355 21	\$ 7,110 07	\$19,465 28	\$ 10,417 50	6,940 79	\$17,358 29
July,	11,942 45	6,646 62	18,588 97	11,200 31	6,000 37	17,200 68
August,	15,867 70	9,214 43	25,082 13	13,662 53	6,567 88	20,230 41
September,	25,326 13	8,465 40	33,791 53	21,596 12	6,111 17	27,707 29
October,	31,500 98	7,031 54	38,532 52	25,431 92	7,902 05	33,333 97
November,	31,545 69	7,475 16	39,020 85	18,973 73	6,803 03	25,776 76
December,	23,188 16	7,581 80	30,769 96	22,611 75	8,365 49	30,977 24
January,	23,756 08	6,356 27	30,112 35	19,849 96	8,029 62	27,879 58
February,	22,403 70	4,832 28	27,235 98	20,561 93	6,470 64	27,032 57
March,	22,667 70	5,683 19	28,350 89	19,673 60	7,013 58	26,687 18
April,	17,237 59	4,083 16	21,320 75	20,774 95	6,561 19	27,336 14
May,	17,953 06	4,936 24	22,889 30	16,333 72	6,717 02	23,050 74
Amount,	\$261,744 45	\$79,366 06	\$341,110 51	\$221,088 02	\$83,482 83	\$304,570 85
Last Fiscal Year,	\$221,088 02	\$83,482 83	\$304,570 85			
Gain,	40,656 43					
Loss,		4,116 77				
Net Total Gain,			36,539 66			
Mail Service,	\$261,744 45	\$79,366 06	\$341,110 51			
Total,			7,312 48			
			\$348,422 99			

W W. VASS, Treasurer.

(No. 2.)

Statement of the Earnings and Receipts, and of the Expenditures and
June 1st, 1870, to

R E C E I P T S .

Balance from last year.....	\$ 95,893 36	
Deduct dividend of July, 1870.....	\$74,788 00	
Deduct tax of 5 per cent.....	3,736 75	
Actual balance brought from last year.....		\$ 17,421 61
Earnings from Transportation:		
Freight.....	261,744 45	
Passengers.....	79,366 06	
Mail.....	7,312 48	
Total earnings.....	348,422 99	
Miscellaneous, including rents, &c.....	1,022 52	
From Chatham Rail Road Company, for materials furnished last year, purchase of a passenger coach, and for subsistence.....	8,423 56	
Total earnings, and miscellaneous receipt.....		357,869 07
Interest received from Richmond and Danville Rail Road Co.,	108 00	
“ “ “ Angusta and Columbia Rail Road Co.,	3,360 00	3,468 00
Received proceeds sale of \$45,000 bonds of Angusta & Columbia Rail Road Company, at seventy-six dollars, net.....		86,480 00
Received of Williamston & Tarboro' Rail Road Company, for small engine, and seven cars.....		10,500 00
		<u>\$425,738 68</u>
May 31, 1871—To balance on hand this date.....		\$ 190,745 85
		<u>\$120,745 85</u>

(No. 3.)

Statement of the Debt of Raleigh & Gaston R. R. Co., May 31st, 1871.

To Company's note (Confederate) to State of North Carolina, on account Chatham Rail Road Company, dated Jan., 1863,	\$20,000 00	
By bonds of the State of North Carolina issued to Chatham Rail Road Company, of equal value, to balance,.....	20,000 00	
To coupon bonds of Company—loan of 1868, payable January 1877,.....		\$50,000 00
To bills payable, May 31, 1870,.....	61,300 00	
By amount paid since,.....	8,669 50	52,630 50
Amount of debt,		\$102,630 50
CRS.		
By bonds of Richmond & Danville R. R. Co., due Aug. 1, 1871,	1,800 00	
By bonds of Williamston & Tarboro' R. R. Co., \$14,000 at \$75,	10,500 00	
By Company's 53 shares in Raleigh & Gaston R. R. Co., at par,	5,300 00	17,600 00
To total balance amount of debt,.....		\$85,030 50

W. W. VASS, *Treasurer.*

Statement of the Resources and Liabilities of the Raleigh and Gaston Rail Road Company, May 31st, 1871.

RESOURCES.

Road, engine, and other property—cost,.....	\$1,500,000 00
Stock in Chatham R. R. Co., nominal valuation,.....	150,000 00
Cash on hand,.....	\$ 91,287 68
Agents at Stations,.....	21,077 07
Ticket account—balance due,.....	1,047 05
Southern Express Company,.....	218 04
Bills receivable, and individuals,.....	4,528 23
Other Rail Road Companies,.....	3,933 93
Total,.....	\$1,772,092 00

LIABILITIES.

Capital stock, 15,000 shares at \$100,.....	\$1,500,000 00
Debt of the Company—statement, r o 3,.....	85,030 50
Dividends, not called for,.....	\$ 984 00
Freight exchange,.....	256 65
Drawbacks—Conductors coupons outstanding,....	106 00
Surplus—for Treasurer's balance,.....	120,745 35
By General Profit and Loss account to balance,.....	64,969 50
Total,.....	\$1,772,092 00

W. W. VASS, Treasurer.

Statement of Earnings from Freight and Passengers at each Station for the Fiscal Year ending May 31st, 1871, with a comparison of the same with the Receipts of the preceding twelve months.

MONTHS.	RALEIGH.		WAKE.		FRANKLINTON.		KITRELL'S.	
	FREIGHT.	PASSENGERS	FREIGHT.	PASSENGERS	FREIGHT.	PASSENGERS	FREIGHT.	PASSENGERS
June, 1870,	\$ 8,679 28	1,689 80	\$ 320 09	355 25	\$ 453 71	343 25	\$ 118 62	240 35
July,	8,633 65	1,303 30	305 13	336 60	459 12	287 30	97 36	96 90
August,	11,208 92	1,597 35	331 80	181 80	531 14	422 55	174 00	247 40
September,	20,580 58	1,477 22	593 33	133 05	612 69	300 00	105 40	124 90
October,	24,864 87	608 98	683 96	491 70	1,169 21	689 75	118 84	315 35
November,	24,538 99	1,261 50	870 88	204 10	1,343 72	281 80	114 77	161 45
December,	21,609 76	1,316 35	633 31	464 30	1,340 12	327 60	191 99	126 80
January, 1871,	17,883 09	1,050 30	692 33	237 65	1,158 04	383 00	169 24	154 60
February,	16,769 27	993 85	575 70	179 20	1,462 84	172 90	208 33	83 90
March,	17,215 80	1,306 59	603 26	157 90	1,306 34	266 10	308 24	101 15
April,	11,516 03	677 91	342 95	208 20	1,304 46	189 35	261 80	125 70
May,	12,602 16	1,295 75	329 76	240 10	1,064 45	291 95	126 73	120 20
Previous Year,	196,102 40	14,578 90	6,282 50	3,189 85	12,205 84	3,955 55	1,995 32	1,898 70
	156,453 39	16,602 29	6,048 01	2,497 20	11,587 24	3,787 28	2,009 46	2,342 69
Increase,	\$ 39,649 01	.....	\$ 234 49	692 65	\$ 618 60	168 27	.....	.....
Decrease, .....	.....	\$ 2,023 39	.....	.....	.....	.....	\$ 14 14	443 99

No. 5.—(CONTINUED.)

Statement of Earnings from Freight, &c.

MONTHS.	HENDERSON.		JUNCTION.		RIDGEWAY.		WARRENTON.	
	Freight.	Passengers.	Freight.	Passengers.	Freight.	Passengers.	Freight.	Passengers.
	\$	\$	\$	\$	\$	\$	\$	\$
June, 1870,	860 38	408 90	235 65	70 45	483 82	142 90	340 62	322 80
July,	710 81	329 40	242 61	108 30	671 99	192 00	250 90	273 50
August,	1,249 44	687 30	304 37	111 40	819 79	173 25	356 49	243 75
September,	1,306 85	447 25	207 57	94 95	534 96	176 05	383 38	265 40
October,	1,760 38	710 80	259 98	122 37	542 66	220 00	664 03	350 00
November,	1,565 36	563 05	194 88	70 05	708 17	176 50	655 06	417 30
December,	1,313 25	525 75	242 70	196 61	966 50	102 80	948 93	352 65
January, 1871,	1,191 04	461 95	143 13	148 91	667 85	186 20	538 12	209 45
February,	1,130 44	224 55	100 01	105 65	411 85	76 35	490 87	175 35
March,	1,658 30	257 95	260 35	70 30	399 57	85 55	428 30	231 65
April,	1,495 44	273 85	355 42	91 40	346 28	68 80	583 83	154 40
May,	1,482 85	368 00	356 99	81 12	391 24	85 75	498 44	164 10
Previous Year,	15,124 54	5,258 75	2,903 66	1,371 51	6,944 68	1,686 15	6,138 97	3,160 35
Increase,	14,814 26	5,679 55	3,712 10	1,336 30	7,659 93	1,677 40	6,556 13	3,618 30
Decrease,	280 28	.....	.....	35 21	.....	.....	.....	.....
		\$ 420 80	\$ 808 44	\$ 875	\$ 715 25	\$ 875	\$ 417 16	\$ 447 95

No. 5.—(CONTINUED.)

Statement of Earnings from Freight, &c.

MONTHS.	MACON.		LITTLETON.		GASTON.		WELDON.	
	FREIGHT.	PASSENGERS.	FREIGHT.	PASSENGERS.	FREIGHT.	PASSENGERS.	FREIGHT.	PASSENGERS.
June, 1870,	\$ 147 76	\$ 47 65	\$ 303 20	\$ 75 45	\$ 27 85	\$ 68 35	\$ 238 72	\$ 1,007 27
July, "	133 64	48 25	200 57	101 05	19 33	80 60	121 75	1,200 05
August, "	208 14	56 50	295 00	153 95	14 38	122 85	268 77	1,406 83
September, "	118 16	38 55	512 80	119 85	22 85	59 40	164 20	977 62
October, "	373 75	37 70	513 39	117 51	27 71	92 95	248 12	1,094 03
November, "	300 21	80 00	681 06	232 05	33 32	99 35	277 59	1,061 46
December, "	297 86	70 85	976 55	137 35	52 70	63 00	181 65	1,130 41
January, 1871,	200 20	70 25	596 75	153 20	22 88	110 25	193 93	875 30
February, "	180 11	14 90	630 25	118 30	37 07	45 80	164 69	708 07
March, "	299 04	26 15	401 26	75 63	47 13	74 05	185 54	683 78
April, "	250 06	35 00	475 48	72 20	28 47	53 35	146 84	682 55
May, "	361 45	26 70	320 21	103 40	20 32	51 90	180 42	777 99
Previous Year,	2,870 38	552 50	5,906 52	1,459 94	354 01	921 85	2,372 22	11,605 36
Increase,	2,532 78	605 40	4,015 59	1 162 81	413 31	879 43	2,785 29	12,891 24
Decrease,	\$ 337 60	\$ 42 90	\$ 1,890 93	\$ 297 13	\$ 59 30	\$ 42 42	\$ 413 07	\$ 1,285 88

No. 5.—(CONTINUED.)

Statement of Earnings from Freight, &c.

MONTHS.	SOUTHERN EXPRESS COMPANY.		CONDUCTOR'S WAY BILLS.		FROM OTHER COMPANIES.		COMMUTA-TION TICKETS.		UNITED STATES.		TOTAL.		TOTAL.		GRAND TOTAL.	
	FREIGHT.		PASSENGERS.		PASSENGERS.		PASSENGERS.		PASSENGERS.		FREIGHT.		PASSENGERS.		PASSENGERS.	
June, 1870,.....	\$ 145 51	\$ 859 85	\$ 1,337 80	\$ 140 00	\$ 1,542 00	\$ 12,355 21	\$ 7,110 07	\$ 19,465 28								
July,	95 59	855 92	1,173 35	260 00	1,921 99	11,942 45	6,646 52	18,588 97								
August,	105 46	1,008 00	1,029 56	230 00	26 56	15,867 70	9,214 43	25,082 13								
September,	183 36	743 20	1,430 97	155 00	.....	25,326 13	8,465 40	33,791 53							
October,	274 08	733 27	1,427 13	20 00	.....	31,500 98	7,031 54	38,532 52							
November,	261 68	849 75	1,731 80	185 00	.....	31,545 69	7,475 16	39,020 85							
December,	432 84	1,145 40	1,586 93	35 00	.....	29,188 16	7,581 80	36,769 96							
January, 1871,	299 48	879 47	1,275 74	160 00	.....	23,756 08	6,356 27	30,112 35							
February,	242 27	692 20	1,076 26	165 00	.....	22,403 70	4,832 28	27,235 98							
March,	154 57	704 45	1,505 38	110 00	.....	22,667 70	5,683 19	28,350 89							
April,	130 53	586 60	723 85	90 00	.....	17,237 59	4,033 16	21,270 75							
May,	218 04	728 90	450 38	150 00	.....	17,953 06	4,936 24	22,889 30							
Previous Year,.....	2,543 41	9,787 01	14,749 09	1,700 00	3,490 55	261,744 45	79,366 06	\$ 341,110 51								
Increase,.....	2,470 53	10,012 21	16,717 48	1,762 31	1,910 94	221,088 02	83,482 83	.....							
Decrease,.....	\$ 72 88	\$ 225 20	\$ 1,968 39	\$ 62 31	\$ 1,579 61	\$ 40,656 43	\$ 4,116 77	.....							

JAMES M. POOL, Auditor.

(No. 6.) Receipts from the sale of the several Classes of Tickets, South, and miles traveled, for each month during the fiscal year.

STATIONS.	JUNE.			JULY.			AUGUST.			SEPTEMBER.			OCTOBER.			
	Class.	Seats.	Miles Traveled	Amount.	Seats.	Miles Traveled	Amount.	Seats.	Miles Traveled	Amount.	Seats.	Miles Traveled	Amount.	Seats.	Miles Traveled	Amount.
RALEIGH,	{ 1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	{ 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
WAKE,	{ 1	151	2,296	\$ 81 50	110	1,760	\$ 85 50	78	1,248	\$ 57 00	52	832	\$ 41 50	47	752	\$ 39 00
	{ 2	102	1,562	73 05	372	5,922	195 15	105	1,650	65 75	53	828	32 25	880	2,106	339 00
FRANKLINTON,	{ 1	175	3,108	148 75	80	2,048	119 30	183	5,060	209 20	78	2,132	102 50	45	1,196	57 90
	{ 2	75	2,064	97 05	99	2,708	86 90	86	2,296	88 95	36	944	38 00	806	22,504	517 65
KITRELL'S,	{ 1	83	1,803	89 75	10	258	16 50	44	1,236	58 50	30	770	37 70	12	444	21 00
	{ 2	25	421	21 15	35	1,239	39 75	43	1,071	50 00	26	508	22 25	114	1,006	239 25
HENDERSON,	{ 1	106	3,340	165 40	50	1,656	95 15	131	4,924	216 65	48	1,873	94 00	57	2,164	104 80
	{ 2	83	1,994	93 00	93	2,574	90 15	129	2,902	119 01	65	1,309	53 05	171	2,108	369 80
JUNCTION,	{ 1	14	268	12 10	7	157	8 55	18	666	24 05	4	143	8 60	2	110	3 25
	{ 2	8	149	3 20	44	1,700	55 65	24	571	23 80	14	423	19 05	7	205	6 35
RIDGEWAY,	{ 1	23	739	45 45	16	637	35 80	15	522	36 10	13	509	30 25	7	130	11 75
	{ 2	31	572	32 00	46	1,583	84 15	30	602	25 65	20	549	26 20	98	11,424	155 55
WARRENTON,	{ 1	70	2,369	170 35	50	2,006	122 45	36	1,657	86 45	19	615	37 50	17	745	42 45
	{ 2	22	700	20 95	34	1,008	47 90	28	595	28 00	18	584	35 90	17	1,055	177 30
MACON,	{ 1	13	206	12 55	12	374	17 70	6	81	5 15	10	142	8 50	5	187	8 35
	{ 2	8	80	4 30	17	336	14 95	20	349	15 15	12	190	7 25	4	98	4 45
LITTLETON,	{ 1	11	409	21 00	10	430	26 05	12	528	23 55	20	791	47 30	4	253	15 25
	{ 2	10	466	28 75	25	878	40 85	51	1,436	63 35	37	802	36 15	26	3,011	48 45
GASTON,	{ 1	4	225	13 45	5	197	11 75	16	719	42 50	11	220	14 25	2	68	4 00
	{ 2	13	332	15 70	16	391	18 60	21	487	24 30	10	248	11 75	14	1,541	52 15
WELDON,	{ 1	237	13,242	774 75	297	14,774	865 70	316	16,258	921 90	246	13,977	802 75	294	17,310	928 90
	{ 2	142	4,906	232 52	214	7,637	334 35	264	10,485	484 93	107	3,421	174 87	91	3,900	165 13
		1406	41,251	2,156 72	1642	50,273	2,412 85	1656	55,443	2,669 94	929	31,810	1,681 57	2720	72,317	3,311 7

(No. 6.) Receipts from the sale of the several Classes of Tickets, South, and miles traveled, for each month during the fiscal year.

STATIONS.	NOVEMBER.			DECEMBER.			JANUARY.			FEBRUARY.			MARCH.			
	Class.	Seats.	Miles Traveled	Amount.	Seats.	Miles Traveled	Amount.	Seats.	Miles Traveled	Amount.	Seats.	Miles Traveled	Amount.	Seats.	Miles Traveled	Amount.
RALEIGH,.....	{ 1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	{ 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
WARE,.....	{ 1	154	2,464	\$ 86 50	344	5,504	\$ 195 00	145	2,310	\$ 113 50	109	1,714	\$ 86 00	70	1,120	\$ 55 00
	{ 2	109	1,694	59 40	265	4,190	150 00	136	2,095	79 40	105	1,660	58 15	97	1,512	51 15
FRANKLINTON,.....	{ 1	122	3,400	141 25	141	3,680	164 00	179	4,900	198 45	68	1,712	87 90	61	1,644	83 05
	{ 2	47	1,294	43 45	70	1,800	74 30	77	2,060	99 10	28	784	33 15	82	2,232	88 45
KITRELL'S,.....	{ 1	33	1,109	47 25	22	714	33 50	32	1,072	46 75	24	888	36 75	20	664	32 00
	{ 2	31	979	39 85	24	592	26 25	28	784	35 50	20	600	27 50	17	461	21 40
HENDERSON,.....	{ 1	95	4,117	198 90	100	3,934	198 25	87	2,979	146 85	42	1,672	80 00	61	2,098	108 25
	{ 2	65	1,796	75 25	77	1,843	74 80	82	2,231	98 15	42	937	35 95	56	1,132	45 35
JUNCTION,.....	{ 1	3	300	7 97	11	544	31 50	15	382	18 87	2	110	6 50	9	287	13 75
	{ 2	16	228	9 80	14	463	56 81	20	563	24 10	15	428	16 00	10	425	11 60
RIDGEWAY,.....	{ 1	10	413	26 75	17	768	44 60	26	950	60 50	10	232	14 35	10	435	25 85
	{ 2	7	98	5 25	8	211	12 65	29	1,333	64 95	9	213	9 95	8	246	13 45
WARRENTON,.....	{ 1	61	3,406	142 45	39	1,703	97 75	18	800	40 60	25	1,272	64 50	22	870	53 85
	{ 2	17	763	32 85	39	1,440	77 50	19	763	33 10	23	873	41 02	39	1,099	50 80
MACON,.....	{ 1	8	377	15 20	14	421	24 65	6	229	13 55	1	40	2 50	2	23	1 35
	{ 2	4	43	1 90	22	272	11 55	12	225	10 40	5	136	6 40	3	30	1 20
LITTLETON,.....	{ 1	9	440	18 00	10	391	18 30	18	691	39 60	19	427	25 00	12	240	14 50
	{ 2	18	650	29 50	49	1,287	60 55	28	1,319	54 00	38	1,413	61 97	16	486	21 90
GASTON,.....	{ 1	1	88	5 25	3	88	5 25	12	539	31 25	8	262	16 25	11	417	25 05
	{ 2	9	92	4 90	13	357	16 80	17	691	30 55	7	79	4 20	9	292	13 65
WELDON,.....	{ 1	223	13,213	786 65	212	11,112	643 50	227	11,256	655 75	164	8,877	522 90	148	7,172	418 05
	{ 2	122	6,109	274 81	261	10,348	486 91	107	4,679	219 55	95	3,955	185 17	120	5,410	265 73
		1164	43,073	2,053 13	1755	51,662	2,504 42	1320	42,932	2,114 47	859	28,284	1,422 11	883	28,295	1,415 38

(No. 6.) Receipts from the sale of the several Classes of Tickets, South, and miles traveled, for each month during the fiscal year.

STATIONS.	APRIL.				MAY.				TOTALS.		
	Class.	Seats.	Miles Traveled.	Amount.	Seats.	Miles Traveled.	Amount.	Seats.	Miles Traveled.	Amount.	
RALEIGH,.....	{ 1	.....	.....	.....	.....	.....	.....	.....	.....	.....
	{ 2	.....	.....	.....	.....	.....	.....	.....	.....	.....
WAKE,.....	{ 1	84	1,334	\$ 66 50	106	1,696	\$ 81 50	1,450	23,030	\$ 988 50	
	{ 2	126	2,016	67 40	116	1,846	62 50	2,466	27,082	1,233 20	
FRANKLINTON,.....	{ 1	53	1,340	65 15	83	2,308	94 00	1,268	32,528	1,471 45	
	{ 2	23	908	34 60	71	1,924	72 15	1,510	41,518	1,273 75	
KITRELL'S,.....	{ 1	31	1,063	47 25	24	872	37 25	365	10,893	504 20	
	{ 2	24	608	29 50	15	455	19 25	402	8,724	571 65	
HENDERSON,.....	{ 1	45	1,756	76 40	65	2,389	119 30	887	32,902	1,603 95	
	{ 2	66	1,044	40 50	84	865	29 50	1,013	20,835	1,124 51	
JUNCTION,.....	{ 1	3	75	4 70	2	110	6 25	90	3,152	146 09	
	{ 2	12	207	9 20	17	316	13 80	201	5,678	249 36	
RIDGEWAY,.....	{ 1	7	116	5 20	14	437	26 55	168	5,888	363 15	
	{ 2	10	226	11 75	15	433	23 15	311	17,490	464 70	
WARRENTON,.....	{ 1	14	558	34 10	29	1,506	75 05	400	17,507	967 50	
	{ 2	20	481	21 40	26	633	31 65	302	9,994	598 37	
MACON,.....	{ 1	4	71	4 10	.....	.....	.....	81	2,151	113 60
	{ 2	13	171	7 30	24	299	12 40	144	2,229	97 25	
LITTLETON,.....	{ 1	9	142	18 80	15	478	24 10	149	5,220	291 45	
	{ 2	24	543	21 90	24	643	28 95	346	12,934	496 32	
GASTON,.....	{ 1	3	27	2 25	4	108	6 50	80	2,958	177 75	
	{ 2	17	391	19 00	7	232	10 90	153	5,133	222 50	
WELDON,.....	{ 1	167	8,342	494 00	205	9,196	524 20	2,736	144,829	8,339 05	
	{ 2	96	4,131	188 55	137	5,568	233 79	1,756	70,549	3,266 31	
		861	25,550	1,269 55	1083	32,314	1,552 74	16,278	503,224	24,564 61	

(No. 6.) Receipts from the sale of the several Classes of Tickets, North, and miles traveled, for each month during the fiscal year

STATIONS.	JUNE.			JULY.			AUGUST.			SEPTEMBER.			OCTOBER.			
	Class.	Seats.	Miles Trav.	Amount.	Seats.	Miles Trav.	Amount.	Seats.	Miles Trav.	Amount.	Seats.	Miles Trav.	Amount.	Seats.	Miles Trav.	Amount.
RALEIGH,	{ 1	465	26,437	1,321 85	305	23,000	1,150 00	302	25 802	1,290 10	304	26,215	1,310 77	211	9,212	460 61
	{ 2	121	5,605	250 00	133	7,425	271 25	146	6,703	307 25	107	3,779	166 45	92	3,330	148 37
	{ 1	59	2,532	144 45	31	1,700	100 00	28	955	50 00	21	1,021	54 55	28	1,669	90 80
WAKE,	{ 2	6	149	7 30	5	100	4 90	6	192	9 05	4	108	4 75	35	947	22 90
	{ 1	70	1,276	68 95	31	1,113	72 30	34	1,092	65 05	53	2,151	128 20	27	1,508	84 40
FRANKLINTON,	{ 2	28	579	28 50	12	176	8 80	96	1,503	59 35	25	652	31 30	53	962	29 80
	{ 1	34	1,680	100 00	14	574	22 00	139	3,094	85 70	19	904	41 75	19	653	29 35
KITRELL'S,	{ 2	67	775	29 45	60	548	18 65	114	1,479	53 20	52	604	23 20	69	733	25 75
	{ 1	44	1,750	100 90	43	1,825	103 25	498	8,354	258 95	81	3,984	231 20	77	3,610	195 25
HENDERSON,	{ 2	36	1,086	49 60	29	928	40 85	69	3,129	92 69	48	1,574	69 00	30	911	40 95
	{ 1	20	689	40 90	14	445	26 65	18	630	38 55	24	863	51 40	44	1,721	105 57
JUNCTION,	{ 2	16	313	14 25	12	387	17 45	24	536	25 00	22	345	15 90	6	159	7 20
	{ 1	20	722	42 45	19	761	45 70	28	1,020	65 35	35	1,342	77 40	16	660	41 75
RIDGEWAY,	{ 2	32	484	23 00	29	572	26 35	50	994	46 15	31	911	42 20	10	223	10 95
	{ 1	54	1,825	110 10	42	1,407	84 75	38	1,320	79 35	71	2,468	145 00	52	1,870	105 00
WARRENTON,	{ 2	14	452	21 40	17	379	18 40	38	1,079	49 95	36	994	47 00	20	239	25 25
	{ 1	12	384	24 00	8	225	13 80	4	107	6 80	9	215	14 40	11	352	21 00
MACON,	{ 2	7	161	7 80	3	33	80	27	627	29 40	9	171	8 40	5	76	3 90
	{ 1	12	228	14 00	19	387	23 25	35	723	33 25	20	408	24 50	34	630	40 88
LITTLETON,	{ 2	13	273	11 70	13	249	10 90	50	1,038	33 80	16	288	11 90	15	281	12 93
	{ 1	21	242	14 75	21	288	18 65	27	594	20 25	21	252	15 40	36	432	27 00
GASTON,	{ 2	39	468	23 40	55	660	32 65	60	720	35 80	30	360	18 00	18	216	9 80
WELDON,	{ 1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	{ 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1190	48,110	2,448 75	918	42,982	2,111 35	1831	61,691	2,734 99	1038	49,609	2,532 67	908	30,394	1,539 41

(N. 6.) Receipts from the sale of the several Classes of Tickets, North, and miles traveled, for each month during the fiscal year.

STATIONS.	NOVEMBER.				DECEMBER.				JANUARY.				FEBRUARY.				MARCH.			
	Class.	Seats.	Miles Trav.	Amount.	Seats.	Miles Trav.	Amount.	Seats.	Miles Trav.	Amount.	Seats.	Miles Trav.	Amount.	Seats.	Miles Trav.	Amount.	Seats.	Miles Trav.	Amount.	
RALEIGH,.....	1	297	19,990	999 50	311	17,967	898 35	232	16,223	811 15	206	15,522	776 16	234	21,074	1,053 72	151	5,888	252 87	
	2	114	5,815	262 00	223	10,136	418 00	133	5,296	239 15	127	4,916	217 69	151	5,888	252 87	12	658	37 50	
	1	23	1,108	50 90	34	1,404	81 30	21	702	35 80	15	613	32 05	8	312	14 25	27	1,094	65 35	
WAKE,.....	2	5	159	7 30	29	811	38 00	6	197	8 95	5	60	3 00	8	312	14 25	27	1,094	65 35	
	1	25	1,555	75 35	32	1,074	62 70	24	934	53 75	19	707	41 75	27	1,622	29 25	23	349	21 00	
FRANKLINTON,...	1	22	1,200	57 50	21	865	51 25	28	856	49 10	8	205	12 25	23	694	26 75	29	1,201	72 55	
	2	31	422	16 85	47	465	15 80	42	558	23 25	23	214	7 40	50	694	26 75	29	1,201	72 55	
KITTRELL'S,...	1	105	5,441	208 90	64	3,305	193 55	51	2,290	134 10	30	1,297	74 50	29	1,201	72 55	21	709	31 80	
	2	46	1,930	80 00	42	1,363	59 15	42	1,908	82 85	23	756	34 10	21	709	31 80	16	510	31 50	
HENDERSON,...	1	79	3,429	131 38	31	1,136	68 15	28	758	47 74	23	861	52 75	16	510	31 50	10	297	13 45	
	2	18	533	20 90	36	919	40 15	36	1,329	58 20	18	678	30 40	10	297	13 45	15	450	28 25	
JUNCTION,.....	1	55	2,014	121 15	15	419	24 95	14	535	34 35	15	593	36 60	15	450	28 25	27	382	18 00	
	2	16	503	23 35	21	436	20 60	21	575	26 40	13	296	15 45	27	382	18 00	36	1,206	73 50	
RIDGEWAY,...	1	126	3,936	173 75	73	2,406	144 70	39	1,178	71 00	19	554	33 83	36	1,206	73 50	40	1,132	53 50	
	2	67	2,026	68 25	29	692	32 70	49	1,279	64 75	22	761	36 00	40	1,132	53 50	7	161	10 40	
WARRENTON,...	1	40	1,238	47 60	15	363	23 25	14	406	25 60	4	128	6 00	10	268	13 20	21	393	24 63	
	2	15	417	15 30	14	226	11 40	18	429	20 70	4	128	6 00	10	268	13 20	18	330	14 60	
MACON,.....	1	179	3,779	145 45	28	564	34 00	20	396	23 40	15	291	18 38	21	393	24 63	26	312	19 15	
	2	78	1,614	39 10	29	561	24 50	42	834	36 20	16	300	12 95	18	330	14 60	27	324	16 20	
LITTLETON,...	1	86	1,632	64 60	29	348	21 75	28	336	20 65	21	252	15 75	26	312	19 15	16	192	9 60	
	2	41	492	24 60	32	384	19 20	46	552	27 80	16	192	9 60	27	324	16 20	645	29,411	1,476 71	
GASTON,.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
WELDON,.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1480	59,106	2,655 48	1182	46,393	2,310 05	957	38,250	1,926 59	645	29,411	1,476 71	829	38,366	1,921 42				

(No. 6.) Receipts from the sale of the several Classes of Tickets, North, and miles traveled, for each month during the fiscal year

STATIONS.	APRIL.				MAY.				TOTALS.				
	Class.	Seats.	Miles Trav.	Amount.	Seats.	Miles Trav.	Amount.	Seats.	Miles Trav.	Amount.	Seats.	Miles Trav.	Amount.
RALEIGH,	1	183	9,172	458 61	303	20,535	1,026 78	3,353	231,149	\$ 11,557 60			
	2	120	4,991	219 30	136	3,874	268 97	1,603	67,758	3,021 30			
	1	25	1,320	66 35	33	2,165	89 40	330	15,847	833 10			
WAKE,	2	8	168	7 95	9	142	6 70	126	3,345	135 05			
	1	27	1,158	66 75	33	1,654	90 50	402	15,316	875 05			
FRANKLINTON, ..	2	22	483	22 85	22	818	35 30	348	7,711	335 30			
	1	23	474	29 25	16	500	25 00	366	11,154	524 15			
KITTRELL'S,	2	57	514	19 70	97	1,051	38 70	709	8,057	298 70			
	1	38	1,858	110 35	71	3,139	173 15	1,131	38,054	1,856 65			
HENDERSON,	2	37	1,104	46 60	26	1,037	46 05	449	16,435	673 64			
	1	29	1,113	67 65	21	766	45 62	347	12,921	707 86			
JUNCTION,	2	13	210	9 85	13	347	15 45	224	6,053	268 20			
	1	12	446	32 35	13	414	25 50	257	9,376	575 80			
RIDGEWAY,	2	21	438	19 50	14	234	10 55	285	6,048	282 50			
	1	29	977	58 50	23	691	39 65	602	19,838	1,119 13			
WARRENTON,	2	30	854	40 40	14	381	17 75	376	10,268	475 35			
	1	10	236	15 20	4	128	8 00	134	3,815	210 05			
MACON,	2	8	178	8 40	8	127	6 30	128	2,841	131 60			
	1	10	210	12 50	17	357	20 65	410	8,366	414 89			
LITTLETON,	2	26	414	19 00	37	669	29 70	353	6,851	257 28			
	1	22	264	16 50	22	264	16 50	363	4,616	270 95			
GASTON,	2	26	312	15 60	30	360	18 00	420	5,040	250 65			
	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
WELDON,	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
		776	26,894	1,363 16	962	39,653	2,054 22	12,716	510,859	\$25,074 80			

No. 7.

A comparative statement, showing the amount of Freight at each Station on the Raleigh & Gaston Rail Road for the years ending May 31st, 1869, 1870 and 1871.

STATIONS.	1869.	1870.	1871.
Raleigh,	\$ 109,266 19	\$ 156,453 39	\$ 196,102 40
Wake,	6,504 26	6,048 01	6,282 50
Franklinton,	8,404 16	11,587 24	12,205 84
Kittrell's,	2,566 99	2,009 46	1,995 32
Henderson,.....	13,447 52	14,844 26	15,124 54
Junction,	2,448 91	3,712 10	2,903 66
Ridgeway,	3,658 56	7,659 93	6,944 68
Warrenton,.....	4,766 96	6,556 13	6,138 97
Macon,	2,511 06	2,532 78	2,870 38
Littleton,	3,784 63	4,015 59	5,906 52
Gaston,	301 43	413 31	354 01
Weldon,	1,693 89	2,785 29	2,372 22
Southern Express Co.,....	2,422 34	2,470 53	2,543 41
	\$ 161,776 90	\$ 221,088 02	\$ 261,744 45

NOTE.—Increase of 1870 over 1869,..... \$59,311 12
 “ “ 1871 “ 1870,..... 40,656 43

Total increase since 1869, \$99,967 55

No. 7—CONTINUED.

A comparative statement, showing the amount received from Passengers at each Station on the Raleigh & Gaston Rail Road for the years ending May 31st, 1869, 1870 and 1871.

STATIONS.	1869.	1870.	1871.
Raleigh,	\$ 15,829 65	\$ 16,602 29	\$ 14,578 90
Wake,	2,298 32	2,497 20	3,189 85
Franklinton,	3,328 15	3,787 28	3,955 55
Kittrell's,	2,587 09	2,342 69	1,898 70
Henderson,.....	5,406 63	5,679 55	5,258 75
Junction,	1,306 14	1,336 30	1,371 51
Ridgeway,	1,180 67	1,677 40	1,686 15
Warrenton,.....	3,516 90	3,618 30	3,160 35
Macon,.....	533 10	605 40	552 50
Littleton,	1,162 42	1,162 81	1,459 94
Gaston,.....	553 72	879 43	921 85
Weldon,	13,673 70	12,891 24	11,605 36
Conductor's Way Bills, ...	8,430 10	10,012 21	9,787 01
From other Companies, ...	14,701 28	16,717 48	14,749 09
Commutation Tickets, ....	.....	1,762 31	1,700 00
United States,.....	3,494 75	1,910 94	3,490 55
	\$ 78,002 62	\$ 83,482 83	\$ 79,366 06

NOTE.—Increase of 1870 over 1869, \$5,480 21

Decrease of 1871, compared with 1870, 4,116 77

Total increase since 1869, \$1,363 44

J. M. POOL, Auditor.

Number Seats, Miles Traveled, and amount received for Through Tickets sold by other Companies, for the fiscal year ending
May 31, 1871.

MONTHS.	NORTH.			SOUTH.			TOTAL NORTH AND SOUTH.		
	Seats.	Miles Trav'd.	Amount.	Seats.	Miles Trav'd.	Amount.	To. Seats/ North & South.	Total Miles Traveled Nor. & South.	Total Am't North and South.
	June,	129	12,900	\$ 336 10	247	24,700	\$ 1,001 70	376	37,600	$ 1,337 80
July,	79	7,900	229 34	204	20,400	944 01	283	28,300	1,173 35
August,	149	14,900	357 95	149	14,900	671 55	298	29,800	1,029 50
September,	123	12,300	418 38	263	26,300	1,012 59	386	38,600	1,430 97
October,	163	16,300	371 73	278	27,800	1,055 40	441	44,100	1,427 13
November,	248	24,800	597 43	389	38,900	1,134 37	637	63,700	1,731 80
December,	155	15,500	767 23	415	41,500	819 70	570	57,000	1,586 93
January,	133	13,300	346 25	200	20,000	929 49	333	33,300	1,275 74
February,	199	19,900	729 27	142	14,200	346 99	341	34,100	1,076 26
March,	314	31,400	650 34	182	18,200	855 04	496	49,600	1,505 38
April,	117	11,700	264 09	119	11,900	459 76	236	23,600	723 85
May,	3	300	7 81	114	11,400	442 57	117	11,700	450 38
	1,812	181,200	\$ 5,075 92	2,702	270,200	\$ 9,673 17	4,514	451,400	\$14,749 09

Conductors' Way Bills, for the Fiscal Year ending May 31st, 1871.

MONTHS.	NORTH.			SOUTH.			TOTALS, NORTH & SOUTH.		
	SEATS.	MILES.	AMOUNT.	SEATS.	MILES.	AMOUNT.	SEATS.	MILES.	AMOUNT.
June, 1870,	268	9,151	\$ 494 35	266	6,390	\$ 365 50	534	15,541	\$ 859 85
July, "	288	8,912	477 82	255	6,567	378 10	543	15,479	855 92
August, "	298	9,799	528 00	318	8,186	480 00	616	17,985	1,008 00
September, "	247	7,651	416 30	201	5,667	326 90	448	13,318	743 20
October, "	236	7,695	398 15	209	5,726	340 12	445	13,421	733 27
November, "	253	8,657	432 60	225	7,729	417 15	478	16,386	849 75
December, "	339	11,482	604 80	353	10,056	540 60	692	21,538	1,145 40
January, 1871,	273	8,288	433 70	266	7,852	445 77	539	16,140	879 47
February, "	207	6,496	355 40	185	5,413	336 80	392	11,909	692 20
March, "	185	5,925	319 70	225	6,312	384 75	410	12,237	704 45
April, "	197	5,726	293 30	174	4,907	293 30	371	10,633	586 60
May, "	192	5,504	302 60	226	7,315	426 30	418	12,819	728 90
	2,983	95,286	\$5,051 72	2,903	82,120	\$4,735 29	5,886	177,406	\$9,787 01

Statement of Tonnage and Miles at each Station, SOUTH, during the Fiscal Year ending May 31st, 1871.

STATIONS.	JUNE.		JULY.		AUGUST.		SEPTEMBER.		OCTOBER.		NOVEMBER.	
	Tons.	Miles Travel'd.	Tons.	Miles Travel'd.	Tons.	Miles Travel'd.	Tons.	Miles Travel'd.	Tons.	Miles Travel'd.	Tons.	Miles Travel'd.
Raleigh,	54	96	2½	48	54	96	7	112	64	112	12½	208
Wake,	4	112	6	136	5	124	34	68	8	224	9½	276
Franklinton,	3½	36	1½	74	64	252	2½	101	1½	37	2	74
Kittrell's,	194	873	54	270	6674	30,012	505½	22,678	4064	18,307	6174	27,757
Henderson,	3½	182	14	94	4	241	3	186	7	385	2	110
Junction,	326	18,956	371½	21,576	6½	406	7	316	3½	232	4	232
Ridgeway,	3	189	2	126	35	259	1	47	16	254	5	315
Warrenton,	50½	53	67½	670	1604	1,684	187½	1,880	45	450	1	79
Macon,	4	90	4	113	34	230	1	176	5694	29,124	4034	21,677
Littleton,	5	181	94	666	2	40	1½	26,607	5694	29,124	4034	21,677
Gaston,	414½	21,405	3034	16,443	3654	19,309	500½	26,607	5694	29,124	4034	21,677
Weldon,	8354	42,173	7714	40,216	1,2624	52,653	1,2184	52,171	1,0634	49,125	1,056½	50,728

No. 9.—(CONTINUED.)

Statement of Tonnage, &c., SOUTH.

STATIONS.	DECEMBER.		JANUARY.		FEBRUARY.		MARCH.		APRIL.		MAY.	
	Tons.	Miles Travel'd.	Tons.	Miles Travel'd.	Tons.	Miles Travel'd.	Tons.	Miles Travel'd.	Tons.	Miles Travel'd.	Tons.	Miles Travel'd.
Raleigh,	5½	96	3½	64	2½	48	5½	96	8½	144	2½	48
Wake,	11	320	11½	336	5½	104	12	316	4	112	24½	684
Franklinton,	3½	148	9	317	8½	333	3½	148	1	37	3	111
Kittrell's,	234½	10,515	294½	5,568	106½	4,759	36	1,568	45½	1,975	134	6,038
Henderson,	3½	220	9	495	11	605	46½	2,115	9½	456	16½	800
Junction,	10½	622	10½	593	8	468	3	168	17	810	14	636
Ridgeway,	44	320	4	252	1	63	1	18	13	675	2	126
Warrenton,	165½	1,741	157½	1,648	1	63	½	52	45½	460	1½	10
Macon,	3	237	1	79								
Littleton,	1½	18	3½	352	6½	359	6	528	7½	548	25	1,740
Gaston,	393½	20,324	348	18,289	384½	20,186	562½	29,698	911½	48,569	462½	24,122
Weldon,	875½	34,561	852½	27,993	533½	26,925	675½	34,707	1,062½	53,786	685	34,315

Statement of Tonnage and Miles, at each Station, NORTH, for the Fiscal Year ending May 31st, 1871.

STATIONS.	JUNE.		JULY.		AUGUST.		SEPTEMBER.		OCTOBER.		NOVEMBER.	
	Tons.	Miles Travel'd.	Tons.	Miles Travel'd.	Tons.	Miles Travel'd.	Tons.	Miles Travel'd.	Tons.	Miles Travel'd.	Tons.	Miles Travel'd.
Raleigh,	149½	6,943	138½	6,454	141	6,602	158	7,335	140	6,647	134	6,257
Wake,	94	852	17½	1,440	17½	1,512	35½	2,981	75½	6,299	103½	8,520
Franklinton,	9	648	18	1,296	8	576	27½	2,016	126½	9,144	131½	9,539
Kittrell's,	5	315	2	126	13½	882	6½	399	9½	588	11	693
Henderson,	52½	2,933	162½	3,925	117½	5,146	71	3,915	129½	7,050	211½	11,451
Junction,	53	1,107	21½	1,903	35	1,533	58½	1,210	24½	1,125	50½	2,295
Ridgeway, ..	97	4,074	136	5,680	180	7,518	87	3,612	376½	15,797	123½	5,208
Warrenton,	23	851	9	326	24	888	21	693	58	2,146	74	2,738
Macon,	13	416	11½	384	31½	1,024	24½	800	78½	2,528	40½	1,312
Littleton,	5	105	1	21	7½	168	85½	1,806	6	126	80½	6,399
Gaston,	½	12	20	240	20	240	43½	528	1½	24	13	156
Weldon,												
	417½	18,256	517	20,655	595½	26,089	618½	25,295	1,026	51,474	973½	54,568

No. 9.—(CONTINUED.)

Statement of Tonnage, &c., NORTH.

STATIONS.	DECEMBER.		JANUARY.		FEBRUARY.		MARCH.		APRIL.		MAY.	
	Tons.	Miles Travel'd.	Tons.	Miles Travel'd.	Tons.	Miles Travel'd.	Tons.	Miles Travel'd.	Tons.	Miles Travel'd.	Tons.	Miles Travel'd.
Raleigh,.....	136	6,476	111½	5,414	90½	4,419	77	4,001	60	2,196	50	1,796
Wake,.....	704	5,909	1394	10,803	444	3,793	384	3,301	18½	1,571	204	1,841
Franklinton,.....	172	13,271	148½	10,728	156½	11,321	1164	8,403	374	2,736	54	378
Kittrell's,.....	134	882	15	945	20½	1,323	15	945	6	378	594	4,337
Henderson,.....	1184	6,481	1014	5,568	107	5,892	924	5,046	71½	3,960	1414	7,823
Junction,.....	41	1,845	51	2,805	12½	543			14	675	49	3,139
Ridgeway,.....	206½	8,484	131	5,300	76	3,192	76	3,750	53	2,029	52	2,184
Warrenton,.....	100	3,700	48	1,776	42	1,554	29	1,052	24	888	47	1,739
Macon,.....	37	1,181	334	1,088	274	896	65	2,080	35½	1,152	404	1,312
Littleton,.....	210	4,410	79	1,659	45½	966	32	622	44½	945	164	357
Gaston,.....	12½	156	4½	60	42½	791	57	684	19	228	1	12
Weldon,.....												
	1,1164	52,798	8624	46,146	665	34,690	5984	29,884	383½	16,758	4834	24,918

SUMMARY

Showing the Total of Way Tonnage and Miles Traveled from each Station during the fiscal year ending May 31st, 1871.

STATIONS.	SOUTH.		NORTH.	
	Tons.	Miles Travel'd.	Tons.	Miles Travel'd.
Raleigh,			1,385 $\frac{3}{4}$	64,540
Wake,	66	1,168	590 $\frac{3}{4}$	48,822
Franklinton,	103 $\frac{3}{4}$	2,812	956 $\frac{3}{4}$	70,056
Kittrell's,	46 $\frac{1}{4}$	1,668	177	11,813
Henderson,	3,072 $\frac{1}{2}$	130,320	1,377 $\frac{1}{2}$	69,190
Junction,	116 $\frac{3}{4}$	5,889	410 $\frac{3}{4}$	17,280
Ridgeway,	781 $\frac{1}{2}$	45,015	1,594 $\frac{1}{2}$	66,828
Warrenton,	127	2,644	499	18,351
Macon,	881	8,648	437 $\frac{3}{4}$	14,176
Littleton,	9 $\frac{3}{4}$	828	613	17,584
Gaston,	67 $\frac{3}{4}$	4,608	215	2,891
Weldon,	5,619 $\frac{1}{2}$	295,753		
	10,891 $\frac{3}{4}$	199,353	8,257 $\frac{3}{4}$	401,531

Statement of Through Tonnage and Miles Traveled for the fiscal year ending May 31st, 1871.

MONTHS.	SOUTH.		NORTH.	
	TONS.	MILES.	TONS.	MILES.
June,	2,562	256,200	916	91,600
July,	2,142 $\frac{3}{4}$	214,300	810	81,000
August,	2,585	258,500	905	90,500
September,	3,211	321,100	1,450	145,000
October,	3,833 $\frac{1}{2}$	383,400	2,120	212,000
November,	2,233 $\frac{3}{4}$	223,400	3,200	320,000
December,	2,044	204,400	3,100	310,000
January,	214	21,400	2,800	280,000
February,	2,672	267,200	2,400	240,000
March,	2,814 $\frac{1}{2}$	281,500	2,000	200,000
April,	1,974	197,400	784	78,400
May,	2,576 $\frac{1}{2}$	257,600	670	67,000
	28,863	2,886,400	21,155	2,115,500

Totals North and South.

	WAY.		THROUGH.		TOTAL WAY & THROUGH	
	Tons.	Miles.	Tons.	Miles.	Tons.	Miles.
North,	8,257 $\frac{3}{4}$	491,531	21,155	2,115,500	29,412 $\frac{3}{4}$	2,517,031
South,	10,891 $\frac{3}{4}$	499,353	28,863	2,886,400	39,754	3,385,753
Total,	19,149 $\frac{1}{2}$	990,884	50,018	5,001,900	69,166 $\frac{3}{4}$	5,902,784

LIST OF STOCKHOLDERS,

Of the Raleigh and Gaston Rail Road Company, July 1st, 1871.

	SHARES.		SHARES.
Amis, John.....	7	Burroughs, S. A.....	1
Amis, James S.....	4	Barringer, D. M.....	322
Alston, W. H. F.....	2	Barrow, J. S.....	1
Arrington, S. P.....	56	Bolling, Robert.....	73
Addison, Augustus E.....	105	Booth & Summers.....	1
Andrews, A. B.....	13	Bradbury, T. W.....	13
Andrews, Ella H.....	2	Bishop, Asa.....	1
Andrews, Lucie D.....	2	Broadnax, W. S.....	88
Allen, Isabella J.....	12	Boylan, Jane.....	42
Allen, Charles S.....	5	Boylan, Catherine.....	21
Bryan, Mary W., Ex'trix,...	10	Boylan, John S.....	8
Branch, Thomas.....	262	Boylan, John H.....	7
Branch & Sons, Thomas....	4	Baylor, Elizabeth F.....	21
Branch, James R.....	2	Biddle, Thomas & Co.,....	7
Branch, Mary A.....	105	Bond, T. H.....	1
Branch, Bettie R.....	105	Brownley, Bolivia T.....	22
Branch, L. O'B.....	19	Biggs, Asa.....	10
Burt, P. B.....	1	Ballard, B. T.....	36
Butler, A.....	7	Blacknall, George W.....	3
Brodie, T. L.....	7	Blacknall, John T.....	2
Bullock, B. F.....	4	Bones, James W., Trustee..	100
Bullock, John D.....	2	Badger, Thomas.....	2
Bullock, Susan M.....	52	Brander, James S.....	155
Bullock, Walter.....	27	Carter, David M.....	172
Bullock, R. A.....	21	Cavarly, J. D.....	50
Burwell, A. R.....	7	Citizens' Bank of Norfolk,..	50
Burwell, H. H.....	7	Clifton, T. T.....	1
Burwell, John S.....	2	Chamberlaine, W. W.....	56
Beckham, M. K.....	1	Chamberlaine, W. W., Trus.,	735
Battle, W. S.....	250	Chamberlaine, George.....	70
Battle, W. H.....	10	Cameron, P. C.....	29
Battle, Kemp P.....	100	Cameron, M. C.....	594
Battle, K. P., Adm'r,.....	3	Cosby, John W.....	1
Battle, R. H.....	25	Crenshaw, John M.....	25
Battle, Richard H., Jr.,...	12	Cannady, M. E.....	2
Brown, H. P.....	1	Cannady, Wyatt.....	9
Brown, P. J.....	1	Cannady, W. M.....	1
Brown, J. Wilcox.....	26	Cheatham, E. G.....	1
Brown, J. Wilcox, Trustee.,	2	Cooper, J. C.....	31
Brown, J. F. & J. W.....	18	Cooper, J. H.....	8
Brown, Mary S.....	14	Calvert, S.....	14
Batchelor, Joseph B.....	32	Carroll, Thomas.....	16
Bragg, Thomas.....	104	Cheek, E. A.....	7
Bragg, Thomas, Trustee of		Crews, Rebecca A.....	8
Blanch B. Syme,.....	8	Crews, W. B.....	4
Bragg, W. A.....	7	Cunningham, Emma R.....	105

Stockholders, July 1st, 1871.

	SHARES.
Caldwell, W. A.....	15
Cornick, James.....	84
Clark, Walter.....	107
Clarke, Thomas A.....	4
Cox, W. R.....	11
Crudup, Dr. E. A.....	1
Camp, W. T.....	50
Cowper, H. D.....	25
Dewey, C.....	37
Dunu, J. B.....	7
Debnam, Thomas R.....	2
Dent, James.....	1
Davis, Isaac.....	40
Davis, Joseph J.....	15
Davis, J. C.....	11
Davis, W. S.....	19
Davis, R. A.....	3
Daves, E. Graham.....	31
Davis, Roper & Co.,.....	1
Drummond, Samuel.....	4
Donnan, A.....	4
Donnan, David.....	7
Dickson, Richard.....	105
Duffield, C. B.....	162
Dawley, Virginia.....	12
Dudley, Mrs. Thomas A.....	17
Edwards, W. N.....	105
Edwards, L. C.....	2
Ennis, James.....	1
Eagle, Caroline A.....	21
Egerton, B. J. & Pitchford,	7
Freeman, Harriet G.....	39
Fowle, D. G.....	21
Fuller, J. H.....	5
Graves & Wilcox,.....	7
Green, W. O.....	2
Green, E.....	5
Green, Rebecca.....	2
Gardner, Mrs. W. F.....	18
Gregory, Lucie O.....	10
Grigg, Wesley.....	7
Grimes, William.....	283
Gordon, John D. & Co.,....	200
Gordon, John D., Adm'r of R. H. Timberlake,.....	11
Gordon, John D., Adm'r of Frances C. Timberlake,..	7
Gatlin, Sarah.....	2
Haywood, Dr. F. J.....	17
Haywood, Martha H.....	31
Haywood, Maria T.....	5
Haywood, Sallie B.....	5
Hogg, Sarah L.....	19
Harris, J. W.....	7

	SHARES.
Harris, B. F.....	105
Harris, Charles.....	210
Hood, W. H.....	2
Hawkins, P.....	1
Hawkins, Jane A.....	26
Hawkins, John D.....	14
Hawkins, Dr. W. J.....	20
Hawkins, Alethea C.....	105
Hawkins, Louisa N.....	105
Herndon, R. N. & D. C....	16
Herndon, Dr. John R.....	33
Herndon, H. C. & W. G....	8
Hawkins, Phil. B.....	5
Hicks, Dr. John R.....	7
Hicks, Robert J.....	12
Hicks, W. H.....	5
Hargrove, H. W.....	2
Hargrove, Tazewell.....	1
Hester, Hamilton.....	2
Hester, B. F., Executor,..	3
Hamilton, Robert A.....	36
Hamilton, H. M.....	9
Hamilton, E. H.....	9
Hamilton, R. J.....	9
Hamilton, S. A.....	9
Hamilton, E. A.....	9
Hamilton, H. C.....	9
Hill, R. R.....	1
Harrison, Dr. B. S.....	152
Harrison, P. B.....	1
Hardy, Thomas A.....	63
Hardy, W. J.....	63
Hunt, James T.....	2
Hurt, Branch T.....	2
Harmanson, Lafayette.....	20
Ives, A. C., Trustee,.....	32
Jones, Alfred.....	26
Jones, Martha E.....	22
Jones, Ann.....	14
Jones, W. H. (Halifax,)....	52
Jones, W. H. (Wake,).....	1
Jones, Rufus H.....	36
Jones, E. P.....	57
Johns, John B.....	2
Jordan, Emily C.....	21
Joyner, W. H.....	1
Jeffreys, L. A.....	1
Johnson, J. R.....	4
Johnson, Bradley T.....	20
Johnson, Mrs. Bradley T...	61
Johnson, Emma E.....	13
Judkins, Thomas J.....	1
Jenkins, William A.....	6
Joynes, Virginia S.....	13

Stockholders, July 1st, 1871.

	SHARES.		SHARES.
Kingsbury, R. H.	18	Newton, Thomas	1
Kingsbury, R. H., Trustee,..	42	Norris, James A.	1
Kingsbury, Florence.....	42	Norris, Richard.....	7
Kingsbury, Lueie R.....	42	Norfolk Saving's Institution,	168
King, John G.....	45	Nunn, James D.....	2
Kevan, Andrew.....	14	O' Rorke, John.....	28
Kevan, John.....	7	Partridge, Sophia.....	5
Lane, Tempe.....	14	Park, J. E.....	33
Lane, Bettie.....	10	Pullen, R. S.....	36
Little, George.....	7	Purefoy, A. V.....	6
Lemoine, John E.....	4	Purefoy, Isabella.....	3
Leslie, Robert.....	226	Purefoy, James S.....	7
Latimer, J. K.....	14	Purefoy, A. F.....	7
Lindsay, Andrew D.....	31	Purefoy, F. M., Trustee,....	20
Lindsay, Jesse H.....	126	Proctor, J.....	1
Lassiter, D. W., Executor,..	167	Person, P. C.....	11
Lassiter, J. H.....	5	Person, Sallie.....	4
Leavenworth, F. P.....	63	Person, W. M.....	1
Lewis, Richard H.....	180	Person, W. E.....	4
Lanier, Mrs. M V.....	4	Person, Thomas A.....	14
Li' Engle, Madeline M.....	20	Perry, Dr. A. S.....	54
Moore, B. F.....	257	Perry, J.....	7
Moore, Annie M.....	7	Perry, Seaborn.....	5
Moore, Sallie L.....	2	Perry, B.....	1
Moore, George B.....	6	Perry, Charles.....	3
Mitchell, Mary E.....	22	Peace, P. P.....	36
Mitchell, Mrs. E. H.....	174	Peace, W. L.....	58
Mitchell, Leroy.....	1	Peace, Josephine.....	10
Mahler, Henry.....	19	Peace, L. E. D.....	31
Miller, Andrew.....	23	Peace, Margaret S.....	10
Mordecai, George W.....	188	Peace, Ellen A.....	10
Mordecai, Henry.....	7	Peace, C. C.....	49
Marriott, B.....	2	Peace, Josephus A.....	8
Marriott, J. C.....	1	Parham, Asa.....	1
Montague, Dr. H. W.....	1	Parham, Lewis.....	1
McGill, John.....	100	Powell, W. M.....	1
Mason, W. S.....	10	Parker, Sarah, Trustee,....	5
Montague, L.....	7	Pool, Catherine.....	30
Mayfield, J. O'K.....	16	Parks, Marshall.....	10
May, David.....	7	Penrose, C. B.....	4
May, James.....	7	Peebles, Lemuel.....	37
McFarland, Caroline.....	1	Plummer & Arrington,....	22
McIlwain, A. G.....	88	Pittard, Eastern E.....	2
McPheeters, A. M.....	55	Pelham, Robert.....	94
MeRea, wife of Rev. C. F.		Quineey, W. A.....	1
MeRea,.....	10	Rodman, William B.....	20
Martin, W. K.....	15	Royster, S. S.....	29
Martin, Robert A.....	8	Royster & Venable.....	7
Morten, L. P., Trustee of L.		Royster, W. D.....	10
K. Morten,.....	52	Royster, C. S.....	10
Neal, L. W.....	7	Royster, N. K.....	10
Neal, A.....	1	Roulhac, J. G. B.....	14
Norwood, N. M.....	1	Riggan, L. E.....	1

Stockholders, July 1st, 1871.

SHARES.	SHARES.
Rowland, Horace H. 2	Tannahill, Robert..... 10
Rowland, Charles H. 52	Tarry, Geo., Jr., Guardian, 105
Rowland, Mrs. Sarah R. 17	Thorpe, Benjamin P. 5
Rand, W. H. 50	Thomson, Mason..... 252
Rand, Parker 126	Vass, W. W. 71
Robinson, Isaac 22	Vaughan, J. W. 1
Robards, Ann S. 5	Weston, J. Carey..... 21
Raleigh National Bank, 14	Walters, Rev. W. T. 57
Simmons, W. G. 3	Walters, Mrs. J. O. 3
Scott, John W. 25	Wake Forest College, Trus., 292
Scott, Fred. R. 9	White, Thomas, Guardian, .. 64
Satterwhite, E. 1	White, Thomas..... 18
Smith, Mary L. 35	White, John 5
Smith, Virginia H. B. 35	White, J. B. 1
Smith, Nannie M. 37	White, Angeline..... 5
Smith, R. H. 2	Winder, John C. 8
Smith, Penelope 115	Winder, Caroline A. 23
Smith, J. M. & Co., 70	Womble, Jordan..... 1
Smith, Sarah E. 5	Williams, John R. 1
Smith, W. R. 1	Williams, Alfred..... 42
Smedes, Rev. Aldert. 170	Williams, Sarah A. 73
Soutter, J. T. 250	Williams, J. Buxton..... 23
Sanford, C. O. 73	Williams, John A. 2
Sanford, S. A. 1	Williams, W. L. 8
Sanford, E. D. 102	Williams, John G. 15
Scarborough, George P. 67	Winston, John..... 2
Stewart, Thomas 1	Watkins, E. W. 2
Selby, T. H. 10	Watson, John..... 13
Skinner, John..... 1	Watson, J. W. B. 10
Spivey, D. W. 16	Ward, S. G. 1
Speed, J. J. 7	Whitaker, W. S. 68
Steed, A. L. 1	Wilkins, Dr. E. W. 102
Steed, J. H. 1	Withers, Thomas..... 7
Shaffer, A. S. 1	Wallace, Thomas 36
Sasser, Lucinda D. 10	Willard, W. H. 42
Selden, W. 210	Willard, W. H., Agent, 31
Sharp, W. W. 193	Weems, Mary A. 10
Steele, W. L. 52	Williamson, Temperence.... 6
Speight, Mary S. 21	Wharton, David..... 21
Southall, Martha, Trustee, .. 57	Webb, James F., Trustee, .. 14
Saunders, Julia A. 40	Welton, Thos. Abercrombie,
Timberlake, Julian B. 5	Trustee, 389
Timberlake, Anna B. 5	Wilson, Colston & Co., 50
Taylor, Joseph 7	Wiley, P. A., Cashier Citi-
Taylor, Emma C. 30	zens' Bank, 44
Taylor, Tazewell. 20	Yancey, John G., Jr., 2
Tucker, W. H. & R. S. 112	Raleigh & Gaston Rail Road
Tennant, D. B. 267	Company, 53
Tally, W. W. 14	
Tazewell, Ella W. 21	
Tazewell, Sally..... 21	
	Total number of Shares, 15,000

FINANCE COMMITTEE'S REPORT.

The Committee of Finance and Inspection submit the following report :

That they have carefully examined the books and accounts of the Treasurer, and find them to be correctly and accurately kept, and his published statements contain all the information necessary to exhibit a full account of the financial condition of the Company.

The debt of the Company now due, after deducting assets in hand, properly applicable to meet it, is \$85,030.50. This appears larger than the last exhibit, for the reason that the bonds of the Columbia and Augusta Rail Road Company, then held by this Company, have been since sold, and the amount realized therefor is being used for the construction of the bridge over Tar River.

The statement of the expenditures for the last year, accompanying the Treasurer's report, we think does not properly classify the items.

Although this statement gives a correct exhibit of all moneys paid out, yet, at the same time, it does not properly classify such articles as have been paid for and are now on hand, and should properly be a credit on the expense account.

We allude to the cars built during the year, and stores now on hand and paid for, and which are now for use during this year.

By reference to the report of the Superintendent it appears that new Box, and other Cars, have been built, costing about \$10,000
Stores on hand, and ties, about 16,000

Making \$26,000

which was charged to current expense account, and which should properly be credited to that account in estimating the cost of operating the road for the last year. Should this be done the ordinary expenditures of the year would have been \$178,277.39.

The Committee have examined the reports of the cost of operating the Road each year since its completion, and find that the per centage of the current expenditures for operating the Road, as compared with the gross receipts from freight, passengers and mail, to be as follows :

1853, 50 per ct.	1858, 60 per ct.	1863, 27 per ct.	1868, 67 per ct.
1854, 40 “	1859, 60 “	1864, 43 “	1869, 69 “
1855, 52 “	1860, 67 “	1865, 62 “	1870, 62 “
1856, 56 “	1861, 41 “	1866, 81 “	1871, 58½ “
1857, 47 “	1862, 32 “	1867, 72 “	

This percentage of 1871 is according to the statement of the Treasurer, but if the credits are placed to this account, as indicated by your Committee, the per centage of that year would be about 50 per cent.

Your Committee have examined the reports of many adjoining roads, as well as those farther North and South, and find that the per centage of expense on this Road is less than any other in like situation and doing a full business.

Your Committee have made a thorough investigation of all the expenditures on the road, with a view of arriving at some conclusion as to how, and where a reduction should be made.

The main channel of outlay is the item of *salary*, wages, and labor, both on the Road and in the Shops—all of these we have examined, and are of the opinion that no reasonable deduction could be made.

It is true that the pay of the employees of the Company might be reduced, and the Company might say that only a certain price should be paid for each class of services, but, as there are two sides to every bargain, the operative might also decline to take the price, and the Company

might be forced either to pay higher wages, or employ inferior men.

It is also true that the prices now paid for labor, and indeed for services of all kinds, are higher than in the years 1853 and 1854, and those years during the first running the Road. Yet this is easily accounted for, from the great change which has taken place in both the political and social affairs of the country. Formerly, the majority of the labor was slave labor, good, it is true, for the purposes used, and cheap; now there is no such thing. Then labor was regarded by many as somewhat degrading; now, under the new order of things, labor is regarded as more honorable, and is assuming its proper position in the country, and demanding a proper compensation.

It is due to the employees and operatives of the Company, to say that they are a highly honorable and respectable body of men, remarkable for sobriety and the general interest they take in the prosperity of the Road, who have served the Company faithfully for years, and it would neither be just or honorable for the Company to receive their services without giving them a remuneration sufficient to afford a decent support for themselves and families.

In comparing the prices paid to our agents and employees with those paid by other companies, we find them to be less, on an average, for like services

The exhibit made by the accounts of the receipts of the Company, for freights and passengers, does not show what we have really earned by our work, and what we should have been entitled to receive by a fair distribution of the money earned from through freights and passengers. Should a fair pro rata division of these earnings have been made, the income of this Company for the last year would have exceeded the sum of \$450,000.

Such, however, is the position of our Road, flanked on either side by competing lines, that it requires great skill and prudence in its management to maintain its position as a paying property. While it is much to be regretted

that we have been placed in this position, yet the Committee are of the opinion that the arrangements made for the last year by the Board of Directors (however hard they may have operated) were the best that could be effected, under the circumstances.

What is to be done for the future, and what new arrangements are to be effected in the various changes now being made in the course of trade and transportation, are questions which should engage the serious consideration of the Company.

The completion of the Chatham Road to a junction with the Western Road at Sandford, opens a new country, and will increase the business over this Road. The lands along the line of the Chatham and Raleigh & Gaston Roads are rich and productive; water power is abundant; the climate healthy and delightful. Rich in minerals, embracing the lumber, grain, cotton, tobacco, fruit and wine sections, this part of the State affords a fine field both for the capitalist and laborer. Every facility should be afforded to immigration, so that this section should be settled up, and the resources of the country be developed.

Situated as we are, it becomes a matter of vital necessity for this Company to use every exertion to foster and increase the local business along the line of these Roads; we therefore urge the erection of new Depots, &c.

Since the last meeting, the Board of Directors have reduced the tariff on local freights. By reference, you will find that the local freights on this Road are lower than on any of the adjoining roads for the same class of freight.

The roadway is in good order, a number of new ties put in, and a great portion well ballasted, but there is need of more ballasting. Tar River Bridge is being rapidly rebuilt, and will be completed by the fall. This will be a fine, substantial structure, and will last for many years. The other bridges are in good repair, and are considered perfectly safe.

The Depots are in good repair, and well kept.

The Shops, in Raleigh, are in fine order, and reflect much credit on the Superintendent and Master Machinist.

Since the last annual meeting, this Company has met with a great loss in the death of GEORGE W. MORDECAI, one of its Directors. Mr. MORDECAI was always an ardent friend and supporter of the Raleigh & Gaston Rail Road. During its darkest days he served as its President, and in other important positions, and for very inadequate compensation. He was an able, honest and good man—a Christian gentleman, whose loss will not only be felt by this Company, but by the community in which he lived, and the whole State.

Respectfully submitted,

THOS. B. VENABLE,	} <i>Committee.</i>
D. M. BARRINGER,	
R. S. TUCKER,	



MAP OF THE
RALEIGH & GASTON
 AND
NORTH CAROLINA
 RAILROADS & THEIR CONNECTIONS.

Pub. Russell & Ames, No. 63 Duane St., N.Y.

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