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1874

Raleigh and Gaston Railroad Company

Proceedings of the twenty-fourth annual
meeting, held at Raleigh, July 16, 1874

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PROCEEDINGS

OF THE

STOCKHOLDERS

OF THE

Raleigh & Gaston Railroad Co.,

AT THEIR

TWENTY-FOURTH ANNUAL MEETING,

HELD AT

RALEIGH, JULY 16th, 1874.

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

RALEIGH:

NEWS PUBLISHING COMPANY, FAYETTEVILLE STREET.

1874.

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NEWS PUBLISHING COMPANY, FAYETTEVILLE STREET.

1874.

DIRECTORS AND OFFICERS.

DIRECTORS:

JOS. B. BATCHELOR,	PAUL C. CAMERON,
GEORGE W. GRICE,	GEORGE LITTLE,
WALTER CLARK,	W. W. CHAMBERLAINE.

OFFICERS:

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

COMMITTEE OF INSPECTION:

THOS. B. VENABLE,	A. M. McPHEETERS,
RUFUS S. TUCKER,	W. J. BAKER.

P R O C E E D I N G S
OF THE
T W E N T Y - F O U R T H A N N U A L M E E T I N G
OF THE

Stockholders of the Raleigh & Gaston Railroad Co.,

HELD ON THURSDAY, JULY 16th, 1874.

At a meeting of the Stockholders of the Raleigh & Gaston Railroad Company, held at its office in Raleigh, on Thursday, the 16th of July, 1874:

The meeting was called to order by Dr. W. J. Hawkins, on whose motion Col. David M. Carter, of Raleigh, was called to the Chair, and W. W. Vass and Thomas Badger appointed Secretaries.

The Committee designated at the last annual meeting on Stock and Proxies, consisting of A. M. McPheeters and W. W. Vass, presented the following report, which, on motion of Jos. B. Batchelor, Esq., was received and adopted:

Capital Stock of the Company—shares,	15,000
Shares represented in person,	2,194
Shares represented by proxy,	9,849
Total shares represented,	<u>12,043</u>

It appearing that a large majority of the stock of the Company was represented, the Chairman declared the meeting duly organized.

Dr. W. J. Hawkins, President of the Road, read the annual report of the President and Board of Directors.

On motion of A. M. McPheeters, Esq., the report of the President, and accompanying reports of the Superintendent and Treasurer, were received and adopted :

Major T. B. Venable, Chairman of the Committee of Inspection, read their report, which, on motion, was received and ordered to be published with the proceedings.

The Chairman called attention to that part of the President's report, which refers to the rebuilding of the Roanoke Valley Railroad, and suggested that some action be taken by the Stockholders in regard to the same

Major George W. Grice addressed the meeting, explanatory of the several propositions which had been submitted to the Board of Directors, by a commission representing the citizens of Mecklenburg county, Va.

Messrs. Cameron, Batchelor, Venable and others, in remarks, favored any proper scheme that might be devised for the resuscitation of said road ; whereupon

A. M. McPheeters, Esq., offered the following preamble and resolution, which were adopted :

WHEREAS, An effort is now being made to rebuild the Roanoke Valley Railroad from Manson, on this road, to Clarksville, Va., and the aid of this road is sought to accomplish that object ;

Resolved, That the President and Directors of this Company get the best proposition that may be had from the people of Clarksville and that section of the country, and if satisfactory to the Board that they may submit the same to a general or called meeting of the Stockholders of this Company for ratification.

On motion of Mr. Venable, the Stockholders proceeded to ballot for a President for the ensuing year, Dr. R. J. Hicks and Thomas White acting as tellers, resulting as follows :

Dr. W. J. Hawkins received.....	11,880 votes.
Scattering,.....	107 “

The Chairman announced to the meeting that Dr. W. J. Hawkins was duly elected President for the ensuing year.

On motion, the meeting went into an election of six Directors, resulting in the re-election of the following named gentlemen :

George W. Grice, of Portsmouth, received	11,350 votes.
Paul C. Cameron, of Hillsboro, received	11,323 votes.
Joseph B. Batchelor, of Raleigh, received	11,323 votes.
W. W. Chamberlaine, of Norfolk, received	11,154 votes.
Walter Clark, of Raleigh, received	11,293 votes.
George Little, of Raleigh, received	11,308 votes.

On motion of Dr. W. J. Hawkins, the following named gentlemen were continued on the Committee of Inspection, viz : T. B. Venable, A. M. McPheeters, R. S. Tucker and W. J. Baker.

On motion of Joseph B. Batchelor, Esq., W. W. Vass and A. M. McPheeters were continued as the Committee on Stock and Proxies.

On motion, the meeting adjourned *sine die*.

DAVID M. CARTER, *Chairman*.

W. W. VASS,
THOMAS BADGER, } *Secretaries*.

REPORT OF COMMITTEE ON INSPECTION.

The Committee of Inspection report that they have examined the books of the Treasurer, and find them accurately kept, and that the statements made in his report is a fair exposition of the financial condition of the Company.

Since the last annual meeting much new iron has been put down, and new ties placed on the road-bed and ballasted ; the condition of the track way is improved, and as soon as the balance of the new iron now contemplated to be placed on the

road is put down, it will compare favorably with any railroad in the country.

The bridges are in fine order and perfectly safe. The one over Crabtree is now being rebuilt, and will be completed in a short time. The rolling stock is in good order. The shops are well managed, and afford every facility for carrying on the necessary work in their line.

We would again call the attention of the Stockholders to the necessity of a new depot at Raleigh, and some protection of the engines and cars at Weldon.

Since the last meeting it is a matter of congratulation that the Directors of the Raleigh & Augusta Air-Line Road have been able to overcome the difficulties in the way of pushing forward the work on the road, and that work has been commenced at Sanford to extend that road to the Carolina Central. The necessity of this extension is too apparent to require any argument to prove it.

While our receipts have fallen off largely on account of loss of business from the North Carolina Road, yet there has been also a great decrease in the expense account.

Since our last meeting Hon. D. M. Barringer, a member of this Committee, has died. General Barringer was a man of fine talents and strict integrity, and had served his country in many situations of great importance in a manner highly honorable and creditable both to himself and his country.

By reference to the reports it will appear that the financial condition of the Company is good, and if the present arrangements are fairly and prudently carried out the property will be placed in first rate order.

When this is done and the Raleigh & Augusta Road is completed, we see no reason why the Company should not earn and pay good dividends.

THOMAS B. VENABLE, *Chairman.*

PRESIDENT'S REPORT.

OFFICE RALEIGH & GASTON R. R. Co.,
Raleigh, N. C., July 1st, 1874.

*To the Stockholders of the
Raleigh & Gaston Railroad Company :*

GENTLEMEN:—Your President and Board of Directors respectfully submit their twenty-fourth annual report for your information and consideration :

The business on your road for the fiscal year ending 31st May, is as follows :

Receipts from Freights,.....	\$ 187,320 99
“ “ Passengers,.....	79,679 56
“ “ Mails,.....	7,275 00
“ “ Sundry sources,.....	517 81
	<hr/>
	\$ 274,803 36

Operating expenses of all kinds,.....	192,508 99
	<hr/>

Showing a profit for the year of.....	\$ 82,294 37
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This amount added to the balance in the hands of your Treasurer at the end of the fiscal year, as unexpended balance, makes a total of \$107,867.78.

In consequence of the absolute necessity of placing new rails upon your track and the rebuilding of Crabtree Bridge, your Board have deemed it best for the interest of the Stockholders to purchase one thousand tons of best American T rails and fastenings, so as to get them in position this summer, which will place your roadway in

good, safe and economical condition, and thus be prepared for the hoped for increase of business the coming Fall and Winter.

They have also contracted with Mr. David Renno, the justly celebrated bridge builder, for the construction of a first class "Howe Truss" Bridge over Crabtree, to be built in the best and most substantial manner, and completed within 90 days. With the completion of this bridge every one on your road, except that over Neuse River, will be of the very best description of Howe Truss, and in perfect order. That over the Neuse is in good order and condition, and whenever it becomes necessary a Howe Truss will be substituted for the lattice bridge now spanning this stream.

The Stockholders will see that the expenditures for the iron and bridge will necessarily prevent a dividend for the past year, but your Board deem it of more paramount importance to place your road in a safe and good condition, so as to enable it to do the business of a first-class company, and thus secure permanent future dividends than to use the amount on hand at the end of the past fiscal year in payment of a dividend.

The condition of ALL the property of the Company has been very greatly improved during the past three years, and is now far more valuable than at any time since the close of the war, the roadway, superstructure, buildings and equipment have had especial attention, and although large expenditures have been required for repairs and new work, you have the satisfaction of knowing that your property is in better order and safer condition, and more valuable than heretofore.

Your attention is called to the fact, as shown in the accompanying reports, that the gross earnings of the Road have *decreased* fully ninety thousand dollars last year un-

der that of the preceding year; this is attributable mainly to three causes:

1st. On the first of August the contract heretofore existing between your Company and the North Carolina Railroad Company expired by limitation, and since that time much of the freight business heretofore enjoyed by us has gone by the Richmond & Danville Road, the lessees of the North Carolina Railroad, who control its business and its destiny, without, as is believed, much benefit to them, though with loss to us.

2d. The boatable condition of the Cape Fear River, which took to Wilmington the business of the Western Road, and

3d. The financial panic and the general monetary embarrassments which followed, and are now being felt by all the industries and interests tributary to our railway, and universally throughout the South.

It appears to be hopeless for us to look to any business from our natural ally and former friend, the North Carolina Railroad Company, so long as it is worked and controlled by the present lessees in their exclusive interest, and hence we must look to other territory and means for our future prosperity. In this connection it affords your Board much pleasure to state that arrangements have been about perfected for the immediate extension of the Raleigh & Augusta Air-Line Railroad from Sanford to a connection with the Carolina Central Railway, and work on the same will have commenced when this report is read by you; this extension will add largely to the receipts of your Road, and give you a new outlet to Charlotte, the South and the West.

An earnest effort is now being made by the citizens of Clarksville and Mecklenburg county, Va., for the rebuilding of the Roanoke Valley Railroad from Manson,

on your Road, to Clarksville, on the Roanoke River. A commission from the citizens of that section have interviewed your President and Directors on the subject, and have expressed themselves as being highly gratified with its result. That road passes through a productive country, tapping the Roanoke River at a valuable point, and if rebuilt will add largely to the business of your Road from a section now lost to us. We recommend the enterprise to such aid and encouragement as you may be in condition to bestow.

Upon an examination of the accompanying reports, the Stockholders will discover that notwithstanding the heavy losses sustained by this Company in the loss of business from the North Carolina Railway, the high water on the Cape Fear, and the financial embarrassments of the country, followed by general depression of all business, that your Company makes a most flattering exhibit, which must convince you and the country at large of its ability at any and all times, and under almost any circumstances to promptly meet all demands upon it, and especially to pay promptly the interest upon its bonds. Few railways in this country can make so satisfactory an exhibit, and show so bright a future as your own.

By reference to the report of the Treasurer you will note that we have paid for and received from the Raleigh & Augusta Air-Line Railway Company, three thousand three hundred shares of their guaranteed *eight* per cent. stock at par, and have sold two hundred and twenty thousand dollars (\$220,000) of our first mortgage bonds *at par and interest*, since which time additional sales have been made upon the same terms. If the business on the Raleigh & Augusta Air-Line Company shall meet our expectations the interest on the guaranteed stock of that

road will offset and pay the interest on our mortgage bonds.

On the 7th of April last it pleased an Allwise Providence to remove by death our attentive and intelligent Master Mechanic, Mr. Judson B. Gayle, who was a most valuable officer and superior mechanic. At a meeting of your Board, held on the 13th of May, the vacancy was filled by the appointment of Mr. Bernard R. Harding, a gentleman of intelligence, and highly qualified to discharge the duties of the office.

In conclusion we refer you to the accompanying reports of the Superintendent, Treasurer and Auditor with the tables annexed for the financial condition of the Company, general condition of the Road, equipment and the business generally of the several departments in detail.

Respectfully submitted by order of the Board.

W. J. HAWKINS,

President.

SUPERINTENDENT'S REPORT.

RALEIGH & GASTON RAILROAD COMPANY,

Superintendent's Office,

Raleigh, N. C., June 29th, 1874.

DR. W. J. HAWKINS, *President R. & G. R. R.:*

SIR:—The following report and statements show the operations of the Road for the year ending May 31st, 1874:

The earnings have been as follows:

From Freights.....	\$187,320	99
“ Passengers.....	79,679	56
“ Mails.....	7,275	00
“ Sundries... ..	527	81
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Total.....	\$274,803	36

The operating and other expenses were for conducting

Transportation.....	\$62,720	54
Maintenance of Way.....	48,473	19
Maintenance of Motive Power and Cars.....	47,482	53
Miscellaneous and other expenses as per Treasurer's Report,	33,822	73
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Total operating and other expenses..... \$192,508 99
Leaving a balance of \$82,294.37 over operating and other expenses.

For a detailed statement as to tonnage, milage, &c., I refer you to the Auditor's and General Ticket Agent's tables.

By comparing the year's operations with the preceding year we find that our receipts have fallen off \$92,089.58. This is attributable wholly to the loss of almost the entire business of the North Carolina Road, both passenger and freights. Formerly we enjoyed a large share of the business of that road, under a contract with the North Carolina Railroad Company, which expired in August last. Since the expiration of said contract the lessees, the Richmond & Danville Railroad, have deemed it to their interest to send all passengers and freights via Danville.

The shops and tools are in excellent condition. The stationary engine in the Carpenter Shop was found to be unfit for service, the boiler becoming unsafe, was condemned and taken out, and replaced with a Baxter Engine (largest size). We have now nearly completed two (2) first-class coaches, that will compare favorably with any coaches made by the best makers North, and built at less cost; one other getting ready to be built. The three new passenger coaches, with three new baggage cars to be built, the repairing, painting and altering of the cars now in use will be sufficient for the present to do our passenger business. We have built fifteen ten (10) ton ventilated box cars. We are building them all ten ton and ventilated. We find them for all purposes far superior to any others. The cars we are now building are the best to be found in the country. Also, built two (2) flat and seven (7) hand cars for Road Department.

Our Car equipment now consists of

5 first-class Coaches, old style.

6 second-class Coaches, old style.

- 3 Freight Conductors' Cars.
- 3 Baggage, Express and Mail Cars.
- 88 Box Cars.
- 40 Flat Cars.
- 10 Gravel Cars.

Our Locomotive equipment consists of 13 Engines—9 of them are in first-class condition, one in Shops rebuilding and 3 rather small for our present business—they are used for hauling light trains and doing extra work in cases of emergency.

The road-way is in very fine condition, considering the number of short rails in the track, which causes the Road to be rough though perfectly safe. We still have some forty-five (45) miles of old rails, which have been in use over twenty-two years. I would advise the purchase of 1,000 tons of rails at once, to be delivered at an early day, that the same may be placed in the track before the 1st of November next. This additional quantity of rails will greatly improve the condition of the track for the next twelve months. We have used this year in repairs of track 1,000 tons of (T) Rails, Fish-plate joint, and 33,359 cross-ties, using the best of the old rails to supply the places of others more worn.

The track from Weldon to Gaston was originally laid square joints without chairs, which made a very rough and hard road to keep up. We have gradually changed this and put chairs under the whole, greatly improving the track between the points named. The culverts, with but few exceptions, need but little attention.

The bridges are all good—Crabtree, a lattice bridge, built at the time the Road was constructed, is being replaced with a Howe Truss. The timber all on the ground, and the bridge now being framed by D. M. Renno, will soon be in its place. We have one other lattice

bridge on the Road, "Neuse," which will be replaced with a Howe Truss whenever it becomes necessary to take it down.

The depots and buildings are in excellent condition. We have built a warehouse at Youngsville, formerly called Pacific, a water station. The one at Forestville has been moved to Wake Forest College by the Trustees of that institution, by the consent of the Company and put in good condition, and all the other buildings that needed repairs.

The trains have been run with the greatest regularity; no accident causing the loss of life or limb to any passenger or damage to the property of the Company worthy of notice has occurred.

It is gratifying to report that the employees of every grade, faithful to the interests of the Company, have cheerfully discharged their duties in their several positions, and to them is due much of the success of this year's operations.

Respectfully submitted,

A. B. ANDREWS,

Superintendent.

TREASURER'S REPORT.

No. 1—Shows the earnings of Road for fiscal year ending May 31, 1874.

No. 2—Shows the transportation expenditures for year ending May 31, 1874.

No. 3—Annual statement of receipts and expenditures for year ending May 31, 1874.

No. 4—Resources and liabilities of Company, May 31, 1874.

No. 5—Auditor's statement of the monthly earnings of Road at the several stations for the fiscal year ending May 31, 1874.

No. 6—Auditor's statement of earnings for the year ending May 31, 1874, compared with year 1873.

No. 7—Auditor's statement of tonnage and miles at each station, North and South, for the year ending May 31, 1874.

No. 8—Statement of General Passenger and Ticket Agent for the year ending May 31, 1874.

W. W. VASS,
Treasurer.

OFFICE RALEIGH & GASTON R. R. Co.,
July, 1874.

No. 1.—Statement of the Earnings of the Raleigh & Gaston Railroad Company from June 1, 1873 to May 31, 1874, inclusive—compared with the previous fiscal year.

MONTHS.	1873-'74.			1872-'73.		
	Freights.	Passengers.	Total.	Freights.	Passengers.	Total.
1873.						
June.....	\$ 16,112 59	\$ 6,669 22	\$ 22,781 81	\$ 15,893 23	7,222 18	\$ 23,115 41
July.....	16,088 97	6,677 18	22,766 15	15,067 35	7,306 62	22,373 97
August.....	13,900 34	7,379 35	21,279 69	16,645 48	7,199 45	23,844 93
September.....	14,616 00	6,796 48	21,412 48	27,264 39	7,405 13	34,669 43
October.....	17,534 84	10,197 72	27,732 56	35,457 87	10,266 62	45,724 49
November.....	15,571 01	5,336 31	21,097 32	25,907 66	6,912 66	32,819 72
December.....	17,227 45	7,698 79	24,926 24	22,837 21	7,500 25	30,337 46
1874.						
January.....	15,072 70	5,522 37	20,595 07	22,307 89	7,136 46	29,444 35
February.....	16,204 76	4,574 80	20,779 56	22,790 07	5,875 11	28,665 18
March.....	20,689 67	5,807 91	26,497 58	26,663 64	6,180 70	31,844 34
April.....	15,265 77	5,914 36	21,180 13	27,665 58	5,569 46	33,235 04
May.....	8,736 89	6,855 07	15,591 96	18,123 92	4,891 89	23,015 81
United States Mail Service.....	\$ 187,320 99	\$ 79,679 56	\$ 267,000 55	\$ 276,623 60	\$ 82,466 53	\$ 359,090 13
Total.....			\$ 7,275 00			
			\$ 274,275 55			

No. 2.

Transportation Expenditures of the Raleigh & Gaston
Railroad Company from June 1, 1873 to May 31, 1874.

CONDUCTING TRANSPORTATION :

Embracing cost of conductors and train hands; engine runners, firemen, wipers &c; clerk and labor at the depots; stock killed; losses and damages; fuel; overcharge, and miscellaneous.....	\$ 62,720 54
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MAINTENANCE OF WAY :

Embracing cost of superintendence; labor—roadway; subsistence; repairs, bridges and culverts; ties, repairs, buildings, tools, tanks, and miscellaneous.....	48,483 19
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MACHINERY DEPARTMENT :

Embracing coast repairs of engines; construction and repairs cars and coaches, including material, oil and tallow; and miscellaneous.....	47,482 53
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MISCELLANEOUS :

Salaries of Officers: President, Superintendent, Treasurer and Secretary, and Auditor.....	11,500 00
Incidental Expenses—printing, advertising, stationery, postage stamps and miscellaneous.....	3,471 18
Office Expenses—telegraph operator in part, office boy, light and miscellaneous	791 43
Mileage paid other roads,.....	1,437 41
Total operating and ordinary expenses,.....	\$ 175,886 28
For Crab Tree Bridge,....	1,500 00
For Equipment,.....	1,623 97
For Telegraph Poles,.....	1,703 75
For Agencies,.....	3,400 24
For Insurance on Bridges,.....	243 92
For North Carolina State Fair,.....	397 45
For Drawbacks,.....	4,690 92
For Attorneys fees and Court cost,.....	1,165 20
For Grad ng West street Survey of Road, etc.,...	1,897 26

Total,.....	\$ 192,508 99
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No. 3.

Annual Statement Raleigh & Gaston Railroad Company,
from June 1, 1873 to May 31, 1874, inclusive.

Earnings from freight, passengers and mail,.....	\$ 274,275 55	
Miscellaneous receipts,.....	527 81	
Total,.....		\$274,803 36

EXPENDITURES :

Operating and ordinary,	\$175,886 28	
Other than operating and ordinary	16,622 71	192,508 99
Excess of earnings over ordinary expenses,.....		82,294 37
Amount balance from last fiscal year,.....	\$118,117 53	
Net sales 220 Mortgage Bonds,	217,086 21	
Appropriated 80 Mortgage Bonds at par,.....	80,000 00	
Interest received on Guaranteed Stock,.....	13,800 00	424,003 77
Amount,.....		\$ 506,298 14

Paid for iron Rail,.....	\$ 50,810 36	
Paid for Guaranteed Stock in Raleigh & Augusta Air-Line Railroad, 3,300 shares at par,.....	330 000 00	
Paid interest on first loan,.....	2,820 00	
Paid interest on Mortgage Bonds,.....	18,800 00	
Sinking Fund increased,	1,000 00	398,430 36
Balance on hand May 31, 1874.....		\$ 107,867 78

BALANCES :

Cash in Banks,	\$44,901 57
United States Bonds—cost,	18,000 00
Invested on call.....	26,724 22
Agents at Stations,.....	19,215 99
Bills Receivable,.....	3,851 53
Townsend, Whelen & Co.....	505 23
Seaboard Inland Air-Line,	2,106 95
Post-office Department,.....	279 75
J. M. Pool, Auditor,.....	497 47
Thomas Badger, General Ticket Agent,.....	500 00
Checks,.....	327 48
United States for freight.....	647 99
City of Raleigh,.....	568 15
J. M. McCarrick, Trace Agent,.....	300 00
Ticket account,.....	238 50

	\$118,662 83
Deduct due other Companies,.....	\$9,484 05
Hawkins, Co.,.....	1,000 00
Dividends not called for,.....	311 00

\$107,995 05 \$ 107,867 78

W. W. VASS, TREASURER.

No. 4.
Statement of the Condition of Raleigh & Gaston Railroad Company, June 1, 1874.

RESOURCES.	LIABILITIES.
Road, engines and property—cost,	Capital Stock, 15,000 shares, par \$100,
Sinking fund—invested,	Coupon Bonds, 1st loan, due January, 1877,
Stocks: 3,300 shares in Raleigh & Augusta Air-Line Railroad Company, par \$100,	Coupon Bonds, 1st mortgage, due January, 1898,
6,210 shares, common, valued at	Bills Payable,
53 shares R. & G. R. R. Co., par \$100,	Dividends not called for,
United States bonds—cost,	Other Companies—Balance due them,
Bills Receivable,	Hawkins' Co.,
Cash deposited in banks,	Surplus,
Agents at Stations—balance due,	General profit and loss for excess of resources,
Invested on call,	
Townsend, Whelen & Co., due on account,	
Seaboard Inland Air-Line, due on account,	
Post-office Department, bal. due,	
James M. Pool, Auditor,	
Thomas Badger, General Ticket Agent,	
United States, due for freight,	
Checks,	
J. W. McCarrick, General T. & C. A.,	
City of Raleigh, bal. due,	
Ticket account,	
\$1,500,000 00	\$1,500,000 00
86,000 00	50,000 00
330,000 00	300,000 00
150,000 00	35,000 00
5,300 00	311 00
18,000 00	9,484 05
8,851 53	1,000 00
44,901 57	107,867 78
19,215 89	186,300 00
26,724 22	
505 23	
2,103 95	
279 75	
497 47	
500 00	
647 99	
327 48	
300 00	
566 15	
238 50	
\$2,189,962 83	\$2,189,962 83

W. W. VASS, TREASURER.

No. 5.

Monthly Earnings from Freight and Passengers at each Station, for the year ending May 31, 1874.

MONTHS.	RALEIGH.			NEUSE.		WAKE.		YOUNGSVILLE.	
	Through Freight.	Local Freight.	Passeng'rs	Freight.	Passeng'rs	Freight.	Passeng'rs	Freight.	Passeng'rs
June, 1873,	\$ 11,315 51	\$ 302 26	\$ 1,718 04	\$ 48 32	\$ 23 40	\$ 611 71	\$ 218 05		
July, "	9,869 63	232 15	1,691 27	183 35	35 20	310 21	217 10		
August, "	7,969 39	128 04	1,676 56	191 26	73 70	256 88	169 10		
September, "	8,611 20	258 08	1,683 19	301 68	86 85	470 75	165 75		
October, "	8,962 42	287 36	1,655 74	372 21	101 95	739 07	454 65		
November, "	7,687 81	230 91	1,195 15	166 26	31 90	499 81	176 50	\$ 117 88	\$ 195 30
December, 1873,	9,079 55	471 78	1,928 71	227 50	67 50	277 88	282 10	207 95	59 70
January, 1874,	7,219 51	568 39	1,333 19	183 23	43 20	284 06	174 70	195 98	88 00
February, "	8,942 08	237 89	1,285 49	319 11	31 45	373 02	140 25	224 58	85 25
March, "	11,718 00	410 68	1,927 76	756 03	46 10	466 27	147 85	397 98	82 05
April, "	6,714 80	327 28	1,370 14	341 67	39 80	246 60	141 75	423 42	48 25
May, "	4,046 33	255 82	1,881 69	277 18	29 00	161 86	175 75	117 27	38 30
	\$ 102,016 23	\$ 3,710 64	\$ 19,011 93	\$ 3,307 80	\$ 580 05	\$ 4,628 12	\$ 2,463 55	\$ 2,012 59	\$ 635 30

No. 5—Continued.
Statement of Earnings from Freight and Passengers, &c.

MONTHS,	FRANKLINTON.		KITTRELLS.		HENDERSON.		JUNCTION.		RIDGEWAY.	
	Freight.	Passengers	Freight.	Passengers	Freight.	Passengers	Freight.	Passengers	Freight.	Passengers
June, 1873,	674 25	403 10	211 06	200 20	909 93	419 50	284 12	155 35	207 24	121 10
July, "	842 98	434 55	357 93	247 35	1,215 69	381 50	514 53	129 00	519 76	155 00
August, "	761 72	872 45	380 27	359 80	1,257 93	454 40	681 15	184 70	482 42	115 35
September, "	1,383 33	386 15	213 06	289 50	1,215 83	498 10	272 82	195 50	349 79	164 85
October, "	1,748 87	1,074 25	227 75	569 10	1,739 80	1,020 72	451 98	306 60	589 12	329 10
November, "	1,606 38	297 30	264 65	125 90	1,488 73	342 00	435 49	108 40	614 19	93 50
December, "	1,703 88	498 35	222 85	185 85	1,592 72	571 30	496 14	121 20	493 25	162 65
January, 1874,	1,956 68	372 35	250 05	206 55	1,463 78	415 80	248 98	177 00	515 91	139 75
February, "	2,184 60	286 10	237 29	182 80	1,207 06	275 00	247 95	74 55	533 29	84 75
March, "	2,349 87	358 40	321 98	138 80	1,720 39	330 00	326 18	64 15	487 53	113 85
April, "	2,064 76	312 85	413 97	199 35	2,050 85	311 75	478 95	91 95	479 19	165 85
May, "	985 03	379 55	216 70	261 55	1,139 33	406 61	221 71	87 00	195 45	107 00
	\$18,297 35	\$ 5,675 40	\$ 3,317 56	\$ 2,906 75	\$ 17,022 04	\$ 5,426 68	\$ 4,960 00	\$ 1,636 40	\$ 5,484 14	\$ 1,695 25

AUDITOR'S REPORT.

No. 5—Continued.
Statement of Earnings from Freight and Passengers, &c.

MONTHS.	WARRETON.		MACON.		LITTLETON.		GASTON.		WELDON.		So. Ex. Co.
	Freight.	Pass'gers.	Freight.	Pass'gers.	Freight.	Pass'gers.	Freight.	Pass'gers.	Freight.	Pass'gers.	Freight.
June, 1873,	\$ 336 57	\$ 411 10	\$ 145 67	\$ 40 35	\$ 2-1 25	\$ 110 15	\$ 439 65	\$ 66 65	\$ 90 00	\$ 1,005 35	\$ 285 05
July,	320 78	242 95	283 71	69 35	264 32	124 40	392 75	54 80	52 80	1,401 85	438 38
August,	442 95	358 50	304 88	68 55	297 43	234 20	376 83	124 55	112 02	1,323 15	287 17
September,	501 12	326 35	219 83	79 30	301 33	126 75	176 17	93 65	103 04	774 80	240 97
October,	668 68	632 35	504 70	135 40	627 69	307 90	32 23	144 20	112 88	1,340 72	352 15
November,	652 33	195 10	558 06	57 05	623 89	105 25	64 72	89 25	109 75	930 85	312 50
December,	700 27	389 60	448 29	71 00	698 31	242 35	85 82	102 90	79 14	1,251 90	427 12
January, 1874	731 51	267 95	352 67	72 85	586 95	129 85	38 46	93 75	129 75	996 25	286 79
February,	578 69	227 90	260 37	32 85	416 81	109 40	35 95	91 10	144 41	650 85	241 66
March,	579 43	177 55	383 83	32 89	610 28	70 65	57 53	70 90	113 10	635 75	290 59
April,	606 13	145 70	265 89	52 60	468 70	73 75	57 58	49 10	125 43	852 95	200 55
May,	247 95	152 90	155 10	22 85	252 05	93 40	36 08	55 75	133 67	888 71	395 36
	\$ 6,486 41	\$ 3,527 95	\$ 3,881 00	\$ 735 25	\$ 5,399 01	\$ 1,728 05	\$ 1,743 82	\$ 985 90	\$ 1,305 99	\$ 11,763 13	\$ 3,718 29

No. 5—Continued.
Statement of Earnings from Freight and Passengers, &c.

MONTHS.	CONDUCTORS WAY BILLS		FR' M OTHER COMPANIES.		COMMUTION TICKETS.		U. S.		TOTAL.		TOTAL.	
	Passengers.		Passengers.		Passengers.		Passengers.		Freight.	Passengers.	Passengers.	Freight and Passengers.
June, 1873,	\$ 517 20		\$ 1,141 68		\$ 115 00				\$ 16,112 59	\$ 6,669 22		\$ 22,781 81
July,	528 85		1,097 51		97 50				16,088 87	6,677 18		22,766 15
August,	472 20		714 84		177 50				13,900 34	7,379 35		21,279 69
September,	486 65		1,364 09		125 00				14,616 00	6,796 48		21,412 48
October,	861 54		1,045 70		22 50				17,534 84	10,197 72		27,732 56
November,	384 50		1,346 96		40 00				15,571 01	5,528 31		21,097 32
December,	577 60		1,070 98		87 50				17,227 45	7,698 79		24,926 24
January, 1874,	357 50		518 93		137 50				15,072 70	3,522 37		20,595 07
February,	318 60		609 16		92 50				16,204 76	4,574 80		20,779 56
March,	242 80		790 10		17 50		\$ 1,000 00		20,989 67	5,807 91		26,857 58
April,	299 10		766 97		52 50		1,000 00		15,265 77	5,914 36		21,180 13
May,	298 75		644 14		105 00		1,307 12		8,736 89	6,855 07		15,591 96
	\$ 5,313 29	\$	11,107 56	\$	1,070 00	\$	3,307 12	\$	187,820 89	\$	79,679 56	\$ 267,000 55

JAMES M. POOL, AUDITOR.

No. 6.
Earnings for the year ending May 31, 1874, compared with year previous.

STATIONS.	1873.				1874.			
	FREIGHT.	PASSENG'RS	TOTAL.	FREIGHTS.	PASSENG'RS	TOTAL.	INCREASE.	DECREASE.
Raleigh,	\$ 194,616 94	\$ 16,839 61	\$ 211,456 55	\$ 105,726 87	\$ 19,011 93	\$ 124,738 80	\$	\$ 86,717 75
Neuse,	811 07	153 10	964 17	3,367 80	580 05	3,947 85	2,983 68	
Wake,	7,317 05	2,064 90	9,381 95	4,628 12	2,463 55	7,091 67		2,890 28
Youngsville,				2,012 56	635 30	2,647 86		
Franklinton,	17,819 90	4,492 30	22,312 20	18,267 35	5,075 40	23,342 75	2,647 89	
Kittrells,	3,196 42	2,445 75	5,642 17	3,317 56	2,966 75	6,284 31	1,630 55	
Henderson,	19,442 11	5,623 05	25,065 16	17,022 04	5,426 68	22,448 72	642 14	
Junction,	4,778 09	1,781 95	6,560 04	4,990 00	1,686 40	6,676 40	86 36	2,616 44
Ridgeway,	5,590 88	1,500 00	7,090 88	5,484 14	1,695 25	7,179 39	88 51	
Warrenton,	7,773 48	3,419 05	11,198 53	6,486 41	3,527 95	10,014 36		1,184 17
Macon,	3,318 21	663 55	3,981 76	3,881 00	735 25	4,616 25	634 49	
Littleton,	5,544 31	1,846 45	7,390 76	5,399 01	1,728 05	7,127 06		263 70
Gaston,	707 23	1,121 20	1,828 43	1,743 82	985 90	2,729 72	901 29	
Weldon,	1,135 33	12,682 56	13,817 89	1,305 99	11,763 13	13,069 12		748 77
Southern Express Co.,	4,566 58		4,566 58	3,718 29		3,718 29		848 29
Conductors Way Bills,		11,223 97	11,223 97		5,313 29	5,313 29		5,910 68
From other Companies		14,149 09	14,149 09		11,107 56	11,107 56		3,041 53
Commutation Tickets,		1,860 00	1,860 00		1,070 00	1,070 00		790 00
United States,			1,860 00		3,307 12	3,307 12	3,307 12	
Total, 1873,	\$ 276,623 60	\$ 82,466 53	\$ 359,090 13	\$ 187,320 89	\$ 79,679 56	\$ 267,000 55	\$	\$ 105,011 61
Total, 1874,	187,320 99	79,679 56	267,000 55				12,922 03	12,922 03
Decrease,	89,302 61	2,786 97	92,089 58					92,089 58

JAMES M. POOL, AUDITOR.

No. 7.

Statement of Tonnage and Miles at each Station, North and South, during the Fiscal Year ending May 31, 1874.

STATIONS.	NORTH.		SOUTH.	
	TONS.	MILES.	TONS.	MILES.
Raleigh,	819	31,096		
Neuse,	269	21,840	218	2,179
Wake,	391	29,301	131	2,150
Youngsville,	236	4,908	155	2,300
Franklinton,	1,569	110,799	219	6,810
Kittrells,	230	14,169	73	2,699
Henderson,	1,767	93,163	301	11,535
Junction,	494	22,930	172	11,901
Ridgeway,	627	26,016	264	14,283
Warrenton,	553	21,405	55	2,522
Macon,	483	15,489	41	1,589
Littleton,	826	17,385	27	1,902
Gaston,	248	2,937	49	3,371
Weldon,			11,728	709,264
Total Local,	8,512	411,348	13,433	772,505
Through Tons,	12,265	1,226,500	23,419	2,315,886
Total Through and Local,	20,777	1,637,848	36,852	3,088,391

No. 8—PASSENGER DEPARTMENT.

Statement of Passenger Earnings and Miles Travelled for the Year Ending May 31, 1874.

MONTHS.	THROUGH PASSENGERS.			LOCAL PASSENGERS.			TOTAL.		
	Number.	Miles.	Amount.	Number.	Miles.	Amount.	Number.	Miles.	Amount.
June, 1873,	367	36,700	\$ 1,579 22	3,668	116,907	\$ 5,090 00	4,035	152,707	\$ 6,669 22
July, "	395	39,500	1,611 13	4,088	117,699	5,066 05	4,483	157,199	6,677 18
August, "	280	28,000	1,174 10	5,343	198,560	6,905 25	5,623	226,560	7,379 35
September, "	565	56,500	2,263 13	3,207	100,451	4,533 85	3,772	156,951	6,796 48
October, "	437	43,700	1,650 86	11,098	371,611	8,546 86	11,535	415,311	10,197 72
November, "	395	39,500	1,637 86	2,692	90,747	3,888 45	3,087	130,247	5,526 31
December, "	405	40,500	1,597 89	4,478	141,941	6,100 90	4,883	182,441	7,698 79
January, 1874,	202	20,200	832 97	3,493	105,226	4,689 40	3,695	125,426	5,522 37
February, "	250	25,000	1,001 70	2,636	82,307	3,573 10	2,886	107,307	4,574 80
March, "	505	50,500	2,356 71	3,164	94,480	3,511 20	3,669	144,980	5,867 91
April, "	483	48,300	2,360 61	2,630	79,158	3,553 75	3,113	127,458	5,914 36
May, "	482	48,200	2,350 06	6,820	256,784	4,505 01	7,302	304,984	6,855 07
Total,	4,766	476,600	20,416 24	53,317	1,754,971	59,263 32	58,083	2,231,571	79,679 56

RECAPITULATION.

Through Passengers,	4,766	Miles Trav'd,	476,600	Average Tr'y'l, 100	Amount Paid,	\$20,416 24	Average per mile, 4 28-100
*Local	53,317	"	1,754,971	"	"	59,263 32	"
Total No. Passengers,	58,083	Tot. Miles Tr.,	2,231,571		Total Am't Paid,	\$79,679 56	

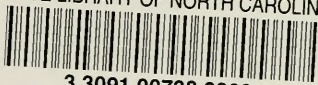
* Commutation and Excursion Tickets included.

THOMAS BADGER, Gen'l Pass. and Ticket Agent.



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