

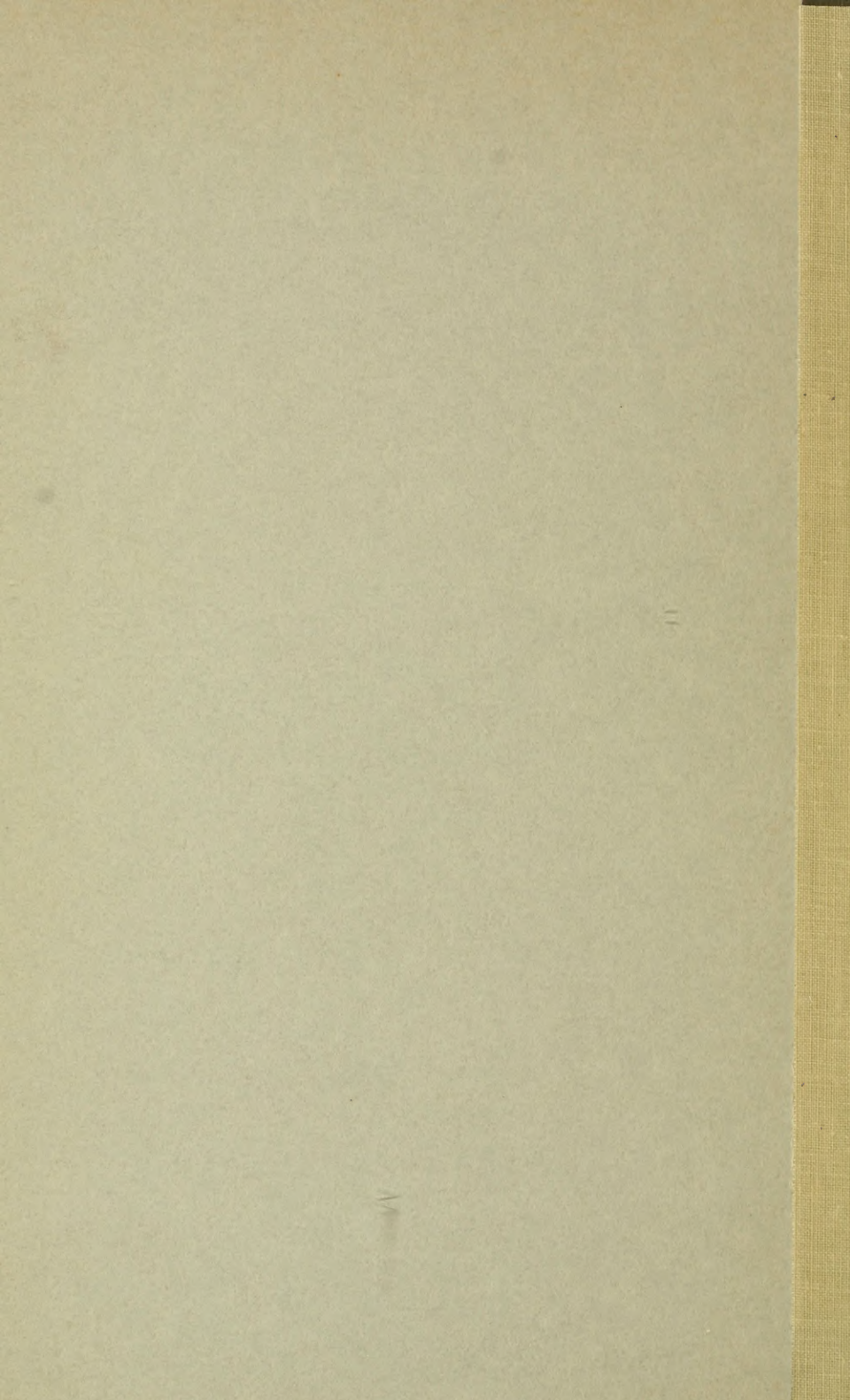
R 36

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1876

Raleigh and Gaston Railroad Company

Proceedings of the twenty-sixth annual
meeting, held at Raleigh, July 20, 1876



R36
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1876

PROCEEDINGS

OF THE

STOCKHOLDERS

OF THE

Raleigh & Gaston Railroad Co.,

AT THEIR

Twenty-Sixth Annual Meeting,

HELD AT

RALEIGH, JULY 20, 1876.

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

RALEIGH:

DAILY NEWS JOB OFFICE AND BOOK BINDERY.

1876.



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DAILY NEWS JOB OFFICE AND BOOK BINDERY.
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DIRECTORS AND OFFICERS.

DIRECTORS:

JOS. B. BATCHELOR,	PAUL C. CAMERON,
W. J. HAWKINS,	W. W. CHAMBERLAINE.
WALTER CLARK,	LEWIN W. BARRINGER.

OFFICERS:

JOHN M. ROBINSON, PRESIDENT.
JOHN C. WINDER, SUPERINTENDENT.
WILLIAM W. VASS, TREASURER.

COMMITTEE ON INSPECTION.

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



PROCEEDINGS.

The twenty-sixth annual meeting of the Stockholders of the Raleigh & Gaston Railroad Company was held at the office of the Company in Raleigh, on Thursday the 20th of July, 1876.

On motion of Jno. M. Robinson, President of the Company, D. M. Carter, of Raleigh, was called to the Chair, and W. W. Vass was appointed Secretary, and W. C. Mainwarring, Assistant Secretary.

A. M. McPheeters, from the Committee on Proxies, reported as follows:

Capital Stock of the Company—shares,.....	15,000
Reported in person,.....	1,760
Reported by Proxy,.....	9,025
Total representation,.....	10,785

The Chairman declared the meeting duly organized.

Jno. M. Robinson, President of the Company, read the annual report of the Board of Directors, which, on motion was received and directed to be published with proceedings.

The annual reports of the Superintendent and Treasurer were presented and received, and directed in like manner to be published.

T. B. Venable, Chairman of the Committee on Finance and Inspection, read his report which, on motion of P. C. Cameron, was received and directed to be published.

W. J. Hawkins offered the following resolution, viz:

That the By-Laws of the Company relating to the salary of the President be amended so as to fix the amount at \$2,500, instead of \$5,000.

This resolution was advocated by Jno. M. Robinson, P. C. Cameron and R. C. Hoffman, and unanimously adopted.

On motion of A. M. McPheeters, the Stockholders proceeded to ballot for President, R. C. Hoffman and R. S. Tucker being appointed tellers. Jno. M. Robinson received all the votes cast, and was declared duly elected.

On motion of T. B. Venable, the meeting balloted for six Directors, whereupon Geo. Little, long a member of the Board, declined to be put in nomination.

The following gentlemen were reported by the tellers as duly elected Directors:

WALTER CLARK, of Raleigh, received.....	10,542
W. J. HAWKINS, of Ridgeway, ".....	10,502
P. C. CAMERON, of Hillsboro, ".....	10,314
JOSEPH B. BATCHELOR, of Raleigh, ".....	10,287

W. W. CHAMBERLAINE, of Norfolk, received..... 9,638
 LEWIN W. BARRINGER, of Philadelphia, " 9,158

On motion of Walter Clark, T. B. Venable, A. M. McPheeters, R. S. Tucker and W. J. Baker were reappointed on the Committee of Inspection.

On motion, W. W. Vass and A. M. McPheeters were reappointed Committee on Proxies.

Col. R. S. Tucker offered the following preamble and resolutions, accompanied with appropriate remarks by himself and by Jno. M. Robinson, President of the Company.

WHEREAS, Since the last meeting of the Stockholders of the Raleigh & Gaston, and Raleigh & Augusta Railroads, it hath pleased Almighty God in his wisdom to remove from his field of usefulness, Geo. W. Grice, late President of the Raleigh & Gaston and Raleigh & Augusta Railroads; and,

WHEREAS, This is the first and only meeting of the Stockholders of said Roads, at which proper action could be taken in regard to the death of the late Geo. W. Grice, President; be it therefore,

Resolved, That in the death of Geo. W. Grice, we feel we have lost an able, faithful and acceptable President, who, though so short a time in office, had drawn to him by his courteous manners and prompt transaction of business many friends, and admirers. That we will ever cherish the memory of the man, and his many virtues of heart and head, and will point to his life and character as worthy of example by the rising generation.

Resolved, As a token of respect and regard, that these resolutions be spread upon the books of this Company, and that the Secretary be requested to furnish a copy of them to the family of the deceased.

After the adoption of the resolutions, the meeting on motion, adjourned *sine die*.

D. M. CARTER, *Chairman*.

W. W. VASS, *Secretary*.

W. C. MAINWARRING, *Assistant Sec'y*.

Report of Committee on Inspection.

RALEIGH, N. C., JULY 20, 1876.

The Committee on Inspection submit the following report :

That they have examined the road and find that the tracking is in a good and strong condition. During the year 12 miles of new iron has been laid, and about 14 miles of the track has been thoroughly ballasted with stone and gravel, and the whole line of the road is in as good condition as it has ever been.

The bridges are all in thorough repair and have been well painted, except the one over Neuse River, which although perfectly safe, is now being replaced by a new Howe Truss Bridge.

The depots are in good order. Two new ones have been built: one at Forestville and another at Middleburg.

We were glad to note a largely increased business from the Roanoke River at Gaston, and would recommend that warehouse and other facilities for handling the freights at that point be increased.

The shops, under the present efficient management, afford every facility for keeping the rolling stock and machinery of the Company in perfect order.

They further report that they have examined the books and accounts of the Treasurer and Auditor, and find them to be accurately and well kept, and that the proper vouchers are filed for all the payments.

The statements of the Treasurer filed with his report set forth accurately the financial condition of the Company. From these it appears that the net balance of earnings for the last fiscal year have increased, although the gross receipts have diminished. This is fortunate and in the opinion of your committee is referable to the economical and good management of the officers of the Company.

The statement of the sinking fund shows a decrease from last year, but the amount so decreased has been applied to the payment of a like amount of debt; and the statement of liabilities and resources of the Company shows a healthy financial condition. The early completion of the Raleigh & Augusta Air-Line Road to a junction with the Carolina Central will open a new line of traffic which it is hoped will largely increase the receipts of the Company.

The last year has been one of unparalleled difficulties in the financial world, which have effected Railway Companies, together with every other line of business, yet with economical management the prospects are good for increase in the business of the Company for the ensuing year.

It is a matter of congratulation that there have been no accidents to passengers or detention of freights on this line, and that this Company can safely offer to the public as efficient accommodation both for passengers and freight as any other line in the country.

T. B. VENABLE,
A. M. MCPHEETERS,
R. S. TUCKER,
W. J. BAKER.



Report of President and Directors.

ANNUAL REPORT.

OFFICE RALEIGH & GASTON RAILROAD COMPANY,

RALEIGH, N. C., July 20th, 1876.

To the Stockholders of the Raleigh & Gaston Railroad Company :

GENTLEMEN :—The Board of Directors respectfully submit their report for the fiscal year ending May 31st, 1876.

The receipts of the Company have been as follows :

From Freights,.....	\$170,780 41
“ Passengers,.....	64,009 20
“ Mail,.....	7,275 00
“ Miscellaneous sources,.....	180 83

Making total receipts,.....\$242,245 44

It will be noticed that there has been a decrease in receipts from freights of \$11,130.53; a decrease in receipts from passengers of \$7,191.92, and a decrease in receipts from mail service of \$754.70.

The decrease in receipts from the transportation of freights and passengers is due chiefly to the depressed condition of the country, whilst that reported as being from mail service is due to the fact that the report of the receipts from mail service of the last year embraced receipts for thirteen months service instead of for twelve months service, as is embraced in the present report.

To counterbalance the decrease in receipts, the Board are gratified to be able to report that there has been a marked decrease in the expenses of the Company.

The statement of what has been usually classed as operating expenses, exhibits that there has been expended under this head the sum of \$153,544.44, or \$11,487.61 less than the previous year, whilst the total expenses of the Company have been \$211,880.98, being \$39,312.29 less than the previous year—leaving a residue of net profit of \$30,364.46, being a net profit of \$20,415.97 greater than for the fiscal year ending May 31st, 1875, notwithstanding the loss in revenue.

It is proper to state that the expenditure of the Company includes \$41,728.32, being the cost of 1,001 tons of new rails over the amount received from sales of old rails, and it also includes the cost of 24,265 cross-ties, of one new baggage car, of ballasting twelve miles of track, and the purchase of real estate in Raleigh, costing \$2,300.

It was reported to the Stockholders in the report of the fiscal year

ending May 31st, 1875, that all the bridges were new and in excellent condition, with the exception of the bridge over Neuse river.

This bridge is now being replaced by a Howe's truss, and with this exception the Board are able to report that the roadway, bridges, machinery, cars, and other property of the Company are in excellent condition.

Since the last annual report, the Raleigh & Augusta Air-Line Railroad has been placed under contract to a point on the Carolina Central Railroad near the town of Rockingham, and will probably be opened to traffic early in October.

On the 1st day of October last, Dr. W. J. Hawkins, under whose administration the affairs of the Company prospered for many years, and to whose conception and active exertions the building of the Raleigh & Augusta Railroad is due, tendered his resignation as President of the Company on account of ill health, and the Board elected, to fill the vacancy, Maj. Geo. W. Grice, who had been for some years an active member of the Board. Maj. Grice at once assumed charge of the affairs of the Company, but on the 12th day of November he died suddenly at Portsmouth, Va. In his death the Company experienced a severe loss, for united to administrative ability of no common order, he possessed the rare faculty of gathering to himself the esteem, confidence and friendship of his fellow men.

Respectfully submitted by order of the Board,

JNO. M. ROBINSON, *President.*

Report of Superintendent.

RALEIGH & GASTON RAIL ROAD COMPANY,
SUPERINTENDENT'S OFFICE.

Raleigh, N. C., July 1st, 1876.

JNO. M. ROBINSON, ESQ., *President R. & G. R. R.,*

SIR:—In accordance with the established custom, I have the honor to submit the following report of the operations of this road for the year ending May 31st, 1876:

I was tendered the position I now hold on the 1st of November last, by the late lamented Maj. George W. Grice, President, who within a few days after my election, died suddenly at his residence in Portsmouth, Virginia. It was not my good fortune to have a long acquaintance with Maj. Grice, but the few days I was permitted to enjoy his confidence, convinced me that in his death the Company lost a valuable officer, and I a sincere friend.

The year just closed has been unusually severe on Railroads, and we with the others, have suffered.

The receipts have been as follows:

From Freights,.....	\$170,780.41
“ Passengers,.....	64,009.20
“ Mails,.....	7,275.00
“ Sundries,.....	180.83
	\$242,245.44
Total receipts,.....	
Operating and ordinary Expenses—Conducting	
transportation,.....	\$59,654.42
Maintenance of Way,.....	41,166.21
Machinery Department,.....	36,956.38
Salaries,.....	10,904.17
Miscellaneous,.....	4,863.26
	\$153,544.44
Total,.....	
To which add other expenditures, including pur-	
chases of real estate, buildings, bridges,	
&c., as per Treasurer's statement,.....	\$16,610.22
New rail, after deducting sale of old rails,.....	41,726.32
	\$211,880.98
Total expenses,.....	

Leaving a balance of \$30,364.46 profit for the year, being a gain of \$20,415.97 over the profits the previous fiscal year, notwithstanding our receipts have fallen off \$18,896.32 from those of last year.

The roadway is in excellent order. There have been twelve miles of new rails laid; 24,265 new cross ties put in the track; twelve miles of track well ballasted, and nearly all the ditches well cleaned out.

There are 1,876 cords of wood on hand, and about 3,000 cords of seasoned wood delivered but not yet received by the Company.

A new water tank of 10,000 gallons capacity has been put up at Weldon, the one there being much decayed, and always too small.

A new warehouse has been erected at Middleburg, the new Station between Henderson and Manson, in obedience to an order of the Board of Directors.

The contract for the construction of the bridge over Neuse River, to replace the old lattice one there, has been given to Mr. D. M. Renno, the builder who has reconstructed all the bridges on this road. The new bridge will be of the Howe Truss; rapid progress is being made with this work, and we hope to be able to raise it in August.

The people at Forestville, feeling the necessity of a warehouse at their place (the one they had having been moved to Wake Forest) sought permission, which was granted, to build a warehouse at their own expense, and they have built and paid for one alike creditable to themselves and the road.

A cotton platform, which was much needed, has been built at Raleigh, facing on Lane and Salisbury streets, has already proved of great benefit to the public as well as to the road.

The bridges are, with the exception of the Neuse, in good order; the decks of the bridges over the Tar River and Cedar Creek have been painted, and the bridge at Jeffrey's run will be painted at once.

The machine shops are large and commodious, and have the capacity for any amount of work which will probably be required of them. The foundry is large enough for ordinary repair work, but I regret it is not sufficiently large to admit of casting our own wheels, which I think we could profitably do.

The engines are generally in good repair. The No. 5 is now being reconstructed to be used as a shifting engine; the boiler is completed and in the furnace, at a cost of \$938.62. Much of the remaining work is on hand. We have twelve engines for service, the No. 3 having been condemned as worthless. The following table gives the number and description of each engine:

No. of Engine.	Dimensions of Cylinder.	Diameter of Driver.	Weight per ton	CONDITION.
1	11 x 22	4	20	Rebuilt 1870; good order.
2	11 x 26	4½	18	Built 1854; " "
4	11 x 24	5	20	Rebuilt 1872; " "
5	11 x 24			Being reconstructed.
7	13 x 24	5	22	Built 1854; good order.
9	13 x 24	5	22	" 1855; " "
10	14 x 24	5	25	Rebuilt 1874; " "
11	13 x 24	5	22	Built 1859; " "
12	15 x 24	4½	26	" 1867; " "
13	15 x 24	4½	26	" 1870; " "
14	15 x 24	4½	27	" 1872; " "
15	15 x 24	4½	27	" 1872; " "

Our passenger equipment is in good order, and will compare favorably with any road in the State.

The freight cars are generally in good order, and are kept in good repair. The following is a list of cars :

- 2 First Class Cars.
- 11 old Cars.
- 2 new Baggage Cars.
- 3 old " "
- 3 " " " as Shanties.
- 1 " Express Car.
- 88 Box Cars.
- 43 Flat Cars.
- 10 Gravel Cars.

Besides the regular and ordinary repairs we have built for the Raleigh & Augusta Air-Line a new Baggage and Express Car, and one for this road at a cost of \$2,360.79 each, and converted three old box cars into shanties for use on the Raleigh & Augusta Air-Line, and have built 9 section cars. We have also reconstructed 5 box cars with Winslow roof to replace old numbers, and five flat cars.

We have been singularly fortunate, having had no accidents to life or property; and it gives me pleasure to testify to the faithfulness of officers and employees in all departments.

Respectfully submitted,

JNO. C. WINDER,
Superintendent.

Report of Treasurer.



TREASURER'S STATEMENTS.

No. 1—Earnings of Road for fiscal year ending May 31, 1876.

No. 2—Transportation expenditures for the year ending May 31, 1876.

No. 3—Annual statement of receipts and expenditures for year ending May 31, 1876.

No. 4—Resources and liabilities of Company, May 31, 1876.

No. 5—Auditor's statement of the monthly earnings of Road at the several stations for the fiscal year ending May 31, 1876.

No. 6—Auditor's statement of tonnage and miles at each station, North and South, for the year ending May 31, 1876.

No. 7—Statement of General Passenger and Ticket Agent for the year ending May 31, 1876.

No. 8—Table of annual receipts from Freight and Passenger, from organization to May 31, 1876.

W. W. VASS,
Treasurer.

OFFICE RALEIGH & GASTON R. R. Co.,
July, 1876.

No. 1.--Statement of the earnings of the Raleigh & Gaston Railroad Company from June 1, 1875, to
May 31, 1876, inclusive--compared with the previous fiscal year.

MONTHS.	1875-'76.			1874-'75.	
	Freights.	Passengers.	Mail.	Total.	Total.
1875.					
June.....	\$ 9,291 37	\$ 5,670 83	\$ 606 25	\$ 15,568 45	\$ 14,478 87
July.....	7,734 49	4,921 16	606 25	13,261 90	16,501 39
August.....	8,624 99	6,386 27	606 25	15,617 51	16,834 56
September.....	15,206 29	5,704 16	606 25	21,516 70	21,060 68
October.....	25,374 59	7,308 87	606 25	33,289 71	35,749 41
November.....	34,892 39	5,086 76	606 25	25,585 40	26,333 99
December.....	17,387 18	7,088 77	606 25	25,082 20	27,635 60
1876.					
January.....	13,442 39	5,066 01	606 25	19,114 65	18,639 23
February.....	16,066 05	4,271 78	606 25	20,944 08	19,779 35
March.....	15,788 63	3,412 78	606 25	19,807 66	25,403 52
April.....	12,016 17	4,205 56	606 25	18,824 98	21,837 39
May.....	9,555 07	4,889 25	606 25	15,051 17	16,807 91
Total.....	\$170,780 41	\$64,009 20	\$7,275 00	\$242,064 61	\$261,141 76
Last year.....	181,910 94	71,201 12	8,029 70	261,141 76	
Decrease.....	\$ 11,130 53	\$ 7,191 92	\$ 754 70	\$ 19,077 15	

No. 2.

Transportation Expenditures of the Raleigh & Gaston
Railroad Company from June 1, 1875, to May 31, 1876.

CONDUCTING TRANSPORTATION :

Embracing cost of conductors and train hands, engine runners, firemen and wipers, &c.; agents and labor at depots; stock killed; losses and damages; overcharges, &c.,.....	\$ 59,654 42
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MAINTENANCE OF WAY :

Embracing cost of superintendence, labor roadway; subsistence; repairs bridges and culverts; ties; repairs tools, tanks, &c.,....	41,166 21
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MACHINERY DEPARTMENT :

Embracing cost of repairs engines, construction and repairs cars and coaches, including material, oil, &c.,.....	36,956 38
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MISCELLANEOUS :

<i>Salaries of Officers</i> —President, Superintendent, Treasurer and Secretary, and Auditor,.....	10,904 17
Printing and advertising; incidental expenses; office expenses; mileage paid other roads,.....	4,863 26
Paid attorney's fees, and Court costs; real estate; agencies; draw-backs; insurance; bureau of immigration; buildings; personal damages and Neuse river bridge, &c.,.....	16,610 22
Paid iron rails—deducting sales old rails,.....	41,726 32

Total,	\$211,680 98
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No. 3.

Annual Statement of Raleigh & Gaston Railroad Company
from June 1, 1875, to May 31, 1876, inclusive.

EARNINGS from freight, passengers, mail and miscellaneous, for year ending May 31, 1876.....		\$ 242,245 44
TOTAL EXPENDITURES for same period.....		211,880 98
PROFITS of transportation for the year.....		\$ 30,364 46
Sales of 1st mortgage bonds, at par.....	\$182,000 00	
Sales of sinking fund's bonds, to pay debt.....	34,000 00	
Sales of "investments" bonds.....	5,000 00	
Received interest on guaranteed stock R. & A. A-L. R. Co.....	45,064 87	
Received interest on account sinking fund.....	4,541 80	
Balance May 31, 1875—brought forward.....	94,877 99	365,484 66
Amount.....		\$ 395,849 12
PAID DEBT—bills payable, in full.....	\$ 35,000 00	
Paid interest on 1st mortgage bonds.....	39,348 16	
Paid interest on 1st loan.....	3,180 00	
Paid interest on bills payable, &c.....	1,064 59	
Investments—paid for guaranteed stock in the Raleigh & Augusta Air-Line R. R. Co., at par.....	220,000 00	298,592 75
Balance.....		\$ 97,256 37
BALANCES :		
Cash in city banks.....	\$ 43,553 18	
Cash on call.....	23,950 05	
Bills—receivable.....	3,609 00	
Postoffice department, due on account.....	1,699 71	
United States.....	9 55	
Southern Express Company.....	314 35	
J. M. Pool, Auditor.....	391 50	
City of Raleigh.....	566 15	
Trace Agency.....	683 75	
Agents at stations, other Companies and miscellaneous—balance.....	22,498 44	\$ 97,256 37
1876.		
May 31. Balance on hand this date, brought forward,...		97,256 37

W. W. VASS, Treasurer.

No. 4.

Statement of the Condition of Raleigh & Gaston Rail Road Company, May 31, 1876.

RESOURCES:		LIABILITIES:	
Road, engines and property—cost,	\$1,500,000.00	Capital Stock, 15,000 shares, par value	\$1,500,000.00
Sinking Fund—May 31, 1875,	Coupon Bonds, due July, 1877,	\$ 50,000.00
" " decrease since,	\$ 51,000.00	First Mortgage Bonds, due January,	
Guaranteed Stock in Raleigh & Augusta		1898—amount May 31, 1875,	658,000.00
Air-Line Rail Road Co.,	720,000.00	increased since,	
1875,			
Increase since,		Surplus account, May 31, 1876,	\$ 97,256.37
Investment Fund—amount	17,257.50	General profit and loss account, May	235,557.50
1875,		31, 1876,	
Decrease since,			
Stocks—53 shares in Raleigh & Gaston	788,257.50		
Rail Road Co. at par,			
6,200 shares in Raleigh & Augusta Rail	\$ 5,300.00		
Road Co., last valuation,	150,000.00		
Current Balances due Co.—Cash on de-			
posit in banks,	\$ 43,553.48		
Cash on call in Philadelphia,	27,950.65		
Debit due Co., balance per list,	23,752.54		
	97,256.37		
	\$2,540,813.87		2,540,813.87

W. W. VASS, Treasurer.

Report of Auditor.

No. 5.
 Monthly Earnings from Freight and Passengers at each Station for the year ending May 31, 1876.

MONTHS.	RALEIGH.			FORESTVILLE.		NEUSE.		WAKE.	
	Thro' Fr't from other Co's.	Local.		Freight.	Passeng'rs	Freight.	Passeng'rs	Freight.	Passeng'rs
		Passeng'rs	Passeng'rs						
1875,	\$ 4,543 02	\$ 261 06	\$ 1,607 08		\$ 320 14	\$ 53 35	\$ 215 89	\$ 156 95	
June,	3,154 90	290 34	1,449 17		320 80	56 25	134 14	74 60	
July,	3,774 42	458 36	1,652 56		392 06	62 95	265 16	134 20	
August,	8,601 37	216 97	1,749 74		514 81	75 95	532 33	123 35	
September,	13,145 98	669 75	1,340 08		474 10	85 45	456 86	240 90	
October,	8,652 48	920 40	1,224 85		420 70	34 50	224 46	91 55	
November,	7,432 41	1,133 63	2,122 53		266 53	77 20	243 06	190 05	
December,	5,438 59	920 55	1,147 50		247 96	50 85	311 07	140 30	
1876,	6,463 04	1,109 38	1,192 83		572 96	19 65	427 91	127 85	
January,	7,218 55	1,027 55	1,263 81		450 11	32 20	681 98	81 20	
February,	4,623 56	553 95	1,652 33		253 04	31 45	262 10	72 25	
March,		354 32		14 87	264 70	39 30	166 81	177 35	
April,									
May,									
Total,	\$76,650 08	\$ 7,947 09	\$17,601 88	\$ 14 87	\$ 4,497 43	\$ 638 70	\$ 3,921 77	\$ 1,640 55	

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

MONTHS.	YOUNGSVILLE.		FRANKLINTON.		KITRELLS.		HENDERSON.		JUNCTION.	
	Freight.	Passeng'rs	Freight.	Passeng'rs	Freight.	Passeng'rs	Freight.	Passeng'rs	Freight.	Passeng'rs
June, 1875,	\$ 95 82	\$ 24 40	\$ 563 31	\$ 236 50	\$ 180 41	\$ 135 85	\$ 1,117 67	\$ 395 90	\$ 307 03	\$ 64 25
July,	71 26	42 35	634 21	308 20	171 27	147 60	962 52	313 55	447 45	99 35
August,	105 82	94 00	619 04	367 05	204 46	471 90	1,097 76	720 10	415 77	199 20
September,	201 75	48 85	1,235 87	343 55	215 13	218 70	1,287 58	402 60	201 15	183 40
October,	521 54	154 90	2,307 51	715 70	345 82	318 55	2,369 70	646 60	466 88	235 00
November,	407 19	48 25	2,511 28	242 25	392 68	115 25	2,096 93	424 70	326 37	169 50
December,	310 00	79 55	1,937 70	466 00	310 13	233 15	1,541 62	519 65	279 91	153 80
January, 1876,	284 39	57 25	2,001 80	317 80	241 20	204 90	1,324 10	409 90	180 19	144 10
February,	600 02	47 45	2,475 16	224 05	325 84	102 45	1,655 88	237 05	182 73	156 70
March,	616 95	39 20	1,565 78	256 95	329 15	124 75	1,463 43	283 80	190 68	70 05
April,	391 60	33 25	1,326 73	205 30	362 11	145 20	1,565 79	236 35	441 70	73 70
May,	256 56	52 30	854 64	282 45	237 25	152 25	1,628 28	364 45	284 36	56 30
Total,	\$ 3,662 92	\$ 721 75	\$18,643 03	\$ 4,037 80	\$ 3,325 45	\$ 2,370 55	\$18,111 26	\$ 4,954 85	\$3,727 22	\$ 1,445 35

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

MONTHS.	RIDGEWAY.		WARRENTON.		MACON.		LITTLETON.	
	Freight.	Passengers.	Freight.	Passengers.	Freight.	Passengers.	Freight.	Passengers.
June, 1875,	\$ 302 58	\$ 98 10	\$ 370 26	\$ 170 40	\$ 268 01	\$ 49 95	\$ 181 24	\$ 112 15
July,	158 02	77 85	376 19	191 60	209 10	47 80	307 03	118 85
August,	191 46	175 95	305 43	401 30	153 50	63 15	320 66	141 75
September,	308 17	135 65	451 27	235 55	189 14	120 35	528 51	105 20
October,	712 25	223 05	699 57	400 10	564 38	166 00	834 67	264 20
November,	725 92	108 05	880 59	190 40	490 50	89 75	808 00	119 35
December,	694 44	110 65	1,035 26	294 15	426 24	73 95	854 21	210 80
January, 1876,	393 91	139 80	684 31	225 35	214 41	51 10	703 17	153 40
February,	498 55	98 65	591 84	127 60	262 14	28 50	583 06	98 35
March,	467 02	57 10	457 41	207 00	217 08	23 60	491 06	48 45
April,	422 15	67 15	440 45	102 10	277 06	19 90	452 32	102 00
May,	273 27	89 50	454 52	208 65	248 30	63 65	250 67	137 65
Total,	\$ 5,057 74	\$ 1,381 20	\$ 6,087 10	\$ 2,754 20	\$ 3,550 36	\$ 769 90	\$ 6,114 60	\$ 1,632 15

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

MONTHS.	GASTON.		WELDON.		SO. EX. CO.		CONDUCTOR'S WAY BILLS.	
	Freight.	Passengers.	Freight.	Passengers.	Freight.	Passengers.	Freight.	Passengers.
1875,								
June,	\$ 211 17	\$ 56 10	\$ 130 69	\$ 789 85	\$ 213 07	\$	\$	310 80
July,	285 12	47 20	85 08	916 62	187 56			283 70
August,	193 37	78 70	139 48	622 56	187 62			382 80
September,	277 40	56 05	139 08	819 95	245 16			210 15
October,	657 53	171 15	146 31	826 15	363 84			250 75
November,	540 41	48 80	138 44	1,138 12	386 84			249 60
December,	397 60	73 45	177 02	1,079 41	437 42			278 85
1876,								
January,	302 29	63 05	118 45	970 26	236 00			219 70
February,	265 93	85 60	98 48	725 45	192 90			200 45
March,	303 60	40 20	100 18	carried to April.	297 40			207 30
April,	378 81	40 25	70 70	1,128 60	191 60			192 40
May,	287 87	62 53	82 22	688 11	314 35			170 45
Total,	\$ 4,080 10	\$ 773 10	\$ 1,426 13	\$ 9,904 78	\$ 3,163 26	\$	\$	2,955 95

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

MONTHS.	FROM OTHER COMPANIES.		COMMUTATION TICKETS.		TOTAL.		TOTAL.	
	Passengers.		Passengers.		Freight.		Passengers.	
1875,	\$	\$	\$	\$	\$	\$	\$	\$
June,	953 60	175 00	9,291 37	5,670 83	14,962 20	Freight and Passengers.		
July,	694 47	52 50	7,734 49	4,921 16	12,655 65			
August,	488 08	130 00	8,824 99	6,336 27	15,211 26			
September,	737 47	137 65	15,206 29	5,704 16	20,910 45			
October,	1,292 79	17 50	25,574 59	7,398 87	32,883 46			
November,	894 34	97 50	19,892 39	5,088 76	24,979 15			
December,	1,023 38	82 50	17,387 18	7,088 77	24,475 95			
1876,	560 75	210 00	13,442 39	5,066 01	18,508 40			
January,	897 40	135 00	16,066 05	3,271 78	20,337 83			
February,	583 15	165 00	15,788 83	3,412 78	19,201 61			
March,	386 15	102 50	12,016 17	4,202 56	16,218 73			
April,	549 76	120 00	9,555 67	4,889 25	14,444 92			
May,								
Total,	\$ 8,911 34	\$ 1,425 15	\$ 170,780 41	\$ 64,009 20	\$ 234,789 61			

JAMES M. POOL, Auditor.

No. 6.

Statement of Tonnage and Miles at each Station, North and South, During the Fiscal Year ending May 31, 1876.

STATIONS.	NORTH.		SOUTH.		TOTAL.	
	Tons.	Miles.	Tons.	Miles.	Tons.	Miles.
Raleigh.....	2,129	60,920			2,129	60,920
Neuse.....	207	18,565	175	1,723	382	20,288
Wake.....	100	7,642	247	4,125	347	11,767
Youngsville.....	218	4,252	168	9,750	386	14,002
Franklinton.....	1,257	89,265	399	10,244	1,656	99,509
Kittrells.....	23	1,176	79	2,702	102	3,878
Henderson.....	1,346	73,366	368	13,238	1,714	86,604
Junction.....	457	23,252	138	6,379	595	29,631
Ridgeway.....	445	18,774	124	4,231	569	23,005
Warrenton.....	528	19,505	36	1,925	564	21,430
Macon.....	430	14,118	40	2,444	470	16,562
Littleton.....	933	19,612	60	4,358	993	23,970
Gaston.....	916	9,792	55	2,500	971	12,292
Weldon.....			11,930	1,140,020	11,930	1,140,020
Total Local.....	8,989	360,239	13,819	1,203,639	22,808	1,563,878
Through Tons.....	11,579	1,157,900	19,903	1,990,200	31,482	3,148,100
Total Thro'gh & Local	20,568	1,518,139	33,722	3,193,839	54,290	4,711,978

General Ticket Agent's Report.

No. 7.—PASSENGER DEPARTMENT.

Statement of Passenger Earnings and Miles Travelled for the Year Ending May 31, 1876.

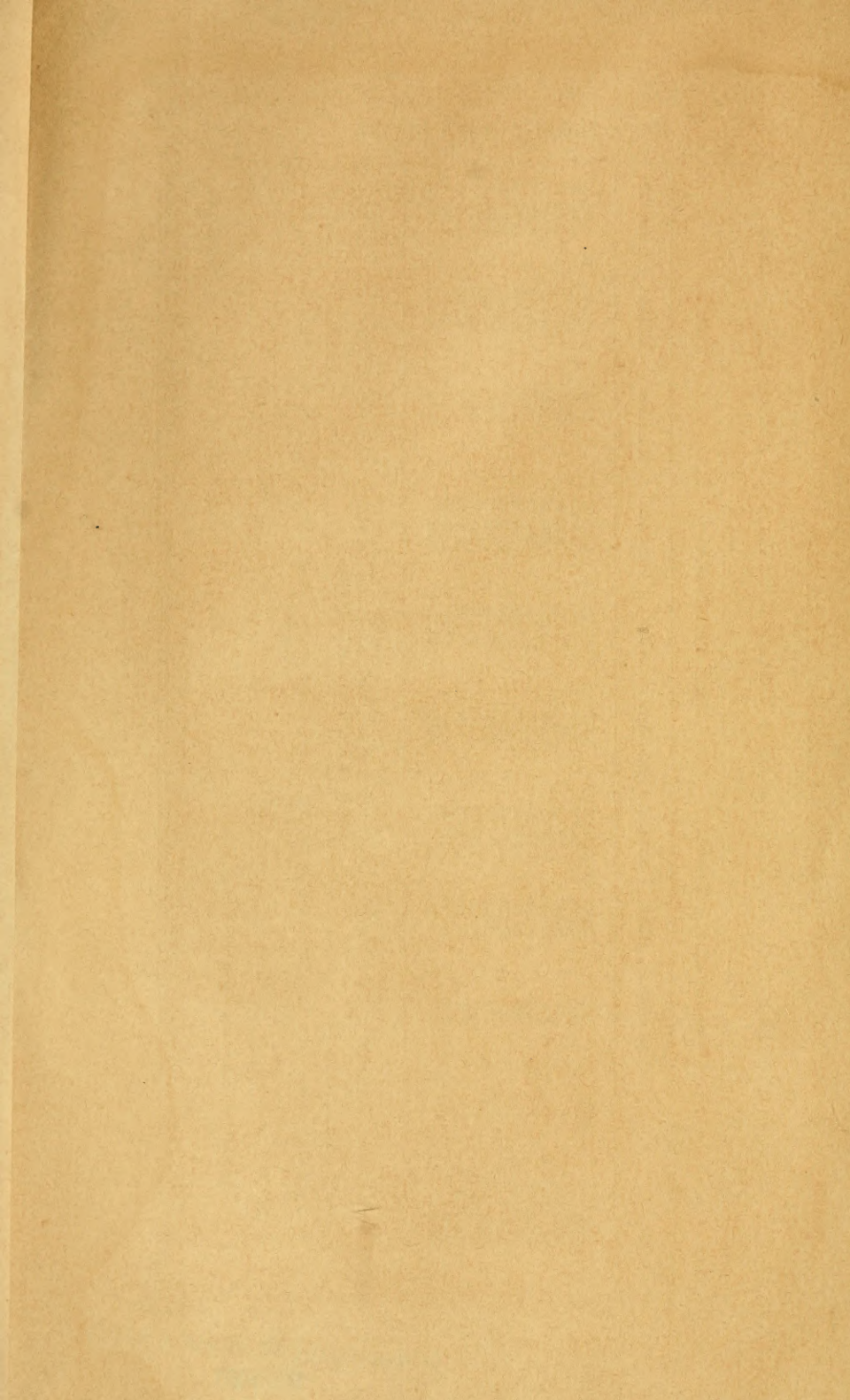
MONTHS.	THROUGH PASSENGERS.			* LOCAL PASSENGERS.			TOTAL.		
	Number.	Miles.	Amount.	Number.	Miles.	Amount.	Number.	MILES.	Amount.
June, 1875,	335	33,500	\$ 1,376 28	3,511	101,392	\$ 4,294 55	3,846	134,692	\$ 5,670 83
July, "	262	26,200	1,110 96	3,078	93,065	3,820 20	3,290	119,265	4,921 16
August, "	279	27,900	1,110 22	6,638	235,244	5,276 05	6,917	263,144	6,336 27
September, "	377	37,700	1,636 71	3,447	126,630	4,067 45	3,824	164,350	5,704 16
October, "	593	59,300	1,719 67	7,713	227,039	5,589 90	8,306	226,359	7,308 87
November, "	299	29,900	1,216 96	2,870	91,068	3,869 80	3,169	120,888	5,086 76
December, "	371	37,100	1,426 52	5,046	152,709	5,662 25	5,417	189,809	7,083 77
January, 1876,	237	23,700	881 66	3,348	98,554	4,184 35	3,565	122,254	5,066 01
February, "	321	32,100	1,273 38	2,495	68,545	2,998 40	2,816	100,645	4,271 78
March, "	242	24,200	1,050 13	2,634	74,155	2,910 70	2,876	98,355	3,960 83
April, "	203	20,300	859 21	2,140	64,045	2,795 30	2,343	84,345	3,634 51
May, "	317	31,700	1,296 45	5,003	169,977	3,592 80	5,320	201,677	4,889 25
Total,	3,836	384,600	\$14,948 15	47,873	1,502,483	\$ 49,061 05	51,709	1,886,083	\$ 64,009 20

RECAPITULATION.

Through Passengers,	3,836	Miles Trav'd,	383,600	Average Trav., 100	Amount Paid,	\$14,948 15	Average per mile,	3 89-100
* Local,	47,873	"	1,502,483	" 31 38-100	"	49,061 05	"	3 26-100
Total No. Passengers,	51,709	Total Miles Tr. I, 886,083			Total Amt. Paid,	\$64,009 20		

* Mileage and Excursion Tickets included.

THOMAS BADGER, Genl. Freight and Passenger Agent.

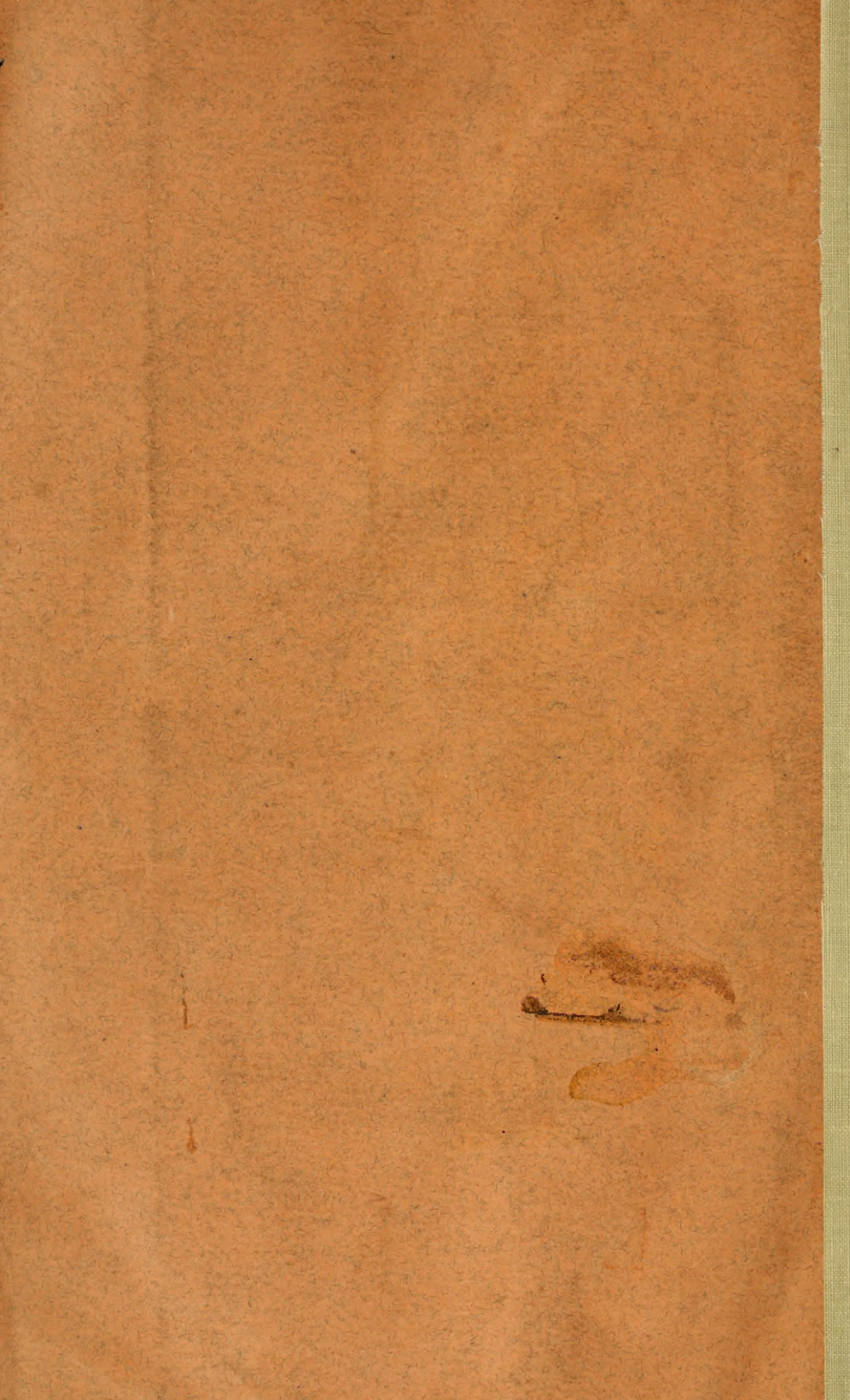


No. 8. RALEIGH & GASTON RAIL ROAD COMPANY.

Table of Annual Receipts from Freight and Passengers from Organization to May 31st, 1876.
Compiled by JAMES M. FOOLE, Auditor.

DATE.	PRESIDENT.	TREASURER.	FREIGHT.	PASSENGERS.	TOTAL.	Compared with Year Previous.
			INCREASE.	DECREASE.		
1832-9	George W. Mordcaai,	S. W. Whiting,	\$ 10,103 10	\$ 6,528 31	\$ 16,631 41	
1840	Samuel F. Patterson,	S. W. Whiting,	33,827 88	13,827 88	34,381 56	17,750 15
1841	Samuel F. Patterson,	S. W. Whiting,	33,859 23	37,020 92	60,880 15	26,498 59
1842	Samuel F. Patterson,	S. W. Whiting,	29,730 66	24,726 07	58,522 83	2,357 32
1843	Samuel F. Patterson,	S. Birdsell,	29,132 98	24,930 15	51,559 03	6,963 80
1844	Jas. Wyche & W. Hollister,	W. W. Vass,	30,371 27	21,349 90	53,460 77	1,900 74
1845	Wm. Boylan,	W. W. Vass,	30,028 72	19,385 94	44,913 80	3,082 15
1846	Thomas Miller,	W. W. Vass,	32,199 54	26,031 82	58,231 36	5,464 82
1847	Thomas Miller,	W. W. Vass,	23,826 27	24,659 26	48,485 53	9,745 63
1848	R. O. Britton,	W. W. Vass,	30,171 97	23,490 90	53,662 87	5,177 34
1849	W. W. Vass,	C. J. Williams,	27,132 80	27,950 86	59,605 40	5,942 53
1851	W. W. Vass,	C. J. Williams,	35,879 85	25,545 23	52,678 03	6,927 37
1852	George W. Mordcaai,	W. W. Vass,	100,707 70	65,827 09	161,707 04	9,025 01
1853	L. O'B. Branch,	W. W. Vass,	64,626 32	46,235 05	110,861 37	49,154 33
1854	E. A. Crudup,	W. W. Vass,	122,027 26	61,122 59	183,149 85	53,442 07
1855	R. A. Hamilton,	W. W. Vass,	104,233 54	60,445 24	164,363 44	18,846 41
1856	W. J. Hawkins,	W. W. Vass,	128,419 58	68,597 01	197,016 59	32,337 81
1857	W. J. Hawkins,	W. W. Vass,	149,551 65	72,628 67	222,180 32	25,163 73
1858	Gaston H. Wilder,	W. W. Vass,	164,775 28	83,592 96	248,368 24	26,187 92
1859	W. J. Hawkins,	W. W. Vass,	102,671 45	53,527 21	156,198 66	92,169 58
1860	W. J. Hawkins,	W. W. Vass,	41,470 62	89,601 80	237,200 20	127,816 45
1861	W. J. Hawkins,	W. W. Vass,	152,416 03	212,604 62	365,020 65	452,994 38
1862	W. J. Hawkins,	W. W. Vass,	231,042 86	526,572 17	817,615 03	619,168 72
1863	W. J. Hawkins,	W. W. Vass,	290,006 45	16,767 20	306,773 65	90,005 26
1864	W. J. Hawkins,	W. W. Vass,	225,262 37	624,059 74	849,322 11	83,769 08
1865	R. W. Lassiter,	W. W. Vass,	130,733 40	283,368 27	414,101 67	36,173 96
1866	W. J. Hawkins,	W. W. Vass,	187,530 81	309,468 17	497,000 98	37,080 33
1867	W. J. Hawkins,	W. W. Vass,	123,190 64	70,508 45	293,779 62	64,701 33
1868	W. J. Hawkins,	W. W. Vass,	161,776 90	78,002 62	394,570 82	36,539 66
1869	W. J. Hawkins,	W. W. Vass,	291,744 45	79,396 06	341,110 51	10,891 48
1870	W. J. Hawkins,	W. W. Vass,	271,315 00	80,686 90	352,000 90	7,088 14
1871	W. J. Hawkins,	W. W. Vass,	276,632 60	82,465 53	359,090 13	
1872	W. J. Hawkins,	W. W. Vass,	187,320 99	79,679 56	267,000 55	92,089 68
1873	W. J. Hawkins,	W. W. Vass,	181,910 94	71,201 12	253,112 06	13,888 49
1874	W. J. Hawkins,	W. W. Vass,				
1875	W. J. Hawkins,	W. W. Vass,				
1876	Geo. W. Grice, { John M. Robinson,	W. W. Vass,	170,780 41	64,009 20	234,789 61	18,322 45
			\$ 5,525,711 71	\$ 3,926,442 75	\$ 9,446,154 46	

NOTE.—Reorganization Raleigh & Gaston Railroad Company, September 30, 1851. Those marked *Confederate currency.



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