Wilmington and Weldon R.R. co.
Annual reports

1863

ANNUAL REPORTS

OF THE

PRESIDENT AND DIRECTORS,

AND THE

CHIEF ENGINEER AND SUPERINTENDENT

OF THE

Wilmington & Weldon R. R. Co.,

WITH THE

Proceedings of the General Meeting of Stockholders,

NOVEMBER 18TH, 1863.

WILMINGTON, N. C.:
FULTON & PRICE STEAM POWER PRESS PRINTERS.
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OFFICERS FOR 1863--'64.

ADMINISTRATIVE OFFICERS.

PRESIDENT:

S. D. WALLACE.

BOARD OF DIRECTORS:

ON THE PART OF INDIVIDUAL STOCKHOLDERS:

P. K. DICINSON,
A. J. DEROSSET,
J. D. BELLAMY,
R. R. BRIDGERS,
WALKER MEARES,
EDWARD KIDDER,
BENNETT FLANNER

ON THE PART OF THE STATE.

WM. A. WRIGHT, W. W. BRICKELL, G. W. COLLIER.

EXECUTIVE OFFICERS:

S. L. FREMONT, *Chief Engineer and Superintendent.*
J. W. THOMPSON, *Secretary and Treasurer.*
WM. SMITH, *Master of Transportation.*
W. J. YOPP, *General Freight Agent.*
W. M. POISSON, *Book Keeper and Gen'l Ticket Agent.*
A. J. GALLOWAY, *General Agent at Goldsboro'.*
JOHN CAMPBELL, *General Agent at Weldon.*
F. MCMILLAN, *Master of Machinery.*
JOHN. H. WRIGHT, *Master Carpenter.*
JOHN CRONE, *Road Master, second division.*
SILAS BASS, *Road Master, first divison.*

LIST OF STOCKHOLDERS in the W. & W. R. R. Co.

NAMES AND RESIDENCE.	Shares.
Aaron, Henry, Halifax	1
Albia, Eugenia, Olin	8
Allen, Mary, Est., Wilmington	3
Anderson, Alex, Est., administrator of A. Lazarus, Wilmington	1
Anderson, Alex, Est., Wilmington	50
Anderson & Goodridge, Norfolk	2
Andres, Sophia, Westbrooks	12
Armstrong, T J, Wilmington,	30
Arrington, H H	1
Ashe, Anna L. Chapel Hill	22
Austin, R H. Tarboro'	2
Austin, Norfleet & Co, Tarboro'	49
Avent, T W	1
Bain, Thos A	1
Bain & Co	5
Baker, J H, Tarboro'	81
Baker, Elony, do	5
Baker, Jesse do	2
Baker, John do	2
Baker, W S, Trustees of Polly Pitt, Tarboro'	2
Baker David G	1
Baker, Samuel A	5
Barlow, David, Tarboro'	35
Barfield, John, Est, Falson's	5
Barnes, Jacob S, Wilson	2
Barnes, William J, do	3
Barnes, Edwin, Stantonsburg	2
Barnes, Burket, Wilson	1
Batchelor, L W, Enfield	3
Battle, W S, Rocky Mount	60
Battle, T W, do	40
Battle, W H, Chapel Hill	28
Battle, Mary P, do	5
Battle, P B	25
Battle, Kemp P, Raleigh	20
Battle; James L, Tarboro'	20
Batts, Emma L, Joyner's	1
Batts, Dempsey B, do	2
Batts, Isaac F, do	2
Batts. Margaret, do	1
Beatty, W H, Est, Fayetteville	10
Beavans, John, Halifax	9
Bell, H C	1
Bellamy, John D, Wilmington	61
Bellamy, J T, Enfield	18
Bellamy, J C, do	18
Betts, Mary, Wilmington	1
Bettencourt, W C, Est, Wilmington	21
Becton. John E, Dudley	2½
Biggs, Joseph J, Raleigh	5
Biggs, K & Co, Petersburg	10
Bilisoly, J A, Portsmouth	3
Bilisoly, A, do	3
Bizzell, C W, Goldsboro'	1
Blossom, B & Son, New York	10
Blow, George	12
Bond, H F, Raleigh	5
Borden, M A, Goldsboro'	5
Borden, Betsey, Alabama	19
Bauman, J G, Wilmington	1
Bochover, B T	2

NAMES AND RESIDENCE.	Shares.
Bond, James	5
Boddie, E C, Nashville	5
Bowden Daniel, Bear Swamp	1
Bowden, W N, Wilmington	1
Bourke, Joseph, Norfolk	1
Bradley, Richard, Wilmington	33
Bradley, Eliza C, do	1
Bradley, James A, do	50
Bradley, James A, Trustee of C Eels, Wilmington	5
Bradley, C W, Trustee of L A Jewett, Wilmington	54
Bradley, Willie, Tarboro'	8
Branch, Thos & Sons, Petersburg	182
Branch, S G & Bro, do	1
Branch, S W, Halifax	2
Braswell, A, Tarboro'	5
Braswell, W T, do	5
Brickell, W W, Halifax	4
Bridgers, R R, Tarboro'	88
Bridgers, J L, do	51
Brown, Gray L, do	2
Brown, R F, Wilmington	3
Brown, John P, New York	25
Brown, Mary A	1
Brown, Margaret	8
Brogden, Nathan, Goldsboro'	3
Broughton, Laura B,	1
Bryan, Battle, Tarboro'	1
Bryan, E M, do	5
Bryan, Gray, do	5
Bryan, Josiah, do	1
Bryan, Elias, do	20
Bryan, Joseph, do	3
Bryan, P A E, Battle's	2
Bryan, H B, Tarboro'	20
Buff, Henry, do	1
Bullock, D W, do	20
Bullock, J R, do	15
Bunting, Julia A, Goldsboro'	2
Burgwin, H W, Wilmington	3
Burr, R, do	30
Burr, C E, do	10
Bynum, Turner, Wilson	10
Camp, W S	2
Carney, Wright, Tarboro'	1
Carney, James, do	3
Carr, T B, Wilmington	20
Caraway, William, Dudley	10
Cassidy, James, Wilmington	85
Chapman, R, Tarboro'	19
Chamberlin, R H	8
Cherry, W R, Tarboro'	5
Cherry, H R, do	2
Cherry, C C, do	2
Cherry, S T, do	1
Cherry, Erastus, do	2
Cherry, L R, do	10
Clarke, H T, do	34
Clements, P P, do	5
Cocke, C L, Norfolk	1
Cocke, John, do	5
Cooke, Mordecai, Norfolk	2

LIST OF STOCKHOLDERS—Continued.

NAMES AND RESIDENCE.	Shares.
Cobb, W D, Dudley	21
Cobb, John P, do	3
Cobb, N B, Goldsboro'	3
Cobb, David, Tarboro'	2
Coley, John, Goldsboro'	3
Collier, G W, Dudley	20
Coffield, Martha C, Enfield	1
Coffield, Sarah W, do	1
Conyers, L M, Wilmington	2
Cooper, Blount	1
Cotton, A S, Tarboro'	1
Cotton, Laura P, do	6
Cotton, Arabella C, Tarboro'	1
Cotton, Florida do	1
Cotton, J W, do	1
Cotton, A J, do	10
Cox, W R, Raleigh	15
Cox, Silas, Est, Goldsboro'	1
Cox, Macijah, Est	10
Cox, S P, Speight's Bridge	2
Cowan, Thomas, Wilmington	20
Craft, T C, do	5
Crawford, M K, Goldsboro'	3
Crawford, A E, do	4
Crowell, Thos M, Halifax	5
Croome, Lott, So Washington	5
Cromartie, Ann, Gravelly Hill	4
Cromartie, Peter do	20
Cromartie, W K, do	3
Cromartie, W J, do	7
Crook, William	10
Cromwell, Elisha, Tarboro'	10
Cummings, Ann J, Westbrook	8
Dancy, John S, Tarboro'	28
Dancy, W F, Est, do	30
Daniel, Zilpha, Black Creek	1
Daniel, J H, Tarboro'	11
Daniel, W W	2
Daughtry, Reddin, Rocky Mount	3
Davis, M W, Halifax	5
Dawson, John, Wilmington	6
Depeyster, J F, Trustee for M C Livingston, New York	80
Depeyster, J F, Trustee for M Woodbridge, New York	15
DeRosset, A J, Est, Wilmington	25
DeRosset, A J do	100
DeRosset, L H, do	12
DeRosset & Brown, do	16
Devane, J C, Harrell's Store	5
Dickinson, P K, Wilmington	100
Dickinson, P K, Executor of Mary L Orme, Wilmington	10
Dickson, J H, Est, Wilmington	30
Donnans & Johnson, Petersburg	3
Dortch, W T, Goldsboro'	25
Dozier, Richmond, Tarboro'	5
Drane, R B, Jr, Wilmington	56
Dudley, E B, Est, do	17
Dudley, Jane A, do	58
Dunn & Spencer, Tarboro'	2
Dunn, L S, do	27
Edens, Robert, Est, Wilmington	20
Edens, Sarah, do	5

NAMES AND RESIDENCE.	Shares.
Edmonds, Benjamin, Enfield	10
Ellis, C D, Wilmington	25
Eliot, J G, Faison's	3
Elinor, James, Rocky Mount	2
Elinor, W T, do	2
Emerson, Arthur, deceased	5
Emerson, Arthur, Portsmouth	2
Emery, T R, Pittsboro'	20
Emery, E V & M F, Pittsboro'	20
Englehard, J A, Tarboro'	1
Everett, John, Goldsboro'	20
Ezzell, J R, Warsaw	5
Faison, Elias, Faison's	30
Faison, J R, do	5
Faison, M J, Trustee for M A McDougald, Warsaw	4
Faison, M J, Trustee for E L Faison, Warsaw	3
Faison, M J, Warsaw	4
Faison, Frank J do	3
Faison, A M, do	3
Faison, W A, do	3
Faison, W A, Guardian to S E W J & A M Rhodes, Warsaw	4
Farmer, Walter, Wilson	1
Farmer, Moses, do	1
Farmer, S B, do	1
Farmer, Gerusha, do	1
Farmer, L D, do	1
Fergus, David, Wilmington	12
Fennell, Owen, Harrell's Store	5
Fennell, John M, do	4
Ferrall, Michael, Est, Halifax	118
Fields, Mary F, Goldsboro'	1
Filyaw, O L, Est, Wilmington	12
Flanner, B, Wilmington	20
Flanner, J H, do	10
Foreman, W J, Tarboro'	5
Fowler, W G, Wilmington	5
Fremont, S L, do	110
Frink, S F, do	12
Frink, L, do	18
Frink, L & S F, Trustees of Louisa Nutt, Wilmington	2
Frink, L and H Nutt, Trustees of M E Smith, Wilmington	2
Frink, L, and H Nutt, Trustees of L Waters, Wilmington	2
French, G R, Wilmington	31
Futch, D K, do	20
Gomage, Elijah, Norfolk	5
Gary, J R, Halifax	3
Gary, G G, Weldon	1
Gary, R B, Halifax	1
Gary, J B, Trustee for A J Ousby, Halifax	2
Gardner, J D, Wilmington	5
Giles, W B, do	17
Gillespie, J M, Kenansville	2
Gilliam & Dunlop, Petersburg	2
Graham, C W, Kenansville	14
Gray, Peter D, Rocky Mount	10
Garrett, J M	1
Green, Susan H, Goldsboro'	2

LIST OF STOCKHOLDERS—Continued.

NAMES AND RESIDENCE.	Shares.
Greer, John, Kenansville	1
Gregory, R J, Goldsboro'	3
Griswold, J B, do	3
Goodwin, David, Est, Smithville	18
Gwynn, Walter, Columbia	35
Hale, Lewis, Halifax	2
Hall, Willis, Est, Goldsboro'	160
Hall, Eli W, Wilmington	2
Hall, W H, do	56
Hall, A E, do	26
Hall, E D, do	46
Hall, Eliza J, do	46
Hall, W H & E J Trustees, Wilming'n	46
Harriss, Mary P, do	12
Harriss, George, do	3
Harriss, N T, do	3
Harriss, A C, Halifax	2
Harriss, R J, Enfield	14
Halliday, M J, Halifax	23
Hardy & Brother	15
Hardy, Jesse H, Mosely Hall	1
Hatch, J R, Mount Olive	2
Hanely, W M	1
Harrison, Scott & Co. Petersburg	1
Hart, W S, Tarboro'	3
Hart, S L, do	13
Hart, Almon, do	8
Hart, B T, do	3
Hart, Ellen, do	2
Hathaway & Co, Wilmington	5
Hathaway, Betsy, do	5
Hatton, J G, Norfolk	1
Haywood, Jane F, Raleigh	21
Hill, Eliza R, Wilmington	8
Hill, F J, do	29
Hill, R B, do	13
Hill, William, do	14
Hill, C D, Warsaw	25
Hill, W E, do	49
Hill, F J, Est, Wilmington	30
Hill, Thomas	18
Hicks, A R, Faison's	10
Hicks, S S, Tarboro'	1
Hilliard, M N, Chapel Hill	20
Hines, Joel, Marlboro'	1
Hines, Richard, Est, Halifax	10
Hinton, David	5
Hedrick & Ryan, Wilmington	1
Hoskins, B L, Estate, do	5
Hoskins & Bowditch, Tarboro'	5
Hollowell, T T, Goldsboro'	1
Hollowell, Thomas, Dudley	5
Horne, J L, Rocky Mount	3
Hodges & Baker, Norfolk	6
Hood, Britton, Dudley	3
Hood, Catharine, do	4
Hood, John R, do	3
Holloman, Elizabeth, Dudley	3
Howard, H N, do	5
Howard, D C, do	1
Howard, George, Wilson	25
Hooker, Julia A, Hillsboro'	8
Hooker, O, do	9
Hooker, R, do	8

NAMES AND RESIDENCE.	Shares.
Hooks, Ann M, Goldsboro'	6
Howell, Britton, Tarboro'	5
Huggins, Thos, Est, Wilmington	5
Huggins, Jesse A	1
Hurdle, Benjamin, Smithfield	2
Hunter, Benjamin, Halifax	36
Hunter, William, do	19
Hunter, Margaret H, do	13
Hunter, H L B, do	1
Hussey, J B, Kenansville	10
Hyman, T C, Tarboro'	3
Hyatt, McBurney & Co. Charleston	10
Jenkins, Joab, Tarboro'	1
Jenkins, S P, do	5
Jenkins, C H, do	6
Jenkins, J F, do	16
Jenkins, J D, do	5
Jenkins, F H, do	4
Jewett, R B, Wilmington	1
Jewett, Stephen, Est, Wilmington	32
James, Isaac, do	1
Johnston, Benjamin, Ringwood	9
Johnston, R W, Est, Wilmington	40
Johnson, W H, do	10
Johnston, J W, do	1
Joyner, Moses, Tarboro'	2
Joyner, Henry, do	1
Joyner, G L, do	1
Jones, J W, do	1
Jones, W A, do	1
Jones, W H, do	1
Jones, Calvin, do	5
Jones, Frances, Littleton Depot	9
Jones, Maria, do	5
Jones, Willie W, Est, do	1
Keith, E A, Wilmington	5
Kelly, E V, Est, do	3
Kerr, James, Harrell's Store	5
Kennedy, Thomas, Goldsboro'	15
Kidder, Edward, Exe'r, Wilmington	250
Kirby, J C, Clinton	1
Kirby, William, do	4
Kirby, H A, E E & A M, Clinton	4
Killebrew, Joshua, Tarboro'	3
Killebrew, C B, do	6
Killebrew, G W do	1
Kinnear, T J, Kenansville	2
King, Coffield, Tarboro'	8
Knight, B F, do	5
Knight, J C, do	5
Knight, John do	5
Knight, E E, do	1
Knight, J W, do	2
Knight, P E, do	2
Kornegay, Daniel, Mount Olive	15
Ladies' Benevolent Society, Wilmington	12
Lamb, William, Wilmington	10
Lamb, W W, Norfolk	2
Lamb, A M	5
Land, John J	1
Lane, W W, Wilmington	25
Lane, T H, Florida	24
Lane, W K, and J H Green, Adminis-	

LIST OF STOCKHOLDERS—Continued.

NAMES AND RESIDENCE.	Shares.
trators of J A Green, Goldsboro'..	8
Langdon, P H, Wilmington.....	10
Langdon, M A, Est, do	5
Lancaster, Robert.....	1
Larkins, William, Wilmington.....	18
Latimer, Z, do	45
Lawrence, J H, Tarboro'	1
Lawrence, T D, do	4
Lawrence, Josiah do	9
Lawrence, Emily L, do	1
Lawrence, W J, do	1
Lawrence, John, do	5
Lazarus, Julia, Raleigh.....	39
Lazarus, Ellen, do	32
Lazarus, Rachel A.....	32
Lazarus, Maria C.....	32
Lawton, Matthew, Wilmington.....	10
Lawton, Joseph, do	5
Leeget, J R, Tarboro'.....	1
Lewis, W F, do	30
Lewis, Lucy S, do	1
Lewis, John W, do	10
Lewis, K H, do	35
Lloyd, J W, do	2
Lofton, L R, Bear Swamp.....	21
Long, N M, Weldon	1
Long, W S, Tarboro'.....	2
Long, J S, do	3
London, M, Wilmington	1
Lord, W C, Est, do	10
Lord, Haynes, do	1
Love, Edward, Florida.....	10
Love, John D, Wilmington.....	2
Lyon, Joshua, Tarboro'.....	10
Lyon, B T, do	4
Manly, J R, Dudley.....	1
Martindale, Harry, Wilmington	10
Marble, Joseph, do	10
Manor, T L, Battleboro'	5
Marshall, F S.....	1
Marks, W H & Co, Wilmington.....	2
Martin, Alfred, do	15
Martin, R A, Petersburg.....	4
Mason, J M, Jr, Wilmington	12
Maya, Thomas, Tarboro'.....	5
Maya, B C, do	4
McCaleb, A B, Est, Wilmington.....	4
McDowell, J A, Elizabethtown.....	5
McDowell, T D, do	10
McDowell, P P, do	3
McDowell, Margaret do	2
McDowell, Mary L, do	2
McDaniel, David, Tarboro'.....	1
McIlwaine, Son & Co, Petersburg....	10
McIver, Evander, Carthage	15
McIver, Alex, do	10
McInne, Barbara, Dudley.....	5
McMillan, John J, Elizabethtown....	10
McLin, Henry, Wilmington.....	5
McNair, A H, Tarboro'.....	2
McNair, Hugh, do	5
McRae, Colin, Fayetteville.....	5
McRae, Donald, Wilmington	7
McRae, Donald, Trustee, Wilmington	36

NAMES AND RESIDENCE.	Shares.
McRae, John C, Wilmington	20
McRae, Alex, do	35
McRae, John, do	70
McRae, Walter H, do	10
McRae, Margaret E, do	10
McRae, Henry, do	1
McRackin, R M, Whiteville.....	87½
McRary, W H, Wilmington.....	5
Meares, Walker, do	20
Meares, Catharine G, Wilmington....	65
Meares, W B, do	5
Meares, Gaston, Est, do	5
Mercer, Thomas N, Tarboro'.....	1
Mercer, John, do	10
Mercer, W F, do	1
Mercer, D V, do	1
Mercer, J R, do	5
Mercer, W D, do	2
Mercer, Jesse, do	2
Medway, L C, Wilmington	25
Miller, C B, do	54
Middleton, R M, Warsaw.....	2
Middleton, Jeremiah H, Warsaw....	2
Middleton, T J, do	1
Moore, Geore J, Moore's Creek.....	7
Moore, James P, do	1
Moore, A L, do	1
Moore, W Y, Wilson.....	12
Moore, Thomas R, Tarboro'.....	1
Moore, R F, Raleigh.....	40
Moore, Ellen T, Raleigh.....	1
Morgan, Arthur	25
Murphy, J S, Wilmington	21
Murphy, Patrick, Taylor's Bridge...	75
Murphy, N H, Wilmington.....	3
Murphy, C W, Moore's Creek.....	2
Murphy, H F, Teachey's.....	4
Murphy, J H, Long Creek.....	2
Myers, Myer, Norfolk.....	5
Myers, George, Wilmington.....	40
Neale, C E, Tarboro'	2
Nevil, Jesse P, do	6
Nevil, E K, Halifax.....	1
Nixon, N N, Wilmington.....	103
Norfleet, Robert, Tarboro'.....	90
Norfleet, John, do	11
Norfleet, Thomas, do	5
Nutt, Henry, Wilmington	55
Oates, J A, Faison's.....	1
Oates, J O, Sparta	1
Oberry, Thomas, Tarboro'.....	1
Ousby, W C, Halifax	1
Ousby, J L, do	1
Ousby, Kate F, do	1
Owen, James, Wilmington	10
Owen, Thomas R, Tarboro'	10
Parker, Jesse W.....	8
Parker, W W, Rocky Mount.....	4
Parsley, O G, Wilmington.....	70
Pearsall, Jeremiah, Guardian, Kenansville.....	2
Pearsall, Rachel J, Kenansville.....	2
Pierce, W W, Raleigh.....	23
Pierce, R B, Halifax.....	1

LIST OF STOCKHOLDERS—Continued.

NAMES AND RESIDENCE.	Shares.
Person, W B, Halifax	5
Pender, D, Tarboro'	5
Pender, R H, do	5
Pender, Mary, do	1
Pender, J J B, do	2
Perry, Abner J	1
Petteway, W D	5
Petteway, Mark H	5
Petteway, J T, Wilmington	1
Pitt, Bennett P, Tarboro'	11
Pitt, Joab P, do	16
Pitt, Moses, do	1
Phillips, J J, do	20
Pittman, Beverly, do	4
Pittman, W D, do	4
Pittman, Redin G, do	5
Pittman, N J, do	29
Pippin, J W, do	5
Pippin, J L, do	1
Pippin, J H, do	1
Pippin, F A, do	1
Pippin, W M, do	5
Picket, Hosea, Est, Wilmington	5
Penton, M L, Halifax	3
Pope, Bosa, do	2
Pope, Elijah, do	2
Pope, George, P, do	2
Pope, W E, do	1
Plummer, H L, Petersburg	3
Plummer, S A, do	2
Polvogt, C, Wilmington	12
Potter, S F, do	25
Potter, Gilbert, Est, Wilmington	153
Potter, Joseph J	7
Powell, Isaac, Est, Whiteville	20
Powell, Eaton P, Tarboro'	1
Powell, J J W, do	130
Powell, G W, do	2
Powell, J W, do	3
Powell, M E, do	2
Powell, Jesse C, do	1
Powell, A H, do	1
Powell, W H, do	1
Prentiss, J B, New York	6
Proctor, John, Rocky Mount	1
Purnell, Thomas R, Est, Wilmington	20
Purnell, E A, do	15
Pullen, Roderick	3
Ransom, M W, Weldon	10
Reardon, T B, Norfolk	1
Reardon, H B, do	2
Redmond, J M, Tarboro'	25
Richardson, Purdie, Wadesboro'	5
Ricks, Robert, Tarboro'	5
Roberts, W D	1
Roberson, Catharine, Wilmington	10
Robinson, J M do	2
Reynolds, W D & Co, Norfolk	5
Ryan, J H, Executor B Baxter, Wilmington	20
Sanders, Richard, Est, Wilmington	13
Savage, H R, Est, do	10
Savage, Timothy, do	5
Savage, L L, Tarboro'	5

NAMES AND RESIDENCE.	Shares.
Savage, Moses T, Tarboro'	2
Savage, R A, do	1
Sessums, Isaac, do	10
Sharrock & Hardy, Ex'ors, Tarboro'	4
Shaw, E F, Warsaw	3
Sharp, J J, Joyner's	1
Sharp, W G, do	1
Shurley, Elizabeth, Tarboro'	10
Sloan, D D, Kenansville	4
Sloan, David, Magnolia	5
Simmons, Alfred, Halifax	1
Smith, William, Wilmington	20
Smith, R H, Halifax	5
Smith, A L	5
Smith, Sylvester, Raleigh	1
Smith, Samuel, Goldsboro'	10
Smith, Sophia L, Tarboro'	5
Smith, J M, do	12
Smith, Moses, do	5
Soutter, Robert & Son, Norfolk	10
Speight, Abner, Speight's Bridge	5
Speight, J F, Est, Tarboro'	4
Southerland, D, Kenansville	5
State of North Carolina	4000
Staton, Baker, Tarboro'	40
Staton, J B, do	3
Staton, H L, do	10
Stallings, James, do	3
Stancill, Jesse, do	4
Stanton, G W, Stantonsbury	1
Strickland, Jourdan	1
Stewart, F J, Tarboro'	1
Sugg, Reading S, Tarboro'	1
Sugg, P S, do	1
Sugg, Josiah P, do	1
Sugg, William, do	1
Sugg, P C F, do	1
Sugg, Elizabeth, do	1
Sugg, Annie S, do	1
Swann, John, Est, Wilmington	60
Tally, Nicholas, Columbia	9
Tally, Samuel O, do	5
Tally, W H, do	4
Taws, L H, Philadelphia	2
Talbot, John	1
Tannahill, Robert, Petersburg	3
Taylor, Tohn A, Wilmington	6
Taylor, Tazewell, Norfolk	12
Taylor, Elijah, Jacksonville	5
Taylor, H, A, Nashville	1
Taylor, B R, do	1
Thorp, John T, Rocky Mount	5
Thigpen, Kenneth, Tarboro'	5
Thigpen, Jordan, do	7
Thigpen, James, do	1
Thigpen, A M, do	1
Thigpen, W A, do	1
Thigpen, William, do	3
Thigpen, J B, do	3
Thompson, Zadoc, Goldsboro	1
Thompson, Drury, Alabama	32
Tillery, Thomas, Rocky Mount	5
Vanbokkelin, A H, Wilmington	2
Veale, J B, Guardian	8

LIST OF STOCKHOLDERS—Continued.

NAMES AND RESIDENCE.	Shares.
Vick, J J, Rocky Mount	1
Vick, Margaret, do	1
Vick, J, do	1
Wallace, S D, Wilmington	25
Wallace, S D, Trustee, Wilmington	25
Wannett, A A, do	20
Warren, John, do	1
Walker, H A C, do	10
Walker, S E, do	10
Washington, J C, Kinston	44½
Washington, Richard, Goldsboro'	120
Washington, J A, Est, Kinston	10
Watters, S P, Wilmington	15
Webb, Keziah, do	5
Waddell, Matthew, Tarboro'	5
Webb, C N, Halifax	1
Wells, Joel, Tarboro'	16
Walston, Willie, Tarboro'	2
West, J W S, Texas	10
Whitaker, M T, Enfield	1
Whitaker, L H, do	2
Whitaker, B F, do	5
Whitaker, J H, do	2
Whitaker, L H B, do	99
Whitaker, Cary, do	2
Whitaker, Robt, do	2
Whitaker, William, Enfield	2
Whitfield, G W, do	5
Whitted, W N, Prospect Hall	20
Williams, David, Tarboro'	25
Williams, B F, Georgia	33
Williams, W H, Kenansville	20
Williams, Orrin, Tarboro'	5
Williams, E C, do	5
Williams, W A, Wilmington	10
Williams, R S, Tarboro'	10
Williamson, J A, do	1
Wimberly, R D, do	25
Wilmington & Manchester R R Co	2050
Wiggins, Wright, Tarboro'	5
Winstead, Harriss, Joyner's	1
Wiswall, Howard, Tarboro'	3
Whitfield, N B, Kinston	3
Woodberry, G W	5
Woodard, Stephen, Black Creek	5
Wooster, John, Wilmington	31
Wooten, Council, Mosely Hall	5
Worsely, Mayo, Tarboro'	10
Worsely, William, do	1
Worth, T C & B G, Wilmington	1
Wright, John, Grove, Chatham Co	3
Wright, Rachel	10
Wright, Thos H, Est, Wilmington	106
Wright, W A, do	76
Wright, Joshua G, do	50
Wright, D, Exe'r J. Wright, Warsaw	1
Shares	14,504½

PROCEEDINGS

OF THE

TWENTY-EIGHTH ANNUAL MEETING

OF THE

STOCKHOLDERS OF THE W. & W. RAIL ROAD CO.

Pursuant to notice, the twenty-eighth Annual Meeting of the Stockholders of the Wilmington and Weldon Rail Road Company convened at the Court House, in the town of Wilmington, on Wednesday the 18th of November, 1863.

On motion of S. D. Wallace, Thomas D. Walker, Esq., was called to the chair, and Dr. B. F. Whitaker, of Halifax, and J. W. Thompson, Esq., of Wilmington, were appointed Secretaries.

On motion, the Secretaries were appointed a Committee to examine proxies and ascertain the amount of stock represented.

The Committee reported that 7,810 shares of stock were represented by individual Stockholders, and 4,000 shares by Col. S. L. Fremont, as proxy for the State; being a majority of the shares of the stock of the Company, the Chairman declared the meeting duly organized in conformity with the requirements of the charter of the Company.

Mr. S. D. Wallace, on behalf of the President and Directors, read their annual report, and submitted the report of the Superintendent and financial statements of the Treasurer, which several reports, on motion of Jere. Pearsall, Esq., were accepted by the meeting, without the usual reference to a committee, and ordered to be printed with the proceedings of the meeting.

A preamble and resolutions were then offered by Col. S. L. Fremont, and at his request, laid upon the table for the further consideration of the meeting.

On motion, the meeting adjourned 'till half-past two o'clock, P. M.

2½ o'clock, P. M., Nov. 18th, 1863.

Met according to adjournment, when the following preamble and resolutions, submitted by Col. S. L. Fremont, in the morning, were taken up:

Whereas, It is of vital importance to the Stockholders of this Company that

the roadway and machinery of every kind, station buildings and repair shops should be put in a condition in all respects to correspond with a first class Rail Road ;—to accomplish this, and to enable the owners to reap all the benefits that should rightfully accrue to them, by a good and economical management of their Road, and at the same time to afford the most ample facilities to the public for the transportation of persons and things. Therefore,

Resolved, That the Board of Directors be requestod to take immediate steps to accomplish the results asked for in the foregoing preamble. To that end to set aside an ample renewal fund, to collect materials, purchase lands, and commence such works as in their judgment may be deemed best, and without unnecessary delay to complete the Road and Machinery, Depot buildings and shops upon a scale of permanency, convenience and style commensurate with the importance of the work to which they belong.

Resolved, That it is the opinion of the Stockholders that all the permanent improvements that can be made judiciously during the war should be made as soon as practicable, and that a liberal portion of the net income should be annually applied to completing the works called for above.

Col. Fremont urged the adoption of the preamble and resolutions in a few appropriate remarks, when Col. John McRae offered the following as an additional resolution :

Resolved, That the Board of Directors, in connection with other Rail Road Companies, be requested to consider the propriety of aiding by a loan of means, or by becoming in part proprietors, of a Rolling Mill for Rail Road and other iron necessary for the maintenance of the road and machinery.

The question being put upon the passage of the preamble and resolutions offered by Cols. Frémont and McRae, they were read *seriatim* and passed unanimously.

Col. Fremont then offered the following :

Resolved, That the salary of the President be fixed at $6,000, and that of the Treasurer at $4,000, for the current fiscal year.

J. A. Taylor, Esq., moved to amend the resolution by fixing the salary of the Treasurer at $4,500. The amendment was accepted and the resolution adopted.

On motion of Colonel John McRae, it was further

Resolved, That the President and Treasurer of this Company be paid a bonus equal to the salaries received by them respectively for the last year, as a just and well-earned compensation for past services.

On motion of J. A. Taylor, Esq., the meeting proceeded to the election of a President of the Company and seven Directors, and the Secretaries, with J. A. Taylor, Esq., were appointed a Committee to receive and compare the votes.

The election resulted in the choice of S. D. Wallace, Esq., for President, unanimously, and the following stockholders members of the Board of Directors, viz : Hon. R. R. Bridgers, of Edgecombe, and Messrs. P. K. Dickinson, Bennet Flanner, Edward Kidder, A. J. DeRosset, Walker Meares and J. D. Bellamy, of Wilmington.

Col. S. L. Fremont, proxy for the State, officially announced the appointment by the Board of Internal Improvements of Col. G. W. Collier, of Wayne, W. W. Brickell, Esq., of Halifax and Wm. A. Wright, Esq., of Wilmington, Directors on the part of the State.

On motion of Hon. R. R. Bridgers, the resolution above offered by Col. John McRae, giving a bonus to the President and Treasurer for

past services was reconsidered, and the following resolution offered as a substitute.

Resolved, That all officers now in the service of this Company be allowed one hundred per cent. on their respective salaries of the past year, as fixed by the Stockholders at their last meeting, or by the Directors at their meeting on the 5th of December, 1862, and that the Board of Directors be requested to make a proper increase of the wages of agents and employees of the Company for services during the past year.

The resolution being seconded, passed unanimously.

On motion of Col. Fremont,

Resolved, That the President, Directors, officers, agents and employees of this Company have always been allowed to travel on their own business or pleasure, when they had occasion to do so, as part of their pay or emoluments; and the Stockholders in annual meeting assembled, do hereby declare that this privilege shall be extended to them in future, and they shall be considered to have paid two and a half cents per mile in their services to the Company for all the mileage they may thus make in addition to such money allowance as may be paid them from time to time.

On motion,

Resolved, That P. Murphy, J. C. Latta and J. D. Love be appointed a Committee to audit the accounts of the Company for the ensuing year, with power to fill vacancies in said Committee should it be impracticable for any of them to serve.

On motion of S. D. Wallace, Esq.,

Resolved, That the next annual meeting of this Company be held in the Town of Wilmington, on the first Wednesday after the third Monday in November, 1864, and that the President of the Company is empowered to change the place of meeting, if it should be impracticable to hold the meeting at Wilmington.

On motion,

Resolved, That the Secretaries, with Col. Fremont, be appointed a Committee to prepare the proceedings of the meeting for publication.

On motion of G. R. French, Esq.,

Resolved, That the thanks of the meeting be tendered to the Chairman for the dignity, urbanity and ability with which he has presided over the meeting, and the Secretaries for the faithful performance of their duties.

Thereupon, the meeting adjourned *sine die*.

THOS. D. WALKER, Chm'n.

B. F. WHITAKER, }
J. W. THOMPSON, } Secretaries.

REPORT OF THE PRESIDENT AND DIRECTORS.

To the Stockholders of the Wilmington and

Weldon Rail Road Company:

GENTLEMEN:

I have the honor to submit the 28th annual report of the President and Directors of this Company. It is gratifying to the Board, in stating the condition of the Company and the management of its affairs for the twelve months ending the 30th of September, 1863, to be able to present results so favorable.

The receipts have been—

From Passengers,.....	$856,679 54
" Freight,.....	480,449 52
" Mail transportation and other sources,..	65,702 54
Total,.....	$1,402,831 60

The Expenditures:—

Transportation and Road repairs Departments, including other charges incident to the working of the Road,.....	593,178 93
Leaving for nett earnings,.....	$809,652 67

The tabular statements and the accounts of the treasurer, herewith submitted, and to which you are referred, will exhibit more in detail the sources of revenue, and more fully the several departments to which the disbursements have been applied, as also the financial condition of the Company.

In the last annual report we premised that the receipts in the months of October and November would be light in consequence of the prevalence of yellow fever. The result has shown this to be true, and but for that cause the summing up would have been larger.

The several raids of the enemy on your road, on the 16th of December, and on the 5th and 20th of July, have also diminished our receipts by the interruption to through transportation, and have also swelled our expenditures by an amount equal to the cost of repairing damages.

The destruction alluded to comprises the Ware house and Water Station and three Cars at Dudley's,—trestle work at Goshen, and Bridge over Neuse River, in *December;*—at Warsaw, the Warehouse, one Passenger Car, six bales of Cotton and the tearing up of the track;—at Rocky Mount, Warehouses and Passenger House, Bridge over Tar river, one Locomotive and three Cars;—at Tarboro', Ware and Passenger houses and two Cars.

By the erection of temporary but strong and safe bridges, (which will have to be replaced after the war by superior structures,) and the reconstruction of the trestle work, through transportation was resumed within the shortest space of time possible, and credit is due to the Superintendent of the road, and those in charge under him, for the energy displayed and the expedition realized.

During the year, the Warehouse at Dudley's has been rebuilt,—also Warehouses at Leesburg, Mount Olive and Whitaker's, and a Passenger House at Wilson have been erected, and are all in a state of completion, or nearly so. Materials have also been collected and the work commenced to replace the Warehouse at Warsaw, and a contract for the necessary buildings at Tarboro' has been made, and the work is in progress. Other Ware and Passenger houses directed to be constructed by a resolution of your last annual meeting, should be commenced at the earliest practicable moment. It has been found difficult to push these works forward more rapidly, for want of workmen and materials. We deem it important that all work which will substantially improve your property, or give facilities to our customers in the transactions of their business, should be executed as rapidly as the means of the company will justify.

We have purchased, on favorable terms, the right to a quarry, and entered into a contract for quarrying, stone for the purpose of building culverts and the abutments and piers of bridges of that material, at those points where they have not been so constructed, and it is practicable to do so.

We have also secured the use of several tracts of timbered land, and employed a force to supply wood, cross-ties and timber, which force will have to be enlarged the present year, in order that a plentiful supply of these indispensable articles

may be rendered more certain, as we have realized difficulties in procuring them, notwithstanding adequate prices have been offered.

The report of the Engineer and Superintendent, which is herewith submitted, presents the condition of the roadway, machinery, &c. By reference, it will be seen that *three* Locomotives have been purchased, which with the improvements made to those previously owned, places us in a decidedly better condition in this department than we were at the commencement of the year.

Our stock of coaches and cars is not adequate to our wants, nor is their condition as desired, on account of the constant and heavy service performed. Yet by repairs of the *old*, as demanded, and the addition of *new* cars from time to time, we shall be able to meet the demands for transportation.

The laying down of 500 tons of comparatively new rails, with the quantity repaired at our furnaces, has maintained our track in safe working order, but we need a considerable addition of new iron, to substitute for laminated rails, to continue its security and prepare us for the work ahead. This supply must be obtained by the assistance of the Government, and we entertain the belief that the importance of our road, as a principal thoroughfare for the transit of troops and supplies, will so commend it as to cause such aid to be extended as the Government may be able to command.

There are other needed articles which cannot be procured at home—a limited supply of which, in part, has been obtained by importation. To pay for these we have sent forward small lots of cotton as we could obtain ship room, and it is desirable to enlarge our operations in that line. The difficulty is in making shipments, as owners are less disposed to accommodate, in consequence of the Government claiming the use of a specified tonnage of each vessel, for transportation on its own account. An effort has been made to obtain the consent of the department in charge, to allow us a small porion of its space for the purpose referred to, and it is believed continued representations will secure that object.—These adventures incur the possibilities of loss, and it has been our misfortune to suffer in two instances,—one to the extent of $2,901, the other, if a total loss, $2,696 55.

The indebtedness of the company on the 30th Sept. was,

Foreign,	$587,555 56
Domestic,	178,761 01
Total,	$766,316 57

Showing an increase during the year of $15,920 64.

The assetts of the company have increased during the same period $406,140 67, making our condition better by $390,-220 03 than at our last exhibit. A small part of the foreign debt is past due, and with accumulated interest on the whole, the amount so due is $83,000. No remittances have been made in consequence of the extraordinary high rates of exchange. To provide for this, however, investments have been made in Confederate States Bonds to the amount of $201,000, and in Cotton to the amount of $76,979 37, which has largely appreciated in value since its purchase.

A correspondence has been held with our bondholders in London, setting forth the provisions being made for their security, to which they reply expressing their gratification, and their confidence that when peace shall be restored, the former promptitude of the company, in meeting its engagements, will be resumed.

Since the 1st of October, sixty-six Cotton Bonds valued at $99,000 have been purchased and added to the sinking fund, and a liberal addition should continue to be made, so that at the close of the war we may have the means not only of cancelling our obligations, but of placing the road in proper efficiency.

During the last fiscal year, three dividends have been declared :—in November 11 per cent., in April 10, and in July 10 per cent., amounting in the aggregate to $448,867 50.—The dividend recently declared will be exhibited in the present year's operations. This statement, if made at a period when the currency was in a sound condition, would evidence a high degree of prosperity, and even now may be considered flattering, but in view of the appreciation of the value of all property, is not really better than those of former years.

The prospects for the present year are that we shall do a large business, unless some unforeseen or unavoidable contingency shall intervene. The year has opened auspiciously —the receipts thus far equaling our expectations, and if the road can be preserved intact from the depredations of the enemy, satisfactory results will be achieved.—We may expect the disbursements to be augmented—to what extent it is useless to estimate, as prices continue to rule higher and higher, and unless Congress shall enact a law that will better the currency, there is no calculating at what point they will culminate.

In the category of expenditures this year will have to be estimated our Confederate tax, an item of considerable

amount, and one which heretofore has not entered into our calculations.

The resolution of your last annual meeting directing "That the several annual reports of the company, together with a concise memoir of the same, be prepared and printed," has not yet been complied with. Several causes have rendered it impracticable to carry this resolution into effect, chiefly, that so far we have been unable to procure the "Memoir," without which we consider the work would be sadly deficient.

During the year past, death has again visited our body and taken from it our lamented friend, Edward P. Hall. To this institution, this event was indeed a serious loss—his time and his valuable counsel were always at command, and no man could be more devoted to its interests than was he. His long term of service is an evidence that he had the full confidence of the stockholders of the company.

The vacancy in the directory thus occasioned was filled by the Board, by the election of Walker Meares, Esq.

The officers and employees of the company have discharged the duties assigned them during the year, with commendable zeal and ability, and we take pleasure in bringing this fact to the attention of the stockholders.

Respectfully ssubmitted

S. D. WALLACE, *President.*

LIST OF OFFICERS AND AGENTS

Of the Company, with their Salaries, on the 30th Sept., 1863.

	PER ANNUM.
EXECUTIVE OFFICERS.	
S. D. Wallace, President	$3,000 00
J. W. Thompson, Treasurer	2,200 00
L. H. DeRossett, Secretary and General Ticket Agent,	2,000 00
ADMINISTRATIVE OFFICERS.	
S. L. Fremont, Chief Engineer and Superintendent	3,750 00
W. M. Poisson, Superintendent's Clerk and Ticket Agent	1 500 00
William Smith, Master of Transportation	2,000 00
W. J. Yopp, General Freight Agent	2,000 00
A. D. Love, Assistant do	1,000 00
T. L. Love, do do	1,000 00
A. H. Cutts, Depot Agent	1,200 00
F. McMillan, Master of Machinery	2,000 00
John H. Wright, Master Carpenter	1,500 00
John Crone, Road Master, second Division	1,560 00
Silas Bass, do do	1,380 00
STATION AGENTS.	
John Campbell, General Agent, Weldon	1,800 00
W. T. Whitfield, Assistant Agent at Weldon	1 500 00
A. J. Galloway, Station Agent, Goldsboro'	1,800 00
W. R. Bryan, Ass't do do	800 00
D. M. Millan, Station Agent, Rocky Point	Free riding.
J. C. Croom. Station Agent, Burgaw	do
A. D. McDonald, Agent, Leesburg	96 00
G. Boney, Agent, Duplin Roads	60 00
H. Hollingsworth, Agent, Magnolia	300 00
D. G. Morriser, Agent, Warsaw	300 00
Daniel Bowden, Agent, Bowden's	60 00
J. R. Faison, Agent, Faison's	122 00
L. W. Kornegay, Agent Mount Olive	120 00
David McKinnie, Agent, Dudley	180 00
M. G. Collier, Agent. Pikeville	60 00
J. J. Scott, Agent, Nahunta	180 00
J. S. Holt, Agent, Black Creek	180 00
A. D. Farmer, Agent, Wilson	540 00
W. D. Farmer, Agent, Joyner's	180 00
Josiah Farmer, Agent, Rocky Mount	540 00
Levi Bryan, Agent, Battleboro'	240 00
M. C. Heptinstall, Agent, Enfield	420 00
G. W. Owens, Agent, Halifax	180 00
Thomas Oberry, Agent, Tarboro'	600 00
CONDUCTORS.	
A. Alderman, Passenger Train	1,200 00
E. D. Browning, do	1,200 00
John R. Ivey, do	1,200 00
J. M. Howell, do	1,200 00
H. S. Hazell, do	1,200 00
H. D. Gilbert, do	1,200 00
R. A. Watson, Passenger Train, Tarboro' Branch	1,200 00
Asa J. Murray, Freight Train	1,200 00
W. J. Y. Thruston do	1,200 00
	PER MONTH.
W. L. Trask, Engineer, Passenger Train	150 00
E. Butt'er, do do	150 00
C. R. McQuestion, do do	150 00
B. J Langston, do do	150 00
John Lurthicum, do do	150 00
John A. Keys, do do	150 00
John Maguire, do do	150 00
B W. Williams, Freight Engineer	150 00
J H. Carpenter, do	150 00
W. D Southall, do	100 00
C. R. Parker, do	90 00
James Knight, Engineer and Conductor, Freight Train	175 00

REPORT OF THE

CHIEF ENGINEER AND SUPERINTENDENT.

WILMINGTON AND WELDON RAIL ROAD COMPANY,
Wilmington, N. C., October 1st, 1863.

S. D. WALLACE, Esq., *President :*

Sir :—I have the honor to submit my ninth Annual Report of the operations of the Road for the fiscal year which terminated the 30th of September last.

RECEIPTS AND EXPENDITURES.

The gross earnings for the fiscal year have been as follows:

RECEIPTS.

Receipts from Through Passengers	$293,008 09	
" Way Passengers	563,671 45	
" Freights	480,449 52	
" Mails	25,000 00	
" Miscellaneous sources	40,702 54	
Gross receipts for 1863		$1,402,831 60
" 1862		965,750 35
Increase for 1863		$437,081 25

The Receipts for the Tarboro' Branch are included in the foregoing statement. No separate accounts of that work have been kept since September 30th, 1862.

EXPENDITURES.

Maintainance of Permanent Way—		
Cost of ordinary repairs of track	$60,432 18	
Extraordinary repairs of track	22,251 15	
Repairs of Bridges	17,437 50	$100,120 83
Amount carried forward,		$100,120 83

Amount brought forward,			$100,120 83

DEPARTMENT OF TRANSPORTATION.

Rolling Stock.—Cost of repairs of Locomotive Engines and materials on hand for repairs	$75,847 22		
Cost of repairs of Passenger Cars, and materials on hand for repairs	20,585 64		
Cost of repairs of Freight Cars, and materials on hand for repairs	16,357 32		$112,790 18
Train Expenses—Pay of Conductors, Engineers, Baggage Masters, Train Hands and Firemen	51,421 98		
Cost of Fuel for Engines, Cars and Stations	42,931 98		
Cost of Oil, Tallow, Grease and Waste	66,516 72		
Miscellaneous expenses of Trains	4,320 15		$165,190 83
Station Expenses.—Cost of Wood and Water Stations, Buildings, etc	15,560 20		
Cost of Tickets, Ticket Books, Blank Way Bills, Freight Manifests, etc., Time Tables and Advertising (in part)	741 50		
Pay of Physician and Nurse for Hospital, pay of Station Agents and Warehouse Hands	23,654 99		
Cost of pumping water at Stations	3,000 00		
Miscellaneous expenses at Stations	950 00		$43,916 69

GENERAL EXPENSES.

Cost of new Locomotives and Tools for Shops	$44,000 00	
Cost of new Passenger Cars and Tools for Shops	6,000 00	
Cost of new Freight Cars	25,000 00	
Cost of Clothing, Subsistance and Medical Stores	62,995 00	
Amount carried forward,		$422,018 53

Amount brought forward,...		$422,018 53
Loss and Damage.....	6,477 20	
Half Cost of Steam Ferry at Wilmington.....	2,000 00	
Office and Miscellaneous Expenses.....	4,317 03	
Salaries of Officers.....	13,202 27	$163,991 50
Total Cost of operating the Road		586,010 03
Cost of Construction, etc.....		7,168 90
Total Expenditure for Fiscal Year		$593,178 93

Loss and damages by the enemy for the fiscal year have not been less than $100,000, which should be added to the gross expenditure, to make the proper exhibit of our true *nett* earnings and receipts. The bridges destroyed have been only temporarily replaced—pemanent structures will be required at the termination of the war.

While the gross receipts seem very large, and the dividends are correspondingly large, we should bear in mind that we are wearing out the track and machinery, without the usual means of renewal, and that they must be replaced at the earliest moment practicable, and at a heavy cost.

In view of the whole subject, I am satisfied that a dividend of ten per cent., with the Roadway and machinery in *fine order*, would be far preferable to the present exhibit. I mention these facts that persons not familiar with the real state of things, may not place too much weight upon the *apparent* large nett income.

It is due to this corporation also to state the gratifying fact, (in this connection) that the large receipts are rather the result of *hard work* than of *high prices*, or constant employment at moderate rates.

While some corporations in and out of the State, have made large exhibits, by increasing largely their former rates of compensation, this company has not greatly increased its rates over those of former years, and that these rates, with all the increase recently made, bear no proportion to the increased value of almost every article that constitutes their list of supplies—the labor of their mechanics not excepted.

It is not necessary to explain *how* the expenditures have so far exceeded those of former years, further than to say that we had on hand at the beginning of the previous fiscal year a supply of materials for repairs, that had been accumulated

when prices were scarcely one-tenth of what they have been the past year.

PROSPECTS AND WANTS FOR THE CURRENT FISCAL YEAR.

I think the Road and its machinery is in better condition for another year's service than it was one year ago. This is in part due to the great depletion we were then suffering from, in consequence of the great epidemic that had so severely crippled us at the close of that year. While none of our machinery is in a high order of repair, yet it is in fair working order, and we are improving it steadily and surely.

We can now obtain many materials for repairs that we have not been able to secure at any time previous, since the war began. We are becoming every day more self-reliant, and more hopeful of maintaining our Road and Rolling Stock in fair working order for an indefinite period.

This, the principal Southern line, has done a vast amount of work for the Government, as well as for individuals, and without being too sanguine, I think I may truly say, we are in condition to do much more for the public during the present than we were able to accomplish during the past fiscal year.

One great improvement has been made during the past year, in preserving our means of transportation, viz: reducing the speed of our passenger trains, whereby our Machinery has been relieved from a very serious cause of deterioration.

PERMANENT WAY.

The Roadway and Bridges have been kept in as good a state of repair as we have had the means of doing. About 500 tons of Rails, as good as new, and about 1000 tons of mended Rails, have been put in the track during the fiscal year.

Much more is still required to make a good track, and I must urge upon you the importance of calling upon the Government to aid us in obtaining for the current year at least 1,000 tons of rails for repairs. With that quantity we can, by welding and repairing the old rails, maintain and probably have at the end of September next as good a track as we have at this time. With less we *may* get along, but I cannot hope much less will carry us through the year; and our wants are greater in rails than in any other department of our repairs.

ROLLING STOCK.

Our Engines and Cars are in tolerable working order, and the condition for efficiency is improving, with the increased means we are now obtaining for making thorough repairs.—Three Engines have been purchased during the year, two from the Confederate States and one from the York River Rail Road Company.

One Locomotive and two Passenger and seven Freight Cars have been burned by the enemy during the year, leaving us twenty-four Engines, nineteen Passenger and one hundred and thirty-five Freight Cars: of the latter one hundred and ten are box and twenty-five are flat Cars.

The Locomotive burned at Rocky Mount can probably be repaired. Of the Engines, seventeen are in running order, or can be made so with small repairs. We expect to put some thirty or forty new Freight Cars on the road during the year, and to re-build one or two Passenger Cars, which will enable us, with other means at our disposal, to conduct our Transportation Departmen with considerable efficiency, considering the state of the country.

DEPARTMENT OF TRANSPORTATION.

The milage was 475,000 miles. The number of passengers transported was 52,537 through, and 235,980 way; who paid in the aggregate $856,679 54; while the receipts from freight have reached $480,449 52; the mail pay $25,000—making the gross receipts from the working of this department $1,362,129 06.

The amount of work done by this department during the past year, has been greatly beyond that of any former year in the Road's history. It should be borne in mind that the income, though as stated, *was* for the whole fiscal year, (terminating September 30, 1863,) yet it was in reality but for a little more than *ten* months, for during the months of October and November, the existence of the Yellow Fever here, rendered the operations, beyond a small local business, of no comparative importance.

THE TARBORO' BRANCH.

The receipts of the Branch have not been kept distinct from the accounts of the main stem. It is well known, however, that during the fiscal year, it has rendered most valuable aid in supplying food and forage, not only to the army,

but to indiviluals and corporations. A vast amount of supplies have been carried over this road, giving a most liberal profit on the *cost* of operating, as well as on the investment of capital therein.

NEW BUILDINGS—RAIDS OF THE ENEMY, &C.

Under the general authority of the Stockholders and the special orders of the Board of Directors, contracts were made for Warehouses at Burgaw, Leesburg, Mount Olive, Pikeville, Wilson and Whitakers, and a passenger station house at Wilson. Under these contracts, Warehouses have been constructed at Leesburg, Mount Olive and Whitaker's, and passenger house at Wilson. A Warehouse to replace one destroyed by the enemy, 16th December, 1862, has been erected at Dudley; one is now in course of erection at Warsaw, to replace one burned there by the enemy, July 5th, 1863. Materials are ready, and during the month of November, we hope to have a new Warehouse at Rocky Mount, to replace one there distroyed by the enemy, 20th July, 1863. Two Warehouses were destroyed the same day, by the enemy at Tarboro', which will be rebuilt at an early day. The passenger house destroyed, at that place, is in course of re-construction. The permanent brick Warehouse, designed for Wilson, has not been commenced, mainly for want of materials of a suitable character. That work will be undertaken early in the spring.

During the several raids referred to above, we lost one Locomotive, two Passenger Cars and seven Freight Cars, together with four Warehouses, two Wood and Water Stations, and two covered Bridges of two spans each, one over Neuse, and the other over Tar River, near Rocky Mount.

The entire loss by these raids cannot be less than $100,000, to say nothing of the diminution of income, in consequence of the interruption to the communications for ten days on each occasion of the burning of the bridges.

The most humiliating circumstance connected with the loss of these bridges, is that their destruction was entirely unnecessary. Neuse bridge was fired by a single man with incendiary materials, in the face of a large force. The Tar River Bridge was burned by a few cavalry, when ten well armed, resolute men would have put this force of the enemy to flight and saved the bridge.

It should be here remarked, that Gen. D. H. Hill had shortly before this, withdrawn the force specially assigned to

the work of guarding the Rail Road Bridges, and left them as they now are, *without military guards of any kind.*

FUTURE IMPROVEMENT OF THE TRACK AND MACHINERY—RAILS, THEIR QUALITY AND WEIGHT.

I have in a special communication to the Board on the subject of *Renewal,* estimated that one-half, at least, of the whole of the main stem should be laid with new rails, whenever it shall be possible to procure iron for the purpose. I would reccommed that all new rails to be supplied, shall not be of lighter weight than fifty-six, nor heavier than sixty, pounds to the yard.

The reason for the increase of weight is obvious to all Engineers or practical Railroad officers. Rails should bear a certain relative proportion in weight per *foot* to the weight of the *load* they have to sustain, and the blows falling upon them—which are composed of the weight and speed of engines—and though much may be done by improving the quality of Rails, and by increasing the number of supports or ties, to make a light rail do duty in a track traversed by heavy machinery at high speed, yet all experience has shown that we cannot safely depart from certain laws of proportion. Rails of much less weight than sixty pounds to the yard have been found here to be too light for Engines of twenty-five or thirty tons weight.

'Tis true the lighter the rail the more thoroughly will the iron of which it is composed be worked, and hence the lighter the rail, within the limits of due proportion, the better will be the track we shall obtain.

Many experiments have been made in England and America to test the quality of rails, and obtain the very best of rails without regard to cost.

From my own experience, and what I have been able to gather from reading the results of numerous experiments made on both sides of the Atlantic, I am fully persuaded that the Road should be laid over as soon as practicable with a sixty-pound rail—not heavier, though it might be a little lighter, say, as a minimum, *fifty-six pounds* to the yard. I give these as my limits for a track like this, almost an air line, and a dead level for 162 miles.

I respectfully recommend that as soon as practicable a contract be made with some American or English manufactory of Railr oad Iron, to make 10,000 tons of Rails of the *best quality*; specifications to be carefelly drawn; the Rails to be

submitted to the most *thorough* tests before being received.—*Our own State should supply them.*

In this way the road may be re-laid in such a manner as to be of great durability, and in point of economy of repair, beyond anything known in this country.

With such Rails, and Joint Fastenings of the most approved kinds, a track may be obtained upon which such a speed may be attained, within limits of safety, as will defy all competition—so that the distance between Wilmington and Weldon can be made with great ease in five and a half hours, and at this speed with as much safety as the route by way of Danville and Greensboro' can be run at a rate of twenty miles per hour.

In connection with this, let the Cape Fear be spanned by a substantial Bridge, the route South to Kingsville be put in good condition, and we shall not feel any drain of our passenger business by the opening of the much-dreaded "Piedmont" Route, by which an *imaginary* "military necessity" has given Richmond her long coveted and much wished for grasp at the agricultural products of this State; while it materially injures, if it does not destroy, the North Carolina system of Railroad improvements.

JOINT FASTENINGS.

The double lipped rolled chairs which was adopted by the Board in 1860, has been of great service to our track, and had these chairs been several pounds heavier, (and which I strongly urged at the time,) they would be of much more value to-day, as they would have been vastly more durable.

In re-laying the track, let the chair be of not less than fifteen to eighteen pounds weight, and rest on two cross-ties with joint of rails between, and we shall have a track that will not injure the machinery, and itself be of the greatest possible durability, and hence of the most economical description.

IMPROVEMENT IN MACHINERY.

Should the war terminate during the present fiscal year, we should be in condition to procure, and probably be in need of ten Locomotive Engines of the best quality, and most approved description, one hundred Freight Cars, and from fifteen to twenty Passenger Cars.

The entire re-construction of the Warehouses, Track and

Repair Shops at Wilmington, according to a plan heretofore submitted, should be made.

To that end materials are now being accumulated and with ordinary energy during the year in collecting means, all these improvements may be made without affecting a reasonable and healthy dividend to the Stockholders.

The longer we delay the work of improving the machinery, both *stationary and moveable*, just in that proportion will we retard the rightful prosperity of the Company.

* * * * * *

I refer to the great delay in loading and unloading freight, both here and at Weldon; the great loss of labor in making repairs, from the crowded condition of the Repair Shops and yard, and for want of proper housing and shelters for Engines and Cars; the want of small repair shops at some other proper points on the line of the Road, together with the want of a complete system of Warehouses and Passenger houses at all the Stations—and last though not least, the almost entire absence of masonry on the line of the Road, except at the *principal* streams. It is quite time now that the whole Road should be completed and finished in the best and most durable manner. And that we may look forward to that object and accumulate means and materials for that purpose, I call attention to it now.

In concluding this Report I desire to call attention to the pay of the officers and employees that have served the Company under my direction during the past two years.

In most cases their pay is entirely disproportionate to the cost of living, and bears no just comparison to their compensation in former times. It is a very serious matter, and one that requires immediate remedy.

Those who were able to "pay their way," and get along with families in summer, are now sustaining the additional weight of fuel at the most enormous prices. I refer to those whose employment requires them to reside in Wilmington.

The employees living along the line of the Road can do better, yet there is not one officer, agent or employee of the Company paid relatively half as much as he was in 1860.

I have been applied to repeatedly for help in this matter, and I bring it to your notice, from a sense of duty to myself, and justice to the servants of the company.

The accompanying tables and statements will show in detail the operations of the Departments committed to my charge.

I have found the officers and employees, generally, faithful and attentive to their duties.

Respectfully submitted,

S. L. FREMONT,

A.

RECEIPTS FOR THE YEAR ENDING 30th SEPTEMBER, 1863.

DATE.	PASSENGERS. THROUGH. North	PASSENGERS. THROUGH. South.	PASSENGERS. WAY.	Am't from Through Passengers	Am't from Way Passengers	Freight.	MAIL.	Miscellaneous.	TOTAL.
1862.									
October	94	86	1,812½	1,189 31	10 675 47	10,247 49	.....	1,621 11	23,733 38
November	235	111	7,239½	2,174 23	14,406 02	13,408 60	.....	372 90	30 361 75
December	319½	255	6,749½	3,781 51	16,884 46	8,974 30	6,075 00	604 61	36,319 88
1863.									
January	256½	149½	10 206	3,127 75	28 047 49	17.004 02	.....	976 29	49.155 55
February	2,437½	1,986	50.308	17 079 72	83 846 97	22 125 59	.....	23,314 14	146.366 42
March	457	364	10,917	6,543 50	37 519 95	16,517 27	7,275 00	1,741 55	69 597 27
April	373½	382	13,811	6,032 97	33,805 84	32 036 07	.....	1,356 44	73,226 32
May	349	431½	15 513	7,251 50	51 983 08	27,028 66	.....	458 36	86.721 60
June	1.536	1,757	11,274	42,569 65	80,493 74	68.518 10	6,275 00	3 928 61	201 785 10
July	5 365	4,455	64,711	48,381 50	111,800 25	114,217 57	.....	50 25	274.449 57
August	1,963	3,043	19 076	30,145 90	37,066 96	50,829 68	.....	585 48	118 628 02
September	3,599	22,557	24,363	124,730 55	57,141 22	99.542 17	6,275 00	4,797 80	292.486 74
	16.985	35.552	238.980½	$293.008 09	$563.671 45	$480.449 52	$25.900 00	$39 802 54	$1 402.831 60

NOTE.—The great difference in the receipts for month, is due to the charges for Government Transportation, which was only entered after the accounts were settled.

B.

ANNUAL STATEMENT

Of Expenditures for the year ending September 30th, 1863.

MONTH.	TRANSPORTATION DEPARTMENT.											
	LOCOMOTIVES.				COACHES AND CARS.							
	Cost of New Engines and Machinery, &c., for Shops.	Cost of Materials for repairs	Pay of Superintendent and Machinists.	TOTAL.	Cost of New Coaches and Cars and Machinery, and Tools for Shops.	Cost of Materials for repairs	Pay of Master Carpenter and Workmen.	TOTAL.	Station Expenses.	Fuel.	Oil and Waste.	Pay—Engineers, Conductors, Firemen and Train Hands.
1862.												
October. .	.....	1,669 43	2,597 55	4,268 98	.....	.....	443 30	443 30	1,463 35	40 78	.....	53 00
November	.....	.....	2,086 38	2,086 38	.....	.....	529 13	529 13	1,579 27	867 75	.....	2 553 39
December	.....	3,715 87	3,402 14	7,118 01	.....	.....	909 18	909 18	1,527 85	2,424 00	2,532 25	3,115 28
1863.												
January, .	.....	140 75	3,834 53	3,975 28	.....	766 66	1,075 41	1,842 07	2,133 03	4,271 68	3,530 17	5 009 42
February,	384 69	62 00	3.514 93	3 961 62	281 80	1.978 49	1,176 47	3,436 76	2,022 98	3,061 35	1,223 06	3 673 05
March, . . .	87 50	4,688 63	4,121 86	8,897 99	.....	3,262 45	1,345 89	4,608 34	1,571 91	4,505 37	3,731 20	3,972 80
April, ...	353 00	217 32	4.848 61	5.418 93	1.605 00	3,183 48	1,508 87	6,297 35	3,151 59	3,149 24	7,252 20	4.734 10
May, ...	2,684 00	116 40	4 940 11	7,740 51	2,018 00	2.255 70	1,525 82	5,799 52	2 544 03	2 445 28	8 738 49	4 644 56
June, ...	9 00	5,327 82	3 921 25	9,258 07	2,637 00	3 126 51	1,465 50	7,229 01	2,767 57	2,490 64	4 510 60	5,307 38
July, ...	34 25	3,744 95	5 063 20	8,842 40	.....	2,501 76	1.502 70	4,004 46	3,233 91	3,467 93	8 609 13	5,252 45
August. . .	.....	882 50	5,060 75	5,943 25	.....	129 50	1.450 30	1,579 80	4,759 72	1 594 32	23.127 60	6 157 25
Septemb'r	38,546 85	3,289 65	8,550 30	50,386 80	12,846 50	16 534 61	12,882 93	42,264 04	6,601 28	4,613 63	3,262 62	6 949 30
	$42,099 29	$23,855 32	$51,941 61	117,896 22	$19,388 30	$33,739 16	$25,815 50	$78,942 96	$33,356 49	$32,931 98	$66,516 72	$51,421 98

B.

ANNUAL STATEMENT OF EXPENDITURES—Continued.

DATE.	Transportation Department.			DEPARTMENT OF ROAD REPAIRS.						Salary President, Treasurer, Superintendent & Engineer, and Agents at Wilmington and Weldon.	Incidental Expenses.	AGGREGATE
	Subsistence and Clothing.	Loss and Damage.	GRAND TOTAL.	Pay of Road and Section Masters, Road Carpenters & Laborers.	Subsistence and Clothing.	Cost of Lumber for Bridges, Trestle Work, Dwellings for Section Masters & Laborers.	Cross-ties.	Iron Spikes and Chairs.	TOTAL.			
1862.												
October	1,471 68	.....	7,739 09	1,055 92	1,471 69	365 29	7 26	1,887 50	4,787 60	840 05	275 50	13,580 24
November	3,389 71	31 00	11,036 63	835 38	3,389 75	.....	1 268 80	.....	5,493 88	786 67	197 76	17,494 93
December	2,270 78	92 10	19,989 45	1,425 72	2,270 83	125 41	1,446 20	.....	5,269 16	1,045 84	637 70	26,912 15
1863.												
January,	3,521 46	331 60	24,614 71	1,344 89	3,521 49	1,127 09	1,223 10	1,739 70	8,956 27	1,129 17	307 48	35,007 63
February,	1,391 18	.....	18,770 00	2,690 02	1,391 21	.....	1,193 30	1,777 50	7,052 03	1,045 84	449 65	27,317 52
March, ...	1,582 12	.....	28,860 73	1,780 96	1,582 13	.....	821 90	5 00	4,189 99	1,045 83	141 20	34,246 75
April, ...	1,892 85	.....	31,896 23	1,713 95	1,892 85	635 57	405 25	306 41	4,954 03	1,201 38	385 81	38,437 52
May, ...	181 25	.....	33,093 64	1,687 93	181 27	.....	403 10	2,481 44	4,753 74	925 82	25 62	37,798 82
June, ...	1,477 90	.....	33,041 17	1,585 3	1,477 90	3,572 03	407 70	767 64	7,810 59	912 49	26 25	41,790 50
July, ...	1,592 09	.....	35,002 38	2,042 55	1,592 15	180 28	516 80	75	4,332 53	1,137 48	21,691 18	62,63 57
August, ..	4,065 90	.....	47,227 24	2,647 84	4,065 90	.....	357 65	.....	7,071 39	1,114 20	103 80	55,515 63
Septemb'r	8,619 30	6,022 5	128,749 53	19,463 25	8,651 80	2,907 79	637 35	21,278 40	52,938 59	2,037 50	19,158 05	202,883 67
	$31,486 22	$6,477 26	$419,029 83	$38,274 68	$31,488 97	$8,913 46	$8,688 35	$30,244 34	117,609 80	$13,202 27	43,337 03	$593,178 93

C.

ENGINES IN RUNNING ORDER.

No. of Locomotives.	NAMES AND BUILDERS OF LOCOMOTIVES.		No. of miles run.	Present value of Engines.	REMARKS.
	NAMES.	BUILDERS.			
	PASSENGER ENGINES.				
22	Orange	Manchester Locomotive Works.	23,544	30,000 00	Good Engine and in good order.
25	P. K Dickinson,	M. W. Baldwin & Co.	20,340	30,000 00	Good Engine—wants repairs
17	President,	R. Norris & Son.	25,025	25,000 00	Old and much worn—wants repairs
18	Jeff Davis,	do.	15,325	30,000 00	do do do
23	Wilmington,	Manchester Locomotive Works.	25,544	30,000 00	Good Engine, in fair order.
24	Gov. Bragg,	do. do. do.	27,465	30,000 00	do do
26	Gov. Ellis,	do. do. do.	9,559	30 000 00	Good Engine---wants tires.
30	Gov. Vance	Anderson & Co., Tredegar Works.	9,579	30,000 00	Good Engine, in good order.
31	Job Terry,	Hinckley & Dreury.	9 977	25,000 00	Old Engine---fair order.
32	tonewall Jackson	Norris & Bro.	8 576	20,000 00	Old Engine---wants tires, &c.
15	W. H. Haywood	Burr, Pea & Co.	3,464	15 000 00	Old Engine---worn out.
		TOTAL,	178,398	295 000 00	
	FREIGHT ENGINES.				
28	E. P. Hall,	Rogers.	29,164	30 000 00	Good Engine, in good order.
27	Gilbert Potter,	M. W. Baldwin & Co.	2[illegible],555	30,000 00	do do
20	Guilford,	do.	26,230	25,000 00	do do
21	Alex. McRae,	Company's Shops.	20 715	20,000 00	Old Engine, in fair order.
11	Farmer,	Norris & Bro.	1,660	18 000 00	Old Engine---worn out.
		Total,	114,324	$123,000 00	
		Troop and other extra Trains.	182 278		
		Grand Total,	475,000		

C.

ENGINES IN RUNNING ORDER---Continued.

No. Locomotives	MISELLANEOUS.	Present value.	REMARKS.
10	North Carolina	12,000 00	Old Engine—fair order.
19	Goldsboro'	20,000 00	Old Engine—wants repairs.
12	Merchant	12,000 00	do do
9	Weldon	10 000 0	Old Engine—burned by enemy.
15	Quickstep	12,000 00	Old Engine—out of order.
8	J. M. Morehead	8 000 00	Old Engine—worn out.
1	Brunswick	5 000 00	do do
29	Carboro'	12,000 00	Old Engine—broken Crank.
7	Perseverance	8 000 00	Old Engine—worn out.
14	Director	12,000 00	do do
6	Jas. K. Polk	4 000 00	do do
3	Jno. C. Calhoun	4 000 00	Old Engine—may be repaired.
5	. B Dudley	8 000 00	Old Engine—rebuilding.
13	Industry	12 000 00	Old Engine—wants repairs.
		$1 9 000 0	

RECAPITULATION.

	11 Passenger Engines	$295,000 00
	5 Freight Engines	123 000 00
	14 Miscellaneous	139,000 00
Total	30	
	Total	$557,000 00
	Whole Mileage	475,000

F. McMILLAN,
Master Machinery.

Dr. *Statement of the Affairs of the Wilmington & Weldon R Road*

Cost of Real Estate, Construction and re-construction of Road, and Tarboro'-Branch, Stations, Warehouses, Bridges and Ferry Boat,		$3,035,809 54
Cost of 11 Negro Slaves	12,750 00	
Stock of Wilmington & Manchester Rail Road Company,	106,050 00	
" Wilmington & Weldon Rail Road Co. purchased,	3,850 00	
" Washington & New Orleans Telegraph Company,	3 150 00	—125,800 00
Amount of Bills Receivable	2 479 85	
" due from Post Office Department, United States,	12,150 00	
" " " " Confederate States,	8,771 62	
" " Confederate States and State of North Carolina for services rendered	171,727 83	
" " Rail Road Companies and individuals,	81,621 08	
" " Agents	14 450 15	
" " Shipments of Cotton to Nassau & Bermuda,	8 051 80	
626 bales of Cotton on hand, cost,	76,979 37	
Counterfeit and uncurrent money on hand	1,483 54	
Bonds of the Confederate States, 8 per cent. par value,	200,000 00	
" " " " 7 " " "	1 000 00	
Cash on hand and in Bank,	4 0 362 51	
" in Bank at Raleigh,	60 00	—988,637 75
		$4 150 247 29

WILMINGTON, N. C., 30th September, 1863.

EXHIBIT,

Dr. *Showing the Business of the Wilmington & Weldon Rail*

1862.		
Sept. 30—Cash on hand and in Bank,	68,738 67	
" " in Raleigh,	19,341 86	
" " in London to pay interest,	4 932 98	
" Bills Receivable,	3,479 85	
" Amount due from P. O. Department, U States,	12 150 00	
" " " " " C. States,	12,921 76	
" " " Agents,	38 350 45	
" " " Companies and individuals,	64,219 29	
" " " Confederate States and State of North Carolina,	371,842 18	—596,027 04
1863.		
Sept. 30—Amount received on account of subscription to Tarboro' Branch this year	3,799 26	
" Amount received from transportation of passengers, mail and freight this year, $1,401.945 30		
" Amount rec'd from sales of old iron, 886 30	1,402,831 60	
" Amount received from dividends W. & M. R R. Co., and W. & N. O. Telegraph Co, &c	23,656 84	
" Balance of interest received more than paid this year,	7,227 58	—1,437 515 28
		$2,033 5 2 32
" Increase of Company's debt this year,		15,920 64
		$2.049 462 96

WILMINGTON, N. C., 30th September, 1863.

Co., from the commencement of the work to Sept. 30th, 1863. *Cr.*

Amount received from Capital Stock,		$1,461,485 91
Mortgage Bonds payable in England,	443 555 56	
Sterling " " " issued in 1853,	144 000 00	
Bills payable,	24,281 84	
Unpaid Dividends,	64 254 00	
Due on Pay Rolls,	20 767 60	
Due on Negro Bonds	33 455 06	
Due sundry individuals and Companies,	38,002 51	—766,316 57
Profit and Loss account,		1,922,444 81
		$4 150 247 29

J. W. THOMPSON, *Treasurer.*

Road Company, for the year ending 30th September, 1863. *Cr*

1863			
Sept. 30—	Paid Current Expenses of Road this year	$593,178 93	
"	Paid for Real Estate, and construction of Ware houses this year	14 913 50	
"	Dividends Nos. 22, 23 and 24. declared this year	448 867 50	
"	Paid for cotton shipped on St'r Merrimac, and lost,	2,901 00	
"	Paid for 6 bales cotton burned by the enemy, at Warsaw, (Company's property,)	914 40	
"	Paid N. C. R. R. Co. half of joint loss and damage account,	1,433 42	
"	Counterfeit money taken this year,	100 00	—1,062,308 75
"	Bills Receivable,	2,479 85	
"	Due from P. O. Department, United States	12,150 00	
"	" " " Confederate States,	8,771 62	
"	" Confederate States and State of North Carolina	171 727 83	
"	Due from Companies and individuals,	81,121 03	
"	Due from Agents,	14,450 15	
"	Due from shipments of cotton to Bermuda and Nassau,	8,051 80	
"	626 bales cotton on hand, cost,	76 979 37	
"	Bonds of the Confederate States, 8 per cent,	200,000 00	
"	" " " " 7 "	1.000 09	
"	Cash on hand and in Bank,	410,362 51	
"	Cash in Bank at Raleigh,	60 00	—987,154 21
			$2 049 462 96

J. W. THOMPSON, *Treasurer.*

E.

A COMPARATIVE STATEMENT.

Of the principal articles of Freight delivered from and received for transportation at Wilmington.

Fiscal years.	Bacon Lbs.	Corn Bush.	Cotton Bales.	Flour Bbls.	Rosin Bbls.	Spirits of Turp't Bbls.	Crude Turp" Bbls.	Tar Bbls.	Wheat Bush.	Salt Bags.	Salt Bush.
1860	2,528	4,265	15,365	368	10,716	569	------	------	618	------	------
18 1	673 069	1,859	19,676	62	3,556	226	------	------	332	------	------
1862	949,559	128,436	1,513	24,393	309	815	------	------	12,304	------	------
1863	646,180	49,671	4,336	9,137	------	172	------	------	14,830	59,538	2,636

Comparative Statement of same Articles received at Weldon.

1860	5,677	3,187	15,483	463	10,493	546	------	2	640	------	------
1861	597,557	27,627	19,667	60	3 412	299	------	------	925	------	------
1862	673,069	1,859	10,444	62	3,556	226	------	------	332	------	------
1863	856,495	350,183	8,333	------	2,735	438	------	396	14,942	------	------

Monthly Statement of same rec'd at Wilmington, from Oct. 1, '62, to Sept. 30. '63.

1862											
Oct'r.	25 100	4,536	297	306	------	------	------	------	1,422	619	------
Nov'r.	10,497	8,158	41	850	------	------	------	------	2,254	2 587	------
Dec'r.	------	7,642	------	606	------	------	------	------	858	6,087	------
1863											
Jan'y.	69,553	9,374	495	651	------	------	------	------	44	------	322
Febr'y.	149,432	6,338	1,083	1,407	------	------	------	------	2,646	9,281	107
March	72,320	3 330	275	1,580	------	------	------	------	1,158	1,411	102
April	86,898	67,000	46	403	------	------	------	------	------	3,378	251
May	67,800	1,382	371	418	------	------	------	------	2,098	1 984	644
June	99,387	848	4	840	------	30	------	------	------	6,984	129
July	37,723	582	724	1,264	------	111	------	------	2,502	7,938	1,192
August	4,264	511	395	165	------	30	------	------	406	8.622	794
Sept.	9,366	270	605	147	------	------	------	------	1,448	3.199	295
	646,180	49,671	4,336	9,137	------	172	------	------	14,830	59,533	2,636

Monthly statement of same received at Weldon from Oct. 1, '62, to Sept. 30, '63.

1862											
Oct'r.	17,045	17 381	2,684	------	219	10	------	------	66	------	------
Nov'r	4,454	6,083	1,652	------	------	124	------	------	------	------	------
Dec'r.	------	18,983	------	------	299	7	------	------	------	------	------
1863											
Jan'y	800	45,800	100	------	23	40	------	------	------	------	------
Feb'y.	600	34,515	1,023	------	24	87	------	------	------	------	------
March	36,244	58,432	1,236	------	105	44	------	80	------	------	------
April	52,344	54,579	16	------	347	64	------	21	------	------	------
May	48,520	48,458	337	------	362	46	------	68	------	------	------
June	169,976	30,874	101	------	340	------	------	------	200	------	------
July	517,359	17,782	334	------	115	------	------	------	------	------	------
August	4,553	7,928	509	------	244	15	------	129	10,362	------	------
Sept.	4,400	14,912	341	------	657	1	------	98	4,310	------	------
	856,495	349,751	8,333	------	2,735	438	------	396	14,942	------	------

REPORT OF THE AUDITING COMMITTEE.

To the Stockholders of the W. & W. Rail Road Co.:

The undersigned, your Auditing Committee, have examined the books of the Company carefully, and find the entries to correspond with the vouchers, and in nearly every particular correct. The errors have been corrected, and an omission in the freight account charged according to our suggestions.

Herewith is an abstract of the number of persons that rode free within the past fiscal year, with the amount, had the fare been collected. For the list in detail, the Committee beg leave to refer to the books of the Superintendent.

Number of free travelers over Road from 1st October, 1862, to 30th September, 1863:

NUMBER.	AMOUNT—HAD FARE BEEN COLLECTED.
270	$1,293 25

Of which about one-half were employees of the Company, when traveling on business of Company, or otherwise.

The list of free travel and freight directed to be printed in the proceedings of the last meeting was omitted by oversight till after publication. No free freight reported.

The books of the Company are neatly kept; and considering the amount of the freight business of the Road, accurately, beyond what might be expected.

The penmanship of the late Secretary and Book-keeper is in superior style.

Respectfully submitted,

P. MURPHY,
JOHN C. LATTA, } *Auditing Committee.*

WILMINGTON, N. C., Nov. 7th, 1863.

Hon J. D McDowell
Elizabethtown
N. C.