

# The Daily Journal.

VOL. 12.—NO. 40. }

WILMINGTON, N. C., WEDNESDAY, NOVEMBER 26, 1862.

{ WHOLE NUMBER 3,421

## PRESIDENT AND DIRECTORS' REPORT.

PRESIDENT'S OFFICE, W. & M. R. R. Co., }  
Wilmington, N. C., 26th Nov., 1862. }

To the Stockholders:

The President and Directors submit for the consideration of the Stockholders the Fifteenth Annual Report upon the affairs of the Company for the fiscal year closing with the 30th of September last.

Annexed will be found the usual Abstracts of Receipts and Expenditures, as also the Tabular Statements.

The Abstract of Receipts will show that the earnings for the year have been as follows, from the following sources:

Through Travel,.....	\$297,213	53
Way Travel,.....	103,842	15
Freight and minor sources,.....	225,200	54
Mails,.....	31,051	36

Total,.....\$657,307 58

As compared with the same sources for the previous year, it will exhibit a gain from

Through Travel,.....	\$108,086	16
Way Travel,.....	45,986	37
Freight and minor sources,.....	43,577	97

Total,.....\$197,650 50

A loss from Mails of \$13,806 77. This loss is owing to the diminished compensation paid for carrying a single daily mail under the contract entered into with the Confederate Government, in lieu of that paid for carrying a double daily mail under the former contract. The new contract having taken effect from the 1st July, 1861, and consequently embracing a small portion only of the previous fiscal year, thereby producing receipts for a greater portion of that year under the former compensation.

The Abstract of Expenditures shows that the total cost of operating the Road for the year has been \$230,955 91, leaving a net revenue amounting to \$426,351 67—being for operating 35:13 per cent. of total receipts.

This is a very considerable reduction in the per centum of cost in this respect, much below what it has heretofore cost to operate this Road, and much below what it costs to operate railroads generally. Fifty per centum of receipts is regarded as an economical average cost of operating. This ratio, however, for this year must not be considered as one that can be maintained in ordinary times. For though the prices of all Railroad supplies have greatly increased, and we have had to pay these high prices for what we have purchased, yet there were many things which it was desirable to purchase and much needed, but they could not be procured. Had they been, the proportion of operating expenses would have more nearly reached the above indicated standard.

The foregoing shows an increase of gross receipts for the past over the previous year of \$183,843 73. An increase of net receipts, under a like comparison, of \$167,410 07.

The net earnings have been 17.14 per cent. upon the entire cost of the Road. After deducting interest paid they have been 15.88 per cent. Upon the Capital Stock they have been 37.27 per cent. Deducting interest paid they have been 34.53 per cent. upon the Capital Stock.

The number of Through Passengers carried during the year has been 67,359. The number of Way Passengers has been 65,105.

The Roadway is in good order. There have been a number of new ditches cut during the year, on either side, for drainage, and the old ones cleaned out and renewed.

The Track has become somewhat worn. At the close of the previous year it was reported that three hundred tons of new rail would be wanted in order to maintain track thoroughly. A contract was made for the delivery of one hundred and fifty tons of English rail in exchange for old. This has been received and nearly all laid down during the year. It will be desirable to procure the remainder needed for laying down during the coming year.

The Bridges are all in good order. At the close of the last year a new side track had been constructed at Lynch's Creek and arrangements made for replacing the former bridge at that point. A new bridge—Howe Truss—has been erected there resting upon permanent foundations of piling, on which there are abutments of granite masonry. The span is 130 feet long. It is enclosed with weather-boarding and covered with juniper shingling. This bridge is built in a very superior manner, the dimensions of the material used being more than ordinarily substantial, and will altogether prove a durable structure. The bridge at Green Swamp will probably need considerable repairs during the course of the year, and, perhaps, may require to have to be entirely renewed or replaced.

The Trestles have been kept in good order also, being repaired and renewed where required by substituting new timbers in place of old ones. That at Pee Dee, the most important one on the line of the Road, is now in as good order as it has been at any time since its completion. It will be remembered that at the last meeting it was reported that a considerable portion of this trestle had been filled in, that portion of it contiguous to the western bank of the river swamp. This filling has remained firm, saving a slight natural and expected shrinkage which has been adjusted by redressing. It has undergone a severe trial from the extraordinary freshets which inundated the swamp during the last spring, covering it with water many feet deep, and remaining there for several weeks. But it caused no breaks in the embankments and no detriment to the work.

There has been a new Water Tank erected at Mullins' Station. Also the one at Flemington entirely renewed, and in conjunction with it two Wood Sheds now in progress of construction 30 by 60 feet each.

In the early part of the year, finding a demand for housing freight which was being offered at Pee Dee Station by Planters, which had been heretofore carried outwardly to Charleston, it was deemed expedient to erect a Warehouse at that place, and accordingly one was built—a wooden house, 30 by 60 in dimensions, set upon a trestle work foundation.

The necessity for a commodious Warehouse at Wilmington is urgent and indispensable. It would have been built but for the present condition of the country forbidding it. And there is also a like necessity for suitable Passenger sheds and offices at the same point, being delayed by similar causes.—Attention will be directed to these at the earliest day that it can be properly done.

There have been 30,472 Cross Ties renewed, and 390,000 feet of timber consumed in reconstructions and renewals.

The Motive Power of the Road, as was to be expected, from the amount of transportation which has employed it and from inability to procure the requisite materials for repairing and replenishing it, has become worn. The existing war depriving us of the means of procuring supplies from those sources whence they have been heretofore mostly derived, and the blockade cutting us off from obtaining them from abroad, it will require the most vigilant and active exertions on our part to collect materials for this purpose.

In addition to this, we have been visited with epidemic yellow fever in its most virulent form for the past two months or more, which deprived us of the aid of our Mechanics in the Machine Shops and Carpenter Shops, who at all times and under the most favorable circumstances are essential to the proper maintainance of the equipments of a Railroad.

We have been exempted from the occurrence of any serious accident during the year, saving one which happened to several of the employees of the Road during the last winter, which resulted from an unfortunate want of precaution on their part in running upon a hand car, at night, at a rapid speed and coming in collision with a train which was backing out from the Depot. Since the close of the year, within a few days past, the boiler of an Engine, which had been in use upon a gravel train, was exploded at Florence Station, killing several persons and disabling seriously the Engineer. The cause of the explosion has not yet been explained, owing to the disabled condition of the Engineer. But there has been no accident to life or limb to any passenger travelling upon the Road.

The Treasurer's Exhibit will show that the entire amount which has passed through his hands for the fiscal year has been.....\$929,167 24

His Disbursements have been.....\$452,593 52  
Assets in hand at close of the year,..... 476,573 72

\$929,167 24

These disbursements are composed of the following items:  
Operating expenses of Road for the year,.....230,955 91  
Balance of Interest paid,..... 31,250 87  
Amount of Debt reduced for the year,..... 32,699 52  
Interest on anticipated payments on Capital Stock paid in Stock,..... 8,473 61  
Amount paid on account of Construction,..... 1,932 61  
Amount paid on account of filling Trestle,..... 6,365 75  
Counterfeit money received,..... 265 00  
Amount paid on account Dividend No. 1,..... 95,009 60  
Amount paid on account Dividend No. 2,..... 45,641 25

Aggregate disbursements for the year,.....452,593 52  
To which add assets on hand,.....476,573 72

Total,.....929,167 24

The Capital Stock of the Company has been increased this year to the amount of \$8,702 05; of this \$8,473 61 has been paid in accrued interest on anticipated payments on account of Capital Stock. The remainder, \$228 44, has been paid in cash.

The amount charged to construction has been absorbed towards the erection of the Warehouse at Pee Dee and a temporary Work Shop at Sumter.

It will be observed that the amount paid for interest fall largely short of what it has heretofore been. This is owing to the fact that on the breaking out of hostilities the interest falling due upon much the larger portion of the Company Bonds, which had been usually paid at the Bank of the Republic at New York, most of these Bonds being held by alien enemies or foreigners, was stopped, and notice given in the public prints that thereafter the coupons would be paid or presentation by the Treasurer at the Company's office in Wilmington.

The coupons of such Bonds as were held by citizens of the Confederacy were generally presented and paid here, and small amount held by citizens of Maryland were sent in and upon proper assurances being given that they were characterized by a bona fide ownership of our own citizens and not an alien ownership, they were also promptly paid. Some of our Bonds, and we think a considerable amount, are held in England, Germany and Switzerland. In the beginning of the war, communications were received from several foreign holders making inquiry as to how, where and when the coupons as they fell due, would be met. Replies were made to the effect as above stated, that the customary stipulated place of payment being within enemy's territory, was transferred at this point, and that it was desirable that the coupons of Bonds held by them should be presented for payment, as the company were, as they had theretofore been, prepared and desirous of taking them up as they matured. They have not, however, been presented, so that the interest due upon these and the others referred to remain unpaid. This interest has now been accumulating since June, 1861. It amounts to \$65,000.

The indebtedness of the Company is as follows:

First Mortgage Bonds,.....	\$596,000 00
Second ".....	200,000 00
Income ".....	164,000 00
Bonds secured by hypothecation of stock in Wilmington and Weldon Rail Road Company, ..	75,000 00
Bills Payable,.....	601 70
Other liabilities, (see Treasurer's Acc't Current,).....	22,830 20

\$1,058,432 00

The finances of the Company are in good condition. The aggregate revenue has amounted to \$657,307 58, being \$183,843 73 in excess of any annual revenue for any previous year, or equivalent to 38.82 per cent. upon the highest. The expenses being much less, leaves a net revenue of \$426,351 67 against \$258,941 60 for the net revenue of 1861, this latter being the largest up to that period. The President and Directors declared two dividends during the year; one of 9 per cent., payable on the 1st November, 1861, and another of 4 per cent., payable on the 1st May, 1862. Since the close of the fiscal year they have declared the third dividend of the Road of 10 per cent., payable 22d November, just past. The last, of course, will not fall within the accounts of the year but be embraced in those of the current one. From the available means at command it may probably be thought that the dividend lately declared might have been judiciously made larger. Possibly it might, but they to whom you have confided the management of your affairs, through abundant caution and what they considered a prudent discretion, deemed it proper to retain an amount sufficient to meet any future contingencies, now unforeseen, but which may eventually occur. The floating debt of the Company has been extinguished excepting a nominal sum, which could not be reached. Whenever the obligations of the Company could be paid, it has been done, in order to reduce its indebtedness as much as possible. The reduction in this respect for the year has been \$32,699 52. It is in fact some five thousand dollars or more larger, than having been sent to the Exchange Bank of Virginia, a Norfolk, for the settlement of negro bonds payable there, for which the Treasurer holds the Cashier's acknowledgement, but owing to the capture of the city by the enemy, the Bonds which doubtless have been paid, could not be returned. The Income Bond indebtedness has been diminished by ten thousand dollars, constituting part of the above.

The large item of \$180,384 65, charged as due from the Confederate Government, thus stood at the close of the year but since that time the most of it has been paid. In consequence of the great pressure of business upon the Quartermaster's Department at which we have been having our accounts audited, there was some delay in obtaining certificates upon the Treasury prior to the close of our fiscal year, for the respective amounts for which those accounts were approved. But it is hoped that this will not hereafter occur. There has been seventy-five thousand dollars (75 Confederate Bonds,) set aside as a sinking fund, ten thousand dollars of which has already been devoted to the purpose for which it was intended, the remaining sixty-five thousand is still held by the Treasurer.

In view of the rapidly augmenting prices of all material and supplies used by Railroads, it may become necessary to raise the rates of fare and freights, in order to preserve a moderate and safe proportion between receipts and expenditures.

The stock held by this Company in the Cape Fear and Ocean Steamship Navigation Company (one hundred and fifty shares,) has been disposed of. It was sold at its par value of one hundred dollars per share, the payment made, and the transfer executed to the purchasers.

The General Superintendent of the Company, Mr. Robertson, was taken sick the first of August last. He was prostrated by a long and enervating attack of typhoid fever; went into the up country for the restoration of his health, and was only able to return to the Road on yesterday. This will account for the absence of a Report from him.

THOS. D. WALKER,  
President.