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[DOC. No. XVIII.]

THIRTY-FIFTH

ANNUAL REPORT

OF THE

BOARD OF PUBLIC WORKS

TO THE

GENERAL ASSEMBLY OF VIRGINIA,

WITH THE

ACCOMPANYING DOCUMENTS,

1850.

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REPORT.

The Board of public works, in conformity to law, respectfully submit to the general assembly a general view of their proceedings in the last fiscal year, and notices of the condition of the principal improvements in the state completed, or in process of construction, and in which the state is interested, either wholly or in part, in the following

REPORT:

Full exhibits of the financial transactions of the Board relating to the Fund for internal improvement will be found in the report of the second auditor, (Doc. 5,) which was laid before the legislature on the first day of the present session; the Board therefore respectfully refer to that document for the details, and submit the following brief expose of its contents.

Loans were obtained through the treasury, and certificates of debt issued therefor, during the year, to the amount of $1,203,395 19, (Doc. 5, page 6,) and disbursements have been made out of the same on account of subscriptions, loans and appropriations, to the amount of $1,185,527 28, exclusive of the loan of *stock*, of $494,000 to the James river and Kanawha company, which added, makes a sum of $1,679,527 28. The payments for interest on the internal improvement debt amounted to $498,995 84, in aid of which $197,000 was drawn from the public treasury.

Between the close of the year and the date of this report, there has been obtained on loan a further sum of $185,359, the whole of which has been disbursed.

Subscriptions on behalf of the state were made during the year, to the companies designated in the list hereto annexed, (page *23.)

At the expiration of the year, other authorized subscriptions, amounting to $844,000, had not been called for, (Doc. 5, page 30.) Several of the companies interested therein have since presented their applications.

There remained at the same period, balances of appropriations and instalments on subscriptions, to be provided for by loan as they may be demanded, to the amount of $4,632,868 49, (Doc. 5, page 10,) of which it is estimated that $2,005,627 90, (same Doc. page 29,) will be called for in the current year.

It is estimated that the interest on the internal improvement debt, payable in January and July 1851, will probably amount to $670,000; of which it will be necessary to draw $370,000 from

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the public treasury; the estimated nett revenue of the fund applicable to that purpose being about $300,000 only.

The board regard it as an indication of the high credit of the state, that they have been enabled to dispose of the large amount of stock referred to above, notwithstanding the competition it had to encounter from the large amount of the bonds of the town of Petersburg, the Virginia Central railroad company, the James river and Kanawha company, and the Chesapeake and Ohio canal company, all guarantied by the state, and brought into the market and disposed of during the same period, but at rates sufficiently below those demanded by the board to give them a preference. To this circumstance may be attributed the difficulty which has occasionally been met with in obtaining loans directly on state account, in sufficient amounts to meet with promptitude at all times the heavy demands against the board, on account of internal improvements, which have been usually presented for instant payment without notice.

The certificates of state debt irredeemable for twenty-five years are now held by the board at a premium of 2½ per cent., carrying interest from the day of sale; a rate much lower than that commanded by the stock of some other states of the Union.

The great demand for American stocks which sprung up in the course of the year on the continent of Europe, has now subsided, and consequently the necessary funds to discharge the claims against the board cannot be obtained here or elsewhere, either on as advantageous terms, or with the same facility, as when that demand existed. The numerous applications made for the payment of instalments on state subscriptions cannot therefore be punctually paid at all times, and must necessarily lay over until funds can be provided. This state of things operates to the very serious injury of the companies as well as of their contractors. The want of punctuality on the part of the former may tend to increase the cost and impede the progress of their improvements; the latter being disappointed in receiving their dues, cannot pay off their laborers and discharge the other claims against them. Such a disappointment bears peculiarly hard upon them at this particular period of the year; for unless they discharge those claims, they will be deprived of that credit which is indispensable to enable them to procure laborers and provisions for the approaching year.

It is true that the delays which have heretofore occurred on the part of the Board of public works in the payment of state subscriptions have been only occasional and not of long continuance, but the board deem it of the utmost importance to the credit of the state itself, that every possible endeavor should be made by the adoption of adequate measures to prevent a recurrence of them.

The provisions of the acts authorizing subscriptions on the part of the state to joint stock companies generally require that the instalments of such subscriptions shall be paid *pari passu* with payments made by private subscriptions. It has been already observed that these claims upon the board are uncertain, both as to time and amount, but it is expected that when made they will be paid at sight. It is of course impossible for this board, at any time, even to conjecture what amount

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will be presented within any fixed period; so numerous are the demands, that no opportunity is afforded to devise with deliberation, efficient measures for procuring the requisite funds in anticipation of them, inasmuch as there are seventy companies authorized to call for the relative proportion of money to which they are entitled under the law. The board is of opinion that it might promote the advantage and convenience both of themselves and the companies, and persons interested, were the instalments on all subscriptions made payable by law at stated quarterly or semi-annual periods. In that case companies entitled to such payments would make their agreements for construction correspond with the stipulated periods of payment from the treasury, and the contractors would make their arrangements accordingly. The Board of public works too would be thereby enabled to ascertain the precise aggregate sums to be provided for at the respective periods, and to adopt the most effectual and timely measures to obtain the necessary funds. Claims which now occupy the attention of the board and the officers of the department, more or less *every* day of every week, might thus be discharged in a single day at the stated periods. They therefore respectfully suggest, for the consideration of the legislature, the expediency of amending the existing laws, by the adoption of the proposed regulation.

The corporate authorities of the town of Petersburg, in compliance with the requirement to that effect, contained in the act of 26th January 1850, ch. 70, executed and delivered to the board in May last, a mortgage or pledge to the commonwealth, in satisfactory form, on 3500 shares or $350,000 of the capital stock of the Petersburg (and Roanoke) railroad company, as an indemnity against any loss that may result to the state in consequence of the guaranty of the bonds of said corporation of Petersburg for $323,500, authorized by said act. This pledge being deemed by the board a sufficient indemnity to the state, the guaranty in the form prescribed was affixed to said bonds by the treasurer.

A similar mortgage was executed on the 1st of April 1850, by the Virginia Central railroad company, to the Board of public works, in compliance with the terms of the act of Feb. 2, 1850, ch. 74, pledging its nett annual profits, and mortgaging the road of said company, and the land condemned and acquired for the use thereof, to secure the payment of the interest on said bonds and the redemption of the principal. The said deed having been approved by the board, the treasurer was accordingly authorized to affix to the said bonds the guaranty of the state.

The board have, in compliance with chap. 1st, sec. 12 of the Code, taken the preliminary steps to construct a map of Virginia. For this purpose they have required the services of C. Crozet, Esq., now in the employ of the board in another capacity. The board was induced to take this course because of the pre-eminent qualifications of that gentleman for such a work, and because the services are rendered without any compensation farther than that received for his duties in his present office of engineer of the Blue Ridge railroad.

A communication received from Col. Crozet on this subject is submitted herewith.

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The necessary steps were taken by the board in May last to carry out the instruction of the legislature, contained in the act of March 21, 1850, (ch. 76,) providing for the construction of an *experimental section of railway* upon the plan and under the supervision of James S. French, Esq. The city council having objected to the laying down said section between the Richmond, Fredericksburg and Potomac and Richmond and Petersburg depots, a site in Chesterfield, a short distance from the south end of the Richmond and Petersburg railroad bridge, was selected and has been prepared for the purpose, and a locomotive engine, machinery, rail-iron, cars and other necessary articles have been procured. The report of Mr. French is herewith submitted, (page 72.)

Charles B. Shaw, Esq., formerly a principal engineer of the state, and late engineer of the Southwestern turnpike road, was appointed by the board during the last spring to take charge of the survey for the nearest and best route for a *railroad from Covington to the Ohio river*, called for by a resolution of the general assembly of March 14, 1850, (No. 6.) Mr. Shaw's extensive knowledge of the topography of the country to be examined, and his skill and great experience in his profession, peculiarly fitted him, in the opinion of the board, for the efficient performance of this very important duty. His preliminary report of the progress made in the survey accompanies this report, (page 68.)

By a resolution of the general assembly of the 16th March last, the board was required to cause a *survey* to be made for the route of a road *from Weston in Lewis county to West Union in Doddridge county.* For the performance of this duty, J. McCally, Esq., of Clarksburg, was appointed in May last. His report is hereto appended, (page 70.) The road, as located, is 31 miles 200 poles in length. The cost of constructing it, at Mr. McCally's estimate of $400 per mile, will be $12,400, and that of the bridges $3,050, making a total of $15,700.

Reports have been received from the engineers, superintendents and other agents employed upon the various state works which have been heretofore constructed or are now in the process of construction under the direction of the Board of public works. These documents are herewith submitted, and will be briefly noticed in the course of this report.

During the last session of the legislature all the information in possession of the board respecting the contracts made for the construction of the Blue Ridge railroad and tunnel, extending from Blair Park to the western base of the mountain, was laid before the legislature. The progress made in the great work to the 1st October last, is distinctly shewn in the report of the chief engineer, (page 17,) and the probable completion of its bed (the main tunnel excepted) ready for receiving the track early in 1852, is anticipated. The quantity of work done in the seven months is estimated at about three miles, and affords ample evidence of industry and faithfulness on the part of the contractors.

The headway of the western mouth of the main tunnel had been perforated a distance of eighty feet at the date of this report. Its eastern end had not then been reached. The extreme hardness of the rock, at

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the former especially, necessarily causes very slow progress to be made. The heading of the second tunnel had advanced seventy feet.

Much anxiety having been manifested for the more rapid prosecution of this work than has as yet been found practicable, the board respectfully submit the following statement furnished by the principal engineer:

"The heading of the western mouth of the Blue Ridge tunnel, when the engineer reported, (October 1st,) had progressed 80 feet in three months. The eastern entrance had not then been reached, the deep cut of 60 feet to reach it being through excessively hard rock. In the second tunnel the progress in only two months had been 70 feet, the rock being of a much softer character. During the two months, from the 1st October to the 1st December, the progress of the western heading of the main tunnel was even more rapid, being 73 feet, or 36½ feet per month, though no work was here done at night, owing to the length of the deep cut, which had not yet reached the portal of the tunnel; in consequence of which, materials accumulated too fast in the heading to allow of night work.

"At the eastern end, on the contrary, where they worked day and night, they progressed in these two months only 40 feet, the rock being of excessive hardness, while the 2d tunnel, in one month of only day work, advanced about 70 feet.

"These differences render all calculations as to the duration of the work uncertain—should the hard vein at the eastern end soon disappear, and the rock become generally such as is found at the western end, the work might progress hereafter day and night, and the advance might be from 50 to 60 feet at each end per month, say 100 feet for both, or 40 months for finishing the whole heading; but if the proportion of hard rock should be greater, the time must be increased in equal proportion. After the heading shall have been driven through, the removal of the bottom will require but a short time.

"It may not be improper to notice a similar work going on upon the Baltimore and Ohio railroad. It is stated in the report of the engineer, that 'the *three shafts*, of about 170 feet average depth, were completed in April and May last, and the deep cut at the western portal was down at the same time, so as to permit the commencement of tunnelling at *seven points*. In five months, then, the above stated extent (of heading 1500 feet,) has been driven on at the rate of 300 feet per month,' &c.

"The fact of 1500 feet having been driven in five months, presented nakedly, might mislead public opinion as regards our own work. But the above details explain satisfactorily the difference—300 feet per month at seven different points, are 43 feet nearly at each point, while here at the western end we have 36½ feet per month of only day work. And now that the bottom has reached the portal, and the work can progress day and night at this end, as it has at the eastern end, we may expect not less than 50 or 60 feet per month.

"Let it be remarked also, that the engineer of the Baltimore and Ohio railroad reports farther, that 'the advance has been much more rapid than was anticipated,' that 'the tunnel is in compact slate rock,

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favorable for excavation.' It will thus appear, that while every thing is favorable there and unfavorable here, the progress of our tunnel has been at least equally as rapid in proportion to the facilities it can command, and may continue so, if the hard materials on the east side do not extend too far.

"The chief disadvantage of this tunnel is the impossibility of deriving assistance from shafts. The mountain is so high and steep that there is no point where a shaft could reach the level of the heading before the heading itself could do. Shafts are always an additional expense, and are only useful in saving time, but here they would not do it, and their immense cost would have been altogether thrown away."

Since the date of the engineer's report, the road and bridges between the main tunnel section and Waynesborough have been located, and as the board understands, in a manner acceptable both to the Virginia Central railroad company and the citizens of Waynesborough.

No provision had been made by law for the location or construction of a link of about 8 miles between the present terminus of the Virginia Central railroad at Woodville in Albemarle, and the eastern terminus of the Blue Ridge road at Blair Park. The attention of the legislature is respectfully requested to the remarks of the engineer on this subject, (page 23,) and to those of the Virginia Central railroad company, (page 125.) This gap being filled, and the road from Waynesborough to Staunton completed, there would be a continuous railroad between Richmond and Staunton, except for the distance comprised in the tunnel; for which section, until the tunnel is opened for use, the Staunton and James river turnpike might be advantageously used as a portage. Should this gap be regarded by the legislature as a work which should properly form a part of the improvement now in progress, under the direction of the board, the expression of its opinion as to the necessity of providing for its immediate prosecution or otherwise, is respectfully requested. It should be kept in mind that the completion of the main tunnel, considering the extreme hardness of the rock, must necessarily require several years.

The board visited this work in August last, and passed through its whole line. Their inspection fully satisfied them that the stupendous difficulties encountered in its location and construction are of a character which can only be overcome by consummate skill, energy and labor; and they deem it an act of justice to their engineer to say, that in the execution of his duty he has displayed these qualities in a high degree, and given the most ample assurance that this great work could not have been committed to one more competent to carry it through successfully to its completion.

The condition of the *Northwestern turnpike road*, and the progress made in macadamizing parts of the road, are fully and distinctly set forth in the report of Col. J. D. Wilson, the superintendent, (page 36.) Owing to the scarcity of suitable stone for macadamizing, within a reasonable distance, it has been found extremely difficult as well as expensive on some portions of it to procure materials for a durable covering. The superintendent, however, appears to have exercised considerable judgment in the selection and application of such mate-

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rials as would best answer the purpose. The total distance macadamized in 1848 and 1849, is about 58½ miles, at the average cost of $1,954 76 per mile, (page 48.)

The revenue of the year, after paying the cost of repairs, shews a nett surplus of $4,396 46, which was expended in building bridges and making other improvements. It will be seen from the report that nearly the whole of the funds of the current year will be consumed by the repairs and necessary bridges and other indispensable improvements on the road.

The superintendent anticipates a considerable reduction of the income of the road on the completion of the Baltimore and Ohio railroad to Valley river, as well as a considerable increase in the cost, owing to the heavy outlay always attendant on macadamized roads.

The condition of the *Southwestern turnpike road*, and the progress made in its construction, are fully presented in the report of Col. J. H. Piper, the engineer and superintendent of that improvement, (page 42.) The length of the three divisions, extending from Buchanan to Wytheville, is 100 miles, the whole of which it is expected will be completed fully by the 1st of January 1851, and toll-gates erected throughout.

That portion of the road lying west of Wytheville is progressing towards the Tennessee line under the contract heretofore made, and it is believed the 4th or Marion division will be completed by the fall of 1851.

The receipts during the year, from the finished part of it, amounted to $6,982 97, viz: from 4 gates, in the first three-fourths of the year, $4,085 80, and from 8 gates in the last quarter, $2,897 17. The superintendent is of opinion that when the whole road is finished its revenue will maintain it in fine condition, and return a surplus into the treasury.

An appropriation of $8,000 was made by the act of June 30th, 1850, ch. 92, for extending the Richlands and Kentucky line road from its eastern terminus to the commencing point of the Tazewell courthouse and Fancy Gap road in Tazewell county. The report of the superintendent, which is herewith submitted, shews the progress made in the construction of the two divisions of this road. It is estimated by the superintendent that a further appropriation of about $5200 will be indispensable to complete this state work. The expediency of making such provision is respectfully submitted to the consideration of the legislature. The whole length of the road will be about 66 miles.

The report of Col. Wm. Hamilton, superintendent of the *Staunton and Parkersburg road*, accompanies this report, (page 48.) It appears from it that 21 miles of said road, in detached parts, have been macadamized in pursuance of an act of March 12, 1849, (ch. 138,) at a cost, including superintendence, of about $39,000. The remainder of the appropriation of $60,000 made for this object, will be expended in the course of the current year. Complaints in regard to the size of the stones used in some of the macadamizing were made to the board by travellers and others, and communicated to the superintendent. His

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views respecting the proper modes of executing this description of work will be found in his report above referred to. But in order that the board might be enabled to form a satisfactory opinion as to the character of the work from a disinterested and competent person, they requested Col. Crozet, engineer of the Blue Ridge railroad, to examine so much of the Staunton and Parkersburg road as his special duties would admit of. In compliance with this request he inspected the road as far as the town of Beverly with a particular eye to the macadamizing, and immediately to its general condition. His report is herewith presented.

The road is represented, in communications lately received from the superintendent, to be in better condition generally than it has ever been before. It is in contemplation, by private individuals, to make another attempt to establish a line of stage coaches upon it. Such an enterprise, if undertaken by persons possessing the necessary pecuniary means and proper experience in that business, would probably be profitable to them, prove a great convenience to travellers, and at the same time attract the attention of the public to the great advantages of this beautiful road, and to the rich country through which it passes. As yet its revenue from tolls is comparatively small, considering its length, (237 miles,) but there has heretofore been a regular annual increase in that respect, and its continuance may confidently be anticipated for the future. The receipts in the last year amounted to $4229 48, a sum which, as has been shewn in the superintendent's previous reports, is not sufficient to keep a road of that length in complete repair, and to provide for contingencies and superintendence. The superintendent recommends an appropriation for a bridge across Valley river, two miles above Beverly.

The tolls received on the *Cumberland (national) road in Virginia* during the last year amounted to $7027 18, and the disbursements for repairs, &c. to $6325 90, leaving a balance on hand on the 30th of September, of $701 28. The road is represented by the superintendent, (page 53,) to be in good condition, except that some of the old walling and bridges are in a ruinous state. The western toll-gate on this road is nearly two miles east of the city of Wheeling. Between that gate and Wheeling a large quantity of coal and other heavy articles are transported to the latter place, which subjects that portion of the road to a vastly greater expense for repairs than any other portion of its whole extent. As the law now stands, no demand can be made for the payment of tolls on the transportation upon it which does not pass *through* the toll-gate.

The average cost of keeping up this road of 15½ miles during the last year was about $380 per mile—an expense indicative of the large amount of heavy transportation which passes over it.

The road from *Beverly* in Randolph county, to *Fairmont* in Marion county, 61 miles in length, provided for by the act of January 14, 1848, has at length been completed, with the exception of two bridges on its line, which are now in process of construction—the one a double track across the Tygart's Valley river at Philippi, the other a single track across West Fork river near Fairmont.

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The superintendent, Mr. William Johnson, reports (p. 24) the total cost of the road at contract prices, and exclusive of the expense of the location, superintendence, &c., to be $25,634 94, averaging $420 per mile. As far as the board has had an opportunity of learning, the work has been well executed.

The masonry and superstructure of the bridges have been undertaken by persons well skilled in their respective lines, at prices which will make their cost $15,352 91. The appropriations for the road and bridges amount to $42,000, and the aggregate cost of the whole to $43,000. There will be consequently a deficiency of $1000 to complete the work fully, for which legislative provision will be necessary. Two gates have been established on the road, and tolls collected thereat.

Preparatory to the construction of the extension of the Beverly and Fairmont road from Fairmont to the city of Wheeling, conformably to an act of February 2, 1850, chapter 2, the board caused a survey and location of the same, and of a branch thereof, to Moundsville, by Luther Haymond, Esq., civil engineer. The manner in which this duty has been performed will be found in sufficient detail in Col. H.'s report to the Board of public works, (page 27.) The cost of construction is estimated by Mr. H., (page 30,) at $51,952. The appropriation made by the act referred to is $25,800 only, (not quite half the estimated sum.) With this ascertained fact in view, the board would consider it a dereliction of duty on their part were they to enter into binding engagements for the construction of the road in its *whole length*, before an adequate additional appropriation shall be made, or the sanction of the legislature obtained.

It is known that the Baltimore and Ohio railroad will pass near Fairmont on its route to the city of Wheeling, which points also constitute the termini of the proposed turnpike. It is represented, however, as probable that the railroad, although apparently a parallel road, will not supersede the necessity of constructing a part of the route located, called for by the wants of the country through which it passes. It is the intention of the board to examine into the subject, and if they find it consistent with their duty and expedient, to cause such portion as may be found necessary, to be constructed.

During the spring the location of the *Ohio river and Maryland road*, extending from the 30th mile post of the location of the preceding fall to the mouth of Fishing creek, at the Ohio river, in the county of Wetzel, was completed by Luther Haymond, Esq., whose report will be found herewith, (page 34.) The length of new location from near Indian creek in Monongalia county, by way of Fairmont in Marion county, to the mouth of Fishing creek on the Ohio river, is about 67 miles, the cost of constructing which, including two small bridges, is estimated by Mr. H. at $27,525. The whole length of this improvement, including the distance of 39 miles from the Pennsylvania line to near Indian creek in Monongalia county, is 107 22.66 miles.

The eastern section of 39 miles was constructed a number of years ago. Its dilapidated state, from long neglect, induced the board to have it re-examined by Mr. Haymond, with a view of restoring it.

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This having been found necessary, the repairs were accordingly let out to contract in June. The cost was conjecturally estimated by Mr. H. at $100 per mile.

The construction of the middle part, from Indian creek to the head of Buffalo, 30 miles in length, has also been placed under contract.

Proposals for the third or western portion have been received and accepted, with the exception of two sections, and contracts for the same have been submitted to the board, and are now under consideration.

The report of Col. Willey, containing statements of his proceedings and of the progress made in the repairs and construction of the road, is herewith transmitted, (page 31.)

It will be seen that he recommends a further appropriation of $15,000 to complete it and to build five bridges over certain designated streams. As this road is being constructed on state account, an appropriation to complete it would seem to be indispensable.

By an act passed February 25, 1850, (ch. 90,) the board was directed to cause a road to be constructed, on state account, from Floyd courthouse to Hillsville in Carroll county. The report of L. H. Brown, who was appointed, in April last, engineer and superintendent for the location and construction of said road, is herewith submitted, (page 54.)

It will appear from this report, that the location (about 29 miles in length) has been completed and put under contract at $323 and $325 per mile, and that upwards of four miles have been finished.

The appropriation for the road is $9,000, which will be exceeded by the contracts by a sum of $385. The expenses of the location, superintendence, cost of macadamizing in places, and toll-houses, will require an additional sum to complete the road-way, of $3,300. To build the bridges on the line which the engineer considers indispensable, will require a still further sum of $2,700—in all $6,000. The road is 16 feet wide in the clear on hill sides, and 19 feet elsewhere. The expediency of making an additional appropriation is respectfully referred to the consideration of the general assembly.

From the report (page 62) of the commissioners appointed in conformity to an act of 1847, to lay out and construct the *Sistersville and Salem turnpike road*, it appears that the improvement has been completed for a distance of 35 miles from Salem on the Northwestern turnpike, to within 3 miles of the Ohio river at Sistersville, at a cost of about $11,345 64, including damages, superintendence, &c., being an average of $345 per mile. Of the above sum $11,000 was paid out of the public treasury. The commissioners represent that this improvement has the advantage of other neighboring roads from the same direction, of reaching the Ohio river much sooner, and in the confident expectation that this circumstance will ensure it the preference, if it be widened to 20 feet, they ask an appropriation of $10,000 from the treasury to effect that object. The expediency of granting this application is respectfully referred to the general assembly, with the single remark, that none of the common turnpike roads which have been or are now being made by the state have so great a width; they gene-

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rally vary from 15 to 18 feet, which, if a road be kept in proper order, is considered sufficient to accommodate the travel upon common turnpikes. It will be seen by reference to some of the reports now transmitted, that permission will be asked of the legislature to reduce the width of some of the state roads now about to be constructed, to less than the width required by the act which authorized them.

The construction of a turnpike road from the Staunton and Parkersburg road *near Huttonsville* in *Randolph* county, to *Marland's Bottom* in *Pocahontas* county, on state account, was directed by an act of February 25, 1850, (ch. 84,) and an appropriation of $15,000 made for the purpose at the same time. This road has been located by Robt. H. Kinney, Esq., who was appointed engineer and superintendent in April last. It is 47⅞ miles long, and is required by the act to be "not more than 21 feet wide, nor less than 17 feet, exclusive of ditches." The cost of a road on this location, of 20 feet wide on hill sides, and 17 feet on flat ground, is estimated by the engineer at $26,125, which would require a further appropriation of $11,125; but if a road of 15 and 17 feet, exclusive of ditches, be adopted as recommended by the engineer, for reasons stated in his report, (page 58,) an additional appropriation of $4600 would suffice. The expediency of complying with the recommendation is respectfully submitted to the general assembly.

The great fertility and mineral wealth of the country through which this road will pass richly entitle it to that boon, as it is now literally destitute of any road at all, and its inhabitants have no means of intercourse with other places, except on foot or horseback.

Annual reports have been received from all the *railroad companies*, completed or in progress, in the state. Of those in which the commonwealth is directly interested as a stockholder, there are only three in full operation, viz: The Richmond and Petersburg, the Richmond, Fredericksburg and Potomac, and the Winchester and Potomac railroads. Reports, however, having been received from all the improvements of that description, chartered by the state, they will be noticed here on account of the great influence they cannot fail to have as it regards the prosperity of the commonwealth.

A great increase in the income of the *Richmond, Fredericksburg and Potomac railroad company* was experienced in the course of the last year, arising principally from an unprecedented stream of travel. It appears from the report of the company, (page 108,) that the receipts from transportation exceeded by $51,675 74 those of the preceding year.

The Board of public works sees with satisfaction that the company has paid off its debt of $30,000, due in 1851, and that they are provided with the means of also paying off the convertible debt of $60,000 due in 1856.

There can be no doubt that such a course will infuse public confidence in the ability and desire of the company to discharge its engagements faithfully, and establish its credit upon a firm basis.

The comments made (page 108) upon the course of legislation in regard to the Louisa railroad company, (now the Virginia Central rail-

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road company,) are, it is presumed, intended for the consideration of the general assembly, and not of this board. It appears that the controversy between these companies, growing out of the extension of the Central railroad to Richmond, has been transferred to the supreme court of the United States, where it is now pending.

It is charged by the company that much injustice was done to subscribers then delinquent in the sum of $34,873 01 on their subscriptions for the company's stock, in a statement accompanying the last annual report of the Board of public works, by classing that debt as *doubtful.* In the absence of all information from the company on the subject, it must be admitted on all hands that the simple fact that the stock adverted to had remained unliquidated for a period of twelve or thirteen years after it was subscribed for, most amply justified the classification assigned to it. The board is nevertheless well pleased to learn that this long standing debt has been reduced within the year to $4,830. This error, however, (if it was one,) was of very little consequence, considering the magnitude of the transaction then in question.

The report of the company alleges that there was also an error on the part of the Board of public works, in the same statement, in not considering the dividend bonds of the company, amounting to $82,560, held by the state, as a reduction in effect to that extent, of the cost of the works of the company to the state, should it purchase them. This error is only a supposed one, and has no foundation. The amount of the bonds was comprehended in the only place in the statement in which it could legitimately appear, to wit: in the aggregate amount of *debts* which the company owed.

The condition of the *Richmond and Petersburg* railroad and its finances is shewn in the report of that company, (page 118.) Its gross income from transportation amounted to $106,246 46, and the cost of carrying on the same to $76,818 22, the nett profits of the year being $29,426 94, of which $15,283 68 was applied in payment of debts.

Resolutions have been passed by this company and the Petersburg (and Roanoke) company, the object of which is to connect the two roads at Petersburg, the former company agreeing to run their road across the river Appomattox, to connect it with that of the latter; and that they may be enabled to incur the necessary expense of complying with that arrangement, the Richmond and Petersburg company solicit the legislature, "as a measure of policy in reference to the interest of the state as a stockholder and as a community, and as an act of sheer justice to the private stockholders," to relieve the company from the dividend bonds due the state, (page 119.)

The payment of the principal of these bonds was suspended by an act of March 9th, 1850, (ch. 77,) during the pleasure of the general assembly, provided the *interest* thereon should be punctually paid on the 1st day of January annually.

A dividend of $5568 became due and payable to the state in money on the 1st day of January preceding the passage of the act, which does not appear to be embraced, in terms, in said suspension.

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This dividend had not been paid, however, at the date of the act, nor has it been paid since, the company as is understood, interpreting the act as having virtually suspended this instalment as well as those included in the bonds. Under these circumstances the board forbore to press the matter upon the company, until the pleasure of the general assembly should be expressed, whether this instalment should be placed on the footing of the bonds or not.

The connection proposed, as is above mentioned, is undoubtedly one of great importance in preserving the continuity of the line of railroads between the Roanoke and Acquia creek, as far as practicable, and thereby avoiding the very great annoyances at present encountered by travellers in passing over it.

The state has been represented by three directors at the board of this company since their last annual meeting.

In the *Petersburg railroad company* the state has now no interest as a stockholder, though its prosperity would seem to have an intimate bearing on that of the two railroads north of it, of whose stock the state holds a large portion. Their report and the statements furnished with it (p. 158) give a succinct account of their operations and the condition of their road and finances. The statistical table (p. 160) is valuable, as shewing the quantity and nature of the produce and other freight which passed over the improvement in the year, as well as the income they produced. The company expect the whole track from Petersburg to Weldon will be covered with edge rails by some time in next spring. Its affairs appear to be in a highly prosperous condition.

The report of the *Greenesville and Roanoke railroad company*, (p. 175) whose road serves as a branch or feeder of the Petersburg railroad to Gaston on the Roanoke, shews a rare state of prosperity, the company being entirely out of debt, and having a cash balance of $2,956 85, after having divided 7½ per cent. on its capital in eleven months. In this improvement the state has no direct pecuniary interest.

It is stated in the report of the *Virginia Central railroad company*, (page 125,) that the income of the year upon the portion of this road, which was in operation from its junction with the Richmond, Fredericksburg and Potomac road, a distance of 72 miles, amounted to $91,078 83, being an increase of $13,347 69 over that of the previous year—but not equal to the anticipations of the company. Of these receipts, $49,043 24 accrued from the passengers' fare, $32,563 63 from freight, and from the mail $6,984 15. The cost of transportation is not distinctly reported, but the *disbursements* on that account, including interest paid, would appear from the details in statement C, (page 130,) to be $51,157 64. The aggregate receipts from transportation from the origin of the company have been $478,770 90, and the expenses attending them $270,839 35, shewing a nett surplus of $207,931 55, out of which dividends, amounting to $117,200 18, were declared and paid in money, and $38,256 87 were paid by an issue of bonds to the stockholders payable in 1852, leaving a surplus of profit still remaining of $52,474 50, which has been applied to the purposes of the road between the Junction and Richmond.

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The debts due from the company amount to $254,456 95. Those due to them on account of subscriptions unpaid and other accounts amounts to $118,295 75, leaving out the private and state subscriptions for the extension of the road west of Staunton, upon which no work has yet been done.

Statement D shews the articles transported on the road in the year ending 1st July 1850, which are estimated at 4,825⅔ tons.

Statement A, which accompanies this report, contains a general view of the company's affairs, and embodies, in a succinct form, the contents of the other statements furnished.

For the progress made in the extension of this most important road to the points authorized by law, the Board of public works respectfully refer to the report of the company herewith submitted.

The progress made in the construction of the *Richmond and Danville railroad* is set forth in the report of the company for the last fiscal year to the Board of public works, herewith printed, (page 101,) together with general and detailed statements of their financial transactions from the date of their incorporation.

It was expected by the company that the part of the road extending from Richmond to the Falling creek coal pits (a distance of about twelve miles,) would be in full operation by the 1st November, and that the grading and masonry to a point about forty-seven miles from Richmond, would be ready for laying the rails in a few weeks; and it is stated that other work had been done, equivalent to the grading and masonry of sixty miles—that a sufficient quantity of heavy rails to reach the Appomattox has been contracted for, on the arrival of which the superstructure would be commenced. An engine, and passenger mail coach and dirt cars, have been purchased, and will be placed on the road as soon as it is prepared for them. A beautiful and substantial bridge has been built across James river near Mayo's bridge, on account of which $82,634 75 has been paid. The receipts for subscription to the capital stock and other accounts since the formation of the company amounted to $953,106 41, and the expenditures during the same time for construction, damages, real estate, iron, materials and other purposes, amounted to $952,236 15.

The conditions of the act of 15th March 1850 have been accepted by the company, and said acceptance communicated to the Board of public works.

A summary view of the progress made in the location and construction of the *Virginia and Tennessee railroad* is presented in the annual report of the company to the Board of public works, (page 151,) and the documents transmitted therewith. This great work appears to be prosecuted with considerable energy, and there is reason to believe that if no unexpected difficulties intervene, it will be completed to the Tennessee line with as great expedition as its length and magnitude will admit of.

Since the period embraced in the above-mentioned report, the board has received a copy of the proceedings at the annual meeting of the stockholders of November last, containing reports of the principal and assistant engineers of the company, which contain much interesting information. These reports are herewith presented.

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The capital stock of the company subscribed for amounts to $1,666,200, of which $ 900,000 is on account of the state. The capital authorized by the charter is $ 3,000,000, but the engineer seems to incline to the opinion that $ 4,000,000 will be required to complete the road.

Statements A and B, (pages 154 and 155,) shew the fiscal condition of the company and its transactions during the year, with the several heads of expenditure—from the first of which it will appear that a sum of $ 261,407 75 had been expended on the work.

Subsequently to the receipt of the above-mentioned report of the Virginia and Tennessee railroad company to the Board of public works, a copy of the proceedings at the annual meeting of the stockholders of said company on the 27th November last, was put into the hands of the board. These proceedings will be laid before the legislature in a supplemental document, and therefore a mere reference to so much of their contents as relates to matters connected with the action of the board will suffice. The first of these subjects adverted to is a resolution of the Board of public works, instructing the state directors in said company as to the course they should pursue in regard to a memorial presented to the Board of public works by a committee of a convention assembled at Tazewell courthouse, on the 17th Oct. last, a copy of which will be found in the supplement. The other relates to a controversy between the company and this board as to the number of directors to which the state is entitled in the board of directors of the company, the state owning a majority of the stock. All the papers connected with that subject will also be transmitted to the legislature with said supplement. They consist principally of legal arguments *pro* and *con*, and an extract from the proceedings of this board, expressing their own views of the subject.

The board will only add, that they conceive it highly important that this cause of difference should be done away by a distinct provision of law, and respectfully invite the attention of the legislature to the subject.

A very full expose of the operations of the *Orange and Alexandria railroad company* during the past year will be found in the annual report of that company to the Board of public works, (page 77,) and also in their proceedings at a called meeting of the stockholders on the 27th December 1849, (page 83,) and in the financial statements and other papers accompanying said reports. The length of the road, from the Potomac at Alexandria to the Virginia Central railroad at Gordonsville, is 87¾ miles. Great pains were taken to establish, by careful surveys, the general line of location in such a manner as would best comport with true economy, and at the same time with the interests and the convenience of the sections of country through which it would pass; and these objects appear to have been fully and satisfactorily attained. The two sections between Alexandria and Culpeper courthouse (nearly sixty miles) have been let to contractors on terms deemed highly favorable, and are now under construction.

The total amount subscribed to the 1st October last was $665,700, of which $382,500 was by the state.

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The *Southside railroad company* was incorporated under the acts of March 5, 1846, and March 13, 1849, to construct a railroad from Petersburg to the Richmond and Danville railroad, near Burksville in Prince Edward, and was organized on the 8th August 1849. The capital originally authorized was $300,000, but was increased by the act of 1849, to $600,000. It was further increased by an act of the 12th March 1850, by an additional amount of $800,000, for the purpose of extending the road from its western terminus to Lynchburg. This act was accepted at a called meeting of the company on the 12th March last.

The act of 1849 transferred to the town of Petersburg the stock, amounting to $323,500, owned by the state, in the Petersburg railroad company, to be repaid to the state by a like amount of capital stock in the Southside railroad, when completed in accordance with the two first mentioned acts.

It appears from the first annual report to the stockholders of the company, (page 164,) that $687,600 has been subscribed to the capital stock of the company—that the location and construction had been prosecuted with great vigor—that a large quantity of bridge-rail iron and other materials had been procured—that the estimated cost of the road to the intersection of the Danville road, including locomotives, cars &c., is $611,000, and that work to the amount of $235,400 has already been done upon it.

Statements, in satisfactory detail, of the company's financial affairs and condition, and of the proceedings of the company generally, accompany the report, (page 170.) When this improvement is completed to Lynchburg, it cannot fail, in a high degree, to contribute to the prosperity of the town by whose public-spirited citizens the enterprise was projected.

A report from the president of the *Seaboard and Roanoke railroad company*, together with an extract from a communication from that officer respecting the re-establishment, under that name, of the Portsmouth and Roanoke railroad company, is herewith submitted, (pages 162 and 163.) It will be seen from them that the portion of the road between Portsmouth and Suffolk (17½ miles) has been completed, and was opened for the transportation of passengers on the 11th November; and that the remainder, extending to Weldon and Gaston on the Roanoke river, will be completed and in operation during the fall of 1851. The whole length of the road will be about 95 miles. The measures taken for the prosecution of the work are presented in these papers in so clear and concise a form that no further notice of them is necessary on the part of the Board of public works. The state has no stock in this company.

The board trusts that the present undertaking will prove more fortunate than its predecessor. It is a work of great importance to the interests of that section of the state by whose enterprise the original scheme was projected and undertaken. And if, when it shall have been completed, a spirit of compromise and good feeling in regard to their several interests can be brought about between this company and its competitor, the Petersburg railroad company—a

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course to which there does not appear to this board to be any serious obstacle—a fair, open and honorable rivalry, advantageous to both parties, may be substituted for the acrimonious, excited and ruinous contention which prevailed during the existence of the former road.

A return of the condition of the *Chesterfield railroad company* for the year ending 1st April last is herewith printed, (page 180.) This company was incorporated under an act of February 27th, 1828, to construct a road from tide-water, opposite Rocketts, to the Falling creek coal pits, a distance of about twelve miles, with a view of carrying on and cheapening the transportation of the coal of that section of country—which it most effectually and satisfactorily accomplished, the cost being reduced from eight and ten cents per bushel, when previously wagoned to Rocketts, and sometimes even more, to rates varying from $1 25 to $2 25 (according to distance,) per car of seventy-five bushels. This improvement, however, will be entirely superseded by that part of the Richmond and Danville road already constructed, and its capital stock of $150,000, will in all probability be rendered valueless to the present holders. A railroad whose motive power consists of horses and mules cannot compete with one operated by steam, on account of the greater comparative expense incurred in keeping it up.

Reports of the under-mentioned canal and navigation companies have been received.

Accompanying the report of the *Alexandria canal company* to the Board of public works, (page 186,) a general statement of their affairs from its origin is furnished, which shews that the cost of that improvement to 2d April 1850, including expenses of all kinds attending its construction, repairs and superintendence, was upwards of $1,100,000. The cost of the Potomac aqueduct, which forms part of the above, was $ 572,318 68. With the above report are the report and statements submitted to the stockholders of the company on the 6th May last, (page 189.)

It appears from these documents that certain property (embracing about 238 feet water front,) on the north side of the locks and pools, has been leased to the Alleghany mining company, the Frostburg mining company and the Borden mining company, for $300 per annum, the companies being bound to construct the necessary wharves, &c. They are rapidly progressing with their works. A lease of 200 feet had been previously made to the Maryland mining company, wharves for whose accommodation have been constructed at a cost of about $15,000. The canal has been improved in order to afford a depth of six feet water. The arrival of the first boat from Cumberland, laden with coal, at Alexandria, is announced as having occurred on the 17th October last, and the company now "looks with confidence to a rich reward for their labors."

It appears from the statements furnished by the treasurer and clerk of the *Upper Appomattox company*, (pages 182–3,) that the trade upon it in the year was greater than that of the previous year, and shewed a corresponding increase from the tolls upon it by more than $2000. The company declared its usual dividend of 10 per cent. on the old

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stock, and 3 per cent. on the new. The superintendents of this improvement have failed to report its condition as the law requires.

The *Lower Appomattox company* state in their report, (page 185,) that the private stockholders have decided to transfer their individual stock to the town of Petersburg, "*upon certain conditions*," (which are not mentioned,) "subject to the sanction of the legislature." The funds of the company ($1,565 90) are represented to be insufficient to remove the bars and other obstructions in the river, so as to render the improvement permanent and useful to the public.

As the state has a considerable interest in the *Chesapeake and Ohio canal company*, as well through her subscription of $250.000 to its capital stock, and by guaranties of its bonds to the amount of $500,000, as through the benefits which the improvement is probably destined to confer on a large portion of our citizens residing on the line of the improvement and in the city of Alexandria, the board have deemed it their duty to print herewith the annual report made by the president and directors of the company to their stockholders on the 3rd of June last, in extenso, together with the accompanying statements, (page 365.)

On reference to the report of the Alexandria canal company it will be seen that the navigation of the canal from Cumberland to Alexandria has been at length opened; thus, this long looked for consummation furnishes a reasonable ground for indulging the hope that the company will, at length, receive a rich reward for their many years of toil, anxiety and embarrassments in the prosecution of this great work to its present stage.

Reference is made in the above report to a resolution of the Board of public works of 5th March 1850, requiring that the money arising from the bonds of the company guarantied by the state under the act of 15th March 1849, for effecting certain repairs of the canal, should be expended between dam No. 6 and the point at which said canal intersects the Alexandria canal, previous to the expenditure of any of said money on any other portion of the canal. The intention of the guaranty alluded to was, no doubt, to secure the completion of the repairs of the canal with a particular view to the accommodation of the trade of the citizens of Virginia, and especially of that destined for the town of Alexandria; and the board deemed it their duty to require the application of the money raised upon said bonds to that object, to the necessary extent, *in the first place*, in order to guard against the *possibility* of large expenditures being made out of it to her injury for repairs, the benefit of which would enure to the citizens of another community, able to provide for its own interests. The board trusts sincerely that its course on this occasion will be regarded in its true light by the president and directors of that company.

The *Dismal Swamp canal*, according to the report of that company, (page 198,) was thoroughly cleaned out, repaired and improved in the month of September last, and is now represented to be in good order at the date of said report. The receipts from tolls amounted to $41,271 83, which exceeded by $1,522 91 those of the preceding year, and enabled the company to make a dividend of 4½ per cent. on

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its capital stock. The great value of this improvement will be readily understood by a glance at the statements furnished with the report, (pp. 203, 4, 5.)

In the month of May last, the Board of public works visited this canal, and from their own personal observation and enquiries diligently made, they feel warranted in saying that few works of internal improvement are anywhere managed with greater attention, judgment and economy, and with stricter regard to the accommodation of the trade which passes through it.

The report of the *Rappahannock company* (page 211,) presents a view of their financial transactions in the year, and of the condition and stability of their works on the river. The general statement which accompanies it appears to be a very complete one, embracing as it does a compendious view of the receipts and disbursements of the company from its origin, and the debts due from it on the 30th September last. The latter are stated at $216,793 63, exclusive of the loan of $100,000 due to the commonwealth, which added, makes an aggregate debt of $316,793 63 of principal. Nothing, it will be seen, has yet been paid to the Board of public works on account of interest on the above-mentioned loan. The payment of all such interest as was due on it at the time of the passage of the act of March 13, 1850, (ch. 174,) authorizing an increase of the capital stock of the company, and for other purposes, was made necessary to give force and effect to said act.

The table (page 213) shews the various articles which constituted the ascending and descending trade of the canal during the year, and the product thereof in tolls.

Statements, supported by proper and satisfactory vouchers, were exhibited to the board on the part of this company, on the 8th August last, shewing that the proceeds of the certificates of $100,000 of state stock lent to it by the act of February 3, 1848, (ch. 216,) had been fully and duly applied, according to the condition of the bond executed by said company in conformity to the 3d section of said act.

It will be seen from the report of the *Rivanna navigation company*, (page 214,) that "the character of the improvement has been changed from a batteau to a horseboat navigation." After having entered into an arrangement with the James river and Kanawha company, in relation to the width of the branch canal of the latter company, the new works were commenced as soon as labor could be procured. The company express a belief that they will have horseboats running on the river between Columbia and Palmyra (14¾ miles) by Christmas. In consequence of the interruption caused in effecting the necessary improvements, and the corresponding diminution of tolls, no dividend has been declared.

The revenue of the *Roanoke navigation company* is represented in their report (page 217) to be larger than that of any previous year, but the dividend has been diminished to 1¾ per cent. in consequence of the great expense incurred in repairing the heavy injuries sustained at two different periods of the year from unusual rains, and from a higher fresh in the river than has ever been "known to the present genera-

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tion." By extraordinary exertions and industry the works at Danville have been again put in complete order for navigation.

A considerable diminution in the receipts from tolls in the current year is anticipated, owing to the destruction of the crops on the Roanoke and its waters.

The company owns land and mill property at Danville, which cost $12,000, and are now indebted $ 6,015 54 on that account to the Farmers Bank. They also own 14 slaves, &c. of the value of $ 4,500.

Reports have been received from most of the improvement companies in which the state is interested. Those which have not been noticed in the body of this report may be found by reference to the list appended hereto. They are principally from turnpike and bridge companies, and furnish satisfactory details respecting the respective works. Of the turnpike companies, a number are macadamized and others plank roads; the latter description seems to be gaining great favor throughout the states as an advantageous substitute for macadamized roads, having greatly the advantage of them in point of cheapness of construction, in the cost of repair, and the facility and convenience of transportation. It would seem, therefore, a judicious amendment of the laws on this subject to leave it optional with a company incorporated for constructing a macadamized road, to be allowed to substitute one of plank.

All which is respectfully submitted.

JOHN B. FLOYD,
Pres't Board Public Works.

Office Board Public Works,
Dec. 1, 1850.

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LIST OF SUBSCRIPTIONS

Made by the Board of Public Works to Joint Stock Companies in the year ending the 30th Sept. 1850.

Coal river navigation company, 17th March 1849, ch. 209.
Martinsburg and Potomac turnpike company, 17th March 1849, ch. 176.
Virginia and Tennessee railroad company, 6th March 1849, ch. 148.
Cheat river toll-bridge company, 6th March 1849, ch. 182.
Moorfield and North Branch turnpike company, 7th March 1849, ch. 179.
Leeds' Manor turnpike company, 31st March 1848, ch. 179.
Jacksonville and Bent mountain turnpike company, 31st March 1848, ch. 167.
Blue Ridge turnpike company, 25th March 1848, ch. 176.
Front Royal and Gaines's cross-roads turnpike company, 1st April 1848, ch. 180.
Orange and Alexandria railroad company, (middle section,) 6th March 1849, ch. 154.
Rich Patch turnpike company, 14th March 1849, ch. 162.
Moorfield and Alleghany turnpike company, 7th March 1849, ch. 180.
Leesburg turnpike company, 19th March 1850, ch. 126.
Sperryville and Rappahannock turnpike company, 27th March 1848, ch. 173.
Junction Valley turnpike company, 17th March 1849, ch. 159.
Potomac bridge company, 19th March 1850, ch. 163.
Howardsville and Rockfish turnpike, 17th March 1849, ch. 164.
New Manchester turnpike company, 4th April 1848, ch. 205.
Buchanan turnpike company, 15th March 1849, ch. 158.
Guyandotte navigation company, 16th March 1849, ch. 208.
Staunton and James river turnpike company, 1st March 1847, ch. 121.
Moorfield and North Branch turnpike company, 11th March 1850, ch. 135.
North river navigation company, 2d February 1850, ch. 172.
Ravenswood and Reedy creek turnpike company, 18th February 1850, ch. 153.
Fredericksburg and Valley plank road, 2d February 1850, ch. 108.
West Milford and New Salem turnpike company, 7th March 1850, ch. 154.
Winchester and Berry's ferry turnpike company, 21st January 1848, ch. 182.
Hazel river navigation company, 31st January 1850, ch. 173.
Weston and Fairmont turnpike company, 15th March 1849, ch. 185.

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REPORTS,

RETURNS AND OTHER DOCUMENTS

RELATING TO

JOINT STOCK COMPANIES.

I. STATE IMPROVEMENTS.

BLUE RIDGE RAILROAD COMPANY.

OFFICE OF THE BLUE RIDGE RAILROAD,
Albemarle, October 1850.

To the President and Directors
of the Board of Public Works.

GENTLEMEN,

I have the honor to lay before you my annual report of the operations on the Blue Ridge railroad, up to the 1st of October.

In my report of last year, I gave a description of the location of the road which had, but a short time before, been put under contract.

The construction began in February on the 2d, 3d and 4th sections, which constitute the extent of Mordecai Sizer's contract.

On the 5th and 6th sections, John Kelly, contractor, the work commenced in March: each section contains one of the minor tunnels.

Col. Thos J. Randolph broke ground on the 7th and 8th sections in April.

In consequence of the failure of the first contractor to comply with the terms of his contract, the first section, which consists of the main tunnel and approaches, was re-let to John Kelly & Co. This circumstance delayed to the month of April this important section, which would otherwise have been undertaken before the others.

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The state of the work on the first of the month was as follows:

1st section. On the west side 1200 feet of road and the masonry of a viaduct nearly finished.

The heading of the main tunnel, which was entered on the 1st of August, at the western end, had penetrated a distance of 80 feet.

On the east side, the approaches were very near the opening of the tunnel, whose heading was opened on the 28th of September. The length of the approaches (nearly completed,) is 350 feet.

It was desirable that the last side should have advanced faster than the western extremity; but though the western approaches are much longer than the eastern, and equally deep, the reverse has taken place, owing to the greater hardness of the rock in the shorter deep cut.

Besides the deep cut at the western end, the stream which occupies the bottom of the narrow valley in which the approaches are made was turned from its natural bed. The Staunton and James river turnpike was likewise turned in two places, and some other minor additional works made.

The abutments of the viaduct, by which the railroad is to pass over the turnpike, are a good piece of work, built by George A. Farrow, with whom, as I had the honor already to report, I was obliged to enter into a separate contract, there being no price stipulated for this kind of work of masonry in the bid of the contractor for the section, and not having been able to agree with them as to the price. The masonry will cost more than I had expected, owing to the singular scarcity of building stone in this vicinity, which compelled us, after having exhausted a shallow quarry close to the work, to go a distance of several miles for limestone.

On the 2d, 3d and 4th sections, 6000 feet (say 1¼ mile,) are nearly completed, besides many considerable culverts.

On the 5th and 6th sections, 2500 feet are made, and also about 70 feet of the western heading of the second tunnel, which was entered on the 23d of August. Here the progress has been more rapid than on the main tunnel, owing to the softer character of the rock. The approaches on the eastern end have not yet reached this tunnel. At the western extremity of the third tunnel the excavation of the deep cut is in progress; and at the eastern end, they are sloping off the face preparatory to effecting an entrance.

The culvert in Dove Spring hollow is considerably advanced, besides filling up this creek as well as that in Robinson's hollow with loose rocks.

On the 7th and 8th sections, 4,700 feet are completed, including fourteen culverts, being all of the culverts but one on this contract.

The whole amount of work done may, therefore, be estimated at three miles, in a space of time which may be averaged at about seven months.

So that the time of completion of the railroad, which embraces 11 miles, may be stated at very little over eighteen months from this date, that is early in 1852.

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The force employed has varied a great deal—it may be averaged for Mr. Sizer at 140 hands, mostly negroes, Mr. Larguey from 55 to 80 white laborers at the tunnel, Mr. Kelly from 50 to 60 do. on sections 5 and 6, Col. Randolph at 35, mostly negroes—in all, from 280 to 315 hands.

The expenses have been as follows:

1st Section approaches -	$10,882 58		
Tunnel proper, - -	980 00		
Viaduct, - - -	1,394 85		
		13,257 43	which is
per month, - - - -		- -	2,210 00
2d Section, - - - - -		12,443 19 =	1,555 00
3d Section, - - - - -		7,545 89 =	934 00
4th Section, including Robinson's hollow,		9,966 00 =	1,246 00
5th Section, including 2d tunnel and Dove Spring hollow, - - -		17,550 35 =	2,507 00
6th Section, including 3d tunnel, - -		4,350 88 =	621 00
7th and 8th, about - - - -		7,960 34 =	1,137 00
Total amounts, - -		$73,094 08 =	10,219 00

Which, in a year, would be nearly $123,000; to meet which the unexpended part of the appropriation is ample: indeed, the force employed might even be increased, but for the probability that the disbursements will soon be augmented by the tunnels, and by putting under contract the western section between the Blue Ridge and Waynesborough, mentioned below.

In comparing the above statement with the estimates I laid before your honorable body last year, it will be readily perceived, both in the details and the aggregate, the cost, in due proportion, will probably fall short of the estimate; except as regards the main tunnel, which was re-let at a price higher than that of the first contract on which my estimate was predicated, besides the probability that a greater amount of arching will be necessary than was anticipated. One of the causes which contributes to reduce the cost, is the fact that, while the ruggedness of the surface seemed to indicate the existence of solid rock beneath, the excavation has generally disclosed a large proportion of clay; though this cause has not operated quite to the extent of the proportion between the price of rock and clay excavation; not only because the cuts through clay are made wider and more open at top, but also on account of immense and repeated *slides* which have occurred in several of the deep cuts, in some cases, when the smooth surface of a ledge of slate rock, dipping at an angle even less than 45° with the horizon formed the side of the cut, with every appearance of solidity and permanency, the whole stratum has slid down in large fragments, leaving, frequently, the superincumbent earth suspended as an arch above the vacant place. These slips, however, will not, altogether, cause an additional expense; they generally occur in very deep

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cuts, and will serve to strengthen the high adjoining embankments, and, in one instance, to form an indispensable *siding*.

Four sidings or turn-outs have been located: that is, one for every two miles. The principal one is at Blair Park, where a station will be established, as mentioned in my report of last year. The others will be made at convenient points; but not constructed in the way of ordinary passing places. Each of these last sidings is to be connected at the upper end only with the track, and then it is to be formed with a gradually increasing reversed grade; in order effectually to stop a train, or accidentally detached car, impelled downwards by its own gravity. For this purpose the siding should be opened as soon as a train has passed along the main track, so that a loose car would necessarily enter the turn-out, and there be checked, if the break should fail by the reversed grade and by the rougher surface of the rising extremity of the siding track, which for this purpose should not be plated with iron at the steep end.

The first siding will necessarily be placed at the point where the railroad crosses the Staunton and James river turnpike, nearly one mile east of the main tunnel. This location will be convenient to the business and travelling from Nelson county, and will, moreover, be particularly useful until the tunnel is completed, as a station for the short portage over Rockfish gap between the eastern and western sections of the railroad.

The main tunnel, though not the most difficult work on the Blue Ridge railroad, is, nevertheless, its most interesting feature. Many inquiries are made concerning it, and especially the probable period of its completion: to this it would be difficult to give a precise answer, as it depends altogether on the nature of the excavation, about which no one can form any exact conjecture. At the western end, for example, the rock has been found, so far, by no means as solid as at the other extremity, where it consists of hard shale and greenstone, irregularly mixed; so that an arch will be indispensable, so far as we have progressed, at the western entrance, while the roof will support itself at the eastern end.

Opinions in regard to time of completion are occasionally given by reference to other tunnels, without adverting to the circumstance that here the main tunnel cannot be subdivided into short sections by shafts, on account of the great elevation of the mountain; so that the construction cannot be hastened by this means.

It would be incorrect also to predicate calculations on the amount of excavation made in about 50 days at the west end, namely, 80 feet, which for both ends would be 160 feet, or upwards of three feet per day; for, on one hand, very little work has been done at night so far, because the heading having been opened to accelerate the work in advance of the deep cut, it became necessary at last to bring the excavation of the cut and the working railroad up to the breast of the tunnel, in order to remove the obstruction occasioned by the accumulation of materials carried out of the heading—an operation which was even performed at night, weather permitting; but when double shifts shall be employed, the progress may be expected to be more

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rapid. Still, on the other hand, greater difficulties may be encountered, and probably will be when the work has penetrated farther, from greater hardness of materials, more hauling, ventilation and water.

So far, however, my expectation that we should meet with very little if any water, has been realized, and the excavation is free from it on the west side, where interruption from this cause was most apprehended. Some small veins of water have been found on the east side, which here will cause no obstacle, the tunnel declining in that direction.

The second tunnel has likewise been open on the west side, the deep cut being much shorter on this than on the east side. Between the 23d of August and 1st of October, in about 32 days, the heading, as already stated, advanced as much as 70 feet, which would be a progress for both ends of 140 feet, or upwards of four feet. This more rapid advance is due to the softness of the rock, which is a kind of soapstone, so slippery that the embankment formed therewith keeps sliding down, and has acquired as yet no cohesion. Within a short time, however, the excavation has become harder, and the roof apparently safe enough for self-support. This tunnel will easily be completed as soon as the railroad itself.

The third tunnel was attacked at first from the east side, where the excavation has been a mixture of clay, hardpan and a soft rotten slate, altogether of a most unfavorable character for tunnelling. Here the roof will have to be supported by props, notwithstanding the necessity of blasting. Great care will be required for the protection of those engaged in it. Within a few days approaches have been made at the west end, which exhibit somewhat harder rock, different from the other side, though the distance is but little over 400 feet.

Culverts.—One of the greatest difficulties experienced on this work has been the want of building stone and good brick clay. No good quarry has been as yet discovered; and for the construction of *retaining walls*, and the numerous culverts which pass under the road, we have had nothing but slate rock to depend on. Most of the frequent ravines which furrow the face of the mountain, discharge at times large volumes of water, which must be passed under embankments from 30 to 75 feet high, by culverts seldom under 100 feet in length. Slate rock may answer for square culverts of small dimensions, but could not be used for arches to span a large stream.

In the two deep valleys, known as Robinson's and Dove Spring hollows, large culverts, not far from 200 feet in length, would have been required; but the channels of the streams being deep and very crooked, it would have been both expensive and insecure to have placed the culverts in the bed itself, where no safe foundation could be found, the whole valley being filled with large loose rocks, mixed with clay and gravel to a depth which we have not been able to measure. After due examination of the localities I concluded to fill up the deep channel of each creek with large loose rocks, through which the water might percolate under the high superincumbent embankment. There might be some apprehension, however, that the interstices might in time be obstructed by leaves and sediment; indeed, though the water

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passes now pretty freely through the stones, there was a period in the spring when the mass was choked up by leaves and brush, and when the overflowing stream ran over the bed of stones. In view of this apprehension, and considering that accidents to so stupendous a structure would be attended with vast expense and loss of time and business, I thought it prudent not to rely altogether on this arrangement, and to provide a vent for the water in case of an overflow. I accordingly have built a culvert in Dove Spring hollow, consisting of two gothic arches five and a half feet wide each, and eight and a half feet high, of large blocks of slate rock laid in cement.

In Robinson's hollow, and another ravine above it, regular arches are to be built. They will cost less than gothic arches, provided suitable rock can be found within a reasonable distance.

Land damages have not been assessed, as yet, in any case. It might be supposed that, along the face of this rugged mountain, the land, heretofore of very little value, would be benefitted by a work which would furnish an avenue for timber, before this of no importance, and a conveyance for other produce; and that in view of these evident advantages claims for damages would not be thought of; yet in a few instances exorbitant claims have been set up. One case only, however, has been tried, but the commissioners having failed to agree, nothing has been decided about it.

Western connection.—I have already stated that the bed of the road may be completed early in 1852, ready to receive the track, if the heavy banks are found by that time to have settled sufficiently for the purpose. This brings out considerations relative to the connection of this link at both ends, which I beg respectfully to lay before the board.

In the first place, when the road was put under contract, the distance from Staunton to Waynesborough had not been undertaken, and it appeared unadvisable to construct the western section of the Blue Ridge railroad, between the tunnel and Waynesborough, until the tunnel was near its completion. But since then the construction of the Staunton and Waynesborough road has progressed with such rapidity, that it becomes a subject of enquiry, whether it would not be expedient to place also the two and three-quarter miles of this western section under contract at an early day, instead of increasing the force on the others. This enquiry leads to another: By whom is the *bridge over the South river* to be made, and where shall the terminus of the Blue Ridge railroad be? or in other words, At what point is it to connect with the line advancing towards it from Staunton?

In order to enable your board to decide upon this point I have made a survey of the premises near Waynesborough, the result of which is, that the location of the Central railroad might be changed for about half a mile, without detriment to the said road, or rather to the manifest advantage of both.

In the first place, the new location would not cross the river so obliquely, nor at so wide a place: it would save about 100 yards in the distance, and, I believe, suit the owners of property better.

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As regards the Central railroad alone, the intended location was certainly much cheaper than that I would propose; but in connection with the Blue Ridge railroad, which, in fact, is one and the same improvement, the case is different. In order to reach the river we have to construct an embankment very nearly half a mile long, across rich low grounds, which, near the river, are not more than seven feet high, so that the embankment there will be not less than eighteen feet high. To construct this, materials can be obtained on the east side only, by borrowing from the low grounds, and thus destroying much valuable land, or hauling nearly half a mile from the hills; whereas, when the bridge is constructed, if the location north of Waynesborough be made to cut across the hill at that point, materials for the embankment may be obtained and conveyed over the bridge, and at the same time so much of the railroad at Waynesborough made.

From my experimental survey and estimate, it appears that by this location, if the cut encounters but little rock, the cost of the embankment will be lessened, and that, if the cut be chiefly through rock it may be somewhat increased; but, on the other hand, as an offset, nearly half a mile of the Central railroad will be thus made, and one hundred yards of distance saved, besides also reducing the grade.

The bridge would be 25 feet high, and I would construct it of wood, in preference to either stone or iron.

Your instructions on these points are respectfully solicited.

The eastern connection between Blair Park and Woodville, the present terminus of the Central railroad, is also a subject of urgent importance. There does not appear to be any provision or measure in progress relative thereto, and yet the Blue Ridge railroad can be of no manner of use until this link of about 8 miles has been constructed, though it is far less difficult than the mountain section, and will require less time; this has so much the start, that it will be completed before the needed link, even if it were put under contract immediately.

Should the construction of this intermediate section devolve upon the board, I would respectfully suggest that an experimental location and estimate would be desirable, and might be undertaken during the remainder of the fair season, so that the necessary means might be provided upon correct data.

Of the young gentlemen employed as my assistants, I could only repeat what I stated last year, and that the operations of this year have not only confirmed, but increased the confidence and favorable opinion of all who have become acquainted with them. Mr. Carrington has left the corps to engage in other pursuits, carrying with him the esteem, good wishes and regrets of his associates and of his acquaintances in this quarter. Of the former corps, there remains with me Messrs. Dupuy, Myers, O'Brian and Blair.

The place of Mr. Carrington has been supplied by Captain Vaisz, one of the sons of the noble Hungarian nation, which defended so bravely the outposts of European freedom, and which the selfishness or supineness of European free governments allowed to be crushed by the overwhelming hordes of the northern autocrat; forgetting that this unhallowed aggression and unjustifiable interference were a direct

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attack, and should have been considered as a positive declaration of war against their own existence and all free institutions. Not only as one of the victims of his principles and patriotism, is Captain Vaisz entitled to our sympathy and regard, but also for his own personal deserts—a man of distinguished education and a gentleman, raised at the polytechnic school of Vienna to the profession he has now embraced —a mathematician and skilful draughtsman, he is qualified to hold an office more useful to himself and the public, than any employment I can offer him in my limited field of operations, and I therefore recommend him to the favorable notice of your honorable board, and to that of other bodies having the direction of internal improvements.

Very respectfully submitted.

C. CROZET,
Engineer Blue Ridge Railroad.

BEVERLY AND FAIRMONT ROAD.

REPORT OF WM. JOHNSON, SUPERINTENDENT.

To the Board of Public Works.

GENTLEMEN,

I embrace the earliest possible moment to submit my annual report of the progress, condition and management of the Beverly and Fairmont road, up to 30th September last inclusive.

In consequence of the unusual quantity of rainy weather during the last winter and spring, the completion of the road was delayed much longer than I anticipated when making my last annual report. I now, however, have the pleasure of informing the Board of public works that the whole line of the Beverly and Fairmont road is completed, and the whole amount of the contract price, $25,634 9 , has been drawn for on the Board of public works; of which amount $13,169 68 have been drawn since my last annual report. (See statement marked A.) I have also drawn for my services, &c., during the year ending 24th August last, $608 83, and $60 to Anthony B. Lee, for keeping four miles of the seventh section in repair, according to contract, making a grand total of $13,838 51, that has been drawn during the year ending 30th September last.

I had gates No. 1 and 2 (between Beverly and Philippi,) erected, and commenced receiving toll on the 6th of May last. Gate No. 3, between Philippi and Pruntytown, commenced receiving toll on the 1st of July. Half gate No. 4, between Pruntytown and Fairmont, commenced receiving toll on the 1st of August; and half-gate No. 5 commenced receiving toll on the 1st of the present month. I was prevented from getting half-gate No. 5 up earlier, in consequence of the death of one of the contractors for the twelfth section, who had

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had the management of the work, which circumstance delayed the completion of that section. I found it necessary to use half gates between Pruntytown and Fairmont, in order to catch the greatest amount of travel, there being but one point at which that could have been effected, and at that point I could not get a gates-keeper.

There has been collected, after paying gate-keeper's commissions, (which is 10 per cent., except No. 3, which is 12 per cent.,) $190, of which $126 50, has been applied to advertising, printing toll-books, erecting gates, and paying contractors for keeping portions of their sections in repair according to contract, leaving a balance in hand of $63 50, which will be applied to the contractors for repairs. (See statement marked B.)

The road is generally in fine condition, the summer having been very favorable upon it. Some of the contractors have been rather negligent in attending to the repairs, which will account for the small amount that has been drawn and applied to that part of their contracts.

On the 27th of May last I received the instructions of the Board of public works, to advertise for proposals for the construction of the bridges across the Valley and West Fork rivers on the line of the Beverly and Fairmont road, which was immediately attended to, and proposals invited separately for the masonry and superstructure, and also for single and double tracks, until the 28th of June, when a statement of the proposals received was forwarded to the Board of public works, and acted upon by them on the 15th July, and the contracts awarded as follows: Valley river bridge, double track, superstructure or wood work, to Lemuel and Eli Chenowith, at $15 per foot, lineal measure; masonry to Emmet J. O'Brian, $2 68 per perch—estimated cost $8,954 16.

West Fork bridge, single track, superstructure or wood work to Lemuel and Eli Chenowith, at $12 per foot, lineal measure; masonry to Joshua H. Zinn, abutments $2 60, and pier $2 85 per perch—estimated cost $6,398 75—which instructions, from some cause, I did not receive until about the last of August, when I read a copy of them. (I subsequently received the original.) I immediately notified the contractors, and they commenced operations in September. Mr. O'Brian has made a vigorous commencement at his work, having got the foundation for the abutment on the west side of the river cleared, (which is solid rock, about on a level with the surface of the bed of the river,) and one course of rock laid. He has also the foundation for the pier cleared, (which is a slate rock about two feet below the surface of the bed of the river,) and two courses of rock laid, raising it over four feet from the base. For the eastern abutment, I am not prepared to give a description of the foundation, the contractor having just commenced clearing the site for the same, but presume there will be no difficulty in getting a natural foundation. The material used is a hard, solid and durable sand rock.

My attention in superintending the commencement of this work will explain the cause of my not making this report at an earlier day.

Mr. Zinn has commenced getting out rock for the West Fork bridge, but has not commenced laying up. He will have no difficulty in

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getting foundations, as the whole bed of the river is a solid rock. The material to be used is a solid and durable sand rock.

I have directed nearly my whole time and attention to this work, and shall continue to do so, so long as it may be under my control.

Very respectfully,

WM. JOHNSON,
Sup. Beverly and Fairmont Road.

(A.)

Return of the state of the Beverly and Fairmont Road for the year ending 30th September 1850.

Amount drawn by contractors for constructing road,		13,169 68
Superintendent's salary, &c.,	- -	608 83
To contractors, for repairs,	- -	60 00
		$13,838 51

(B.)

Statement of Receipts and Expenditures within the year.

Tolls received from 6th May to 1st July at gates Nos. 1 and 2,	- - -	42 25
Tolls received 1st July to 1st October,	-	147 75
Total receipts,	- -	190 00

Disbursements during the year.

For advertising and printing toll books,	-	16 00	
For erecting gates,	- - -	5 50	
Paid contractors on repairs,	-	105 00	
Total disbursements,	-	126 50	
Balance money on hand,	-	63 50	
		$190 00	190 00

WM. JOHNSON,
Sup. Beverly and Fairmont Road.

Philippi, 24th Oct. 1850.

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EXTENSION OF THE BEVERLY AND FAIRMONT ROAD FROM FAIRMONT TO WHEELING.

REPORT OF LUTHER HAYMOND, CIVIL ENGINEER, ON THE LOCATION.

J. BROWN, JR., *Second Auditor.*

CLARKSBURG, VA., Oct. 2, 1850.

Having been honored in March last with the appointment of engineer to locate the extension of the Beverly and Fairmont road from the latter place to the city of Wheeling, I entered upon the execution of the work soon after the completion of the location of the Ohio river and Maryland road.

We commenced at station 566 of my location of the latter road, being 57.72 chains from the Beverly and Fairmont road, near its termination in Fairmont, and proceeded with the line across the ridge dividing the waters of Coal river from those of Buffalo creek, and crossed said creek just above Ice's mills, where a bridge of about 120 feet span will be necessary. Thence passing through Barracksville 2 miles 70 chains from Fairmont, pursuing the valley of Finch's river to the source of that stream; thence the line crosses a low ridge of the Gilboa meetinghouse, on the head of Dunkard mill run, seven miles from Fairmont; thence ascending to a top of a high ridge between the waters of Dunkard's mill run and Pawpaw creek, and following it for nearly two miles, descends to the latter stream, and crossing it reaches Basnettsville, distant $10\frac{3}{4}$ miles from Fairmont; thence up said creek to Pawpaw city $11\frac{1}{8}$ miles from Fairmont.

Near the head of Finch's run, about $5\frac{3}{4}$ miles from Fairmont, a route diverging to the right of the above described line, and falling on to Pawpaw creek lower down than it, and intersecting said line again near Basnettsville, was strongly advocated by some of the citizens in the neighborhood, and really presented some difficulty in making choice between the two routes; but the one above described being found about 68 rods shorter than the other, and the probable land damages much less, without any other very important difference being apparent, it was finally adopted.

From Pawpaw city the location goes up Pawpaw creek to its source, and crossing a ridge, which is about 470 feet higher than the bed of the stream, one mile from its head, falls on to the waters of Marcle's run near Alexander Wade's—thence down the valley of this run to a meetinghouse, and crossing said run, passes over another high ridge to the head of the left hand fork of Dunkard's creek, and descends with the stream to Warren in the county of Monongalia, at the three forks of Dunkard, distant 21 miles 22 chains from Fairmont. A bridge of about 50 feet span across Dunkard, at the entrance of the village of Warren, will be necessary.

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From Warren our survey follows the valley of the right hand fork of Dunkard creek, and the Elk Lick fork, to the source of the latter, and there crosses a ridge which divides the counties of Monongalia and Wetzel, and falls on to the head of the South fork of Fish creek; thence with this creek to the farm of Henry Church, Sr., 29¼ miles from Fairmont; thence it continues down said creek, crossing it four times, and the location for the Baltimore and Ohio railroad the same number of times, to Boardtree run, near Anderson's, distant 35 miles 37 chains from Fairmont. The construction of this section of the line, from Church's to Boardtree run, and about half a mile beyond it, (except the 35th mile,) owing to the exceedingly rough and rocky character of the country, and the necessity of avoiding the location of the railroad, will be attended with more difficulty and expense probably than any preceding section of equal length.

From Boardtree run the line occupies the face of a steep hill to near the mouth of *Little Brown's run;* thence leaving the creek, rises to the top of the ridge at the head of said run, and that of Raccoon run, a tributary of the North fork of Fish creek. The gap at which the line crosses this ridge is not over a mile from the southwest corner of Pennsylvania, and about a quarter of a mile north of the line between the counties of Wetzel and Marshall, and is 37 miles 13 chains from Fairmont. From said gap the location proceeds along the side of the hill on the west of Raccoon run, nearly with a survey formerly made by Josias Thompson, and descends through some very unfavorable ground to the North fork of Fish creek, near the mouth of Linn Camp run; thence down said fork, crossing it three times, and encountering some difficult points, to Hart's run, distant 42 miles 32 chains from Fairmont, and nearly a mile and a half below John Bell's mills. Crossing this run, and entering the ravine of a small rocky drain, our line ascends to the top of a high ridge, and following it about two miles, enters the hollow of Ramp run, and descends to the South fork of Grave creek, in McConnahue's farm, 48 miles 28 chains from Fairmont; thence crossing another ridge to the North fork of Grave creek; thence ascending a long spur between branches of said North fork, our location intersects the Waynesburg road on the main ridge between the waters of Grave creek and Wheeling creek, at T. Fletcher's tavern, distant 53 miles 35 chains from Fairmont.

From the South fork of Fish creek to Fletcher's, a distance of about 18 miles, the line passes over a succession of high ridges, the water courses all running in a direction nearly transverse to it: and on this section we crossed the location made on the Grave creek route for the railroad three times; and if the award of the commissioners should be in favor of this route for said railroad, then some difficulty may arise in the construction of the two roads at the first crossing, owing to the steepness of the ground at that point. The other crossings can be effected without any serious difficulty.

From Fletcher's our location follows the ridge between the waters of Wheeling creek on the right, and the waters of Big and Little Grave creeks on the left, through a well improved country, and over very favorable ground, for about fifteen miles; then leaving the top of

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the ridge, descends into unfavorable ground to Caldwell's run; thence down that run, along a road partially graded to the Wheeling and Grave creek turnpike, at the south end of the city of Wheeling, and about three-quarters of a mile below the mouth of Wheeling creek, making the entire length of the location 71 miles 38.14 chains.

The general character of the country through which the line of our location passes is rough; and it so happened that an unusual number of high ridges intervened, upon which it was necessary, generally, to use the maximum grade of four degrees. The immediate valley of the South fork of Fish creek presented some objectionable features, independent of its being occupied by the location of the railroad for some six miles; and, consequently, a route was sought for, lying farther to the north, and nearer the Pennsylvania line, with the object both of saving distance and of avoiding the objection met with along the creek—but owing to the high ridges, and the great number of small streams putting into said South fork and heading in the state of Pennsylvania, a route in that direction was found impracticable, without passing through a corner of that state. A route diverging from our survey on Dunkard, above Warren, and running some miles farther south, and part of the way in a direction nearly parallel to the South fork of Fish creek, and intersecting our line again near the mouth of Boardtree run, was favorably spoken of by some individuals; but from the opposite opinion expressed by others, and its known departure to the south of our line, which, to avoid Pennsylvania, was already too far in that direction, and some high ridges which I knew must be encountered, I did not deem it necessary to make any regular survey or examination of it.

Branch to Moundsville.

To locate the branch to Moundsville, provided for in the law, we commenced near Roome's tavern at station 3741 of the above described location, this having been found to be the "nearest and most practicable point," and followed the ridge between the waters of Big and Little Grave creeks, about three miles, the ground being favorable; thence descending along the side of the hill for about one mile and 46 chains, at a grade of 4 degrees, over ground somewhat objectionable, to the flats of Grave creek; thence through the town of Elizabeth to Moundsville, in the county of Marshall, on the Ohio river, making the whole distance from Roome's, 6 miles 64.31 chains; and from Fairmont by the main line and this branch, 68 miles 5.56 chains.

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Estimates of the probable cost of construction.

Sec. 1,	5 miles, from Fairmont to station 265,	(4½ miles of con.)		$2,970
2,	5 station 265 to 567,			3,465
3,	5 station 567 to 840, -			2,970
4,	5 station 840 to 1218, -			3,850
5,	5 station 1218 to 1538, -			3,520
6,	5 station 1538 to 1857, -			3,355
7,	5 station 1857 to 2186, -			3,762
8,	5 station 2186 to 2555, -			3,575
9,	5 station 2555 to 2895, -			4,015
10,	5 station 2895 to 3192, -			2,860
11,	5 station 3192 to 3464, -			2,640
12,	5 station 3464 to 3684, -			2,200
13,	5 station 3684 to 3917, -			2,090
14,	6 miles 38.14 chains from sta. 3917 to 4228,			4,140
	71 miles 38.14 chains, main road, - -		-	45,412
15,	6 miles 64.31 chains, branch Moundsville, -			3,490
	78 miles 22.45 chains, at $624 70 per mile, -			48,902
	Bridge across Buffalo creek, covered, - -		2,600	
	Bridge across Dunkard creek, plain, - -		450	
				3,050
	Total, - - -			$51,952

The above estimates by sections include all bridges under 40 feet in length, which it was deemed necessary should be constructed. The location was made with reference to *fords* at the four crossings of South fork, and the three crossings of the North fork of Fish creek; but those streams should be bridged if it be found that the condition of the treasury and the amount of travel would warrant the necessary expenditure for that purpose. The law providing for the construction of this road fixes its width at not less than 18 feet on the sides of hills, and twenty-one feet on level ground, exclusive of side ditches; when ditches are added, its width will be 21 on hill sides and 27 feet on level ground. If the width on the sides of hills was reduced, say three feet, and on level ground six feet, so as to make the road, *including* ditches, 18 feet wide on transverse slopes and 21 feet on level ground, a considerable saving of money would be effected in construction; and this reduction might be made, it seems to me, on the middle sections, say from Warren in Monongalia county, to the South fork of Grave creek in Marshall county, a distance of about 27 miles, without materially detracting from the value of the road when completed.

The grades on this line in no instance exceed four degrees. The stations were all staked and numbered, and a mile post planted at the end of each mile. The field books exhibit profiles of the cuttings and fillings, and indicate the sites and dimensions of the bridges, culverts and gutters—maps of the location, and copies of the notes will be made out during the ensuing winter.

Respectfully submitted.

LUTHER HAYMOND, *Engineer.*

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OHIO RIVER AND MARYLAND ROAD.

REPORT OF SUPERINTENDENT.

BRANDONVILLE, *Preston Co.*,
24th October 1850.

To the President and Directors
of the Board of Public Works.

GENTLEMEN,

I have the honor to submit the first annual report upon the Ohio river and Maryland turnpike road since it has become the property of the state, which, in addition to former communications from me on the same subject, will furnish you with all the information necessary relative to this improvement.

Pursuant to your instructions of the 14th of March last, I gave notice on the 19th of the same month, through the newspapers, that sealed proposals would be received by the undersigned, through the post-office at Fairmont, until the 25th day of April, for the reparation of thirty-nine miles of the Ohio river and Maryland turnpike road, divided into five sections, as follows: The first, commencing at the Virginia line in the county of Preston, and terminating at the tollhouse in Brandonville; the second, commencing at the tollhouse and terminating at Laurel run; the third, commencing at Laurel run, and terminating at Cheat river in the county of Monongalia; the fourth, commencing at Cheat river, and terminating at the Monongahela river in Morgantown; the fifth and last, commencing at Monongahela river, and terminating on the east side of Indian creek, on the lands of James Arnett, and opposite the residence of Price Snider. The first section is about eight and three-fourth miles in length; the second, six; the third, nine; the fourth, about seven, and the fifth about nine miles.

At the same time and through the same medium I gave notice that sealed proposals would be received for a like period by me for the construction of thirty miles of the same work, divided into sections of five miles each, commencing on the lands of James Arnett, on the east side of Indian creek in the county of Monongalia, and terminating on the lands of Stephen Gooch, on Buffalo creek in the county of Marion. On the 26th of April the several proposals were taken from the post-office, opened and examined, and a synopsis of the proposals prepared, shewing the several propositions in detail, which, together with the original letters, were forwarded to the second auditor's office, to enable the board to award the work to the preferred bidders.

On the 11th of June I was instructed to enter into contracts with John Scott of Preston county, to repair the first, second and third sections of the road, at the following prices per mile: The first section at one hundred and five dollars per mile, the second and third at one hundred and twenty dollars per mile; and with Joel Ridgeway

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of Monongalia county, to repair the fourth section at one hundred and twenty-eight dollars per mile. The fifth section the superintendent was directed to let upon such terms as he deemed proper and just, which was afterwards let to Samuel Darnell of Morgantown, at one hundred and fifty-six dollars and eighty cents per mile, except the re-building of the bridge across Meadow run, west of Morgantown, which was subsequently let to Joseph Hite of Monongalia county, at three hundred dollars. I was also instructed at the same time to enter into contracts with Hiram Smith of Barbour county, for the construction of the first section of the new work, at the sum of seven hundred dollars per mile; with Jacob M. Thomas and Thomas Scott of Preston county, to construct the second section, at seven hundred and fifty-eight dollars per mile, and with Benjamin Jodon of the county of Lewis, for the construction of the third section, at six hundred and fifty dollars per mile—with Norval Davis of Marion county, for the construction of the fourth section, at five hundred and seventy-four dollars per mile—with Jesse Y. Morgan of Marion county, for the construction of the fifth section, at six hundred and fifty dollars per mile, and with John Felton of Taylor county, for the construction of the sixth section, at six hundred and eighty dollars per mile.

I have accordingly had contracts and bonds entered into by the preferred bidders, and have forwarded them to the board, for ratification or rejection, some of which have been ratified—others have not yet been acted upon by the board, that I am advised of. On the 15th of July I was instructed by the second auditor to take the necessary steps for letting the remaining thirty-seven miles of unfinished work to contract. In accordance with those instructions, I gave notice, through adjacent newspapers, that proposals would be received from the 25th of July until the 1st day of September, for the construction of the remaining thirty-seven miles of the unfinished work, divided into sections of five miles each. I employed Dennis M. Bruncan to copy Col. Haymond's field notes into section field books for the use of the contractors, and placed them in the clerk's office of Wetzel county, for the inspection of all persons wishing to examine them.

On the 2d day of September I took the several proposals from the post-office, opened and examined them, and prepared a tabular statement, shewing the several proposals in detail, and forwarded it, accompanied by the proposals, to the second auditor, on the 12th September, from which time I have had no return. But when it shall be the pleasure of the board to award the work, and forward their instructions, I will lose no time in putting the whole line, or so much as they may desire, under contract. The present contractors are all actively engaged on their work, and are progressing as rapidly as the few laborers they can employ will permit them to.

Labor is scarce and exceedingly high, occasioned by the great demand for labor on the line of the Baltimore and Ohio railroad. This scarcity of labor will delay the completion of our work to a period much later than I could desire. But, notwithstanding these adverse circumstances, I hope we shall be able to complete the repairs on our line by the 15th or 20th of November. The work, so far as it

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has been completed, has been done in quite a substantial manner, and I think would meet the approbation of the board were they to examine it. I will take this opportunity of bringing to the notice of the board, the fact that the specifications prepared by Col. Haymond for the construction of bridges on the road, only requires the small bridges to be built twelve feet wide—a width in my opinion too narrow for a road twenty-one feet in width.

I have taken the liberty of increasing the width of the one now in construction across the Dunkard mill run, in order that it might better correspond with the bridges on the eastern end of the line and with the width of the road, and as there are but four more small bridges to be built of any note, I would suggest the propriety of increasing their width to eighteen feet, that being the width of all the bridges on the line.

As the present appropriation will now be sufficient to complete the work, I beg leave to suggest the propriety of asking the legislature at its next session to appropriate a further sum of $ 15,000, which will complete the work and erect the five large bridges across Sandy creek, Buffalo creek, Piles' fork of Buffalo creek, Willis' fork of Fishing creek, and Little Fishing creek.

If the legislature shall think proper to adopt this suggestion, they will have effected what the projectors of this work originally designed, a cheap and convenient road, on which the trade and travel of the Northwestern part of the state could pass to and from market, by which the value of the lands through which it passes will be enhanced, and the revenue increased.

I have devoted the chief of my time to the supervision of the work, and it has been my chief object to make the work as substantial and lasting as a due regard to economy would permit. Below will be found a statement shewing the several sums expended on this work from the 1st of March last until the 1st of October following. The expenditures, if any, before that time, were under the immediate notice of the board, and unknown to me.

Whole length of the Ohio river and Maryland turnpike road, constructed and let to contract and unlet, -	106	miles.
Constructed and now under repair, - - -	39	
Let to contract, but unfinished, - - -	30	
Unlet portion, - - - - -	37	
Making	106	miles.
Money appropriated to construct the same, -	$ 45,000	

Sums expended:

Engineers' fees and expenses, - - -	000	00
Superintendent's salary for nine months, (and accompanying vouchers,) - - - - -	521	18
Draft in favor of A. Davis, for constructing the 1st mile of the 4th section of road, - - -	487	90

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Draft in favor of Benjamin Jordan, for constructing the 2d mile of the 3d section of the road, - -	552 50
Draft in favor of Joel Ridgeway, for repairing the 1st, 2d and 3d miles of the 4th section of said road, -	384 00
Superintendent's salary and other vouchers, -	206 50
Draft in favor of Jesse T. Morgan, for constructing the 5th mile of the 5th section, - - -	552 50
Draft in favor of Jno. Scott, for repairing the 2d, 3d and 4th miles of the 1st section, from the Pennsylvania line to Brandonville, - - -	315 00
Draft in favor of Jno. Scott, for repairing the 3d mile of the 2d section, - - - -	120 00
	$3,139 58

Respectfully submitted.

W. J. WILLEY, *Superintendent.*

REPORT OF LUTHER HAYMOND, CIVIL ENGINEER,

On the Location of the Ohio River and Maryland Road.

CLARKSBURG, May 30th, 1850.

J. BROWN, JR.,

SIR,

As early this spring as the weather would permit, I resumed operations on the Ohio river and Maryland road. I commenced at the 30th mile post on Buffalo creek, where I left off last fall, as mentioned in my report of the 30th November 1849. From this point the location follows up the valley of that stream, and crossing a high ridge, dividing its waters from those of Fishing creek, falls on to the head of the latter stream, and thence the location pursues the valley of this stream to its confluence with the Ohio river ,at New Martinsville, in the county of Wetzel. From the line between the counties of Marion and Wetzel, on top of the ridge at the heads of Buffalo and Fishing creeks, by the location to the Ohio, it is about 33¼ miles. In the location of this section, as well as on Buffalo creek, owing to the nature of the country, the route designated by Peter Scales, in his location made in the year 1837, was not departed from to any considerable extent, yet many slight departures were made, with a view to lessen the cost of construction, and otherwise improve the location, which, however, upon the whole, was a very good one, but upon too expensive a plan.

The Fishing creek country is exceedingly rough, and the construction and maintenance of the road in many places will be attended

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with considerable expense. The grades nowhere exceed 4½ degrees, and for much the greater part of the distance they are very low, being merely sufficient to secure proper drainage.

On the line of the location made this spring, only two bridges will be required, which will not be embraced in the road contracts. The first, of sixty feet span, is at Willey's fork of Fishing creek; this stream can be forded except for short periods during high water. The other, of 80 feet span, is at Little Fishing creek. A bridge here is indispensable. The present county bridge is in a very unsafe condition, and will probably fall down in a short time. The citizens of the county are very much interested in having a bridge over this stream, and I can see no impropriety in making it one of the first objects of expenditure in the improvement of the line.

Located last fall, 30 miles; this spring, 37 miles 22.66 chains, making the entire distance from near Indian creek in Monongalia county, to the mouth of Fishing creek in Wetzel county, 67 miles 22.66 chains. For a road of 18 feet, *exclusive* of ditches, I have estimated the probable cost of the above-mentioned 37 miles 22.66 chains, including all bridges under 40 feet, at $690 per mile, equal to - $25,725

Plain bridge at Willey's fork, - - - - 700

Do. at Little Fishing creek, - - - 1,100

$27,525

The price of work is so much influenced by matters of a local nature, as well as by those of a more legitimate kind, that I have not much confidence in the correctness of the above estimates; but from the prices for which other roads and bridges have been let to contract in this country, I think they may be regarded as affording some idea of what the cost should be.

A copy of my notes of the location will be placed in the hands of Col. Wm. J. Willey, the superintendent, in the course of a few days. The road, therefore, may be regarded as ready to be let to contract.

I am, very respectfully, &c.,

LUTHER HAYMOND, *Engineer.*

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NORTHWESTERN TURNPIKE ROAD.

CLARKSBURG, October 24th, 1850.

To the President and Directors
of the Board of Public Works.

GENTLEMEN,

I have the honor to submit the following yearly report upon the Northwestern road to the 1st of October inst.

Having received a circular from the second auditor, requiring reports to be submitted against the 15th instant, with a prescribed form for accounts, &c., I deem it proper to acknowledge the receipt here, and remark, that upon a careful examination of the circular I am of the opinion that the mode adopted and kept up on this road complies with that requisition, as far as it applies to improvements exclusively on state account; and whilst I have used every effort in my power to be prompt, the widely extended business of this road, attended with frequent disappointments and unavoidable delays, produced by the very numerous individuals with whom I have to transact the business of the road, rendered an earlier report impracticable: I hope the short delay has not produced inconvenience with the board.

Road.

My quarterly reports within the year having kept you duly advised of the condition of the road to the 1st of July, I conceive a repetition of them here would be deemed altogether unnecessary.

Since my last report in July, with slight exceptions, the road has never been in better condition. It has been favored with excellent weather during the latter part of the season, and by well-directed efforts in the work of repairs, the dirt portions have been much improved.

The damage sustained from the heavy falls of rain on the Laurel hill and Cheat valley in June, and noticed in my last report, was promptly restored. A similar destructive rain occurred on the 27th and 28th ultimo, extending from the western base of the Alleghany to Back creek, a distance of about fifty miles. Near the latter place the damage was considerable for a short distance only, but on the residue it was confined to the injury of some of the gutters, filling ditches along hill sides and washing others too deep. The damage to the road, however, was not productive of any embarrassment to the travel.

The work for the repair of that damage, as well as the work generally for the defence of the road against the effects of the winter season, is progressing vigorously, with prospects of bringing it to a close on the whole line in the course of a month.

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Notwithstanding the macadamized portions near Winchester are smooth, and in good condition for the travel, numerous places are much worn and require replenishing with new metal. As this kind of work is executed by the job, I cause it to be performed after the summer travel passes off, and against the return of spring the rough and newly applied stones wear down suitably for the use of light carriages. These repairs are now in progress.

Owing to the considerable waste of the embankment upon which the road was raised above the high waters of the Ohio river, (carried mainly by freshets on it before it settled,) I had nine feet in width only macadamized, and have made arrangements for the restoration of the dirt portion to its full width the present season, preparatory to adding the additional width of macadamized stone the next season.

The newly macadamized portions, with few exceptions, remain very rough and loose. This is mainly attributable to the travel of narrow tread wagons and light carriages, which are almost exclusively used on this road. The effect is to separate and slide the stones out of place, and this requires frequent dressing to keep up its convexity. That labor, added to the amount necessary for the repair of the ditches and embankments, and the protection of the latter against the travelling of cattle upon them to avoid the stones, is much more costly per mile than the dirt portions.

Bridges.

The construction of four small bridges across Abraham's creek, Wolf creek, and those for the two crossings of Ten Mile creek, is in good progress, with prospects of their completion in the course of the present quarter. The abutments of each are nearly completed; but the want of sawed lumber may retard the final completion of those bridges as the drought continues, and there is no means of getting it until the waters rise.

Timber is in course of preparation for the extensive repair and improvement of the South Branch bridge. Owing to the low state of the water, it has been impracticable to procure the necessary sawed lumber. I have adopted a mode for raising the roof of this bridge to a steeper pitch, which will be much less expensive than a renewal of the rafters, and it will be equally as firm and effectual. But little can be done, however, towards this work, in the course of the present season, beyond supplying materials for it.

The repairs of the wood work of Cheat river bridge is also delayed for want of sawed lumber. I contemplate covering the timbers extending below the weather-boarding on the sides of this bridge, for their better preservation.

This led to a careful inspection of the condition of those against the abutments, and upon the pier, and I discovered that a part of those against the western abutment were much decayed and yielding under the pressure, and part of those of the crib of the pier so much affected with dry rot, that they will also require renewal. As the weight of the bridge rests upon those timbers, I was fearful that the tedious and

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expensive mode of raising the whole bridge upon trestles would have to be adopted; but I made an experiment upon a cheap and speedy plan, at the end of the bridge, with such success, that I feel encouraged to hope for success also in raising it at the pier by the same plan. The new wall, built for the protection of the fractured end of the pier of this bridge, is completed, and is very substantial. I also found, as I duly advised you by a recent communication, upon taking out some of the stones of the exterior courses of the old wall to connect the new ones with it, that the filling of the pier was made by throwing in stones without regard to their proper adjustment or connection with the outside courses. Numerous holes of incredible size appear throughout the interior of the pier, shewing it to be a mere shell in substance. Besides, many of the stones of the filling are slate, in a crumbling condition, and still more unfortunately, many of those in the face of the walls are also slate, very much crushed, and some of them are mouldering away. I recently discovered that a crack in the walls near the lower end of the pier was becoming wider, and also that the bridge was slightly sinking on that side. The latter I attributed to the rotting of some the under timbers of the superstructure, from which I had no serious apprehensions, until the defects of the middle of the pier was discovered, then I found it to be the yielding of the middle of the pier under the weight of the bridge pressing the end wall out. Upon this discovery I took immediate steps to have an addition built for its support, which is now in good progress. I have also directed the defective stones in the side walls to be taken out, as far as it may be found practicable, and others of suitable quality substituted. The roof of this bridge will have to be renewed very soon, and the weather-boarding generally repaired.

Several small bridges have been rebuilt and others repaired in the course of the year. Those across the North Branch of the Potomac and North river were also finished within the same period. An inconsiderable amount of work, however, remains to complete the connection of the latter bridge and road, but its present condition affords no inconvenience to the travel.

The large bridges across the West Fork and Valley rivers have been very much strengthened by the additional traces to the former plan. The latter, although a feeble structure, affords promise of standing several years from that support, but it should be carefully watched to arrest danger on its early approach. The other bridges upon the road are in their usual good condition.

I respectfully submit the following statement of accounts upon the Northwestern road, for the year ending the 30th September 1850, exclusive of macadamizing.

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Receipts and Claims.

Balance on hand the 1st of October 1849,	-	3,142 91
Tolls of the year ending 30th September 1850,	-	11,922 76
Received for oxen within the same period,	-	70 00
Received of E. Towers for nails, &c. left at North Branch bridge, - - -		1 71
Claim on James Hardinan, (unavailable,)	-	28 68
John Douglas, - - -		38 33
John W. Oddie, - -		73 98
		$15,278 37

Disbursements and Claims.

Repairs for the year ending 30th September 1850,		7,526 30
Improvements within the same period,	-	4,900 14
Cash on deposit in the Valley bank, Romney,	-	2,651 62
Tolls of the year due from Jesse Hildebrand,	-	59 32
Claims on Hardinan, Douglas & Oddie,	-	140 99
		$15,278 37

I also respectfully submit the following statement for the current year ending the 30th September 1851, partly conjectural:

Resources.

Amount in bank at Romney Oct. 1, 1850,	-	2,651 62
Amount of claims on hand, -	-	200 31
Probable tolls for 1851, (same as last year,)	-	11,922 76
		$14,774 69

Liabilities and Engagements.

Z. Kidwell's claim allowed, -	350 00	
Am'nt to complete 4 new bridges in progress, about, - -	1,100 00	
Amount to complete walls and repairs of Cheat bridge, - -	800 00	
For imp'nt and repair of South Branch bridge, - - -	1,400 00	
Repairs the current year, (same as last,)	7,626 00	
		11,276 00
Probable surplus, -		$3,498 69

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The above surplus may reasonably be expected, with a part of which I will respectfully suggest the propriety of constructing a bridge across Hug's river, being the most necessary improvement of the kind called for on the road—that stream will require a bridge of at least one hundred feet span, and it should be covered. The cost would range between $2000 and $2500—the deduction of which from the foregoing surplus would leave from $1000 to $1500 to meet casualties liable to occur, or other small improvements most in demand, according to circumstances.

The tolls of the last fiscal year exceed the repairs $4,396 46. This sum, with the balance on hand the preceding year, was applied as far as expended, to the building of bridges, and some other improvements heretofore duly reported. The repairs embrace all other expenses of the road, which is about thirty-two dollars per mile throughout the road. This sum per mile is but a trifle only below the cost of the preceding year, on which I expected at the commencement of the year to have effected a considerable reduction, but the disappointment is attributable to the following numerous causes, viz: The exceedingly wet and unfavorable winter and spring seasons, from which the road sustained unusual damage; the increased repairs and some improvements of the road for macadamizing; increased repairs of the stoned portions over and above those of dirt, and I may also add the rise on labor, boarding and grain, caused by the great demand from the Ohio and Baltimore railroad, now in course of construction near this; the macadamizing of this road and construction of other turnpikes in this quarter. Whilst upon this subject, I will beg leave to repeat my former suggestions in reference to the policy of preparing to meet the drawback which this road will probably experience upon the completion of the railroad to the Valley river. It will doubtless lose the heavy transportation and a large portion of the travel on about seventy miles crossing the Alleghany. That is now very productive in tolls. The extension of the railroad from Harper's Ferry to Cumberland superseded about sixty miles of this road in the transportation of goods and a large amount of its travel. Notwithstanding the country extending from Winchester to Alleghany is old and well improved, with an extensive local travel, the loss by the railroad produced a greater reverse in its prospects, compared with that extending across the sparsely settled Alleghany country. It will be obviously seen that the latter must experience a much greater reverse.

In reference to that portion westward of Valley river, I will also beg leave to remark, that it is now mainly supported by a tract of country about twenty-five to thirty miles wide, bordering on the Valley river, the trade of which now goes to the Ohio river for salt, iron, &c.; but upon the completion of the railroad this trade will undoubtedly be turned to it, where exchanges of the produce of the country will be made for both Eastern and Western commodities on better terms than can be afforded on the Ohio river.

But I would not be surprised at an increase of travel, and, perhaps, extensively on the western end of the road for a short period until the railroad shall be completed to the river; and that may occur occa-

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sionally, from low water or ice in the Ohio, after the railroad extends to its terminus, but it would be temporary and not reliable. It would seem from the shortness of this road from the Valley river to the Ohio, over the railroad and river, which is double its distance, that macadamizing would secure travel upon it; but such improvement only facilitates the travel to a greater extent than dirt roads when the latter is in a deep state, but either is too tedious to gain much if any time over the railroad. Plank instead of stone might have secured that important object. With such prospects as the foregoing presents, I could not too strongly recommend the timely establishment of gates for increased tolls on the macadamising, and also half-gates on the dirt portions, at the present rates of toll, whenever the receipts will justify them. This is not unreasonable, when it is considered that the road will shortly have to depend chiefly on the local or resident travel for its support. On those long sections of twenty miles, there is great use made of the road, by intermediate travel, without payment of tolls, which is unequal, as it taxes those nearest the gates, whilst those more remote seldom pay any thing.

In addition to the foregoing views in reference to the prospects of the road, I will beg leave to submit the following: The continued decline in the number of cattle driven on this road the last two years, is attributed to macadamizing it. Previously the increase was in proportion to the increased accommodation for them. Many of those recently driven on the road avoid the macadamized portions wherever it is practicable, and in that way they avoid some of the toll-gates, by which the tolls are reduced below the number of cattle. These facts would be seen by reference to the return of toll within the last three or four years. This road affords the shortest and best route from the cattle-growing states westward of the Ohio river to the Eastern markets. In 1848, about $2500 to $3000 was distributed along this road by droves of Western cattle, (from other states;) and by the computation, I was enabled to make from the best information I could obtain on the subject, not more than one-fourth of the cattle fed at points to which this road affords the nearest route, come upon it for the want of accommodation, and their numbers are increasing extensively. As that species of travel is more profitable to the road itself, as well as to the country through which it passes, than any other, I could not too strongly repeat my former suggestion for the construction of a side road for the accommodation of cattle.

Macadamizing.

About twenty-eight and one-fourth miles of this kind of work was put under contract, and in some small jobs (over the worst soil,) together since last June. The work has progressed on all the contracts to the extent of the facilities the contractors have been able to command. The worst of the work executed is in an unfinished condition.

From such estimate as I have been able to make, I find the total finished and partly finished together, up to the 1st inst., amount to

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about one-third of the whole, and if the season continues favorable, about one-half or more will be accomplished before operations will have to be suspended for the winter. Very great difficulties and delays have been experienced in procuring stone of suitable quality, and indeed in some places freestone of the best quality could not be obtained within a reasonable distance. The stone have almost exclusively to be quarried at a heavy cost for excavation, and in numerous instances many of those necessary to be quarried in procuring the best qualities have to be thrown away as unfit for use.

The contracts expire on the 1st day of January next, (1851,) and but few if any will be completed against that period, unless the weather continues favorable unusually late. From my knowledge of the faithfulness used, I could not too earnestly recommend an extension of time to all the contractors deserving it.

The present contract and the macadamizing performed in 1848 and 1849 together, amount nearly to 58½ miles.

The amounts paid and under engagements together, to the 1st instant, make $114,354 20, and average $1,954 76 per mile. This will be slightly increased by the wages of superintendents, but it embraces all other expenses. The sum of $5,645 80 remains unapplied: it is reserved for expenses and to continue the macadamizing over the worst soil from time to time, as it may be found safe to apply it, so as to prevent embarrassment in bringing the work to a close.

Of the 58½ miles, about 39 consecutive miles extend from the Valley river, and the residue is distributed over the worst soil, to render the road practicable at all seasons.

Most respectfully,

JOSIAH D. WILSON, *Sup't.*

SOUTHWESTERN TURNPIKE COMPANY.

REPORT OF J. H. PIPER, CIV. ENG. AND SUPERINTENDENT.

To the Board of Public Works.

GENTLEMEN,

I submit, herewith, a report of the Southwestern turnpike during the past year; also a statement of the present condition of the improvement.

For the purpose of being more explicit, I adopt the same arrangement of divisions which has heretofore been observed in the monthly reports from this office, and with which the board is already familiar.

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I. BUCHANAN EXTENSION,

Extending from Buchanan to Salem, 28½ miles.

The whole of this division, together with the bridges and tollhouses, which had not been previously let, was placed under contract last year. The work since then has been steadily advancing, and twenty-four miles are now completed. Of the residue, three miles will be finished within three weeks from this time, and the remainder in the course of three weeks thereafter.

The tollhouses and bridges have been progressing *pari passu* with the road, and will be completed about the same time with it.

The work on this division has generally been well executed. On parts of one or two sections, it being exceedingly difficult to procure limestone of good quality, an inferior article, (from the extreme necessity of the case, as it is presumed,) was suffered to be used. And in one or two instances, cinder from an iron factory was taken as a substitute, which, perhaps, was scarcely less objectionable than the defective limestone. In consequence of which, it may become necessary in a short time, to metal anew some portions of this division.

From the disconnected manner in which the several sections were finished, tolls have been regularly received at gate No. 1 alone, and that only for about seven miles. Gate No. 2 was established and in readiness to receive tolls on the 1st of August, but scarcely any travel or freight has passed through it, and perhaps will not until the whole division shall have been completed. The location of this gate seems to have been injudiciously selected, and it affords every facility to its being shunned.

It is advisable to change its location as soon as practicable, and to place it about half a mile further eastward. This can be done without any loss whatever, as the original proprietor of the ground proposes to furnish another lot, and erect thereon another house, similar in all respects to the former, in exchange for it.

II. SALEM AND NEW RIVER DIVISION,

Thirty-eight miles.

This division was completed more than two years ago, and having been in constant use ever since it was constructed, it has generally become smooth and firm, and delightful to be traveled over. It is, however, to be regretted that a sufficient quantity of metal, and of good quality, had not been placed on it when it was constructed. It is deficient in both these essential particulars, and, until recently, required at the rate of one thousand perches of new metal per mile on such portions as had been most used. This was especially the case on a stretch of five or six miles adjoining the town of Salem. This deficiency has been remedied as far as was practicable, by the force employed in repairing the road, and a considerable quantity of new metal has been spread wherever it was most needed. The road at

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present is in fine condition; and when it shall have received the additional supply of metal which is now in preparation, it will be able to sustain any amount of usage or hardship to which it may be subjected during the winter.

The board has already been informed that the superstructures of two of the principal bridges over Roanoke river, on this division, have given way. This has happened, I believe, in consequence of the timber not having been sufficiently seasoned, which caused the joints slightly to separate, and allowed the bridges to subside several inches below the chord line. An attempt was made several months ago to strengthen one of them by means of temporary trestles. But it is exceedingly doubtful whether such an expedient is of any benefit; nor is it altogether certain that it is not a positive injury. If any considerable portion of the weight should rest upon the trestle, the effect must be to loosen the joints, which are now held by the weight of the bridge itself, in a state of the strictest tension. So long as the joints are thus bound together, and there appears to be no probability of their coming apart, the bridges will stand without being at all dangerous; but it is nevertheless proper that arrangements be made for repairing them during next summer. This can only be done by taking down the present superstructures and modelling them anew. For this purpose all the iron, and a great part of the old timbers, may be used, which will considerably reduce the expense of rebuilding them.

It appears that the superstructures originally cost $4700, (see estimate No. 27, December 1, 1848.) By using the old materials, as suggested, the bridges may be rebuilt for $3800.

III. WYTHEVILLE DIVISION.

Extending from New River to Wytheville, 34 miles.

Thirty-three and one-fourth miles of this division are completed. The remaining fraction, comprising parts of sections 9 and 10, passes through Mr. Raines's farm, and is the same about which there was so much controversy and delay. An arrangement having recently been made with Mr. Raines, the work will now advance without further hindrance. The contractor is about to place a strong force upon it, and hopes to complete it by the 1st of January.

The grading of this division has been at least fifty per cent. more difficult and expensive than either of the preceding. The amount of blasting and the extent of masonry are far beyond what is usually required on turnpikes; and the line, passing continually over the spurs of mountains and river hills, had to encounter deep excavations and high embankments at almost every step,

The work, however, has been faithfully executed. The grade, in every respect, is exact and beautiful, and the culverts and bridges are well constructed. The only objection to any part of the construction is, that the stone, which is generally of superior quality and in ample abundance, is, perhaps, not broken fine enough.

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As to the proper size to which the metal should be reduced for macadamizing, there is, however, some diversity of opinion among engineers. The result of my own observation is, that when the metal is broken too large—exceeding two inches in diameter—it scarcely ever becomes consolidated, but will continue for years a loose, incoherent mass; and, tossed about by every impulse it receives, it first becomes round and smooth as marbles, and at length being ground to dust by the wheels of vehicles, it is either blown away by the wind or washed off by the rains; and during the whole period of this process, nothing can be imagined more intolerably uncomfortable to either man or horse.

The principal bridges on this division, of which there are three—one over Peak creek, near the "Paper mill," and two over Reed creek, are completed. The workmanship has been well executed, and the materials are of the best quality.

The tollhouses are all finished, except the chimneys and underpinning to No. 2.

IV. MARION DIVISION,

Extending from Wytheville to Marion, 27 miles.

A part of this division is by far the most difficult and expensive on the whole line of the improvement.

A considerable amount of work has been done on it in detached portions, extending from Wytheville to a distance of twelve miles; but its unfinished and scattered condition renders it impossible to estimate the amount with any degree of accuracy. The labor expended on these twelve miles, if concentrated, would probably have completed six or seven miles of the most difficult, and may be estimated at $19,000.

In addition to this, seven other miles are in progress, commencing at the termination of the twentieth from Wytheville, and extending westwardly shrough the town of Marion. Six of these will be completed by the 1st of January.

Two of the bridges on this division have been completed; two others will be finished in the course of a few weeks, and the remaining two have been commenced.

The work on this division, so far as it has progressed, has been faithfully executed.

Some work has also been done on the bridge over Holston river, at the "Seven Mile ford," seven miles west of Marion; which property belongs to what may hereafter be designated as the *College division.*

Receipts and Disbursements.

Within the last six months four gates have been established, in addition to those which had previously been receiving tolls, but without any considerable increase of revenue. Two of these are on the Buchanan extension, and two are on the Wytheville division.

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Gate No. 1, on the Buchanan extension, was established about the 1st April, and has since then been in the receipt of *half tolls*. No. 2, on the same division, was established on the 3d of August, and has scarcely received any thing.

No. 2, on the Wytheville division, has been receiving half tolls since the 9th of September; and No. 3, on the same division, established the 1st April, has likewise been receiving only half tolls.

The amount of tolls received at each gate, from the 31st of May till the 1st of October, and also the aggregate amount received at all the gates during the same period, are correctly exhibited in the subjoined tabular statement, as will appear by reference to the receiver's monthly reports, herewith communicated:

Divisions.	Gates.	June.	July.*	August.*	September	Total amounts rec'd at each gate from May 31 till Oct. 1.
1. Buchanan extension,	No. 1, half tolls,	$48 81	$29 13	$75 42	$112 40	$265 76
	2, "	-	-	7 33	95	13 28
2. Salem and New river division,	No. 1, full tolls,	209 07	127 58	105 70	182 63	624 98
	2, "	138 77	93 92	70 81	113 64	417 14
	3, "	141 78	89 25	78 86	124 44½	434 33½
3. Wytheville division,	No. 1, toll and half,	217 75	147 88	157 05	194 37	717 05
	2, half tolls,	-	-	-	58 25½	58 25½
	3, "	54 70	32 00	51 51½	63 15½	201 37

Aggregate amount received at all the gates from 31st May till 1st Oct.,	$2732 17
To the above amount add stage tolls for quarter ending 1st July,	82 50
Do. do. do. 1st October,	82 50
†Total amount of tolls received from 31st May till 1st October,	$2897 17

In the course of a few weeks *full tolls* will be received at all the gates included in the above table, and also at other gates—one on the Buchanan extension, and the other on the Wytheville division.

The accompanying vouchers will shew that of the above amount of $2897 17, the sum of $2734 89 has been applied to the extinguishing of claims against the Southwestern turnpike, leaving a balance of $162 28 on hand derived from the tolls.

It has not yet been in my power to ascertain the exact amount of outstanding claims, either of former or recent date. I am endeavoring to call them all in, and hope to extinguish them by the 1st of January.

Remarks.

The amount of tolls received during the last four months is considerably more than sufficient to meet the current expenses of keeping the road in repair for the same time. But as there will be twice the extent of road to be kept up during next year that has been heretofore, the force employed for that purpose will have to be augmented

* The navigation of the James river canal was interrupted during the months of July and August.
† Year tolls not yet collected.

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at least one-third, and the expenses will necessarily be increased in a corresponding degree. Nevertheless, as all the gates from Wytheville to Buchanan will be receiving full tolls, the revenue henceforth will be sufficient, not only to defray all the expenses of every description incident to keeping the road in repair, including the *hire of hands* and the purchase of horses and carts, but also to make some return to the treasury.

The force now employed consists of 36 men and boys, 7 horses, 6 carts and one two-horse wagon, divided into four distinct parties, under the constant supervision of competent overseers, to each of whom is assigned a certain extent of road to be kept up.

While the improvement was in an incipient state, no well-digested system of keeping the road in repair could be introduced. Provisions for the hands and horses had necessarily to be purchased in small quantities, generally at the moment when needed, and frequently at the highest prices. Hence, this duty (from the necessity of the case,) had to be entrusted almost exclusively to the overseers. Nor was it possible for the superintendent to know whether the provisions had been judiciously purchased, or whether they had been carefully preserved.

As the commencement of a regular and more economical system, I respectfully advise that suitable buildings be erected on each of the tollhouse lots, containing apartments for corn, oats and hay, and for the accommodations of two or three horses; that a sufficiency of corn and other provender be purchased in the fall to satisfy the demand during the ensuing year, and be deposited in those houses under the immediate charge of the toll-gatherer, who may be held responsible for its safe keeping, and instructed to deliver it out only on the order of the overseer stationed at that precinct.

Some such regulation as this would greatly reduce the expense of provisions, and simplify this perplexing branch of the superintendent's duties. An arrangement somewhat similar, and equally beneficial in its effects, may also be adopted with regard to the negro clothing.

Contracts for the construction of the whole line of the improvement having been entered into previously to my coming into office, and the facts relating thereto having been fully reported, I have nothing to communicate on that subject, of which the board is not already advised.

Respectfully submitted.

JAMES H. PIPER,
Engineer and Sup't S. W. Turnpike.

Engineer's Office, October 28, 1850.

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STAUNTON AND PARKERSBURG ROAD.

HUTTONSVILLE, Oct. 30, 1850.

To the President and Directors
of the Board of Public Works.

GENTLEMEN,

I herewith send you the following statement by way of report on the Staunton and Parkersburg road for the year ending 30th September 1850.

As I have heretofore reported the difficulties resulting from high waters, deep mud and slips from the hills, &c., &c., I will not therefore consume time in reviewing all our troubles, but simply say we are not yet entirely free from those disasters, but have done much to remove slips and to prevent others from taking place hereafter.

Bridges.

We have this season put a new superstructure on the bridge over Middle river, span about 60 feet, and have reduced it to a single track—have built a new bridge over McFarland's creek, superstructure 50 feet long, 16 feet wide, abutments 10 feet high, built of hewed timber and filled with rock—total cost $140—have got timbers for two others—all of which has been done from the tolls of the road. We have also put under contract the building of a bridge over Polk creek, which is now nearly completed.

There was an appropriation of $800 made by the legislature at its last session, for the building of said bridge. The final estimate of said work has not yet been given. I think the cost of it will not exceed $600.

The Huttonsville bridge has received much damage from a change of the channel of the river. The abutment on the west side of the river has given way in the centre of the front part, by its not being placed on the rock in the centre, while the corners were on the rock. The direct action of the current washed the bank on both sides of the abutment and bid fair to cut it out, but we succeeded in arresting its progress, by sinking a riprap of stone and brush in a strong current of water not less than 6 feet deep. The defect in the wall has to some extent been repaired; but being necessarily absent myself at the time the repairs were done, it was not done to my satisfaction, but have made it secure against the winter freshets, but it must receive further attention during the next summer.

The bank of the river above said bridge bids fair to wash away and let the river run around the bridge at its eastern end, to prevent which we have put in a breast work of hewed timber 160 feet long and seven feet high, and filled the same with rock and gravel, which I think will save the bank and bridge too.

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Macadamizing.

The legislature, at its session of 1848-9, passed an act appropriating $20,000 per year for three years, for macadamizing this road. By virtue of said act, I have put under contract the macadamizing of about 21 miles of said road, ranging in width from 12 to 16 feet; the total cost of which will be about $39,000, which includes the whole work of the past as well as the present year. I have also put under contract the work of reducing the grade of the hill near Staunton, for the sum of $320.

This, with the further sum of $315 paid John Rhyan, Jr., and $156 paid P. Murphy, as overseer on the work of macadamizing, nearly covers the amount of the appropriation for the two past years, ending 30th September 1850.

About 18 miles of the work have been finished and received by the superintendent, and the balance of the work now under contract will be completed during the next month, (November.)

It has been with much difficulty we have procured stone of a proper quality to macadamize the road between Weston and Hughes' river, and in some places were compelled to receive some stone not of a good quality. All the macadamizing east of the Rich mountain has been done with limestone of good quality. This mountain is 100 miles west from Staunton. Much has been said in reference to the size of the rock on the eastern end of the road. Some men speak the honest sentiments of their mind, while others speak for purpose and effect; and I take this as a favorable opportunity to express my views upon the subject. It is agreed upon all hands, that stone reduced to quite a small size makes the most pleasant road when first put down. Then, if we consult present comfort without regard to a hereafter, we would all agree that the stone should be reduced to a very small size. But owing to the limited means for the repairs of this line of road, we must consult economy as well as comfort; and as heavy staging is the most destructive travel upon a road, I will here try to illustrate the case.

The first 18 miles of this road west from Staunton is the part mostly complained of, (as having the stone too large.) This section of our road has, perhaps, as heavy stage travel on it as any piece of road in the country; and as evidence of the fact, I will say that by reference to the gate-keeper's return of tolls for the quarter ending 30th September 1850, it will be found that 600 stages passed gate No. 1 (being placed upon the 1st section from Staunton,) during said quarter.

It is well known to every man of sound mind and a single spark of practical knowledge, that a stage wheel passing at its usual rapid rates over a piece of limestone the size of a hickory nut, and it resting on a solid foundation, the stone will be broken into many pieces, and the next wheel will reduce it to a state of dust, ready to be blown off by the wind or washed away by the next shower of rain, and thus a road covered with such stone must rapidly decay. Again: Men who live in a limestone country where stages have passed for many years, can refer their minds back to some limestone rock, over which stages have

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passed for the last 15 or 20 years, and have scarcely left their mark; and the stage wheels may pass over them for a century to come, and unless otherwise removed, those rocks will remain there with little more than marked or scoured by the wheel. This is the two extremes, —one rock lasts not a day, the other a century.

Now, as we should consult both pleasure and economy, we should compromise those extremes by fixing upon as large size stone as can be settled and cemented together by the travel, and in a few months become smooth and solid.

We will now make the application by referring to the transactions on the Valley turnpike.

By reference to the president's report on the Valley turnpike, it will be seen that the amount expended under the head of repairs has been for the last three years equal to $147 per mile annually. And by reference to the return of the superintendent of the Staunton and Parkersburg road, it will be seen that the aggregate amount of toll will be equal to the yearly sum of $17 per mile; and this, too, to cover all expenses of repairs, both ordinary and extraordinary.

Now if the Valley turnpike company conduct their repairs with an eye to economy, (which no doubt they do,) and its repairs cost the yearly sum of $147 per mile, how can the Staunton and Parkersburg road, (I mean the first 18 miles next Staunton,) be kept up for the yearly sum of $17 per mile, it being less than one-eighth of the sum per mile appropriated on the Valley turnpike? I speak of that portion of the road, (18 miles next Staunton,) over which I suppose there is as much stage travel as there is on the same distance of the Valley turnpike.

I will pursue the subject a little further, by saying that, if we have as much travel on the before-mentioned 18 miles, as there is on the same distance of the Valley turnpike, and it costs the same per mile for the repairs, it gives the following result: 18 miles, at $147 per mile, will make $2,646—take that from the total amount of tolls on the Staunton and Parkersburg road during the present year, which is $4,229, will leave the sum of $1,583. From this deduct $800, the amount of the superintendent's salary, chargeable to the repairs of said road, and it leaves the sum of $783 for the repairs of the balance of the road, (217 miles,) which is equal to the yearly sum of $3 50 per mile. Hence it is a plain case to every man, that if the foregoing statement be correct, unless we can make some improvement in the work of macadamizing, or in the repairs of said work, our road will go down.

I would now say that the above remark is not made because I despair of keeping up said road while I remain on it as superintendent, but partly because so much has been said by others upon this subject, and some of it too, by men in high places, who perhaps have never devoted an hour's study to the subject; and partly because I would like to have the advice of those more skilled than myself in the grand principles of making and keeping up such roads.

It is now confidently expected that a line of stages will be put on this road next spring; and in view of the success of this undertaking,

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as well as the convenience of the private travel, I most respectfully recommend to the Board of public works, as well as to the members of the legislature, (at their approaching session,) the necessity of building a bridge over the Tygart's valley river at the ford two miles above Beverly, which I estimate at the cost of about $4,000. This being done, our road would then be free from the dangers and troubles of high water. For the want of this bridge the regularity of our mails is frequently interrupted.

Agreeably to a resolution of the Board of public works, passed some time since, I have thrown down one of the chimneys of tollhouse No. 5, and have rebuilt the same, and have raised an addition to the house, which will be completed during the early part of winter.

FINANCE.

The following Statement shews the Financial Condition of the Road during the year ending the 30th September 1850.

Amount of disbursements during the year, -		4,479 48
Amount of receipts, - - -		4,229 48
Excess of disbursements over receipts, -		$250 00

Recapitulation.

Indebtedness of road, 1st day of October 1849,	225 77	
Disbursements during quarter ending Jan. 1, 1850, - - -	700 67	
Disbursements during quarter ending April 1, 1850, - - -	595 93	
Disbursements during quarter ending July 1, 1850, - - -	1,403 18	
Disbursements during quarter ending Oct'br 1, 1850, - - -	1,553 93	
		4,479 48
Tolls received during the quarter ending 1st January 1850, - - -	1,318 09	
Tolls received during the quarter ending 1st April 1850, - - -	596 42	
Tolls received during the quarter ending July 1850, - - -	1,041 74	
Tolls received during the quarter ending 1st October 1850, - - -	1,273 23	
		4,229 48
Balance due superintendent, -		$250 00

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The following Statement shews a regular Increase of Tolls upon the Line since the 1st of October 1847.

		Increase.
Tolls received during the year ending 1st Oct. 1847, - - -	3,780 52	
Tolls received during the year ending 1st Oct. 1848, - - -	3,832 78	52 26
Tolls received during the year ending 1st Oct. 1849, - - -	3,989 57	156 79
Tolls received during the year ending 1st Oct. 1850, - - -	4,229 48	239 91

This state of affairs must be gratifying to those who feel an interest in the welfare of the road, and I feel confident that the improved condition of the road keeps pace with the increase of tolls, and soon (if not already) this road will vie with any similar improvement in the commonwealth.

The nature of the country through which this road passes forbids the slightest probability of any rival improvement to it; and as to the general benefits to the country through which this road passes, the late census will tell the story, by shewing a large increase of population as well as taxable property.

It will be seen by the foregoing statement that our road is $250 in debt; but as the season of repairs on the road has nearly passed, it is probable that at the end of the quarter ending the 1st of January 1851, there will be a balance in favor of the road. There are some necessary repairs to the old bridges on the line, to which we will now give attention as soon as there is water to do the sawing.

All of which is respectfully submitted.

WM. HAMILTON,
Sup. Staunton and Parkersburg Road.

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CUMBERLAND NATIONAL ROAD.

To the Board of Public Works of Virginia.

GENTLEMEN,

I have the honor of respectfully submitting my annual report of the affairs of the Cumberland (*National*) road from November 1st, 1849, to November 1st, 1850.

RECEIPTS:		
Balance on hand 1st November 1849, -	664 38	
Amount received from tolls, - -	6,313 16	
" " rent old tollhouse, -	39 58	
" " fines, - -	10 00	
		7,027 12
DISBURSEMENTS:		
Contractor's list, - - -	4,380 70	
Extra repairs, - - -	248 99	
Miscellaneous, - - -	64 03	
Paid on account of old contracts of Gen. McCoy,	201 07	
for finishing tollhouses, - -	49 45	
on Otterson claim, - -	383 33	
toll-collectors, - - -	665 00	
superintendent, - - -	333 33	
		6,325 90
Balance on hand 1st November 1850, -		$701 22

CONTRACTOR'S LIST.

15 sections, 7139¼ perches, paid year ending 1st April 1850, - - $5310 56

Payments on Contracts from April 1st, 1850, to Nov. 1st, 1850.

NAMES.	Miles or Sections.	Price per Perch.	Amounts paid.
James Marshall, - - - -	1	77	565 61
	2	75	
	3	78	
	4	84	
William Whissle, - - - -	5	76	277 47
	6	65	
Jos. Feay, - - - -	7	68	124 44
Allen Davis, - - - -	8	68	126 00
Crawford Thornburg, - - - -	9	80	186 40
Strother Grey, - - - -	10	72	209 10
Henry Branstroop, - - - -	11	75	156 75
Christopher Whissle, - - - -	12	75	198 25
Valentine Miller, - - - -	13	80	29 60
Joseph Miller, - - - -	14	1.00	299 37
	15	1.05	
3112¼ perches, amounting to - - -		-	2172 99
The above amount of metal has been put upon the road since 1st April last; and up to 1st November 1850, there has been paid on the contracts,			948 86
Balance due, - -			$1224 13

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The foregoing statement shews an amount of metal delivered, broken and measured upon the road, equal to covering the entire fifteen sections with an average of 640 perches to each section, and a surplus of 652 perches, which has been of necessity placed upon the first mile and three-quarters out of Wheeling. I will add, with this extra amount of metal in this distance, (owing to the increased amount of hauling from coal banks, &c.,) I find it is not sufficient to keep that portion of the road in as good condition as the remaining portion.

I am pleased to say, there is but one opinion expressed as to the condition of the bed of the road, which is, that it is better than it has been for years past.

I will call your attention to the condition of our bridges, culverts and side-walling. The culverts are in good order, but the side-walling and several of the bridges are in a dilapidated state. I should not be surprised to find some of the bridges give way at almost any time.

All of which is respectfully submitted, by

LEWIS LUNSFORD,
Sup't Cumberl'd Road.

FLOYD COURTHOUSE AND HILLSVILLE ROAD.

REPORT OF L. H. BROWN, C. E., ON THE LOCATION AND CONSTRUCTION.

To the President and Directors of the
Board of Public Works.

GENTLEMEN,

In conformity to law, I have the honor to make the following report as to the progress and condition of the Floyd courthouse and Hillsville turnpike road:

Immediately upon receiving my appointment as engineer in April last, I hastened to make the necessary arrangements for rapidly prosecuting the work entrusted to my care, and by the 1st day of May commenced the preliminary surveys. These being completed, the location was at once begun, and on the 8th June the first section was located and put under contract. The location was then prosecuted to its completion, and the remainder of the work was placed under contract on the 15th July.

Passing through an almost unsettled country, with but few prominent points in its topography, a map is the only intelligible description that can be given of the location. I will therefore simply state that commencing at the courthouse in Jacksonville, and pursuing the direction of the principal street for one-fourth of a mile, it then bears to the

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south, and leaves throughout its entire distance the "Old Dug Spur road," (laid down on the state map,) from one-half of a mile to two miles to the north. It passes to the north of the "Buffalo Knob," and along the northern face of the "Indian Ridge," crosses the Big Reed Island creek one and a half miles above the present road, and enters Hillsville at its northern extremity. The length of the road will be about 29 miles.

During the progress of the location the foliage was very dense, and with all of my care, frequently prevented my perceiving and selecting the most favorable ground. The approach of winter is rapidly removing this difficulty, and has enabled me to discover many points where the location can and shall be changed to very great advantage.

The line is generally graded below 3 degrees, though in some instances (for short distances and in the direction of the *light* trade) I have been compelled to use 3½ and even 3¾ degrees. I hope, however, yet to be able to reduce some of these to 3 degrees.

The plan of construction discards the use of every perishable material and requires the most permanent and stable work. The specifications are nearly similar to those of the Staunton and Parkersburg road, merely varying therefrom in such instances as my experience on that work had suggested. The *width* is 16 feet on hillsides and 19 feet elsewhere, exclusive of ditches, which are nowhere to be less than two feet in width. A strip of sixty feet is condemned throughout the line, the whole of which is required to be cleared.

Section 1st extends from Floyd courthouse westwardly for nine miles, and with the exception of about one-fourth of a mile immediately at the village, is undertaken by Mr. Owen Price at an average of $ 325 per mile. Three miles of this section have been completed and received; the remainder will be done by 1st March.

The one-fourth of a mile above-mentioned was subsequently undertaken by Mr. Price at a cost to the state of $ 150, but individuals contributed $ 150 and the county $ 200, as an inducement to him to construct the work upon a more direct, but very costly line, preferred by them to the circuitous route which the limited means at my command compelled me to adopt. This work, which embraces an embankment containing 3,000 cubic yards and a long culvert, is now completed. Throughout the village the road is 36 feet wide.

The 2d section comprises about 20 miles, extending from the terminus of the 1st section to Carroll courthouse, and is undertaken by Messrs. Cock, Mitchell and Collier, at an average price of $ 323 per mile. About one one mile of their most difficult work is completed, and also the grubbing and clearing upon about 3½ miles more. The whole section is required to be completed by the 1st October 1851.

The contractors throughout the line deserve great credit for the extraordinay fidelity with which they are executing their contracts.

It will be seen, by reference to a statement herewith sent, that the existing contracts alone exceed the appropriation of $ 9000 by the sum of $385. The cost of some necessary paving, &c., toll-gates, tollhouses, location, superintendence, &c., will swell that excess to $ 3,300. If an additional appropriation to that amount is not granted

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by the legislature at its ensuing session, it will be necessary for the board to avail themselves of the clause in the contract for the second section, providing for such a contingency, and either reduce the width of the road on that section very materially, or else leave a portion of it untouched. To do either of these things will, in my opinion, nearly amount to a sacrifice of the expenditure already provided for.

In addition to the work already contracted for, there are two small bridges and a large one, that are almost indispensably necessary. The large one is over Big Reed Island creek, which is 200 feet in width. This stream is frequently too high to ford, is subject to be frozen over in the winter, and the ford is liable to be obstructed by ice, backed in large quantities from a mill-pond some distance below. An estimate of the cost of these bridges is annexed to the statement referred to, and shews that the total sum of $ 6,000 is necessary to complete the *road and bridges.*

This road is worthy of the patronage of the state. The people throughout the section it traverses are, generally, too poor to put their own shoulders to the wheel. The counties being new, and sparsely settled, they are taxed for local purposes and public buildings to their utmost. Of all interested, the state alone is able to contribute to the improvement of a section equal, in its natural advantages, to any of those northwestern counties, whose prosperity and wealth are at this moment demonstrating the wisdom of the construction of the state improvements that traverse them in every direction. *They* have already indirectly repaid for their cost. In a few years, by a judicious expenditure of money upon roads, *this* may be made to do the same, and contribute its full quota towards the prosperity of the state, as well in minerals as in agriculture—for copper, lead and iron have already *developed themselves* along the line of this road.

The construction of the Southwestern railroad, by destroying, for such purposes, the utility of the existing roads in the Valley, will necessarily compel droves of every kind intended for the supply of that section of the state between the Dan and James rivers, to pursue the line of roads from Wytheville to Franklin courthouse, of which this is a link. To accommodate this species of travel, it is all-important that the impediments presented by large streams, in a country where the winters are as long and severe as they are here, should be overcome by suitable bridges.

I earnestly hope that the board may deem it proper to make such representations to the legislature as will induce that body to appropriate the requisite amount to complete the work in every respect.

All which is respectfully submitted.

LUDWELL H. BROWN, *Engineer and Sup't F. C. H. and Hillsville Turnpike Co.*

Jacksonville, Oct. 31, 1850.

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Statement shewing the Probable Cost of the Floyd Courthouse and Hillsville Turnpike.

Amount of existing contracts:

9 miles, at $325 per miles, - -		2,925 00	
20 do. at 323 do., - -		6,460 00	
			9,385 00
Probable value of macadamizing, &c. necessary, -			500 00
Probable cost of tollhouses, &c., - - -			500 00
Incidental expenses, viz:			
Actually incurred to 30th September 1850:			
Salary of engineer and superintendent, - - -	343 75		
Horse, saddle and bridle, -	100 00		
Expenses of engineer and advertising, - - -	21 00		
Tents and tent furniture, &c.,	44 02		
Cost of the location, - -	367 14		
		875 91	
Estimated expenses to 30th Sept. 1851:			
Salary and expenses of engineer,	900 00		
Hand hire and incidental expenses,	139 09		
		1039 09	
			1,915 00
Total amount necessary to *complete contracts*, - -			12,300 00

Bridging.

Two small bridges over South and West fork,	600 00	
Big Reed Island bridge, 200 feet long,	2,100 00	
		2,700 00
Probable total cost of *road and bridging*, - -		15,000 00
Amount of appropriation made, - - -		9,000 00
Amount requisite to complete the work, - -		$6,000 00

LUDWELL H. BROWN,
Engineer and Superintendent.

E. & O. E. Engineer's Office, Jacksonville, 31st Oct. 1850.

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HUTTONSVILLE AND HUNTERSVILLE TURNPIKE.

REPORT OF R. H. KINNEY, C. E., ON THE LOCATION.

ENGINEER'S OFFICE HUTTONSVILLE
AND HUNTERSVILLE T. P., Nov. 16, 1850.

To the Board of Public Works of Virginia.

GENTLEMEN,

I have the honor to report to the board, that under their appointment of 19th April 1850, I, as soon as I could under my then existing engagements, to wit, on the 15th of May following, organized my party for the survey and location of the Huttonsville and Huntersville road, and proceeded at once to Marland's bottom, the eastern terminus of said road, being five miles west of Huntersville in Pocahontas county.

Having no prior surveys or locations upon which reliance could be placed, or guides of any kind to indicate the general line of the road, farther than the act authorizing the construction of the same, I first ran an experimental line or survey entirely through the whole extent, passing Conrad's, according to law, and using the old road or trace as the line, in order to expedite operations, by avoiding brush, &c.

Having mapped this survey accurately, the direct *line* was at once indicated, the nearest practicable location to which was of course the best line for this work.

It appeared from this survey that nearer lines might be had than the one adopted; but on actual instrumental examination, (as laid down on the map,) all shorter lines than the one adopted were considered impracticable at the lawful grade.

The location which I have adopted is 47⅔ miles nearly. This location is indicated on the map by a red line, and follows the west side of Tygart's Valley river, crossing the river three times. Two of said three times will require bridges of thirty and forty feet span, and the third crossing will require a bridge of fifty feet span, though for the present I have merely directed that fords should be made at all these crossings instead of bridges, these crossings occurring so high up the river that they are seldom past fording, and, when so, only for a short time—never, as I understand, over twenty-four hours at one time.

Another survey was made down the east side of Tygart's Valley river, avoiding the third crossing above-mentioned, and which I was at first very much disposed to adopt as the location; but upon more mature deliberation, and a disposition to accommodate the *settled* part of the country, and pursue, as near as practicable, the old regularly travelled road, I have, as before stated, adopted the western side as the proper line for the road.

The difference in distance to *construct* will be about one quarter of a mile in favor of the east side, and the difference in *travel* about 1½ mile in favor of the west side. If the west side as adopted should be con-

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structed, the line will terminate immediately at Huttonsville. The line down the east side will drop into the Parkersburg road nearly 2 miles above Huttonsville. (A glance at the map will shew this difference.)

Besides the reason before mentioned for adopting the line down the west side of Tygart's Valley river with three fordings of same, I was also influenced by the difference in exposure, that on the west side being a good south exposure, whilst most of that on the east side is a north and northwest exposure, and at least two bridges of 30 feet span to build—one across Becket's creek, and one across Riffle's run. These two bridges are *absolutely necessary to be built.* I offset against the *probability* of building one of 50 feet span at the third crossing of Tygart's Valley river, on the line adopted.

The cost of this road will differ materially from that of any turnpike within the state, principally for two reasons, namely:

1st. The extraordinary grubbing and continual side cut. The timber for 30 miles being beech, birch, maple, lynn, &c. 2nd. The great difficulty of procuring provisions necessary for the construction of the work.

From all information within my reach, all that end of the road next Marland's bottom, say 25 miles, or to the top of Valley mountain, must be supplied either from Bath and Alleghany, or from the lowest part of Tygart's Valley itself, being an average of haul of 60 miles not less. The consequence is, that that portion of the road must cost greatly more proportionably than the part down Tygart's Valley, where the timber changes, and a market for provisions is nearer.

Having thus explained the difference in the following estimate of the cost of the work, I proceed to offer you my estimate, remarking that these estimates are founded on calculations made on the ground for each mile separately, at the time of locating, though I have not deemed it necessary to trouble the board with the estimate of each mile, merely separating what I consider the two great divisions of the road. This is rendered less necessary, as I have been appointed by the kindness of the board the superintendent of the construction of the work, and nobody will need these estimates more than myself. When the bids are brought before the board, I will then furnish it with this minute estimate. The average cost is estimated as follows: For a road 17 feet wide, exclusive of ditches or cross slopes, exceeding 80 and 20 feet wide, exclusive of ditches on flat grounds, and agreeably to specifications, which are similar to those of the Staunton and Parkersburg road, drawn by C. Crozet, late chief engineer of Virginia.

The first 20 miles from Marland's bottom, for a 17 feet road, &c., as above, including bridges of 20 feet span and under, is, at $520 per mile, - - - -	$10,400 00
For one mile down west side of Valley mountain, -	900 00
For one mile below Big Spring, along bluff, - -	750 00
For six other miles, $350 per mile, - - -	2,100 00
For 20 other miles, $480 per mile, - - -	9,600 00
Carried forward, - -	$23,750 00

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Brought forward, - -	23,750 00
To this estimate add 10 per cent. for bridges not included in contracts, expenses of survey, superintendent's salary, land damage, &c., - - - -	2,375 00
Whole cost, - - - -	$26,125 00

If the legislature should reduce the width to 15 instead of 17, deduct one-fourth or 25 per cent., as there will be *at least* that difference, which would then be thus:

Cost of 17 and 20 feet road, - - -	26,125 00
Deduct 25 per cent., - - - -	6,531 25
Cost of 15 feet and 17 feet road, - -	$19,593 75

I recommend therefore the reduction of the width to 15 and 17 feet, instead of 17 and 20, as now required:

1st. Because $ 6,531 25 are saved in construction.

2d. Because the demands of that section of the country absolutely require that a road should be made, and the legislature would not have to increase the appropriation so much as probably to defeat the construction of the entire line of road, and a 15 feet road for the next 20 years will answer all the purposes of a wider one.

3d. The repairs of a turnpike road being somewhat in proportion to the cost, the narrow road will take 25 per cent. less repairs; and the tolls being the same as on a wider road, the yield is consequently 25 per cent. greater in the way of tolls.

4th. The road being, as before stated, mostly side cut, the grubbing (a very heavy item in this road,) is reduced.

If, however, the width should be reduced, some alteration in the location should be made, especially in the curves, in the hollows, and around the points of ridges.

I would not be doing my duty if I closed this report without reminding the board, and the legislature through them, of the great value of this hitherto neglected section of Virginia.

The land throughout the whole extent of this line is of the most productive character, being a rich chocolate soil, abounding in limestone and covered with forests of beech, birch, maple, cherry, lynn, &c., all indicative of rich soil, arising from the speedy growth and decay of these kinds of timber. No difficulty is experienced by the present settlers in raising, on a few acres of cleared land, provision for the ample maintenance and support of their own families; and they only lack the inducement of a market, to clear out and cultivate extensively, wheat, rye, oats, corn, buckwheat, &c. with as much success as crowns the labors of any farmers in the world.

Immense numbers of cattle are grazed and *fattened* for market along the whole line of this road, requiring nothing more than the weekly salting from their owners; and all the lands are considered, as far as this business is concerned, (even in their wild state,) equal to any open grazing lands in Virginia.

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In recommending a farther appropriation for the finishing of this work, one argument alone I think is sufficient to the wise, that this appropriation should be made. It is this, and I think unanswerable: By a reference to the return of the land assessor for the years 1840 and 1850, for the county of Randolph alone, along the line of this improvement, and furnished me by the assessor himself, it will be seen that the increased value of land, owing entirely to the anticipation of this road, is $21,237 83, as follows:

Assessment for 1840, furnished by John Phares, assessor of Randolph county, of lands along the location of the Huttonsville and Huntersville road, - -	28,375 17
Assessment for 1850, - - - -	49,613 00
	$21,237 83

This increase is totally owing, as before remarked, to the anticipation of the construction of the road, there being as yet no influx of population, or any other cause, whereby to account for this extraordinary increase in the value of lands in this fertile but neglected region of Virginia.

It is also in place for me to say to the board, that this section abounds in minerals, their existence in this region being, as I conceive, hitherto totally unknown except by persons who do not appreciate their value. Among these, I mention as the most prominent, coal, both cannel and bituminous, specimens of which are sent with this report.

Salt has been bored for, and I may say salt water plentifully obtained at about 550 feet depth, (at one well,) though no works of consequence are in operation as yet, there being, as usual in such counties, not enterprize sufficient to develop, by actual outlay in machinery, the entire resources of the country in regard to this very important mineral. They are now paying $ 6½ per sack for salt hauled from Richmond, when *they should be hauling salt to Richmond.* This salt well is within one-half mile of the adopted location of this road, in Tygart's Valley, 7 miles above Huttonsville, and once in operation, must yield handsomely to the tolls of the road.

The appropriation for this work, at present, is $15,000.

It is evident from my estimate, that not even a 15 feet road can be made for that sum. I, therefore, most respectfully but earnestly recommend to the board, and through them to the legislature, to appropriate the additional sum of $12,000 for the completion of this work. This sum would make the road 17 and 20 feet wide, and cover all the expenses. If there should be a surplus, it could be appropriated to the building of a 50 feet bridge at the third crossing of Tygart's Valley river, and other crossings where bridges are preferable to fords.

My accounts for expenses of survey, with the proper vouchers, the map for the board, field-notes and specifications, together with a form of contract, will be offered to the board by the time of letting, which I have advertised for the 15th of December.

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As soon as all the bids are received, I will classify them, and lay them before the board. I might remark that, from the large number of bids already received, a wholesome competition is expected.

All of which I respectfully submit.

R. H. KINNEY,
Engineer H. and H. Road.

SISTERSVILLE AND SALEM TURNPIKE ROAD.

MIDDLEBOURNE, TYLER COUNTY, VA.,
October 25th, 1850.

REPORT OF THE COMMISSIONERS OF THE SISTERSVILLE AND SALEM TURNPIKE.

To the Board of Public Works of Virginia.

In July last the contracts of Andrew Crolley were finished, making 35 miles of road from its junction with the Northwestern road, to a point 3 miles from Sistersville on the Ohio.

In the report of October 22, 1849, the amount of contracts on state appropriations was stated at $10,834 02. That statement included one mile, which was reduced $28 50 on a condition in the contract with A. Crolley, but did not include $30 on another mile, including the great cut, at a point called the Jug Mills, for an 18 feet cut through the rocks agreeably to the contract conditionally over the average cost per mile. The difference, being $1 50, is included in his certificate for three-fourths of a mile.

Instructions were asked of the Board of public works June 22, August 29, and October 22, 1849, as to the proper course to be pursued in the case of Daniel Hanes' claim of damage by the road through his plantation. No instructions in relation to that matter having been received from the board, no action was taken for a time. Mr. Hanes became dissatisfied, and applied to the court of Tyler county to have damage assessed on his land. By an order of the court a jury was empanneled, who assessed the damage at $320.

Since the road was completed Mr. Hanes has obstructed the way by fences, and having timber chopped across it, the only serious obstruction on the whole route.

The road was located and made agreeably to the directions of the law and of the Board of public works, and if there be any instructions to be had in this unavoidable difficulty, it would be gladly received.

It is known to the Board of public works that the commissioners

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had proposed to make another effort to avoid D. Hanes' cleared land, (see Rep. Oct. 22, 1849,) no way, in their estimation, could be found to compare with the one taken; and no difficulty presented on that part of the route, excepting this claim of damage; nor was it anticipated that the damage would be rated so high.

The sum of the certificates to W. Stagg, A. Crolley and D. Davis, and reported May 22nd, 1849, is						$6,000 00
Since, to Andrew Crolley:						
June	8,	1849,	11th	certificate, - - -		255 00
	16,		12th	do. - - -		255 00
July	7,		13th	do. - - -		255 00
	9,		14th	do. - - -		255 00
August	13,		15th	do. - - -		255 00
Sept.	6,		16th	do. - - -		300 00
	12,		17th	do. - - -		300 00
Octo.	20,		18th	do. - - -		300 00
Nov.	30,		19th	do. - - -		300 00
May	9,	1850,	20th	do. - - -		300 00
	15,		21st	do. - - -		300 00
June	1,		22nd	do. - - -		300 00
	22,		23rd	do. - - -		300 00
July	20,		24th	do. - - -		300 00
	20,		¾ mile,	- - - -		226 50
	20,		15 per cent.,	- - -		225 00
						10,426 50
A. W. Leach, Sept. 10, 1849, certificate,					$137 52	
James Smith, Feb. 1, 1850,				-	300 00	
						437 52
35 miles, average cost per mile $310 40, contracts,						10,864 02
Include com's hands and their board, average,					324 16	
Do. do. Dr. Hanes' damage,				-	333 30	
Commissioner's compensation,				-	430 50	
Hands, and their board,				- -	51 12	
						481 62
Whole cost,				- - - -		11,345 64
Add D. Hanes' assessed damage,				- - -		320 00
Would be				- - - -		$11,665 64

The evident importance of this road, especially in the greatly lessened distance from all points on or near either the Northwestern or the Staunton road, east of Clarksburg to the Ohio, compared with the distance to Parkersburg, so plainly to be seen by all who travel over

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the various routes, or who take the trouble to look at a few plain statistics, constrain the commissioners to urge its claims on the legislature of the state for ample means to widen it and make this road one of the first class.

Were it widened to 20 feet, there can be no reason for a doubt that it would take a large portion of the travel to its terminus at Sistersville on the Ohio river, miles below Wheeling, at an advantage of many miles gained to the traveller to and from the Ohio.

To make the entire road 20 feet wide, would cost not over $300 per mile, added to the present work, and the remaining 3 miles about $600 per mile. Were the rock cuts and greatest steeps only widened, the former to 17, the latter to 18 feet, it would be wide enough for the passage of 2 carriages at all points, at an additional cost of about $10,000.

There would then be one continued line of road from all places on the Northwestern turnpike, east of Clarksburg to Sistersville, shorter than to Parkersburg by 30 miles, and from Buckhannon and all points east on the Staunton road nearer, by saving 2 or 3 days to wagons going and returning.

And it has been repeatedly remarked by the contractors, that the Sistersville and Salem route is better, both with respect to grade and material. There can be no doubt of the fact that were the same pains taken, the same expense bestowed in proportion to the shortness of distance upon this route as upon either of those from Clarksburg or Buckhannon respectively to Parkersburg, the travelling public would take the shortest way, the route to Sistersville. Since the road has been so far made, whilst laboring under all the disadvantages of an unfinished state, many have taken this route, for the reason that it is a great saving of distance and time.

Viewed politically, it should seem good policy of the state to have the outlets from the interior of the state, as well as from her eastern marts, through the state, to reach the Ohio at the nearest available points. The state has not the same reason for straining towards the south by long diagonal lines of road extending down the great Ohio, that the Baltimore and Ohio railroad company had in the line of that great work. The object of that company was, to step between Virginia and her natural line of trade. Virginia has no cause for such an object in relation to any other state.

It is to be hoped this work will not be suffered to sink for the want of a moderate sum, compared with the great advantage of the road.

As no instructions to place a gate on the road have been received, nor directions as to the rate of tolls, no gate has been erected. It is much needed to keep the road in repair.

In the report of May 22d, 1849, 10 days too much in the addition:

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The 93 days should be 83, and 15 days for writing, &c., inadvertently added to E. Wells' account. It should be thus:

Time in Location, Superintending, Writing, &c.

To Oct. 20, 1848,	J. T. Nicklin,	83 days.		E. Wells,	-	-	63 days.	
May 22, 1849,	"	22	"	"	-	-	19	"
		105	"	"	-	-	82	"
Oct. 22, 1849,	"	19	"	"	-	-	12	"
Oct. 25, 1850,	"	17	"	"	-	-	5	"
		36	"				17	"
Deduct error,	-	10			Error,	-	15	"
Balance commissioner's time,		26 days, at $2,			52 00.	Balance,	2	"

R. McKeynolds 3 days, at 75 c., -	$2 25	
Two hands 2 days measuring road, at 75c.,	3 00	
		5 25
		$57 25

By order of the board.

J. T. NICKLIN,
Com'r S. & S. Turnpike.

KANAWHA AND LOGAN ROAD.

A Report shewing the Amount of the Funds of the Kanawha and Logan Road, as provided for by the several Acts of the General Assembly of Virginia, as follows, viz:

By the state, - - - -	8,000 00	
By Kanawha county, by levy or otherwise,	1,000 00	
By Boone county, do. do., -	500 00	
By Logan county, do. do., -	500 00	
		$10,000 00

A report shewing the amount paid by the state and each county up to the 30th day of Sept. 1850,* &c. viz:

By county of Kanawha, by levy, -	333 33⅓	
By do do. by subscription,	125 00	
		458 33⅓
By the county of Boone, by subscription,	-	489 50
By the county of Logan, by levy, -	100 00	
By subscription of Logan county, -	214 00	
		314 00
	Total,	$1,261 83⅓

* This may not be the correct amount drawn by Mr. Patrick, though it is all I have anything to shew for.

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Amount raised by the Counties, &c.

A report shewing the amount yet to be raised by each county, viz:

From Kanawha county, - - - -	541 66⅔
From Boone county, - - - -	10 50
From Logan county, - - - -	186 00
Total amount due from the counties, &c.,	$738 16⅔

A report shewing the amount paid by the state up to 30th day of September 1850, viz. as follows:

To contractors, - - - - -	716 50
To Mr. George H. Patrick for locating road, -	218 50
Total,	$935 00

Statement shewing the amount due from the state:

The state subscribes, - - - -	8,000 00
Credit the state by the following amount, - -	935 00
Total,	$7,065 00

Amount due from the State from and after the 30th day of September 1850.

Statement shewing the whole amount of the funds yet to be applied to the Kanawha and Logan road:

Amount due from the commonwealth, is - -	7,065 00
Amount due from the counties, all, - -	738 16⅔
Total amount unexpended on said road,	$7,803 16⅔

A statement shewing the amount of the road that has been completed up to the 30th day of September 1850, as follows, viz:

There have been only two sections received by the superintendent up to the 30th of Sept. last. The mountain section at the head of Len's creek was completed on the 1st December 1848, and has been in use ever since, without any repairs whatever having been done on it, though it begins to want some repairs. It was not very well constructed in the first place. The bracing had to be of wood, and the undertakers did not understand making roads; though, I believe, with what labour the hands living on the road can be made to do on it, will keep it at what it is. It is graded to 7 degrees, cut 30 feet wide, and made level and smooth 15 feet, which, to our very rough country, with high mountains, is a pretty good road. I think with some little

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attention, and slight alterations, the road may be made tolerably lasting. I design, when passing over the road to the section beyond that, to instruct the overseer what to do, and how to work on the road. The other section lies on Big Coal at the Narrows, below the mouth of Short creek. Before the road was made by this improvement, they were wholly impassable for all kinds of wagons. They are at this time very passable for all kinds of wagons. The road, with a little exception, is 15 feet wide. At some places the cliff projected out so near the river, and standing perpendicular 30 feet, that the road could only be got 12 feet wide.

There is another section nearly ready to be received, crossing the worst mountain belonging to the whole road. It is somewhat better constructed than the first mountain road; it is also graded to 7 degrees and 15 feet wide, cut 30 feet, and the timber cleared off. It is a very good road, made as it is with wood bracing. I should dispense with having any road made with wood bracing, but our means would not carry us through the whole route to require stone bracing. I am having a little bracing put in, as the nature of the case will permit. I design having as good a road made as possibly can be made with the means. I have completed the locations from the house of Edward Chapman to Logan courthouse, of which I herewith send a map, and completed the location from Edward Chapman's to Little Coal river, meeting Mr. Patrick's location, and measured the distance it is from Logan courthouse to E. Chapman's 11¾ miles, and from Chapman's to the end of Patrick's location 14¾ miles, making 26½ miles. I am gratified to say to the board that I can have a good road made from Chapman's to Logan courthouse, and from Mr. Chapman's to Little Coal river. The greatest grade I made in my part is 6 degrees. You will perceive, from the map accompanying this, the route with the hills laid down upon it, which I presume will give more information than I can by writing. I have dispensed with bridges so far, though I may have two small bridges built, owing to bad cliffs and back water. I have made some considerable curves—one more especially at Godbey's branch, which you can see by reference to the map of said route. I could not get over the cliff without more cost to the improvement than making the curve of the branch. I got down on the upper side on 3 degrees, but owing to a steep point on the lower side I raise that on 6 degrees by the curve. I got entirely above the back water. The place could not well be bridged, as the bottom land at the creek would require a bridge some 200 feet long. I may build one of the two bridges I speak of at the mouth of Mill creek, the other about 1½ mile below Logan courthouse, across a deep ravine that it will require a considerable curve to get around.

I have under contract at this time, with what the former superintendent put under contract from Little Coal towards Kanawha river, near 13 miles, which only leaves 7 miles yet to let out from Little Coal to the Kanawha, Giles and Fayette turnpike, at the mouth of Len's creek, and I think by the 30th day of September 1851, I shall be able to report the whole road, if not completed, as under contract. The 13 miles now under contract will be completed by the 1st day of

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January 1851. I will, in as short a time as practicable, let out the road from E. Chapman's to Logan courthouse, and see what portion of that $5000 appropriation I may apply to this end of the improvement. I thought proper to let out the 1st, 3rd and 4th mountains, noted on the map of the route, during this fall, as the road was very bad. The work will soon go on.

A statement shewing the estimate that I have thought it would cost to make the road from E. Chapman's to Logan courthouse: I believe I can have a good road made up Guyandotte river 11¾ miles for 150 dollars per mile:

To Logan courthouse, - - -	1,775 00
I estimate to cost per mile from Chapman's to Little Coal river, with the residue of the road, at $170,	5,780 00
Total, - -	7,555 00
Bring down the amount yet unexpended, -	7,803 16
Balance of amount, -	$248 16

To cover the locating and superintending the construction of the said improvement.

All of which is respectfully reported to the Board of public works.

WILLIAM SMOOT, Jr.,
Superintendent.

October 18th, 1850.

SURVEY FOR A RAILROAD FROM COVINGTON TO THE OHIO RIVER.

SUMMARY REPORT OF CHARLES B. SHAW, ENGINEER.

To the President and Directors
of the Board of Public Works.

GENTLEMEN,

Preparatory to a more extended report on the progress of the surveys between Covington and the Ohio River, I have the honor to submit a sketch of the operations thus far, and a few words in regard to the practicability of routes.

Surveys have been made from Covington, up Dunlap's creek, crossing Alleghany at the Crow summit, descending Howard's creek to Greenbrier river, and pursuing the latter to its mouth; and also through Monroe county, ascending Dunlap's cove and Back creeks; thence by the waters of Indian creek and New river to the same point at the mouth of Greenbrier.

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The first named route passes the Alleghany with a grade of 105 feet per mile for 5 miles on the east side, and the same grade for 1 mile on the west, with a tunnel 3000 feet long. The tunnel line shews two depressions, at which working shafts of 150 or 160 feet could be sunk, thus giving facility for driving six headings simultaneously, none of which would exceed six hundred feet in length. Few situations for tunnelling could be more favorable.

The Monroe route will not require a tunnel, nor any grade exceeding 90 feet to the mile on the east side. On the west side, with exception of the single one mile grading before mentioned on the Greenbrier route, the grade will be less favorable; to what extent is not yet ascertained.

Each of these routes possesses advantages which it will be the business of the more detailed report to discuss. They are at present so equally balanced as to make opinion in regard to their relative merits very difficult until they can be compared by strict estimates.

It is perfectly safe, however, to assert that both routes are entirely practicable, and possess important advantages in grade over the Baltimore and Ohio railroad. These advantages, combined with the facility for striking the Ohio at a point navigable in low water, and for connections with the Ohio and Kentucky improvements, will give to the Virginia Central road pre-eminent advantages, in commanding all the travelling and a large share of the trade of the Western states and territories.

Several subsidiary lines have been run in connection with the two above named, and routes have been reconnoitred for various surveys yet to be made, and which will be the subjects of future reports.

Lines remain to be surveyed, from the mouth of Greenbrier, down New river and Kanawha river, to Point Pleasant; from Charleston to the mouth of Sandy; from the head of Dunlap's creek, by way of Peterstown, East river and Bluestone, to the head waters of Sandy river, and thence to its mouth; and from some convenient point on New river to the head of Coal river, following the latter nearly to its mouth, and connecting with the survey from Charleston to the mouth of Sandy.

All these surveys are indispensable, with the view to determine the most practicable route for a railway. They cannot, however, be made in the course of next season by a single party. One or more additional parties will be necessary.

It were needless to anticipate the conclusions of the report in preparation. The object of the present outline is only to encourage the friends of the scheme, and to convey the assurance that every thing is being done in a way to afford the desired information in the most satisfactary shape. The result of my own reconnoissance, and of information derived from reliable sources, have effected in my mind the conviction that no communication now in agitation can surpass this in commercial facilities or in its suitability for maturing the great agricultural, mineral and manufacturing resources of this highly favored region.

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I shall speak of these hereafter, and hope that the imperfect views which I shall be able to exhibit will but lead the way for those whose opportunities for exact information will enable them to command more attention.

With the highest respect,

I remain, your ob't servant,

CHAS. B. SHAW.

Richmond, 23d October 1850.

WESTON AND WEST UNION ROAD.

REPORT OF J. McCALLY, CIVIL ENGINEER, ON THE LOCATION.

To the President and Directors
of the Board of Public Works.

In obedience to your appointment and instructions of the 29th May 1850, I have performed the duties required by the resolution of the legislature, adopted on the 16th March 1850, by the location of a road from Weston in Lewis county, to West Union in Doddridge county.

This road follows the Staunton and Parkersburg road from Weston, up Polk creek, a confluent of the West fork river at Weston, 3 miles 300 poles about northwest by west, to the mouth of the Dry fork of that stream; thence up that to its source, and over White's mountain, which divides the waters of Polk creek from those of Freeman's creek, to Freeman's creek; up the right hand fork of that creek called Little Raccoon to Raccoon gap, in the mountain which divides the waters of Freeman's creek from those of Fink's creek, a branch of Leading creek, a water of Little Kanawha river; over that mountain and down Raccoon to Fink's creek, crossing and down Fink, on its northeastern bank, to Wolf run, one of its branches; up that and over the mountain at its source at Indian gap, and where is the county line of Lewis and Doddridge; down Indian creek to its confluence with the Meathouse fork of Middle Island river; crossing that just above the forks and down on its eastern side to Shearwood's, two miles above its junction with the Buckeye fork and the Northwestern road; crossing the Meathouse fork at Shearwood's, and down its western bank to Fall run; up that to its source at Fall run gap, in the mountain which divides the waters of Middle Island and Bluestone; over that mountain to Bluestone; down that to its junction with Middle Island river; crossing Bluestone near West Union, and down the western bank of Middle Island to West Union—a distance from Weston of 31 miles 200 poles and 23 links, and from the Staunton and Parkersburg road 27,220 poles and 23 links. Errors excepted.

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On this road there should be five bridges—one across Freeman's creek at White's; one across Fink's creek at Ausbaun's; one across the Meathouse fork of Indian creek; one across the Meathouse fork at Shearwood's, and one across the mouth of Bluestone near West Union.

I have estimated the cost of making this road by the best data I could find. No width for it has been intimated to me; but as it will constitute an important arm of both the Staunton and Parkersburg road and the Northwestern turnpike road, I propose that it be made the same width of the Staunton road, which is seventeen feet. If that be the width, I estimate the cost of construction at four hundred dollars a mile, exclusive of bridges. The bridges I estimate at the following sums: Those across Fink's and Freeman's creeks, each one hundred and fifty dollars; that across the Meathouse fork at the mouth of Indian creek, seven hundred and fifty dollars; that across the Meathouse fork at Shearwood's, fifteen hundred dollars, and that across the mouth of Bluestone, five hundred dollars—making the sum for bridging $3050, and the whole sum for the construction of the road something less than fourteen thousand dollars.

The specifications for making this road will be similar to those of the Staunton and Parkersburg road, which shall be furnished at any time hereafter when called for.

This road crosses four leading mountains and several ridges and points, and is very serpentine. The country through which it passes is very mountainous, notwithstanding the grade is nowhere above four degrees, which I think a great achievement through so rough a country. The location is generally through the woods, and those very thick and bushy. Had it not been for this I should have valued the construction of the road lower, but the grubbing here will constitute a considerable item.

All which is respectfully submitted.

J. McCALLY.

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EXPERIMENTAL RAILWAY.

REPORT OF JAMES S. FRENCH.

To the Board of Public Works.

GENTLEMEN,

Of the sum appropriated for the experimental railway, $10,000, I have received $5456 25.

I have expended for engine, brakes and necessary machinery, in part payment, - - - - $4,596 25
For iron, in part payment, - - - - 541 40
For work upon the road, - - - - 200 00

Leaving on hand, to meet various current necessary expenses, $118 60—vouchers for which several amounts will be furnished when I come up. The road is in a fair way of completion. The necessary machinery is all very nearly completed, also the iron rail bolts, &c.; and we expect to be ready for the experiment by the meeting of the legislature.

Yours, very respectfully,

JAMES S. FRENCH.

Old Point Comfort, Nov. 5, 1850.

LITTLE STONE GAP ROAD.

RUSSELL COUNTY, Va., Oct. 18th, 1850.

J. BROWN, Jr., *Second Auditor.*

SIR,

I am now able to inform the Board of public works that the Little Stone gap road, from the head of Powell's valley to the Pound gap road, is completed.

I have heretofore given bonds to the directors of public works for the sums due contractors. Annexed is a statement of the transactions during the year ending the 30th of September 1850.

Respectfully, &c.,

ROBERT FUGATE.

Disbursements.

Order in favor of D. Ramey, for contract on road, - -	291 00
Do. do. do. do. for bridge, -	55 25
For R. Fugate's services and expenses as an engineer, -	25 00
	$371 25

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PENNSYLVANIA, MORGANTOWN AND BEVERLY TURNPIKE.

Report 30th September 1850.

Date of Sale.	Contractors.	In what Counties.	When to be done.	Nature of Contracts.		
1849.			1849.			
Nov. 17,	J. Hamilton,	Preston,	Dec. 22,	North wing-wall Sandy creek bridge, -	119 75	
" "	F. Ryan, -	Barbour,	" "	South " " " " "	21 00	
						140 75
1850.			1850.			
Mar. 30,	Isaac Keller,	"	Oct'r 1,	Construction 2 miles road,	550 00	
" "	J. Koonts & D. Moore,	"	" "	Do. 2 " "	594 50	
" "	H. P. Bennett,	"	" "	Do. 1 " "	298 00	
April 27,	Sam'l Keller,	Monongalia and Preston,	" "	Do. 12 " "		2160 41½
May 18,	J. J. Annon,	Monongalia,	July 18,	Do. ½ " "	78 40	
" "	G. Lemmon,	"	" "	Do. ½ " "	76 00	
" "	J. St. Clair,	"	" "	Do. ¼ " "	38 38	
" "	J. J. Annon,	"	" "	Do. ½ " "	160 00	
" "	J. N. Hughes,	"	" "	Do. ½ " "	82 40	
" "	F. Hughes,	"	" "	Do. 34 rods, "	20 87½	
" 20,	J. St. Clair,	"	" "	Do. 50 " "	85 00	
						541 05½
Aug. 24,	F. Koonts,	Barbour,	Oct'r 1,	Do. Culvert, -	8 00	
" 27,	J. St. Clair,	Monongalia,	" "	Excavation at Cobruas' creek bridge, -	90 64	
						98 64
						4383 36
				Superintendent's charge, -		174 37½
				Treasurer's per cent. on his receipts,		0 00
				Incidental expenses of board, -		0 00

At a meeting of the directors of the Pennsylvania, Morgantown and Beverly turnpike road, held at Evansville on the first Saturday in October last, the foregoing report was directed to be forwarded to the Board of public works, shewing the amount and nature of the work put under contract since its organization, which work has been all completed, with the exception of a part of the 12 miles sold to S. Keller. A small part of his 12 miles was of the old road that had been made 12 feet wide, which he was to make 16 feet wide—the width that all the new road is made.

Yours, &c.

WM. B. ZINN, *President.*

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TAZEWELL COURTHOUSE AND FANCY GAP ROAD.

REPORT OF THE PRESIDENT AND DIRECTORS.

To the Board of Public Work.

The board of president and directors deem it proper to state, that the whole amount received from the Board of public works could not be brought into the annexed statement, as it was not received by the treasurer until after the 30th September, though it was drawn for previous to that day.

With a view to the successful prosecution of the work, and to make it available in the way of tolls as early as practicable, the board thought it advisable, as soon as the location was made, to put the road under contract from Wytheville to Tazewell courthouse, a distance of forty-two miles and 340 yards. The distance from Tazewell courthouse to the county line is twenty-two miles 1703 yards, which was let out at $650 per mile, exclusive of bridges across two or three small streams, which has not yet been contracted for. The distance from the county line to Wytheville is nineteen miles and 397 yards, which has been let out at $10,672, being a fraction over $554 per mile, exclusive of bridging, which will be inconsiderable. The board has recently let out eight miles in the county of Carroll, at $3,095, which will be within a fraction of $387 per mile, exclusive of bridges across some small streams. It is now pretty well ascertained that the capital provided by the charter will not be sufficient to complete the whole line of road. The entire distance from Tazewell courthouse to the state line of North Carolina, according to the engineer's report by the survey, is eighty-two and one-half miles. The board of directors, under these circumstances, have determined to memorialize the next legislature for an increase of the capital stock, in which they will solicit the aid of your board.

In view of the importance of the improvement, it is hoped the legislature will not refuse to increase the capital to a sum necessary to complete it. At Tazewell courthouse it intersects a graded road which extends to the Kentucky line, passing through a fertile and populous country, opening a communication between Kentucky and Southwestern Virginia, and also between portions of our own state hitherto separated by mountains almost impassable. To the South it will afford increased facilities for travel and trade, which have heretofore been considerable, and will be greatly increased if the work shall be completed. As a feeder to the Lynchburg and Tennessee railroad, now being constructed, it will be of great importance, both to the country through which it passes and to the railroad company.

The president and directors owe an apology for the lateness of their annual report. Owing to the extreme illness of Mr. Walton, one of the board, (which resulted in his death a few days since,) and the unavoidable absence of some other of the directors, a board could not be convened on the 30th of September, nor indeed earlier than the 15th inst.

Respectfully submitted. AND. S. FULTON, *President.*

WM. H. COOK, *Clerk.*

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Return of the state of the Tazewell Courthouse and Fancy Gap Turnpike Company for the year ending 30th of September 1850.

	Dr.	Cr.
Capital stock $32,000.		
Subscribed by the counties of Tazewell, Wythe and Carroll, - -		12,800 00
Subscribed by the commonwealth, -		19,200 00
Amount of commonwealth's subscription unpaid, - - - -	18,300 00	
Amount of the counties' subscription unpaid, - - - - -	8,700 00	
Expended in construction of the work from commencement:		
For salary of engineer and compensation to assistants, - - -	1,200 00	
For construction, - - -	1,500 00	
For printing notices for letting, -	12 87	
For compensation to directors, -	95 37	
Cash on hand 30th September 1850, -	2,191 76	
	$32,000 00	32,000 00
Statement of Receipts and Expenditures within the year:		
For capital stock, amount received from counties, - - - - -	4,100 00	
Amounts received from Board of public works, - - - - -	900 00	
Total receipts,		5,000 00
Deduct disbursements during the year:		
For salary of engineer, and compensation to assistants, - - -	1,200 00	
For payments to contractors, - -	1,500 00	
For printing notices for letting, -	12 87	
For compensation to directors, -	95 37	
Total disbursements,		2,808 24
Balance money on hand,		$2,191 76

By order of the board of president and directors.

WM. H. COOK, *Clerk.*

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ROAD FROM SOUTH FORK, SOUTH BRANCH, TO PETERSBURG.

LUNEY'S CREEK, VA.,
Oct. 27, 1850.

JAMES BROWN, Jr.

SIR,

In answer to your circular of the 30th ult., I have to inform you that I will not be able to make out my report as receiver of funds, &c. for opening a road from this place to the South Fork, for some time to come.

The road is nearly all under contract, *at very low prices*, and hands are engaged in the prosecution of their labors, but as yet I have been called upon for very little money.

So soon as the $900 are expended, and which will be used to the very best possible advantage, I will make out my report and forward it to you.

I am, very truly,

Your ob't serv't,

G. T. BARBEE.

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II. RAILROAD COMPANIES.

ORANGE AND ALEXANDRIA RAILROAD.

OFFICE ORANGE AND ALEXANDRIA RAILROAD CO.,
October 19th, 1850.

JAMES BROWN, Jr., *Second Auditor.*

SIR,

The books of this company were prepared prior to the receipt of your circular of the 3d ult., for an expose of the affairs of the company, on the 1st October, understanding the new law as so requiring; and being balanced, the accompanying statements are made accordingly.

A list of the stockholders was handed to you by Mr. Smoot, president, on the 8th inst.

If it is important that the amount due from each should be exhibited, as the present circular requires, I will prepare and forward another and more complete list at an early day.

Very respectfully,

Your obedient servant,

J. H. REID, *Clerk.*

REPORT.

ALEXANDRIA, October 1st, 1850.

To the Board of Public Works.

GENTLEMEN,

The preliminary surveys of the company's road at the date of the report to the Board of public works, on the 30th September 1849, were in progress and were brought to a close in the month of November last. On making up the results of the field work in the office, it was found that very favorable lines could be had, by reducing the distance from Alexandria to Gordonsville within ninety miles. The reports and estimates founded on these surveys, with the illustrative maps, were submitted to the stockholders in general

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meeting on the 27th December 1849, called for the purpose of deciding on the final location of the road, who passed a resolution designating their preference in a general way, with a provision to meet the case of the rival lines in Prince William and Fauquier counties, and authorized the board of directors to proceed with the work.

In pursuance of this authority, the board directed the organization of two parties of engineers in the month of January, and subsequently (in March) of a third party, who were promptly set on the field, and by their joint efforts completed the location to Gordonsville about the middle of August. The location of the lines in Prince William and Fauquier counties, for which the special provision was made, as above referred to, was finished in June, and the calculations necessary for due comparison in the month of July. The result was, to disclose a line shorter than the shortest of the lines of the preliminary surveys fully sixteenths of a mile, and better in several important particulars, and on the whole preferable.

The board, governed by these considerations, after due and careful examination, and in strict compliance with the resolutions of the stockholders, adopted the upper line as *being the most direct, advantageous and cheap.*

The contractors are now engaged on this part of the line, and it is hoped that though commenced so much later than the part east of Bull run, it may shew as good progress by the coming spring.

The reports and maps of the chief engineer, Thomas C. Atkinson, Esq., (copies of which are herewith communicated,) will fully illustrate the comparisons of the rival lines in the counties of Prince William and Fauquier, above alluded to. The entire distance from the beginning of tidewater of the Potomac river, north end of Union street in Alexandria, to the connection with the Virginia Central railroad at Gordonsville, is 88⅛ miles, and from depot to depot 87¾ miles.

This work, inclusive of the parallel location in the rival lines, makes a distance of one hundred and sixteen miles of careful location. In addition to this, surveys were made by one of the parties in the course of the spring, for a branch railroad to the town of Warrenton, in accordance with the resolution on that subject, adopted at the stockholders' meeting in December last. The distance was found to be nine miles from Warrenton, to a suitable point of connection on the upper line, and ten miles to a similar one with the lower one. Contracts for the graduation, masonry and rail-laying of the eastern and middle sections, covering a distance of sixty-one and seven-eighths, to Culpeper courthouse, were made in the fore part of the present year.

The work at Alexandria was let to the firm of Malone & Crockett on the 26th of February, and the larger contract of near sixty miles from thence to Culpeper courthouse, was awarded, after a vigorous competition amongst respectable bidders, to Messrs. Eggleston, McDonald & Co. This firm take eighteen per cent. of their estimate in the stock of the company. and are bound to complete the eastern section by the 1st of May 1851, and the middle section by the 1st day of January 1852. The road being delivered to the company ready for

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the reception of the locomotive and trade. The parties are all men of experience and reputation as contractors, and it is not doubted will complete the work to the satisfaction of the company. Contracts were also made during the past winter and spring for the supply of cross ties for the eastern section, and deliveries are now made under them monthly. Chains and spikes for the fastenings of the rails of this portion of the road have been recently engaged, the delivery to commence on the 1st day of November next.

The rails purchased of Davis, Brooks & Co. of New York, have been all delivered. The contracts in all these instances have been let below the engineer's estimates.

The board have also the gratification to announce that they have recently made a conditional arrangement with a responsible gentleman of this town for two thousand five hundred tons of rails, sufficient for the middle section track, payable in one, two, three, four, five and six years, with six per cent. interest, at thirty-eight dollars per ton of 2240 lbs., deliverable on the wharf at Alexandria; the rails to be of the same substantial pattern as those purchased for the eastern section, and weighing 51 lbs. to the lineal yard. This contract will be complete when confirmed by a house in England.

No arrangements have yet been made for the equipment of the road beyond the locomotive engine purchased of Messrs. T. W. & R. C. Smith, engineers of this place, and two cars for the transportation of the iron rails.

The eminently favorable portion of country which the Orange and Alexandria railroad occupies in relation to the shortest and speediest line of travel between the Northern and Southern portions of the Union, as well as the inestimable benefits its completion will confer upon the community through which it passes, encourages the hope that the subscription to the capital stock of the western section will soon be enlarged, and sufficiently to authorize the advertisement of the work upon that section for contract.

The treasurer's statement hereto annexed as part of this report, will exhibit the financial condition of this company to the 1st of October.

All of which is respectfully submitted by and on behalf of the board.

GEO. H. SMOOT,
President.

P. S.—The maps of the entire location of the company's road are now in progress, and will be forwarded to your board as soon as completed.

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Return of the state of the Orange and Alexandria Railroad Company, from the organization thereof on the 11th of May 1849, to the 1st of October 1850.

			Dr.	Cr.
Capital stock authorized by the charter, $937,500.				
Eastern Section:				
Subscribed by corporation of Alexandria and by individuals, 2700 shares,		135,000 00		
Subscribed by state of Virginia, 4050 shares,		202,500 00		
				337,500 00
Middle Section:				
Subscribed by individuals, 2400 shares,		120,000 00		
Do. state of Virginia, 3600 shares,		180,000 00		
				300,000 00
Western Section:				
Subscribed by individuals, 564 shares,				28,200 00
Interest received on stock of state and corporation of Alexandria,				2,514 73
Small sums due to individuals,				76 45
Amount of individual subscriptions unpaid,			171,379 00	
Do. subscription of state of Virginia,			230,851 50	
Balance of money in the hands of Davis, Brooks & Co. on account contract with them for rails,			150 00	
Expended in construction, to wit:				
For iron rails for eastern section of the road,		106,219 29		
For timber, &c. do. do.		707 62		
For cross-ties, &c. do. do.		3,020 00		
For graduation, masonry, &c. on road,		31,048 00		
			141,064 91	
Expended for land damages on eastern and middle sections,			2,069 60	
Expended for property now held by the company, to wit:				
Surveying instruments, tents and office furniture,		2,844 20		
Locomotive, tender and cars, paid on same,		2,220 00		
Real estate, depot lots in Alexandria, &c.,		8,658 77		
			13,722 97	
Expended for general charges, to wit:				
Engineering, salaries of officers, expenses of directors, miscellaneous expenses, and sum in the hands of chief engineer to meet current expenses in his department,			31,872 88	
Stock of the corporation of Alexandria,			12,000 00	
Cash on hand 1st October 1850, per annexed annual account,			65,180 32	
			$668.291 18	668,291 18

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Statement of Receipts and Expenditures within the year ending on the 1st day of October 1850.

Balance of money on hand, per last annual report, -		3,813 96	
Receipts, viz:			
For capital stock from corporation of Alexandria and individuals, - - - - -		101,782 00	
For capital stock from Board of public works, -		147,598 50	
For interest on stocks of state and corporation of Alexandria,		2,514 73	
For small sums due to individuals, - - -		20 45	
Total receipts, -			255,729 64
Disbursements, to wit:			
For iron rails, for eastern section of the road,	102,369 29		
For timber, &c. do. - -	777 62		
For cross-ties, do. - -	3,020 00		
For graduation, masonry, &c. on same, -	31,048 00		
		137,214 91	
For land damages on eastern and middle sections,		2,069 60	
For Property now held by the Company, to wit:			
Surveying instruments, tents and office furniture,	2,054 85		
Locomotive, tender and cars, paid on same,	2,220 00		
Real estate, depot lots in Alexandria, &c.,	8,658 77		
		12,933 62	
For General Charges, to wit:			
Engineering, including sum in hands of chief engineer for current expenses in his department,	19,472 82		
Expenses of president, and mileage and expenses of directors, - - -	377 05		
Salaries of president, clerk and treasurer, and chief engineer, - - -	4,221 66		
Miscellaneous expenses, - -	2,257 66		
		26,329 19	
Of fund for preliminary survey, - -	-	2 00	
Total disbursements,		178,549 32	
Stock of the corporation of Alexandria, - -		12,000 00	
			190,549 32
Balance money on deposit in the branches of the Farmers and Exchange Banks at Alexandria, - - - -			$65,180 32

By order of the president and directors.

J. W. REID, *Clerk and Treasurer.*

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A List of the President and Directors of the Company, and of every Officer or Agent employed by them, with the Salary or Compensation of each.

NAME.	OFFICE.	COMPENSATION.
George H. Smoot,	President,	$1500 per annum, and necessary travelling expenses.
William L. Powell, Henry Dangerfield,	Directors elected by private stockholders,	15 cents per mile for travelling to and from meetings of the board, and necessary expenses whilst in attendance thereon.
John S. Barbour, Jr., Chas. J. Stevens, Silas Burke,	Directors appointed by the Board public works on part of the state,	15 cents per mile for travelling to and from meetings of the board, and necessary expenses whilst in attendance thereon.
James H. Reid,	Clerk and treasurer,	$1000 per annum, and necessary travelling expenses.
Thomas Ch. Atkinson,	Chief engineer,	$2500 per an., and necessary trav. expenses when away from the improvement.
H. W. Vandergrift,	Principal assistant engineer,	$4 11 per diem.
Nathaniel P. Hobard,	Resident engineer,	2 00 "
W. B. Brockett,	Assistant resident,	1 50 "
E. L. Mason,	Rodman,	1 00 "
Berkeley Ward, Jr.,	Resident engineer,	2 00 "
Wm. S. Green,	Assistant resident,	1 50 "
B. Skinner,	Rodman,	1 00 "
F. M. Henderson,	Resident engineer,	2 00 "
W. S. Fewell,	Assistant resident,	1 50 "
H. L. Roberts,	Rodman,	1 00 "
Rich'd H. Middleton,	Principal assistant engineer,	4 11 "
W. T. Cochran,	Resident engineer,	2 00 "
R. A. Bowers,	Assistant resident,	1 50 "
Josiah H. D. Smoot,	Rodman,	1 00 "
Gabriel C. Wharton,	Resident engineer,	2 00 "
John T. Burke,	Assistant resident,	1 50 "
Wm. A. Gittings,	Rodman,	1 00 "
Wm. Mahone,	Resident engineer,	2 50 "
Tho's J. Shaw,	Assistant resident,	1 50 "
Wm. L. Powell,	Rodman,	1 00 "
Jacob Brache,	Draftsman,	2 00 "
John Garrow,	Sup't of masonry,	3 00 "
Robert Duncanson,	Inspector of timber,	1 50 "
David L Smoot,	Office lad,	50 "
Albert H. Campbell,	Assistant engineer,	3 00 " Duties to expire
J. H. Scharer,	Do. do.	3 00 " in a few days.
Francis L. Smith,	Counsellor and attorney,	Fees.
M. Bull, Jr., Wm. D. Clarke,	*Orange County*,	
J. W. Bell, P. Withers,	*Culpeper, Rappahannock & Madison*,	
Wm. E. Gaskins, Jas. Gaskins, Wm. H. Page, R. C. Page, Isham Keith, Wm. Horner, John L. Fant, Rice Hooe,	*Fauquier*,	Agents to procure subscriptions to stock of the company, — One per cent. commission on subscriptions.
F. A. Werdon, *Prince Wm.*,		
J. C. Gunnell, *Fairfax*,		
M. Bull, Jr., *Orange*,	Agents to obtain right of way,	$4 per day for time when employed.
J. W. Bell, *Culpeper*,		
M. Bull, Jr., *Orange*,	Agents to collect instalments.	2½ per cent. commission on sums collected.
J. W. Bell, *Culpeper, Rappahannock and Madison.*		
Sam'l G. Catlett, *Fauquier*,		4 per cent. on collections.
James H. Reid, *Prince Wm.*,		
J. C. Gunnell, *Fairfax*,		

J. H. REID, *Clerk.*

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REPORT.

Of the President and Directors, at a called meeting of the Stockholders, at Warrenton, Fauquier County, Va., Dec. 27, 1849.

To the Stockholders of the Orange and Alexandria Railroad Company, in general meeting assembled.

The president and directors having caused surveys, plans and estimates to be made of several lines between the eastern and western termini, pursuant to the resolution of the stockholders of the 10th May last, respectfully present the same to the meeting of stockholders called to deliberate thereon.

The board have the satisfaction to report, that at an early day after their organization, they secured the services of Thomas C. Atkinson, Esq., a competent and experienced engineer, who promptly entered on the duties of his office.

After organizing two surveying parties, and procuring the necessary instruments, a beginning was made at Alexandria on the 7th June, and at Gordonsville on the 18th July.

The surveys have been prosecuted with energy and ability, and the office work with diligence. The former, passing over three hundred and thirty miles of line, were closed on the 18th November, and the latter on the 19th instant. The maps will shew that the topography of the country was thoroughly examined, in order to ascertain the most direct and advantageous route for the location of the road.

Reference is here specially made to the report of the engineer, which will fully elucidate the whole subject.

All which is respectfully submitted.

GEO. H. SMOOT, *President.*

ENGINEER'S REPORT,

Office Chief Engineer Orange and Alexandria R. R. Co.,
ALEXANDRIA, *December 24th*, 1849.

To GEORGE H. SMOOT, Esq., *President, &c.*

SIR,

I have the honor to submit the following report on the preliminary surveys of the Orange and Alexandria railroad, with the accompanying maps, profiles and tables of estimates.

The surveys are exhibited on three separate sheets, for the sake of convenient size, and to adapt them as well as might be to the sections named in the charter and supplement.

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Description of the Maps.

Map No. 1.—This extends from tidewater at the north end of Union street in Alexandria, to the south side of Broad run in Prince William county, where the various lines of survey, which have been gradually expanding, are displayed in four parallel lines.

One of these colored *orange*, called No. 1 or the *upper line*, for the sake of distinction, commences at Alexandria, and occupying the valley of Cameron run and its drains for about 8 miles, passes to the north of the Little river turnpike, and reaches the waters of the *Accotink*, whose slopes it maintains to its source near Fairfax courthouse. A short distance beyond the courthouse it re-crosses the turnpike, and keeping south of the Warrenton turnpike, it stretches to within a mile of Centreville, which it leaves to the right; thence crossing Bull run, it reaches Broad run at Langyher's lower mill, about 34 miles from Alexandria.

Line No. 2, or the *lower line*, colored *blue*, follows a common route with the first from Alexandria, to a point about four miles from town, where it diverges to the left, and passing the ridge between the waters of *Cameron run* and *Accotink*, crosses the latter stream about one mile further, and following up *Long branch*, one of its tributaries, for a short distance, passes over to *Pohick*, whose valley it occupies until it reaches the head of one of its drains near *Payne's church* on the *Fairfax courthouse ridge.* This is a ridge dividing the waters flowing directly east from those that have a short westerly course. We now enter the valley of Pope's Head run, which leads the line to Bull run, when it turns up the stream and continues in its rugged ravine for about one mile, until a favorable chance is afforded to pass out to the south by a drain of Rushy branch: the line then takes up it to its head, where it reaches a drain leading to Broad run, which it pursues to the crossing near Brentsville, about 31 miles from Alexandria.

The line just described is modified by a line colored *red*, diverging from it a short distance south of Bull run, and striking Milford in a distance of about 30 miles from Alexandria.

The part of this route represented by a line marked *projected but not surveyed*, was carefully examined, and the estimates for it have been made, by substituting those of the lower line parallel with it, and on the opposite slopes of the stream for an equal extent.

Another line, crossing Bull run near the mouth of Little Rocky run, is represented converging to this point, which, though remarkable for its directness in some parts, and by no means devoid of good points, is in the main inferior to the one just described, and is excluded, from a wish to divest the comparisons of everything likely to obscure them. Lastly, a line diverges from the upper line near Bull run, and crossing Broad run, near Langyher's upper mill, returns to it again, at a point shewn on Map No. 2, near Kettle run. This is the extreme western line, and is valuable in illustration of the topography. It is about seven-eighths of a mile longer than the upper line, between their common limits.

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MAP No. 2—Resumes the line at the limits where we have just left it, on the south side of Broad run, and maintains the four rival routes for some miles, with a fifth, colored *green*, here introduced for the first time. This latter serves to connect the line by way of Milford, with the lower line near Weversville. Before they reach Cedar run they are all merged into two main lines, an *upper* and *lower*, which cross that stream about 2½ miles distant from each other. The lower line, passing by Weversville, pursues a very direct course to the Rappahannock, which it crosses at Martin's mill, and thence making a slight deflection to the right, maintains an equally direct course towards the crossing of Mountain run near Culpeper courthouse. The upper line, crossing about one mile below Mr. Stovins', is equally direct to Germantown, where it departs from its proper course for several miles, and finally returns to it, and becomes one with the lower line near Martin's mill, where it occupies common ground, to Mountain run just described.

Several other lines are drawn on this sheet, the result of surveys—one extending from Mr. Charles Wever's on the *lower* line and crossing the *upper* near Mr. Downman's, whence it pursues a very direct course towards Culpeper courthouse, crosses the Rappahannock below and near Beverly's ford. The line colored *orange* and marked *projected but not surveyed*, should be substituted for the upper line, in any comparison of distances or cost. It was upon this line, whose features are very favorable, that the estimates have been made by an adoption of a corresponding portion of the *lower line*, in a way similar to that described on Map No. 1. The general indirectness of this part of the line just excluded, was such as to present no fair basis of comparison, while the short space of time at command when engaged upon that part of the work, left no opportunity for revision. The lines on this sheet are susceptible of much improvement in their shape, and it is not doubted that a location would be attended with a saving of distance.

The length of the survey embraced on this sheet is thirty miles for the *upper line*, and thirty and a half for the *lower*.

MAP No. 3—Exhibits the lines traced between Culpeper courthouse and Gordonsville, embracing two rival lines across the ridge, at the former town, and two similar at the Orange courthouse ridge, being respectively continuations of those described as *upper* and *lower* on the former sheets. These are united by a common line across the flat grounds of Culpeper, and they also occupy common ground from Orange courthouse to Gordonsville. If there had been any necessity for it at this stage, there was abundant room for the selection of other routes in both cases.

At Culpeper courthouse a third line, faintly dotted, is seen to the north and west of the town, for a short distance, and though available, was excluded by the more favorable character of its rivals.

These lines, like those on the former sheet, admit of great improvements, attended by a saving of distance.

General View of the Results.

It is a matter of gratification that the general course of the road is so direct, and admits of easy curvatures.

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In no instance on the main line will it be necessary to reduce the radius within one thousand feet, and this moderate limit will be found mainly on the first section of the road.

The grades need not exceed one foot in the hundred, or $52\frac{8}{10}$ feet per mile, except in rare instances, where it may be necessary to extend them 66 feet per mile.

To make this favorable characteristic more clearly understood, it should be considered in connection with it that two leading railroads of the country, viz: the Western railroad which connects Boston with Albany, and the Baltimore and Ohio railroad, both have had grades of 80 feet and upwards to the mile in successful operation for many years past; and the latter company has decided to use grades of 116 feet to the mile on the eastern and western slopes of the main Alleghanies.

The first named road has curves of a radius as short as 882 feet, and the latter of 600 feet.

The material of the graduation on all the lines is very similar, and generally of a favorable character.

The breadth of road in excavations is taken at 16 feet, with slopes of 1 to 1 or 45 degrees.

In embankments the breadth varies from 12 to 15 feet proportionally to the depth, and the slopes are uniformly $1\frac{1}{2}$ horizontal to 1 vertical, or at an angle of 34 degrees with the horizon.

The streams, large and small, with some few exceptions of the latter, are proposed to be crossed by wooden bridges placed on stone abutments. While this plan will prove fully efficient, and within the compass of the means at the company's disposal, it leaves them free to substitute others of a more permanent character whenever circumstances require a change.

The plan of railway track consists of substantial sleepers or crossties laid two feet apart from centre to centre, on a bed of broken stone, sand or gravel of about one foot in depth, and upon these the iron rails, weighing about 51 lbs. to the yard, or 80 tons to the mile, will be placed and secured by spikes and other fastenings.

The price of the iron of the bridge or U pattern is taken at $\$45$ per ton, delivered at Alexandria, which is rather more than 6 per cent. above the rate at which the company has already engaged twenty-five hundred tons of similar rails.

Upper Line.

On the *upper* line the estimated proportion of rock in the whole extent is one in twenty, and the total number of cubic yards of earth and rock together is 2,233,961, at an average price per yard of $17\frac{7}{10}$ cents.

The whole amount of bridge and culvert masonry is 28,345 perches, at an average cost per perch of $\$2$ 96.

The total length of wooden bridges of the first class is 1164 feet, at an average cost of $\$22$ 72 per linear foot, and of the second class 502 feet, at an average cost of $\$3$ 88 per linear foot.

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Lower Line.

The estimated proportion of rock to earth in the whole is one in 23, and the total amount of rock and earth together is 1,859,977 cubic yards, at an average cost of $18 20 cents per cubic yard.

The total quantity of bridge and culvert masonry is 30,224 perches, at an average cost of $2 84 per perch.

The total length of wooden bridging of the first class is 1,204 feet, at an average of $25 per foot run, and of the second class 681 feet, at an average cost of $5 21 per foot run.

These general results on the two main lines are stated in illustration of the features of the country, and not from their presenting the most favorable comparisons.

The following abstract exhibits the average cost of the road per mile, taken on the line of shortest distance, under all its heads, except that of the right of way:

Graduation, - - - - -	4,083 01
Masonry, - - - - -	914 91
Wooden bridging, - - - - -	375 02
Railway track, - - - - -	6,630 00
Total per mile, - - - -	$12,002 94

And for a distance of 89§ miles, an aggregate cost of $1,076,042 16 cents, as shewn in the 5th line of the column headed totals, of table hereto appended.

Comparisons of the various Lines.

Before proceeding to enter upon the comparisons of the various lines which are submitted to examination, it would be well to explain the mode of arriving at their relative value.

The present cost of each line, of course, is the aggregate of the separate cost of graduation, masonry, wooden bridging and railway.

To this should be added in any estimate, when it can be done with accuracy, the cost of right of way.

But as other elements enter into the value of competing lines of railroads, besides the first outlay, arising out of their length, indirectness or unevenness, it is necessary to examine the various features of distance, grades, and curvatures, which may modify a line apparently the best, and reduce it to a decided inferiority.

These considerations are altogether independent of the superiority which any one line may possess, by passing through a more fertile country or nearer to the sources of trade, it being supposed, for the purpose of the comparison, that in these respects they are fairly balanced.

With this view, calculations were made on well-established principles, reducing each line, marked as it was by the peculiarities just mentioned, to an absolute level.

This is effected by the addition to the measured distance, of one mile for every 52 $\frac{8}{10}$ feet of vertical height surmounted, (taking the

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ascent both ways,) and an additional mile for every 758 degrees of curvature belonging to the lines respectively.

This increased length, representing the value of the line considered in reference to the cost of working, is called the *equated* distance, as distinguished from the *measured* distance.

Having ascertained in this way the value of each line, simply as respects the maintenance and working, two principal sums are taken, one equivalent to the capital necessary to furnish an interest at 6 per cent., adequate to keep the line in perfect repair, and another representing the capital to furnish an interest similarly to work it with a given trade. The former of these is taken at $600 per mile, multiplied by the measured distance, and the second at $750 per mile, multiplied by the equated distance.

The aggregate of these three sums:

1st. The actual and present cost.

2nd. Capital adequate at 6 per cent. to furnish an annual sum to maintain the road in perfect order.

3rd. Capital adequate at 6 per cent. to furnish an annual sum to work it with a given trade, constitute its value in these comparisons.

The comparisons might be presented in another form by making up an aggregate of this sort.

1st. The interest at 6 per cent. on the actual cost.

2nd. The annual charge for repairs and renewals.

3d. The annual cost of working with a given trade.

These, it is evident, would represent the interest of the sums arrived at by the other method.

With this statement premised, I proceed now to exhibit the routes under their several points of comparison.

Table marked A exhibits in a compact form the general results under their various heads of *distance or directness*, cost of *graduation*, *masonry*, *wooden bridging*, *railway*, cost of *repairs*, and of *working*, and in the *aggregate* of all.

Occupying, as these surveys do, a belt of country narrow compared to its length, and only seven miles apart at their extreme, few inducements or none are presented to draw the line from its most direct and obvious course. In such case, of course, the saving of distance becomes a main consideration; and this, combined with the lowest present outlay and a favorable character of working, invests the line possessing those features with a high position in the scale of comparison.

Judging the lines by these tests, we find that No. 1, or the *upper line*, stands sixth in order of directness, sixth in point of value derived from present actual outlay, sixth in order of working, and of course sixth in the aggregate of them all.

No. 2, or the lower line, is

4th in order of directness.

1st in value derived per actual present outlay.

3d in order of working.

3d in the aggregate of all these considerations.

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No. 3 stands
1st in order of directness.
3d in value derived per actual present outlay.
4th in order of working, and
2d in aggregate of all these.
No. 4 stands
2d in order of directness.
4th in actual present outlay.
2d in order of working.
4th in aggregate of all these.
No. 5 stands
2d in order of directness.
2d in actual present outlay.
1st in cost of working, and
1st in aggregate of them all.
No 6 stands
5th in order of directness.
5th in order of actual present outlay.
5th in cost of working.
5th in aggregate of all.

No. 7 is the inferior one in every respect, standing last in all the comparisons.

Simplifying the matter as far as possible, and contemplating the lines under the aspect of the *present cost* and *aggregate*, as shewn in the 9th and final columns of table A, we have four routes, Nos. 2, 3, 4 and 5, differing from each other in the extremes of the first respect rather less than 2 per cent., and in the latter about ½ per cent.

There seems no substantial reason, at this stage of the case, founded upon such minute differences, for preferring one line over another, and we must therefore consider what improvements each is susceptible of when it comes to be definitely staked off for construction.

It is not to be doubted that when the location shall be in progress, changes for the better can be made, both in the grades, curves and curtailment of distance, which may possibly equalize the cost; and it is equally clear that a selection may be made by combining the best points that shall present features superior to the most favorable of the preliminary lines. This of course is the necessary result of the examinations tending to make the minute topography of the country better known.

I have now presented the various characteristics of the lines surveyed, with a view to obtain a proper location of the Orange and Alexandria railroad, and respectfully refer to the accompanying papers for more minute information, and especially to table A, for the most summary exhibition of their comparative value.

In conclusion, I beg to offer a few remarks on the question of directness, and to shew that the Orange and Alexandria railroad will compare favorably in this respect with any route in this part of the Union.

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The comparison between the straight lines and the railway distances can be best shewn in tabular form:

Table shewing the Railway Distance and Increase over a Straight Line on several adjacent Railroads.

NAME OF RAILROAD.	Straight Line.	Railroad Line.	Increase per cent.
Baltimore and Ohio railroad to Frederick, Md.,	40 miles,	60 miles,	50 per cent.
Do. do. to Cumberland, Md.,	116 "	178 "	53 " "
Do. do. Wheeling, Va.,	220 "	388 "	76 " "
Philadelphia and Baltimore railroad, -	87 "	97 "	11½ " "
Baltimore and Washington, - -	35 "	40 "	11½ " "
Richmond, Fredericksburg and Potomac -	58 "	76½ "	32 " "
Average increase of 6 instances, - -			39 " "
Orange and Alexandria railroad to Culpeper courthouse, - - - -	56 "	61¼ "	" " "
Orange and Alexandria railroad to Gordonsville, - - - -	70 "	89⅞ "	18 " "

This scale might be carried to a great extent, without impairing the favorable portion of the Orange and Alexandria railroad on it. I have taken the first roads that offered, or that were the most familiar to me.

All which is most respectfully submitted.

THOMAS C. ATKINSON,
Chief Engineer.

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[A.]

Table exhibiting the Measured and Equated Distances on the various Lines surveyed for Orange and Alexandria Railroad, with the estimated Cost of each, under the separate heads of Graduation, Masonry, Wooden Bridging and Railway, with the Capital requisite at 6 per cent. to furnish an annual sum adequate to maintain and work each Line.

DESCRIPTION OF LINES.	Number.	Measured Distances in miles and decimals.	Equated Distances in miles and decimals.	Cost of Graduation.	Cost of Masonry.	Cost of Wooden Bridging.	Cost of Railway.	Totals.	Equivalent Capital to maintain	Equivalent Capital to Work.	Grand Totals.
Upper Line, - - -	1	92.6375	160.1309	$ 39 315 68	$ 8 305 50	$ 3 663 50	$ 614183 63	$ 1127471 31	$ 926375	$ 2001636 25	$ 4055482 56
Lower Line, - - -	2	91.0332	157.2205	345132 40	85773 00	33856 50	603749 02	1067816 92	910632	1965256 25	3943705 17
Lower line modified by the substitution of the Milford line from Bull run to Weversville and of the upper line from Culpeper courthouse to Gordonsville, - -	3	89.6416	157.4022	366007 85	82014 00	33696 50	594323 81	1076042 16	896416	1967527 50	3939985 66
Lower Line to Rushby Branch, thence by Milford line continued up Kettle run to dividing line of Prince William and Fauquier counties, thence upper line to Gordonsville, - -	4	90.0766	156.6035	370190 91	88159 00	32128 58	597207 86	1087689 27	900766	1957543 75	3945999 02
Lower line to Culpeper courthouse, and upper line thence to Gordonsville. - - -	5	90.2478	155.9793	361698 36	79638 50	33848 50	598342 91	1073518 27	902478	1949741 25	39257.7 52
Lower line to Long branch, thence by Long branch to upper line at Fairfax courthouse, thence by upper line to Gordonsville, - -	6	91.6596	159.5533	411313 60	79725 50	25767 50	607703 15	1124509 75	916596	1994416 25	4035522 00
Upper line to Bull run, thence by Newmarket to Kettle run, thence by upper line to Gordonsville, -	7	93 5116	160.7929	392620 38	86717 00	30663 50	619981 91	1129097 29	935116	2009911 25	4074124 74

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FIRST ANNUAL MEETING

Of the Stockholders of the Orange and Alexandria Railroad Company.

At an annual meeting of the stockholders of the Orange and Alexandria railroad company, held at the hotel of Alexander Baker in the town of Warrenton, Fauquier county, on Thursday the 30th day of May 1850, at 11 o'clock, A. M.:

The "roll" having been called over, it appeared that there were present in person and by proxy, two thousand two hundred and forty-four stockholders. The whole number being 2667, "a majority of all the votes which could be given by all the stockholders," appeared to be in attendance.

Mr. Robert E. Scott presented the following resolution, which was laid on the table and ordered to be printed with the proceedings:

Resolved by the stockholders of the Orange and Alexandria railroad company, in general meeting assembled, That when the citizens of the county of Fauquier, interested in the construction of a branch of the Orange and Alexandria railroad to the town of Warrenton, shall subscribe for, or procure to be subscribed for by persons solvent and able to pay their respective subscription shares in the stock of said company, equal to two-fifths of the estimated cost of constructing such branch, and authorize the same to be applied to the construction of the western section of said road, the president and directors of said company be and they are hereby authorized and required, at the cost of said company, to construct a branch from the main stem of said road, at some convenient point in the county of Fauquier, to the town of Warrenton, and erect in said town the necessary buildings for a suitable depot—the construction of said branch to be begun as soon as the main stem is completed to its western terminus, and to be completed within one year from that time; and the said Orange and Alexandria railroad company hereby covenant and agree with such persons as shall subscribe for the stock as aforesaid, that they will, in consideration of such subscriptions, cause the said branch to be duly constructed of suitable materials, with the necessary buildings for a depot as aforesaid, according to the true intent hereof.

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REPORT

Of the President and Directors.

WARRENTON, May 30, 1850.

To the Stockholders of the Orange and Alexandria Railroad Company, in general meeting assembled.

GENTLEMEN,

The president and directors present this their first annual report.

The financial condition of the company on the 1st of May 1850, is exhibited in the report of the clerk and treasurer, which is herewith submitted, marked (A.) By same paper it is shewn that the whole number of shares of stock held by individuals and corporations at that date, was 5584 shares, amounting to $279,200. By Board of public works 5550 shares, amounting to $277,500.

The amount that has been received into the treasury in cash and 6 per cent. stock, is $171,645 76.

The disbursements during the same period amounted to $52,827 31, leaving in the treasury a nett balance in available funds of $118,818 45.

Stocks.

The board are gratified to state that the whole capital stock of the eastern and middle sections, required by the charter to be subscribed by persons and corporations other than the commonwealth, solvent and able to pay, has been taken, and an excess of near $12,000, subscribed for the construction of the latter, remains, which may be expended in extending the road through the western section thereof. The subscription of the state has been made by the Board of public works for $202.000, the whole sum authorized upon the eastern section, and for $75,000 on account of the middle section. The balance of the state's subscription to that section of $105,000, has probably been made—recent subscriptions by individuals, authorizing such state subscription, having been certified to the Board of public works within a few days past. The amount of stock subscribed by individuals and applicable to the construction of the western section, is $12,450. Further subscriptions to that section are reported to be in progress; and stimulated by the efforts made, and which have secured the construction of the road through the eastern and middle sections, it is confidently expected that the inhabitants residing in the fertile region of the western section, where means are ample, will put forth their strength in filling up the remaining link between Alexandria and the Central railroad at Gordonsville.

The subject of the advance of $120,000 to the United States by the state of Virginia in 1790, and the special interest of Alexandria in that fund was duly considered, and by an order of the board, mea-

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sures were taken to obtain from Virginia a transfer of that claim—and also the necessary legislation by congress authorizing its payment. A joint resolution of the general assembly of Virginia, passed at the last session, a copy of which is herewith communicated, marked (B,) made the desired transfer, and the board entertain hopes of success before the congress of the United States at the present session.

Requisitions on the Stockholders.

In order to meet punctually the contract entered into for iron rails, the board made monthly requisitions of $3 a share on the stockholders of the eastern section, running from October to April last, which have been met with commendable punctuality, the whole amounting on the 1st of May to $24 on each share.

To provide means to meet present and future calls on it, growing out of recent contracts, the board have made further monthly calls of $3 per share on the stock, applicable to the construction of the eastern and middle sections, commencing 1st June and continuing until the whole amount of capital is paid in.

Right of Way.

The subject of the procurement of the right of way claimed the early attention of the board.

Application was made to the corporate authorities of the town of Alexandria for the right of way and the use of steam power in the streets of the town; and with that commendable spirit of liberality which has ever been evinced by them and the citizens generally towards our company from its very inception, these privileges were accorded to the company by an act of the common council, which was approved by an authorized vote of the people, and confirmed by an act of the general assembly of Virginia.

The company have secured on advantageous terms, by purchase in fee, three squares of ground of two acres each, eligibly situated in the town of Alexandria, as sites for depots and workshops. Agents were also appointed in the several counties, who were met by the land owners in a spirit of liberality, and grants of the free right of way have been executed by them of a considerable portion of the distance east of the Rappahannock river. Legal measures have been taken to condemn the land required by the company, which has not been and could not be granted on the located line in Fairfax county.

Engineering.

The board herewith communicate the report of the chief engineer, marked (C.)

The operations of that officer and his corps, since your meeting in December last, have been conducted with energy and ability. The most minute and thorough examinations of the country between Bull run and the Rappahannock river are in progress, and the locations

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therein required by the resolutions of the stockholders, will soon be completed. The extraordinary rains of the present season and frequent freshets in the streams which our lines pass, have greatly hindered the work.

The final location from Alexandria to a point about one mile west of Bull run, a distance of 23½ miles, has been made, and upon that part of the line the contractors are vigorously prosecuting the work of graduation and masonry.

Of the location from this point to the Rappahannock, a distance of 27½ miles, a gap of 10 miles remains in the vicinity of Weversville. It may be safely stated that this work will be completed by the 10th of next month. This part of the work has involved of course the tracing of two distinct lines, and an amount of work, which, if applied to a continuous one, would have extended nearly to Orange courthouse. It is the intention of the board to push the location on to Gordonsville with all possible dispatch, so as to put the western section under contract as soon as a sufficient amount of stock shall be subscribed to justify them in so doing—an event anxiously desired by them.

In pursuance of a resolution passed on the 28th of December last by the stockholders, the board of directors have caused surveys and estimates to be made of a branch railroad to the town of Warrenton.

A special report of the chief engineer on that subject is herewith communicated, marked (D.)

A list of the persons in the company's employ, shewing in what capacity, together with their compensation, is hereto annexed, marked (E.)

Contracts.

The board, prompted by the unprecedented low price of iron rails, and duly considering the chances of advance in the price thereof, deemed it wise to make the purchase of as much as would be required to lay down the track of the eastern section of thirty miles of road. Accordingly, on the 3rd of September last they entered into a contract with responsible parties in this country, for two thousand five hundred tons of best English iron rails of the U or bridge pattern, of fifty-one pounds per lineal yard. The price agreed on was $42 20 per ton of 2240 lbs., deliverable at Alexandria, free of any other charges—payment to be made in cash on delivery—the rails to be subjected to a rigid inspection at the manufactory by an experienced inspector, approved by this company. These terms are regarded by this board as highly advantageous. Under this contract 600 tons have been delivered and paid for; and advices have been received of the shipment of the balance, so that it is fair to anticipate its delivery during this and the ensuing month.

It affords the board great satisfaction, in common with every friend of the enterprize, to announce to you that the whole of the eastern and middle sections, which extend to Culpeper courthouse, have been put under contract at prices less than the engineer's estimates. Two

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miles (or the city division) of the eastern section was let on the 26th February to Messrs. Malone & Crockett, and is to be completed on 1st January 1851.

The remainder of the eastern section and the whole of the middle section, a distance of 58 miles, was let to Messrs. Eggleston, Mayhews, Deckers and McDonald on the 18th of April last, the 1st section to be completed on 1st May next, and the middle section on 1st January 1852.

All these contractors are gentlemen of experience, responsibility and good character. They entered promptly upon the execution of their contracts, and have their work now in a satisfactory state of forwardness. Contracts have been made with sundry persons for crossties sufficient for the 1st section; which contracts have been prosecuted with more or less vigor. They are all in such condition that no injury can result to the company from any delay on the part of the contractors.

The 14th annual report of the board of directors, and resolutions of the stockholders, together with the correspondence had in reference to the anticipated connection with the Central (late Louisa) railroad company at Gordonsville, is herewith communicated for such action as you may deem proper.

It is an interesting fact, and one that deserves serious consideration from this company and all others interested in the community, that the route of the Orange and Alexandria railroad conforms as nearly as may be to the air line stretching from Boston in the Northeast to New Orleans in the Southwest. This is well illustrated by a map published a few years ago by congress for a purpose altogether foreign to this, and for that reason the more valuable. This map shews that 90 miles of our road have a common interest with all the great railroads leading from Boston to the South—being on a line, the shortest and cheapest of construction, and passing through a region not surpassed in the world for its resources, both agricultural and mineral, for the salubrity of its climates, and for every thing that can contribute to the happiness and elevation of the condition of man. This channel is destined soon to be the great thoroughfare on the Atlantic slope between the Northern and Southern portions of the Union. Railroads already extend from the remotest Northeastern section of the Union to the city of Washington; and similar improvements in the Southwest are rapidly stretching out their gigantic arms to us, inviting a connection with our road. Our progress is onward—a few years, (shall I say more than two?) will shew our locomotives at Gordonsville. Shall the force of attraction be arrested there? Shall we not see before us the Virginia and Tennessee railroad beckoning us to Lynchburg, or rather extending its arms, and asking us to lend a helping hand, to close up by railway the insignificant distance between us?

By authority and on behalf of the board.

GEO. H. SMOOT,
President.

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[C.]

ENGINEER'S REPORT.

Engineer's Office Orange and Alexandria R. R. Co.,
ALEXANDRIA, May 15th, 1850.

To GEORGE H. SMOOT, Esq., *President, &c.*

SIR,

I have the honor to present the following report of the operations of the department under my charge, since my report on the preliminary surveys, dated on the 24th day of December last.

Location.

Under authority of the resolution of the board of 28th December last, two parties of engineers were organized, of which the first was placed under the charge of Mr. Richard H. Middleton, and the other, of Mr. Albert H. Campbell, assistant engineers.

On the 10th of February Mr. Middleton commenced his line at the intersection of Oronoko and Union streets in this town, and extended it thence to the crossing of the Accotink, 10¾ miles distant. At the same time Mr. Campbell was engaged with his party on the location between the Accotink and a point on the west bank of Bull run, a distance of 12¾ miles. Mr. Middleton, having completed the work near town, was transferred early in the month of March, to the country between Bull run and the Rappahannock, to commence the location of the lines directed by the resolution of the stockholders, to settle the question of routes. Mr. Campbell, on the completion of his work, followed him, and both these parties have since been engaged (with a slight exception) in tracing these lines.

For a short time, Mr. Campbell with his force was withdrawn from this field, and applied to the experimental surveys of the branch to Warrenton, required by the resolution on that subject, passed at the December meeting of stockholders. The time occupied by this labor, and the consequent calculations, amounted to upwards of two weeks, and resulted in the display of a very favorable line of less than nine miles from the upper line of the main stem to Warrenton. I am led to think from my reconnoisance, that it will not be more than ten miles from the lower line to the town. The calculations have not yet come to hand, but I expect to have them in season to comply with the call of the estimates, which will be presented in a separate report.

In order to accelerate the location, I availed myself of the authority of the board, given on the 26th March last, and organized a third party. This was placed under the charge of Mr. John H. Shearer, a gentleman of experience in his profession, and about the middle of April he proceeded to his destination in the vicinity of the Rappahannock. Since that date he has co-operated with Mr. Campbell in making the location on the upper and lower lines, thence to Cedar run.

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Of the location by the upper line from Alexandria to a point west of the Rappahannock and 55 miles distant, about 45 miles are now complete, inclusive of course of the 24½ miles east of the point of separation. The minute examinations necessary to determine the best position of the remaining part of the line have been made, and the labor of staking it out is comparatively small.

On the lower line the location is completed to a point 35 miles from Alexandria. From the favorable nature of the ground yet open it is hoped these gaps may be closed by the 10th June. The labor of tracing these parallel lines in Prince William and Fauquier counties, if spent upon a continuous one, would have carried it near to Gordonsville.

On the completion of their labors in the present field the parties will be transferred to the western section, Mr. Shearer having first extended his line (which he had suspended) from the end of the 55th mile to Culpeper courthouse, a distance of six miles.

The cost of this location will be found to compare favorably with that of any similar work in this country.

Graduation.

The graduation and masonry of the town division have been carried on with reasonable despatch by the contractors, Messrs. Malone & Crockett. While their earth work has been pushed with spirit, the masonry has been kept back by difficulties which they represent as unavoidable so far, but which they think they have now surmounted. This delay arose from a disappointment in the supply of stone, for which they have had hitherto to rely upon the quarries at the Little falls of Potomac.

Messrs. Eggleston, Matthews, Decker, McDonald & Decker have commenced work under their contract for the first and second sections.

The recent date of their beginning does not allow me to do more than anticipate its energetic prosecution, from the spirit already shewn.

Materials.

Iron Rails.—The ship Commerce arrived in the month of March with 600 tons of rails, which were landed, and placed in a lot convenient to the line of road, whence the contractors are required to take them, without further handling by the company. The appearance of the iron is good, and warrants the opinion that the inspector did his duty.

Cross-ties.—Contracts have been made with four distinct parties for cross-ties, which have been prosecuted with various degrees of vigor. While the largest contractors have pushed their work with all the desired rapidity, others have lost much of the season, though there is no reason to apprehend they cannot recover in the fall whatever has been lost already.

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Equipment of the Road.

The purchase of the engine from Messrs. Smith, and of the two platform cars of Messrs. Murray & Hazlehurst, for the transportation of the iron, constitute all the operations of the company.

General Remarks.

In closing this report, I desire to express my sense of the able and efficient services of my assistants, Messrs. Middleton and Campbell, for the past and present seasons, and also of Mr. Shearer, though his term of service is of so much shorter date. These gentlemen have pushed their surveys with vigor; and to the readiness of the two former, with the spirited members of their parties, to encounter the inclemencies of the early part of this season, much of the present advanced condition of the work is due.

Without disparagement to his brother officers, I may say that Mr. Middleton's experience has been of the greatest value, and he has displayed a degree of judgment and energy in the prosecution of his work, which is rarely met with.

A list of the persons employed by this department, with their duties and compensation, is herewith communicated.

Respectfully submitted.

THOMAS C. ATKINSON,
Chief Engineer.

Engineer's Office Orange and Alexandria R. R. Co.,
ALEXANDRIA, May 28th, 1850.

To GEORGE H. SMOOT, Esq., *President.*

SIR,

I beg leave to present the following report on the survey for the Warrenton Branch railroad, as required by the resolution passed at the stockholders' meeting in December last.

This resolution in its terms, most of which are easily complied with, required the survey to be made on the most *practicable* and *advantageous* route. To meet the requirement in its widest sense would have occupied more time than was at my disposal, as it would have involved the comparison of several routes, and of course the tracing of them in the field. I conceive, however, that I have met the spirit and intention of the resolution, in selecting that route for examination which on reconnoisance promised to be of easiest construction, and whose results, as now displayed, seem so favorable as to preclude the hope of getting a cheaper one, or more easily worked.

At the same time it will be readily perceived that a route which is not the cheapest, nor even the most cheaply worked, may be pre-

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ferable for the adoption of the line, as it may pass through a more fertile country, or meet with more favor in its subscriptions, or releases; or if it is a branch road like this, it may enter the main stem so much nearer to market, as to countervail greater inequalities in the particulars just named. But these inquiries were foreign to my object.

The party of engineers under the charge of Mr. Campbell was directed to this duty near the end of the last month, and was occupied on it upwards of two weeks.

The survey diverged nearly at a right angle from the upper or western line, on the land of Mr. William S. Wever, and at a point about 43 miles distant from Alexandria. It then pursues a course generally direct on the flat spur dividing the waters of Licking and Owl runs, and maintains this ground for about three miles, crossing the county road, first between Mr. Wever and Mr. Robert Randolph, and a second time near where the road turns to go to Germantown. It then leaves the houses of Mrs. James, Capt. Randolph and Mr. Martin, to the left, passing within a short distance of each, and on the south side of the county road, and comes out upon the slopes of Turkey run, about 5 miles from the beginning, on the land of Mr. Heflin, and continues thence by a direct line to the low point near Miss Stuart's house, which it leaves on the right, and reaches quickly the first crossing of Turkey run. Thence to Warrenton the road lies in the immediate valley of the run, which it crosses four times, and finally reaches the limits of the town in a distance somewhat short of nine miles in all. Two approaches were made to the town, both favorable, shewing that there is considerable room for the selection of the depot.

The connection with the lower line, which was not sufficiently advanced when this survey commenced, was subsequently made by extending it eastwardly from the point of starting, across Licking run. The distance is just one mile and a quarter. The location is not yet complete here, and when made will be slightly nearer to Warrenton, and contribute to reduce the distance to about ten miles, which may be confidently stated as the extreme length of the branch measured from the lower line.

I have been so precise in this description, because I have had no opportunity to prepare a suitable map in illustration of the route.

Estimate of the Cost.

The graduation is calculated for a single track like the Orange and Alexandria railroad, and the superstructure is the same, with a rail weighing 51 pounds to the yard.

The graduation embraces the removal of 108,433 yards of material, which is assumed at an average cost of 19 cents per cubic yard.

The masonry amounts to 1392 perches, which is estimated at $3 10 per perch.

The railway track is estimated at $5,560 per mile. In making up this, I have availed myself of the present contract or market price of the materials. I have also reduced the number of cross-ties in a small proportion.

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Calculation.

108,433 cubic yards in the graduation, at 19 cents, - -	20,602 27	
1,392 perches masonry, at $3 10, -	4,315 20	
Total for graduation, -		24,917 47
8⅝ miles railway at $5,560 per mile, -	-	49,113 33
Depot, locomotive and car-house, water station, siding and switches, -	-	5,969 20
Total cost from upper line to Warrenton, at an average cost of $9,056 per mile,		80,000 00
Connection with lower line, graduation and masonry of 10th section, -	6,947 00	
Railway track, 1⅙ miles, at $5,560 per mile, - - -	6,486 66	
Total for 10th section, -		13,433 66
Total cost from Warrenton to lower line, at an average per mile of $9,343 37,		$93,433 66

General Remarks.

The grades and curves are favorable, the former in one instance only exceeding 53 feet per mile, and that could be avoided on a location; yet a sound policy dictates the consideration of alternative routes, for the reasons alluded to in the beginning of this report.

All which is respectfully submitted.

THOMAS C. ATKINSON,
Chief Engineer.

RICHMOND AND DANVILLE RAILROAD COMPANY.

OFFICE RICHMOND AND DANVILLE R. R. Co.,
RICHMOND, Oct. 15, 1850.

To the President and Directors
of the Board of Public Works.

GENTLEMEN,

You will receive herewith a statement of the financial affairs of the Richmond and Danville railroad company, prepared agreeably to the requirements of your board under the act of assembly.

The road will be in running order for the transportation of passengers and coal to the Falling creek pits, without unforeseen accident, by the 1st of November. The board flattered themselves that the road would be complete, as far as the point above indicated, some two months since; but owing to the great difficulty and immense amount

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of rock-cutting, east of the tunnel under the Petersburg railroad embankment, it has been delayed for the time mentioned.

The bridge over James river, built in the most substantial and approved manner, was finished in the month of July, the contractors occupying only about ten months from its commencement to its completion. The grading and masonry have regularly progressed during the year, and will, in the course of a few weeks, have reached a point about 47 miles distant from Richmond, which will be ready for laying the rails that distance, except for the impropriety of placing the rails on embankments recently formed—in addition to which there is an amount of work done, including that upon the western division and at Meherrin river, &c., equivalent to the grading and masonry of sixty miles of the road. The grading, however, has been for some time complete up to the Appomattox river, and the board are now only waiting the receipt of the rails to continue the superstructure forthwith.

At a meeting of the stockholders, held at Charlotte courthouse in the month of May, it was determined, in place of the flat bar iron, which was originally designed to be placed upon the road from the coal pits westwardly, to supply the same with the U rail of the section and weight of that which had been used as far as Falling creek. Accordingly a contract was made with James T. Soutter of New York, for an amount of heavy rails sufficient to reach the Appomattox, which were to be delivered in the month of September. This iron was to be of the most approved character and style of English rail, and was purchased at the price of $39 95 per ton, deliverable at Richmond or City Point. The iron is daily looked for, and the superstructure will proceed forthwith upon its arrival. The company have likewise purchased of manufacturers in the city of Richmond, three fifteen ton engines and sixty coal cars, fifty of which are paid for, besides a number of gravel and dirt cars; the latter have greatly facilitated the progress and finishing up of the road to the Chesterfield pits. They have likewise contracted for the purchase of a first and second class passenger and a baggage car, the arrival of which is daily expected.

The policy of this company has ever been, where the work to be done or the materials to be furnished could be procured within our own state or from our manufacturers at as favorable rates, uniformly to encourage our own citizens, and accordingly our outlay has been almost entirely within our own state and at our own doors.

The contract with Messrs. Robert Harvey & Co., which originally required them to complete the grading and masonry up to Staunton river by the end of the present year, was so far altered in the month of May last as to extend the time for the completion of the same to the end of the ensuing year, and requiring them to complete the grading and masonry as far as Burkeville in Prince Edward county, by the end of the present. The contractors have every hope that, with the continuation of good weather, they will be able to comply with their contract, as the work to Staunton river is of a lighter character than that of the portion now graded. We may reasonably expect that the grading will reach that river at the time indicated.

The grading and masonry of the western end of the line has been

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actively carried on: the work has been of exceedingly difficult and laborious character, owing to the immense quantity of rock encountered.

The road will, in the course of a few days, be in operation to the coal pits. The impediments and difficulties always incident to the full completion and commencement of a line of railway, and which, by unforeseen contingencies, have thrown peculiar obstacles in our path, in the form of lawsuits, injunctions, &c., I trust are now well nigh overcome, and, with the impetus given by the first transit of the engine and cars, will infuse new vigor and confidence in our enterprise. In the meantime every indication of the public mind, exemplified in the intense anxiety expressed for the success and completion of every portion of the work, justifies the judgment and conclusion of its original projectors, that investments made in it will prove judicious and profitable. Certainly, if population, fertility of soil, capability of production and *directness of travelling line*, furnish any data for the success of such enterprises, there is none in the Southern country better justifying investments than that on which we are engaged.

By order of the board.

WHIT. P. TUNSTALL, *Prest.*

[A.]

Return of the Condition of the Richmond and Danville Railroad Company, for the year ending 30th September 1850.

Capital stock authorized by the charter $1,500,000.			
Subscribed by individuals 3209 shares, at $100 each, - -			320,900 00
Subscribed by corporation of Richmond 2000 shares, at $100 each, -			200,000 00
Subscribed by commonwealth of Virginia 7214 shares, at $100 each, -			721,400 00
Total subscription to capital stock 12,423 shares, - -			1,242,300 00
To be subscribed by individuals 791 shares.			
To be subscribed by state of Virginia 1786 shares.			
Total number of shares to be subscribed to make up the capital stock 2577 shares, at $100 each, - -		257,700 00	
Interest received from various sources, - -		2,385 76	
Less interest allowed in settlement, - -		753 38	
			1,632 38
Rents of houses, &c. on depot lot, - -			603 75
Personal property, sale of instruments, horses, &c., -			403 17
Debts to contractors and others:			
Bills payable, notes for iron and construction, - -		21,173 67	
General accounts unpaid this day, - - -		43,993 99	
			65,167 66
Reserved fund held under contracts, - -			30,770 85
Amount subscribed by the commonwealth, unpaid, -		208,912 00	
Amount subscribed by corporation of Richmond, unpaid, -		40,000 00	
Amount subscribed by individuals, unpaid, - -		138,859 40	
Construction of the work:			
Grading and masonry of main line on the eastern division, - - -	285,080 30		
Grading and masonry of main line on the western division, - - -	22,731 13		
Carried forward.	$317,811 43	387,771 40	1,340,877 81

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Brought forward,	317,811 43	387,771 40	1,340,877 81
Grading and masonry of tidewater branch, with trestles to, and through coal yards, -	8,734 88		
Grading and masonry of branch to Falling creek coal pits, with inclined plane, - -	7,632 98		
Construction of tunnel through Richmond and Petersburg railroad embankment, with grading of tracks. - - - -	12,789 20		
Repairing track and laying superstructure, &c., including expenses of running locomotive, used on the work, - - -	6,333 43		
On account water station, and station houses, -	192 51		
Land damages, as far as settled, - -	10,170 85		
James river bridge, masonry and superstructure,	82,634 75		
Coffer dams, foundations of piers and wall on the margin of depot lot, - -	5,166 12		
Masonry in wall on margin of depot lot, -	6,052 78		
Masonry in foundation and abutment for bridge over Manchester canals, - -	1,184 63		
Temporary track used in construction of James river bridge, - - -	3,086 03		
Road and farm bridges, - -	2,500 93		
Engineering expenses on the whole line of road, eastern and western divisions, - -	70,546 00		
Total cost of contruction thus far, -		524,836 52	
Machinery and furniture of the road, including stationary power at the pits, locomotives, iron coal cars, gravel and platform cars, and expenses on the same, - - -	60,309 30		
Iron—3000 tons plate rail, 1202 tons heavy rail, including expenses of inspecting, receiving, transportation, piling, &c., - -	248,957 63		
157,872 lbs. spikes, and expenses, - -	6,759 70		
Iron chairs, switches, clamps, &c. and expenses,	4,924 91		
2,328,050 feet timber for longitudinal rails, and 113,686 sills or cross-ties, and expenses, -	72,960 01		
Total cost of machinery and materials to date,		393,911 56	
Expenses of watchman on James river bridge, -		37 00	
Contingent expenses, advertising, printing, postages, stationery, fuel, lights, &c. &c., -	2,269 33		
Expenses collecting requisitions from stockholders,	181 50		
Corner stone and expenses, presented by this company to the state of Virginia, for the Washington monument erecting on the capitol square, -	302 87		
Law expenses, with clerks' fee bills, paid, -	3,125 74		
Salaries of president, clerk and treasurer, pay and mileage of directors, - -	12,287 40		
Surveying instruments, horses, tents, wagons, tools and implements, &c., - -	6,769 88		
Real estate, depot lot north side of the canal at Richmond, and taxes, - -	7,338 36		
47,000 bricks, and expenses for foundations, -	334 50		
Timber, and expenses of shed for engine, -	107 88		
Earth deposited on depot lot, filling in, -	733 62		
		33,451 08	
		1,340,007 55	
Balance on hand 30th Sept. 1850, per statement below,		870 26	
		$1,340,877 81	1,340,877 81

P. VAN DUERSEN,
Clerk and Treasurer.

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[B.]

Receipts and Disbursements of the Richmond and Danville Railroad Company, within the year ending 30th September 1850.

Balance of funds in hand, per last report,		9,122 95
Received from individual stockholders,	104,990 60	
Corporation of Richmond,	100,000 00	
Commonwealth of Virginia,	337,972 00	
Interest from various sources, balance,	1,076 18	
For rents and sale of personal property,	1,006 72	
Armory iron company, advance on iron contract in 1849,	12,595 50	
Total receipts,		557,641 20
Paid for engineering expenses,	30,362 12	
Grading and masonry, main line and branches,	168,426 90	
Work in construction of tunnel, masonry, &c.,	8,907 66	
Work and materials in construction of James river bridge, foundations, piers, track wall and abutments at depot lot and Manchester,	86,428 49	
Iron, spikes, switches, chairs, timber and expenses on the same,	176,674 57	
Land damages,	2,895 91	
Contingent expenses, office accounts, &c.,	1,037 53	
Surveying instruments, furniture, &c.,	2,775 22	
Salaries of president and clerk and treasurer,	3,400 00	
Pay and mileage of directors,	960 00	
Taxes on real estate,	44 18	
Labor on superstructure and preparing track,	4,862 68	
Station-house and water station,	192 51	
On account of 3 locomotives, 61 iron coal cars, 3 hand cars, 3 track layers' cars, 20 gravel cars, and 6 platform cars and expenses, with stationary power at the coal pits,	54,291 05	
Watching James river bridge,	37 00	
Corner stone to Washington monument,	302 87	
Law expenses,	3,113 06	
Brick for depot foundations,	334 50	
Expenses erecting engine shed,	107 88	
Earth deposited on depot lot,	629 22	
Reserve fund held under contracts,	20,110 54	
Total disbursements,	565,893 89	
Balance on hand, deposit in banks,	870 26	
	$566,764 15	566,764 15

P. VAN DUERSEN,
Clerk and Treasurer.

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[C.]

List of the President and Directors, and other Officers of the Company.

Whitwell P. Tunstall, president, salary	$2,000 00	per annum.
P. Van Duersen, clerk and treasurer, salary	1,400 00	do.
A. F. D. Gifford, vice president, } Directors on behalf of private stockholders.		
George W. Munford, }		
Lewis E. Harvie, }		
Vincent Witcher, } Directors on behalf of the state of Virginia,		
David Chalmers, }		
Andrew Talcott, chief engineer, salary	$3,000 00	per annum.
John Pennefather, secretary to chief, salary	750 00	do.
Benjamin M. Jones, assistant engineer, salary	130 00	per month.
G. N. Skipwith, P. Lyon, W. Percival and M. E. Lyons, assistant engineers, salary each	115 00	do.
E. Kurth, assistant to chief, salary,	3 00	per day.
A. Karralaskie, draftsman,	1 50	do.
C. G. Talcott, J. A. Sulivan and R. Coolidge, sub-assistant engineers, salary each,	2 00	do.
E. M. Richards, sub-assistant in charge, salary	3 00	do.
W. R. Johnson, sub-assistant, salary	1 75	do.
B. E. Meade and S. Coolidge, rodmen, salary	1 00	do.
Thomas Dodamead, superintendent of machinery, road, &c., salary at present,	1,000 00	per annum.

[D.]

Length on the route, via Twitty's creek, Dan river and Double creek,	140.2	miles.
Length of branches to tidewater and to coal pits,	2.5	do.
Length of road and branches,	142.7	do.
Length of road graded,	27.0	do.
Length of branches graded,	2.5	do.
Length of road and branches graded,	29.5	do.
Cost of grading road and branches so far as finished,	221,000 00	
Estimated value of work done on 17 sections, not finished, 19½ miles,	103,000 00	
Cost of grading and masonry on September 30, on 49 miles,	$324,000 00	
Superstructure laid from James river to the coal pits, with an edge rail, weighing 53 lbs. to the yard, and cross-ties 2½ feet from centre to centre,	13	miles.

Respectfully submitted by

ANDREW TALCOTT,
Chief Engineer R. & D. R. R.

To WHITMELL P. TUNSTALL, Esq.,
President of the Richmond and Danville Railroad Co.

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At a called meeting of the Richmond and Danville railroad company, held at the Presbyterian church, Charlotte courthouse, on Wednesday 15th of May, it was

Resolved, That the stockholders of the Richmond and Danville railroad company accept the provisions of an act of the general assembly of Virginia, passed the 15th day of March 1850, authorizing a guaranty of the bonds of said company.

And on the 16th of May the following resolutions were adopted, viz:

Resolved, That the directors of the Richmond and Danville railroad company be instructed to withhold the execution of a mortgage, under the authority of an act of the general assembly of Virginia, passed the 15th day of March 1850, in relation to said company, until the next annual meeting of this company, and the directors be empowered, out of the present means of the company, to lay down a heavy rail from the Falling creek pits to the Appomattox river, if in their judgment it be expedient.

Resolved, That the president and directors be instructed to address a memorial to the legislature, asking for such a modification of the act of the general assembly passed the 15th day of March 1850, as will relieve the company from the necessity of appropriating the certificates of debt in the mode required by the 8th section of said act, and from the obligation imposed by the 7th section thereof, of laying down *no* rail on said road of less weight than 51 pounds to the yard.

Resolved, That the president and directors of this company be required to make application to the next legislature for a charter to unite with the Virginia and Tennessee railroad at or near Lynchburg, from the most eligible point on the Richmond and Danville railroad.

(Signed,)

W. H. DENNIS,
Chairman.

P. VAN DEURSEN, *Clerk*,
JNO. PENNEFATHER, *Ass't Clerk.*

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RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD COMPANY.

Office Richmond, Fred'g and Poto. R. R. Co.,
RICHMOND, November 1st, 1850.

JAMES BROWN, JR., Esq., *Second Auditor.*

SIR,

In conformity with the provisions of chapter 72d of the Code of Virginia, I hand you herewith tabular statements shewing the condition of this company on the 30th of September 1850, the receipts and expenditures for the year ending on that day, a list of the stockholders of the company, and the report of the president and directors to the stockholders at their annual meeting on the 27th of May last, with accompanying documents.

Since the date of that report, the board have continued the improvements to their road and machinery, and have paid off the debt of $ 30,000 of convertible loan, due in 1851, referred to in their report to the stockholders. In addition, it will be seen from the accompanying statements, that notwithstanding the drawback on their nett income by fire on the 24th of December last, they have been enabled to add largely to their contingent fund during the past year.

The whole income of the company during the past year, it will be perceived, was $ 268,669 18, and the whole expenditures of the company for improvements of road and property, expenses of transportation and losses by fire were $ 148,365 95, leaving a balance of $ 120,303 23. Out of this balance the board were enabled, after paying the usual dividend of seven per cent., and all charges of interest, amounting together to $ 93,281 39, to add the sum of $ 27,021 84 to their available means for the payment of their usual dividends, in the event of a temporary diminution in their receipts.

The contingent fund provided for this purpose, and entered under the head of profit and loss, it will be seen, amounted on the 30th September last to the sum of $ 133,593 79.

The receipts of the business of the past year are confirmatory of the opinions of the board of directors, expressed in their last annual report to the Board of public works, "that the improvement committed to their charge needed only the favorable regard of the legislature to form a certain and increasing source of revenue to the commonwealth, and what, in the present position of the commonwealth, would seem to be more material, to be a beacon of encouragement to other enterprises." They regret under these circumstances, that since the date of that report, it has been the pleasure of the legislature to guaranty a loan for the purpose of enabling the Louisa company to prosecute their eastern extension. Believing as the board of directors do, that the act authorizing this extension was inconsistent with the pledges given in the act incorporating this company, and that its execution, by impairing the profits of this company, would have the effect of deterring

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individuals from embarking in other enterprises, they had hoped that any pecuniary aid for the purpose of effecting it would at least have been delayed until the question, now before the supreme court of the United States, as to the validity of the act authorizing the extension had been decided.

The board of directors have a strong confidence that the decision of the supreme court will be in their favor, at least so far as the transportation of passengers is concerned. *In this case*, as their profit has always been a very *small one on freight*, they do not anticipate any material reduction of their nett income from the completion of the extension referred to. Should it, however, be otherwise, the effect of the decision of the court will certainly be less injurious to this work than to the works now in progress in different portions of the commonwealth, all of which must certainly be more or less retarded by any thing calculated to impair confidence in works of improvement generally.

The board of directors would view with more concern, as regards the future prospects of the particular work committed to their charge, the revival of the Portsmouth and Roanoke railroad, under its new appellation of the Seaboard and Roanoke railroad, but for the long continued and increasing efforts, so long as transportation had ceased on the Portsmouth railroad, to get up and sustain an opposition to them by way of the James river and bay.* Under these circumstances they have been brought reluctantly to the conclusion that no injury which they are likely to experience from the revival of the Portsmouth road, can be a more serious evil to them than the annoyances above referred to, and others to which they were subjected during the discontinuance of transportation on it.

From the statement of receipts within the year on account of subscriptions to the stock of the company, it will be perceived that of the sum of $34,873 01 remaining unpaid at the date of the last annual report to the Board of public works, and which, at that time, to a great extent had not been called for, the sum of $30,043 01 has been collected. Of the small amount now in arrears, enough of the original subscription has been paid up to remove any apprehensions in regard to the balance which remains unpaid; and it is due to the stockholders concerned that this explanation should here be made in view of the statement of the financial condition of this company, which accompanied the last annual report of the Board of public works to the legislature, and in which the entire balance due on the stock of the company was placed by your board on the footing of a debt of doubtful character. It is likewise proper here to state, that in estimating the amount necessary to be advanced on the part of the state, in order to give her the exclusive ownership of the works of the company, the estimate of the Board of public works, in the statement referred to, is furthermore erroneous, inasmuch as it assumes that the sum of

* See reports of this company to the Board of public works of November 1845, and November 1846, and the accompanying documents, legislative document No. 44, session '46 and '47, pages 20 to 25, and legislative document No. 10 of session 1848 and '49, pages 584 to 587, and 591 to 600.

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$82,560, being bonds of the company held by the state, will have to be paid with the other obligations of the company on the part of the state, when certainly to that extent no provision would have been necessary at the hands of the commonwealth. The amounts named being an aggregate of $117,433 01, in the position occupied by them in the statement of your board, were, in the opinion of the board of directors of this company, calculated to impair the force of the suggestion made by them in regard to a purchase on the part of the state of the works of the company; a suggestion made in good faith and in the firm belief that the proposition at the time, was one, under the circumstances, calculated to commend itself to the consideration of the general assembly. In saying this much, the board of directors have no motive beyond that of placing the company in a correct position, and wish not to be understood as inviting any farther notice of the subject.

Respectfully submitted on behalf and by order of the board of directors.

ED. ROBINSON,
President.

Statement of the Affairs of the Richmond, Fredericksburg and Potomac Railroad Company, from the commencement of the work to the 30th September 1850.

Capital stock:		
Subscribed by the state, 2752 shares old stock, - - - - -	275,200 00	
Subscribed by individuals, 4248 shares old stock, - - - -	424,800 00	
Subscribed by individuals, 3000 shares new stock, - - - -	300,000 00	
		1,000,000 00
Debts due by the company, interest payable semi-annually:		
Bonds due in London in 1860, £67,500 sterling, proceeds, - -	324,005 61	
Bonds due in Philadelphia in 1856, and convertible, - - - -	60,000 00	
Certificates of debt issued for dividends and due in 1857, - -	73,000 00	
Certificates of debt issued for dividends, and due in 1869, - -	146.000 00	
		603,005 61
Debts due by bills and open acc't:		
Bills payable, - - - -	3,080 70	
Other debts in open account, -	32,972 97	
Unpaid dividends, - - -	877 95	
		36,931 62
Carried forward,		1,639,937 23

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Brought forward, - -		$1,639,937 23
Profit and loss:		
Receipts from the commencement of the work for transportation, -	2,537,976 91	
Receipts from rents of real estate, for rents, - - -	5,279 87	
	2,543,256 78	
Off expenses of transportation since the commencement of the work, loss of South Anna bridge, depot and property at Richmond by fire, interest, interest on certificates of debt, and new stock, - - -	1,831,985 95	
	711,270 83	
Off dividends paid since the commencement, - - - -	577,677 04	
		133,593 79
		$1,773,531 02
Cost of road and property:		
From Richmond to Acquia creek, - -		1,509,959 34
Debts due to the company:		
From individuals, on new stock, -	4,830 00	
From bills receivable, - -	75,649 97	
From sundries, in open account, -	27,112 28	
		107,592 25
Investments:		
Stock purchase, - - -	27,807 98	
Washington and Fred'g steamboat stock,	27,800 00	
Washington and Fred'g steamboat bonds,	33,900 00	
		89,507 98
Cash on hand 30th September 1850,	-	66,471 45
		$1,773,531 02

Statement of Receipts and Disbursements within the year ending the 30th September 1850.

Cash on hand 30th September 1849, - -	24,474 80
Capital stock received of the stockholders, -	30,043 01
Stock purchase, received this sum, - -	4,205 25
Debts due by the company, increased this amount,	27,938 89
Rents of real estate, received this sum, - -	168 34
Transportation, received this sum, - -	268,500 84
Carried forward,	355,331 13

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Brought forward,		355,331 13
DISBURSEMENTS:		
Cost of road and property, increased this sum,	26,759 40	
Debts due to the company, increased this sum,	6,562 86	
Convertible bonds, paid off this sum,	30,000 00	
Bills payable, paid off this sum,	10,461 28	
Unpaid dividends, paid off this sum,	188 20	
Expenses transportation, paid this sum,	114,628 85	
Interest, paid this sum, 26,514 06		
*Off this sum, received, 10,891 50		
	15,622 56	
Interest on new stock, paid this sum,	5,049 15	
Interest on certificate of debt, paid this sum,	11,612 73	
Dividends, paid this sum,	60,996 95	
Depot and property therein—loss by fire,	6,977 70	
Cash on hand 30th September 1850,	66,471 45	
	$355,331 13	355,331 13

C. W. MACMURDO, *Treasurer.*

Statement of Officers of the Richmond, Fredericksburg and Potomac Railroad Company, and Agents connected therewith, together with their Salaries.

Officers.	Names.	To what Account Charged.	Amount.
President,	Edwin Robinson,	Officers' salaries,	$ 3,000
Sup't transportation,	Thomas Sharp,	Do.	2,500
Treas'r and secretary,	C. W. Macmurdo,	Do.	1,800
Assistant treasurer,	J. M. Myers,	Do.	1,000
Freight clerk,	W. H. Allen,	Depot expenses,	800
Ticket clerk,	J. B. Winston,	Do.	400
Depot agent,	M. W. Bailey, *Fredericksburg*,	Do.	450
Do.	W. F. Dabney, *Guinney's*,	Do.	270
Do.	R. W. Scott, *Milford*,	Do.	270
Do.	R. Turner, *Polecat*,	Do.	270
Do.	Chas. Woolfolk, *Chesterfield*,	Do.	270
Do.	J. M. Taylor, *Taylorsville*,	Do.	270
Overseer of road,	S. P. Bibb,	Repairs of road,	500
Do.	Jno. L. Thompson,	Do.	450
Do.	P. H. Burruss,	Do.	400
Foreman of machine shop,	Irvin Smith,	Repr. engs. cars, &c.	700

C. W. MACMURDO, *Treas'r.*

Richmond, 30th September 1850.

* Included in this amount is the sum of $ 3336. Dividends received on $ 27,800, invested in the stock of the Washington and Fredericksburg steamboat company.

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Seventeenth Annual Meeting of the Stockholders, held 27th May 1850.

The meeting was organized at a quarter to 1 o'clock, by calling Richard B. Haxall, Esq. to the chair, and the appointment of C. W. Macmurdo as secretary.

The chair appointed Messrs. Conway Robinson, Jos. M. Sheppard and Wirt Robinson, a committee to examine such proxies as may have been given by stockholders to represent them.

The committee, after examining the proxies, made a report, which was approved by the meeting; and the proxies appearing by the report of the committee to be properly authorized, were empowered to vote as such.

The secretary having called over the list of stockholders, it appeared that the whole number of votes which could be given was 2,323 votes; of which were present, the Board of public works, by their proxy, James Lyons, Esq., entitled to 554 votes, and individual stockholders, entitled to 1258 votes—making in all 1812 votes present.

The president and directors made the following

ANNUAL REPORT:

The president and directors submit herewith the usual tabular statements, shewing the condition of the company on the 31st of March last, and detailed statements of the business of the company during the past year.

It will be seen, on reference to them, that the income of the company for the year ending the 31st of March last, was $237,963 74, being an increase on the income of the previous year of $39,009 16; and that the current expenses of the year were $108,323 67. being an increase (on the expenses of the previous year) of $12,287 53; making an improvement in the business of the year, compared with that of the year ending 31st March 1849, of $26,721 63.

Deducting the current expenses of the year, $108,323 67, from the income of the year, $237,963 74, leaves a balance of $129,640 07 for the nett earnings of the road. Out of this balance the board were enabled, after paying the usual dividend of seven per cent. and all charges for interest, amounting together to $90,504 21, to expend the sum of $26,271 68 for improvements of their road and additions to their stock of machinery and materials for repairs, and to add the sum of $12,864 18 to their available means for the payment of the usual dividend, in the event of deficiency in the earnings of any particular year.

The contingent fund provided for this last purpose, and entered under the head of "profit and loss," it will be seen now amounts to the sum of $116,424 60.

The expenditure for improvements of the road made during the past year consisted of 190 tons of edge rails laid on the bridges and provided for the track of the road in the neighborhood of Richmond,

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and 116 tons of plate rails of a heavier pattern than those hitherto used, (the increased weight of these only has been charged to construction account,) and the lining with granite of an important culvert subjected to a very heavy earth pressure between Fredericksburg and Acquia creek, which was at the time necessarily constructed of the sandstone on this portion of the route, but which it was deemed best at some convenient moment to strengthen on the plan which has been adopted. In addition, a new locomotive has been built in the shops of the company, and the stock of the company in engines, cars and materials on hand, have been added to and improved.

In the belief that the income of the company for the current year will be equal to that of the past, it is the design of the board to continue to improve the superstructure of their road, by laying down a heavier rail than the present on a considerable portion of the route. They will take care, however, in improving their road and machinery, not to hazard any interruption of the customary dividends to the stockholders, and to incur no expenditure which in a financial aspect may not be justified.

The stockholders are generally informed that the depot of the company was destroyed by fire on the morning of the 24th December last. The board have not been able to ascertain whether the fire originated in accident or design. The destruction of property was of course considerable; and though insurance to the extent of $12,200 was effected on the depot and a portion of its contents, it will not probably be sufficient to save the company from loss in this item. It is hoped they are covered by their policies as regards the loss incurred in cars and carriages, and their contents; but some questions have arisen on this head between the insurance companies and the board of directors, which have as yet delayed an adjustment of the account.

The depot, as the stockholders will observe, is now nearly rebuilt, and on a very secure plan; and the board trust, with the additional precautions which their past experience will enable them to take, that there will be for the future but little risk from fire, either to their depot or workshops, and that their buildings, and property contained in them, and motive power, and cars and carriages, with the constant watch kept by them in the depot yard and shops, will be at least as secure as ordinary residences or places of business.

The amount of $30,000 of the convertible debt of the company becomes due in the year 1851; and as the board prefer paying off this debt, and it is agreeable to the holders of the loan to receive it in advance, the debt will be discharged during the present year. Of the remaining debt of the company, $60,000 is also a convertible loan, payable in Philadelphia in 1856. Should this loan not be previously converted into stock, the company, it will be perceived from the accompanying statements, have already the means provided of discharging it, without interfering with their contingent fund.

The remaining debt of the company, it will be seen, consists of the bonds payable in London in 1860, and the certificates of debt issued to the stockholders for dividends, $73,000 of the latter being payable in 1857, and $146,000 in 1869. The board of directors apprehend

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no difficulty in renewing or replacing these bonds and certificates, by an issue of other bonds in place of those referred to, as they may mature, so far as they may desire to do so. They will probably deem it expedient to reduce the debt to a greater or less extent. It is, however, in their opinion, most for the interest of the stockholders that a certain portion of the investment of the company should be represented by bonds bearing six per cent. interest, and that the capital stock of the company should not be unnecessarily enlarged. It is obvious that in this way, when the nett profits of the company exceed six per cent., the excess accrues to the benefit of a smaller number of stockholders, and proportionally increases their dividends.

The board of directors have gone into these details in relation to the debt of the company, as enquiries have been occasionally made of them on the subject, and doubts may have been entertained of the policy of the board in regard to it. A company, in their opinion, can have no more serious evil to contend with than an unmanageable debt, or one which it would not be in their power to pay off or renew at maturity. The reverse, however, is the case with that of this company, and the design of the board is, by a prudent curtailment of its debt, to bring it still more within the control of the company than at present. The existing value of the bonds of the company will probably be deemed by the stockholders evidence that the board have not been inattentive to its credit. Its interest has always been punctually met since the foundation of the company, even in periods of much financial difficulty, to a day; and it may be presumed that the board will not be less punctual for the future, now that this item will at an early period be reduced to about $26,000 per annum, and the income of the company has so materially increased.

The board of directors, in their last annual report, informed the stockholders that the president of the Louisa railroad company had declined to submit to a disinterested umpirage the questions between the two companies, and persisted in the plan of extending their road to Richmond, "*no matter what terms were offered*," that under these circumstances they deemed it incumbent on them to resist by all lawful means, "both the construction and use of the proposed extension" from the Junction to Richmond, as inconsistent with the guaranties of their charter.

The board of directors have so far been unable to obtain an injunction to prevent the progress of the work, though the judge by whom the application was tried, in giving his decision on the question, expressed the opinion, that it might "be proper to interpose by injunction," "if the Louisa company shall hereafter *use their work* to the injury of the Fredericksburg company, by transporting passengers in violation of the rights secured by the 38th section of their charter." The court of appeals having declined a review of the case, it has been taken by a writ of error to the supreme court of the United States, before which it will probably be tried at its next regular term. The board of directors have great confidence that the decision of this high tribunal will be in their favor. They hope so, not only on account of the company with the protection of whose interests they are charged,

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but even more so for the sake of the improvements generally of the state. Occupying, as your improvement does, the most eligible route between the city of Richmond and city of Washington, it can scarcely fail, under any circumstances, to be well sustained; but if a second railroad, though materially longer and of inferior grades,* can be constructed and used between Richmond and the Junction, notwithstanding the guaranties in the charter of this company, they apprehend that it will be inferred that investments in other similar works must be extremely insecure, and that any disposition which may now exist to embark in such works will be greatly checked or entirely cease.

Signed, by direction and on behalf of the board,

ED. ROBINSON, *Pres't.*

Office Rich'd, Fred'g & Potomac R. R. Co.
Richmond, May 25th, 1850.

The following report was submitted by the examining committee:

REPORT.

The undersigned, a committee appointed by the stockholders of the Richmond, Fredericksburg and Potomac railroad company, at their last annual meeting, to examine and report upon the condition of the roadway and various other matters connected with the interests of the company, have gone through the required examinations, and respectfully report, that

Your committee have gone through the works and over the road of the company twice since the last annual meeting; once last fall, and again within the last few days, and were gratified to find on both occasions the roadway, bridges, culverts, woodyards and water stations in their usual good condition. The depots also seemed to be well managed, and the business about them to be conducted in an orderly and systematic manner. The depot at Richmond, lately destroyed by fire, has been rebuilt and rendered more capacious. The managers, in rebuilding it, have been able, from their former experience, to make many alterations, which will add much to the convenience and facility of their business. The capacious workshops of the company have also about them everything necessary and well arranged for keeping up their large and rapidly increasing business. Since their last meeting a new locomotive of the first class, as to power and finish, has been constructed in our shops, which is exceedingly creditable to Mr. Ettinger, the foreman in the department of machinery. It is called the "Thomas Sharp," by order of the directory, and is endowed with many of the best qualities of its namesake. The "Tecumseh" locomotive has also been overhauled, enlarged and improved. The coaches and other machinery lost by the

* The length of the Louisa railroad between Richmond and the Junction is understood to be about 28 miles, several of its grades 45, and its maximum grade upwards of 50 feet per mile. The distance of the Richmond, Fredericksburg and Potomac railroad between the same points is something less than 24 miles, and the maximum grade 32 feet.

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fire are also being replaced as fast as possible. The company have a very large quantity of materials of almost every description required by their business on hand, and ready for any emergency. We would especially allude to an abundant supply of timber of the first quality for bridges, well seasoned and securely stowed away under good sheds.

Your committee were required by the resolution under which they act to examine the books. This they found impossible to do in a very minute manner in the time they could devote to the business. Still, however, they examined them sufficiently to ascertain that the books seem to be systematically and skilfully kept, and that the income and clear profits of the company have both very much increased; that the ratio of the increment is annually enlarging; and that the whole is proceeding in that gradual and progressive manner that gives the best assurance for future and continued prosperity. The present superstructure on the road being in some parts rather light for the increased and increasing business of the company, your committee are gratified to find that the managers of the company have purchased a large supply of heavy rails, which will be immediately laid down, and which will add much to the safety, security and efficiency of the work. They are also happy to be able to state that such a thing as an accident is scarcely at all known on the road, while the mails and passengers are daily delivered with regularity and despatch.

All of which is respectfully submitted.

JOS. M. SHEPPARD,
THOS. B. ANDERSON,
EDM'D T. MORRIS.

The meeting then went into the election of president and directors, when Mr. Edwin Robinson was unanimously re-elected president, and Messrs. Nicholas Mills, James Bosher and G. A. Myers were unanimously re-elected directors by the individual stockholders. Messrs. G. W. Munford and Wm. W. Crump were announced as directors on behalf of the commonwealth.

The following resolution was offered:

Resolved, That the stockholders hereby assent to the tenth section of the 57th chapter, (57th) and to the fifteenth section of the sixty-sixth chapter (66th) of the Code of Virginia, passed in August 1849.

And the said resolution was adopted by the vote of a majority of the stockholders other than the state.

Messrs. Jos. M. Sheppard, Thos. B. Anderson and Ed. T. Morris were appointed the annual committee of examination, under the resolution adopted at the meeting of the stockholders in 1837.

The following resolution was adopted:

Resolved, That the president and directors take such measures in regard to publishing their report and the proceedings of this meeting as shall seem to them expedient.

And then the meeting adjourned.

RD. B. HAXALL, *Chairman.*

C. W. MACMURDO, *Secretary.*

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RICHMOND AND PETERSBURG RAILROAD COMPANY.

The board of directors of the Richmond and Petersburg railroad company respectfully submit to the Board of public works their annual statements, shewing the condition of the affairs of the company on the 30th of September 1850.

It will be seen from these, that the income of the company for the past year was $106,244 46, being an increase on that of the previous year of $ 5,086 94, and that the expenses of repairs, transportation, &c. for the year were $ 76,818 22, making an improvement in the business of the year, as compared with that of the previous year, of $ 2,351 17.

The nett profits of the year, it will be seen, amounted to $ 29,426 24. Of this sum $ 7,952 05 were chargeable to capital stock and interest, and the remainder (with the exception of the increased cash funds on hand) was applied to a reduction of the company's indebtedness—the whole of which, it will be perceived, is $132,030 84, and the available means towards meeting it are $14,729 87.

The board of directors submit to the Board of public works, as a part of this report, their report to the stockholders at their annual meeting on the 28th May last, and the accompanying documents, and certain resolutions of the president and directors of the Petersburg railroad company, passed on the 19th of October, with the resolutions of the president and directors of this company in response thereto.

Signed on behalf of the board,

WIRT ROBINSON, *President.*

At a meeting of the president and directors of the Petersburg railroad company, held October 9th, 1850, the following preamble and resolutions were passed:

Whereas much complaint and objection have recently been urged by travellers against the railroad route between Washington and Weldon, alleging that in consequence of the distance which separates the depot of the Petersburg railroad from the depot of the Richmond and Petersburg railroad, they frequently experience great inconvenience and difficulty in passing with their baggage from one to the other, and that they often find very inadequate conveyance, and sometimes with ladies and children are compelled to encounter on foot the dust or mud, or all the severities of season and weather; that these difficulties cause much detention and delay, which, together with the other inconveniences and embarrassments passengers are subject to, unless they be obviated, must inevitably divert much of the travel from this route, and thus seriously injure the companies; and whereas to enable this route to secure and increase the travel, it

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must offer the cheapest, most direct, most comfortable and most expeditious conveyance, which can only be effected by a junction of the railroads, so as to form a continuous line between Weldon and the Potomac river; and whereas to accomplish this, it will be requisite and necessary for the several companies to act in concert, and to bear a portion of the expenses incurred in meeting these important connections; and as this company has no authority to run its road across the Appomattox or through the city of Petersburg, without the assent of the corporation:

Be it therefore resolved, That the president make application to the common hall of Petersburg, for permission to construct a track for the transportation of passengers and baggage from the depot on Washington street, to some convenient point on the south side of the Appomattox river; and in the event of the same being granted, this board will recommend to the stockholders to make it, provided the Richmond and Petersburg railroad will run their road across the river to connect with it.

Resolved, That a copy of these proceedings be sent to the president and directors of the Richmond and Petersburg railroad company, with a request that they will unite with us in effecting this important object.

At a meeting of the president and directors of the Richmond and Petersburg railroad company, held 21st October 1850, the following resolutions were passed:

Resolved, That the board are deeply impressed with the importance of the proposed connection between this road and the Petersburg railroad, entertaining no doubt that it would greatly promote the comfort of travellers and the interest of the company and of the line, and that it be recommended to the stockholders to concur in making the same.

Resolved, That in view of the heavy liabilities of the company and of the expense necessarily to be incurred in making the connection aforesaid, the board regard it as highly expedient, if not indispensable, that the company shall be relieved from the dividend bonds due the state.

Resolved, That the Board of public works be requested to recommend to the general assembly to grant such relief, as a measure of policy in reference to the interest of the state as a stockholder, and as a community, and as an act of sheer justice to the private stockholders.

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Statement of the Affairs of the Richmond and Petersburg Railroad Company from the commencement of the work to the 1st of October 1850.

Capital stock:			
Subscribed by individuals,	3,000 shares, -	300,000 00	
Do. by the state, old stock,	2,000 do. -	200,000 00	
Do. do. new stock,	1,856 do. -	185,600 00	
			685,600 00
Debts due by the company:			
Bonds due in London in 1853, £12,300 sterling,	-	54,666 67	
Bonds due in Richmond, - -	-	28,500 00	
			83,166 67
Bonds due the state, - - -	-	-	33,408 00
Debts due by notes, - - -	-	15,437 25	
Do. by open account, - -	-	18 92	
			15,456 17
Profit since the commencement of transportation,	-	-	144,020 76
			$961,651 60
Cost of road and property:			
From Richmond to Petersburg, - -	-	892,706 58	
Of branch road to Port Walthall, - -	-	48,489 09	
			941,195 67
Debts due to the company:			
By individuals on stock, - -	-	2,960 55	
Stock purchased, - - -	-	2,765 51	
Open accounts, - - -	-	6,558 14	
			12,284 20
Cash on hand, - - - -	-	-	8,171 73
			$961,651 60

JNO. WILLIAMS, *Treasurer.*

Statement of Receipts and Disbursements in the year ending 30th September 1850.

RECEIPTS:		
Cash on hand 30th September 1849, - - -	-	2,881 45
Sales of certificate of debt of Richmond, Fredericksburg and Potomac railroad company, gross amount, - - -	-	1,002 00
Transportation received, - - -	-	106,246 46
DISBURSEMENTS:		
Cost of road and property increased, - -	5,510 45	
Transportation expenses, - - -	76,818 22	
Interest paid, - - - -	2,441 60	
Notes and open account due by the company, decreased, -	15,283 68	
Open accounts due to the company, increased, - -	1,904 23	
Cash on hand 30th September 1850, - -	8,171 73	
	$110,129 91	110,129 91

JNO. WILLIAMS, *Treasurer.*

Richmond, 1st October 1850.

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Detailed Statement of Receipts in the year ending 30th September 1850.

MONTHS.	Local Travel.	Through Travel.	Freight.	Branch Road Freight.	Freight of Clover Hill.	Clover Hill travel, and Miscellaneous Freight.	TOTAL.
1849—October, -	2386 25	1147 62	1371 73	279 00	2627 50	204 04	8016 14
November, -	2721 99	685 29	1120 07	147 68	1480 20	103 40	6258 63
December, -	2930 38	679 52	1239 04	177 57	1367 60	122 03	6516 44
1850—January, -	2508 44	755 77	1403 87	846 90	1252 90	110 83	6878 71
February, -	3178 74	1176 62	1257 68	188 75	1604 50	210 75	7617 04
March, -	2816 24	1854 17	1263 02	436 11	2142 40	265 57	8777 51
April, -	2165 63	1287 67	1618 36	398 62	1885 60	255 12	7611 00
May, -	2522 75	1100 88	2474 43	157 70	1795 00	324 39	8375 15
June, -	2176 05	1033 39	2836 84	148 02	1223 50	284 63	7702 43
July, -	2944 04	1540 08	2369 96	173 36	1350 60	236 28	8614 32
August, -	2761 00	2160 64	1708 02	1550 88	2270 00	195 13	10645 67
September, -	2876 33	2537 52	1539 44	197 33	2538 70	229 58	9918 90
	31987 84	15959 17	20202 46	4701 92	21538 50	2541 75	96,931 64
Transportation of mail, - - - -							5,818 48
Travel and freight per Norfolk and Walthall steamer,						-	3,334 31
Tolls from passengers over James river bridge, -						-	115 00
							106,199 43
Tolls on Manchester and Petersburg turnpike, -						-	47 03
							$106,246 46

JNO. WILLIAMS, *Treasurer.*

Richmond, 1st October 1850.

Statement of Freight Transportation on the Richmond and Petersburg Railroad, and the Branch Road to Port Walthall, in the year ending 30th Sept. 1850.

Tobacco, - -		11,120 hhds.
Cotton, - -		1,816 bales.
Flour, - - -		55,988 bbls.
Coal, Clover Hill, -	1,076,925	
By the Chesterfield railroad,	10,275	
		1,087,200 bushels.

Groceries, dry goods and miscellaneous freight, amounting to $8,606 42

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Fifteenth Annual Meeting of the Stockholders, held on Tuesday, May 28th and 29th, 1850.

ANNUAL REPORT.

The board of directors of the Richmond and Petersburg railroad company respectfully submit to the stockholders their annual report of the condition of the affairs of the company.

It will be seen from the accompanying statements, that whilst in some items of income there has been a slight falling off, in others there has been a corresponding increase during the past year, and that the whole receipts of the company for the year ending the 30th of April exceed those of the previous twelve months, $857 61.

It will be perceived, however, though the increased income of the company has been small, that there has been a material diminution in the amount of expenses for transportation during the past year, and that they have amounted to $72,542 54 only, against $84,979 89 for the previous twelve months. Out of the profits of the year the board have been enabled, after paying the July dividend to the state, to effect a reduction in the indebtedness of the company of about $14,000; and its pecuniary condition may be considered to that extent better at present than it was twelve months since.

It was represented in the last annual report to the stockholders, that efforts had been made at the previous session of the legislature to get rid of the preference to the state which bore so heavily on the private stockholders, and "to place the stock of the commonwealth on the same footing in regard to dividends with all other stock," and that it was the "intention of the board to continue their application, in the hope that the legislature would eventually grant the relief" asked for by the company. At the last session of the legislature the application of the board was renewed, and an act was passed, entitled, "An act in relation to the Richmond and Petersburg railroad," which is herewith submitted. The act is not altogether such a one as it was hoped it would have been the pleasure of the legislature to grant; but, taken in connection with an act, entitled, "An act concerning the Richmond and Petersburg railroad company," passed April 4th, 1848, which is also laid before the stockholders, it will, in the opinion of the board of directors, be advantageous to accept it. They trust, under these two acts, that they may be able, ere very long, to commence the payment of dividends, both to the individual stockholders and the state; but uncertain as it is to what extent the income of this company may be affected by the railroad in progress between this city and Danville, they are unable to speak on the subject with as much definiteness as they would desire. They will hope, as they have hitherto done, for the best, notwithstanding the policy of the commonwealth in fostering adverse lines, which has been so injurious to the interest of the state and that of individuals in this company.

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The accompanying statements, which present to the stockholders a full view of the affairs of the company, are herewith respectfully submitted.

Signed, on behalf of the board,

WIRT ROBINSON, *President.*

May 25th, 1850.

Whereupon the said report, and the documents therein referred to, were received, approved, and ordered to be recorded.

The following report of the committee of examination was then read:

At the last meeting of the stockholders of the company the undersigned, in conjunction with Mr. Thomas H. Ellis, was appointed a committee to examine the condition of the roadway and other works belonging to the company. In the absence of Mr. Ellis, the undersigned, on the 27th instant, accompanied by Mr. Charles Ellis, one of the directors, and Mr. Thomas Dodamead, superintendent of transportation, made a thorough examination of the depots and whole line of the road. He is gratified at being able to report a marked improvement in both the roadway and the motive power used on the road.

Judicious changes have been made at the depot in Richmond, by which a large saving of labor and a more efficient management of the trains for transportation of freight and of passengers is obtained. Evidence of the successful operations of the workshops at this point is seen in the construction of a passenger car of great beauty and comfort, in the rebuilding of an old engine, and the repairs of others. The condition in which the roadway is at present merits especial commendation. The substitution of a more durable superstructure has been continued, until, with immaterial exceptions, the whole road has been relaid with a substantial rail and sill, which will doubtless produce a considerable reduction in the expenses of maintaining the roadway.

The depot at Petersburg is in a dilapidated condition, and should at the earliest day be replaced by a building suitable for the preservation of the large amount of property frequently accumulated at that point, and for the more ready management of the trains in loading and unloading.

The roadway to Port Walthall, and wharves there, were found to be in good order for the service required. All of which is respectfully submitted to the consideration of the stockholders.

JACOB F. BARNS.

Richmond, May 28th, 1850

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At an adjourned meeting held on Thursday, 30th May 1850, the following preamble and resolution were unanimously adopted:

Whereas doubts are entertained by some of the stockholders as to the precise interpretation of the act of April 4th, 1848, entitled, "An act concerning the Richmond and Petersburg railroad company,"

Resolved, That the stockholders defer for the present accepting the said act, and that the president and directors be instructed to apply to the legislature for such additional act as may clearly give to the company the right to issue new shares of stock at a reduced value.

On motion of Mr. James Lyons,

Resolved unanimously, That the act of assembly passed on the 9th of March, 1850, entitled, "An act in relation to the Richmond and Petersburg railroad," be and the same is hereby accepted and agreed to by this company, and that notice in writing of this acceptance be certified, under the seal of the company, to the board of public works.

The meeting then proceeded to the election of officers, whereupon Mr. Wirt Robinson was unanimously elected president of the company.

Mr. Richard Barton Haxall and Mr. Holden Rhodes were unanimously elected directors on behalf of the stockholders.

Mr. Richard Barton Haxall was unanimously elected vice-president of the company.

Messrs. Francis E. Rives, Charles Ellis and James H. Cox were announced to have been appointed by the Board of public works directors on behalf of the state.

Messrs. Thomas H. Ellis, James Bosher, Jacob F. Barns, Samuel Mordecai and Doct. Charles S. Mills were appointed the committee of examination; and the attention of said committee was directed to the instructions of the board of public works, dated 19th June 1837.

Resolved, That the president and directors take such measures in regard to publishing their report and the proceedings of this meeting as shall seem to them expedient.

On motion, the meeting then adjourned.

J. F. MAY, *Chairman.*

JNO. WILLIAMS, *Secretary.*

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VIRGINIA CENTRAL RAILROAD COMPANY.

OFFICE VIRGINIA CENTRAL RAILROAD CO.,
November 9th, 1850.

JAMES BROWN, JR., *Second Auditor.*

SIR,

I now send the annual return of the state of the Virginia Central railroad company.

The receipts for the year ending 30th September 1850, amount to $91,078 83, as will appear from the treasurer's statements; those of the preceding year were $77,730 84, being an increase of $13,347 99. This increase is not in proportion to that of former years, and is accounted for by the fact that since the 1st July 1849, the contract between this company and the Richmond, Fredericksburg and Potomac railroad company, for the regulation of the tariff of charges on freight, has ceased, and the increased rates charged on the tonnage of this company, between the Junction and Richmond, *as was anticipated*, has affected the business most injuriously. Although the road has been extended to Charlottesville, the receipts from tonnage are less than for the previous year. The facilities afforded to travel have however secured the amount of increase above mentioned.

The board of directors have the satisfaction to announce that the independent road from the Junction to Richmond, which this company is engaged in constructing, will be completed in a few months, unless prevented by the severity of the winter. Seven miles of the road will be laid with the U rail, weighing 51 lbs. to the yard, five miles of which will be on the section next to Richmond, and two miles on another section near Hanover courthouse, embracing the grades against the trade, which are as much as 45 feet to the mile.

The road is in operation to the town of Charlottesville, and the greater part of the grading is completed to Woodville, a point on the line eight miles beyond. From Waynesborough to Staunton it is all under contract, and a good deal of the graduation completed.

I cannot forbear to invite the attention of the Board of public works to the fact that there is a section of seven miles between the western terminus of this company's work at Woodville, and the eastern terminus of the state work, which is not provided for. They will see the importance of filling up that chasm with as little delay as possible; and as the peculiar condition in which that section stands makes the raising of private subscription for its construction absolutely hopeless, I trust they may find it consistent with their views of public policy, to recommend that the state work be extended to Woodville.

It is unnecessary for me to remind you that the completion of the tunnel, on account of the very large amount of work, and difficulty of its execution, may be delayed for several years; but, if the section between Woodville and the crossing of the railroad and turnpike is completed near the tunnel, this company will proceed to place motive

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power on the west side of the mountain; and then much of the benefit from extending the road westward may be realized, by resorting to a postage over Rockfish gap, a distance of 1½ mile, which the company would undertake at their own expense, and the state's investment at the mountain would become productive during the progress of the tunnel. The board have already been apprised that the sum required by the act of the last session of the general assembly for extending the road from Staunton to Covington, has been subscribed so as to secure the benefits of that act to the company, and a party of engineers are now engaged in surveying the route. The examinations are very encouraging as far as they have progressed, but they will be continued until the most satisfactory information is obtained to ensure the selection of the best route.

Respectfully,

E. FONTAINE,
President.

P. S. In reply to the enquiries contained in your circular of October 25th, 1850, I am not able to speak with accuracy, as a portion of the road is incomplete.

The extent of the road in which the state is interested, that is completed, is 72 miles, from the Junction to Charlottesville, costing about $10,000 per mile, including engines, cars, depots, and other buildings.

The state is not a subscriber to any of the stock in the road from Richmond to the Junction; *that* is not entirely completed, but I think it will cost about $10,000 per mile, without charging any engines or cars, but including expensive buildings and ground purchased in Richmond.

The whole road of this company, under existing charters, will be from Richmond to Covington, about 200 miles.

Respectfully,

E. FONTAINE,
President.

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[A.]

Return of the state of the Virginia Central Railroad Company for the year ending 30th September 1850.

Capital stock:				
Subscribed by individuals and counties, viz:				
Acts 1836 and '38, 2250 shares, at $100,			225,000 00	
" 1847,	1000	" "	100,000 00	
" 1848,	553	" "	55,300 00	
" 1849,	372	" "	37,200 00	
" 1850,	1000	" "	100,000 00	
				517,500 00
Subscribed by the commonwealth:				
Acts 1836 and '38, 1900 shares, at $100,			190,000 00	
" 1847,	1492	" "	149,200 00	
" 1849,	457	" "	45,700 00	
				384,900 00
Debts due by the company, viz:				
Bonds guarantied by the state, -			100,000 00	
Bonds for loans authorized by the stockholders, - - - -			29,504 68	
Bonds issued to contractors for work done between the Junction and Richmond, - - - -			36,279 71	
Certificates of debt issued for dividends, and payable in 1852, - - -			38,256 87	
Dividends unpaid, - - -			2,106 87	
				206,148 13
Due to individuals on open account, per statement (B), - - -			1,747 68	
Due to individuals on note, per statement (B), - - - -			2,197 58	
				3,945 26
Due to individuals on open account, per statement (C), - - -			2,600 32	
Due to individuals on note, per statement (C), - - - -			7,000 00	
Due to Board of public works on account of advance on the subscription of the state to the stock of the company, - - - - - -			7,006 00	
				16,606 32
Due to individuals on open account, per statement (D), - - -			6,904 81	
Due to individuals on note, per statement (D), - - - -			19,078 43	
				25,983 24
Carried forward, -				$1,155,082 95

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Brought forward, -			1,155,082 95
Due to individuals on open account, per statement (E), - - -			1,774 00
Premium and interest on guarantied bonds, received this sum, - -			1,197 75
Interest on requisitions on stock, do.			347 23
Receipts for transportation from the commencement of the work, - -			478,770 90
Expenses in the construction of the road:			
From Junction to Gordonsville, - -	411,243 50		
From Gordonsville to Woodville, (including cost of one engine,) - -	250,212 42		
From Waynesborough to Staunton, - -	30,822 43		
From Junction to Richmond,	251,405 43		
		943,983 78	
Amount of commonwealth's subscription unpaid, viz:			
On old stock, -	2,200 00		
On new stock, -	7,900 53		
Do. do. - -	28,034 22		
		38,134 75	
Amount of individual and county subscription unpaid, viz:			
Act of 1836 and '38, on old stock, - -	2,844 82		
Act of 1847, on new stock,	6,644 19		
Do. 1849, do.	25,242 81		
Do. 1848, do.	5,773 70		
Do. 1850, do.	100,000 00		
		140,505 52	
Dividends since commencement, -		117,200 13	
Property now held by the company, viz:			
Engines, burthen cars, passenger and baggage cars, lot of ground at the Junction upon which work-shops are erected, with tools, fixtures, &c., stationary, engine, bags and one negro man, - - - -		83,853 82	
Real estate, - - -		3,000 00	
Carried forward, -			$1,637,172 83

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Brought forward, - - -		1,637,172 83
Transportation expenses paid since commencement, including amount paid to Richmond, Fredericksburg and Potomac company, for doing our transportation; amount paid Wm. P. Farish & Co. to equalize charge for passengers on stage with railroad line; for salaries, train expenses, miscellaneous expenses, interest, depot expenses, &c.,	270,839 35	
Due from individuals, per statements B, C, D and E, - - -	22,558 08	
Balance money on hand, per statements B, C, D and E, - - -	17,097 40	
	$1,637,172 83	1,637,172 83

E. E.

J. GARRETT, *Clerk.*

[B.]

Statement of the Receipts of the Virginia Central Railroad Company, for Transportation for the year ending 30th September 1850, *and Disbursements on account of the same.*

RECEIPTS.

Balance money on hand in Farmers Bank and in treasurer's hands, per last report, - - -		12,245 78
For debts due to the company from post-office department and from individuals for collections for fare and freight, - - - - -		5,158 40
For capital stock, received from individuals, act 1836,		225 00
Receipts for transportation within the year, viz:		
For use of cars by the Richmond Fredericksburg and Potomac company,	2,323 15	
For passenger fare, - - -	49,043 24	
For freight, - - - -	32,563 63	
For transportation of mail, - -	6,984 15	
For miscellaneous receipts, - -	164 66	
		91,078 83
Debts due to individuals on account of current expenses, viz:		
For salaries, wages, &c., open account, - -		1,747 68
For materials purchased for repairs, notes, - -		2,197 58
Carried forward,		$116,653 27

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Brought forward,		116,653 27

DISBURSEMENTS.

For Salaries, - - -	3,620 27	
Construction of new work, -	14,666 34	
Repairs of road, - - -	23,803 76	
Train expenses, - - -	14,692 19	
Depot expenses, - - -	4,208 62	
Interest, - - - -	2,269 24	
Certificates of debt issued for dividends,	150 00	
Dividends, - - -	541 87	
Wm. P. Farish & Co., - -	1,627 45	
Miscellaneous expenses, - -	936 11	
Debts due by the company, 30th September 1849, - - -	3,444 03	
Construction of the road from Junction to Richmond, - - -	29,815 77	
Debts due from post office department and from individuals for fare and freight, open account, - -	10,054 49	
Debts due from individuals, do. do. bond, - - - -	2,500 00	
Cash on hand in treasurer's hands, and in Farmers Bank of Va.. - -	4,323 13	
	$116,653 27	116,653 27

E. E.

J. GARRETT. *Clerk.*

[C.]

Receipts and Expenditures within the year ending 30th September 1850, on account of the construction of the road from Gordonsville to Woodville.

RECEIPTS.

Balance money on hand in Farmers Bank at Charlottesville, and Bank of the Valley, per last report, -	7,472 20
For capital stock received of individuals, act 1847, -	24,362 34
For capital stock received of the Board of public works,	37,313 89
For interest, - - - -	347 23
Due by the company to individuals, on open account,	2,600 32
Due by the company to individuals on note, -	7,000 00
Due by the company to the Board of public works, on account of advance on the state's subscription to the capital stock of the company, - -	7,006 00
Carried forward,	$86,101 98

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Brought forward,		86,101 98

DISBURSEMENTS.

For depots, timber, freight and job work,	4,074 79	
For grading, - - -	29,328 32	
For superstructure, - -	6,754 74	
For culverts, trestles and pits, -	2,912 24	
For iron and castings, - -	408 72	
For land damages, - -	6,442 76	
For engineering expenses, -	1,451 19	
For Moore's creek bridge, -	8,981 95	
For masonry, - -	7,832 71	
For attorney's fees, printing, &c., -	864 80	
For iron bridges, - -	16,231 00	
Due to the company from individuals other than on account of stock, -	43 00	
Balance cash on hand, -	775 74	
	$86,101 98	86,101 98

E. E.

J. GARRETT, *Clerk.*

[D.]

Receipts and Expenditures within the year ending 30th September 1850, on account of the construction from the Junction to Richmond.

RECEIPTS.

Balance of money on hand in Exchange bank, per last report, - - - - - -	777 75
Received for bonds guarantied by the state, -	100,000 00
Received for interest and premium on guarantied bonds,	1,197 75
Received for bonds for loans authorized by the stockholders, - - - - - -	26,004 68
Received for bonds issued to contractors, - -	25,694 71
For capital stock, received from individuals, act 1848,	31,185 53
Due to individuals on open account, - - -	6,904 81
Due to individuals on notes, - - - -	19,078 43
Paid out of the profits of the company, - -	29,815 77
Receipts carried forward, -	$240,659 43

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Receipts brought forward, -		$240,659 43

DISBURSEMENTS.

For debts due 30th September 1849, -	5,452 14	
Do. do. do., -	850 00	
hauling, freights and timber, -	4,913 22	
grading, - - - -	33,375 32	
pits, culverts and trestles, - -	9,849 09	
superstructure, - - -	31,320 49	
buildings, - - - -	8,793 93	
bridges, - - - -	15,164 13	
iron, - - - -	83,604 87	
attorneys' fees, - - -	400 00	
land damages, - - -	19,054 08	
real estate, - - -	3,000 00	
engineering expenses, - -	3,597 60	
Due from individuals other than on account of stock: open account, -	9,660 57	
Balance money on hand, - -	11,723 99	
	$240,659 43	$240,659 43

E. E.

J. GARRETT, *Clerk.*

[E.]

Receipts and Expenditures within the year ending 30th September 1850, *on account of the construction of the road from Waynesborough to Staunton.*

RECEIPTS.

For capital stock received from others than the commonwealth, - - - - - -	11,957 19
For capital stock received from the state, - -	17,665 78
Debts due to contractors and others on open account,	1,174 00

DISBURSEMENTS.

For grading and masonry, - -	27,545 42	
For printing notices to contractors and for books, - - -	68 50	
For engineering expenses, - -	3,208 51	
Debts due from individuals other than on account of stock: open account,	300 00	
Balance cash on hand, - -	274 54	
	$31,396 97	$31,396 97

E. E.

J. GARRETT, *Clerk.*

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Statement of the Officers of the Virginia Central Railroad Company, and the amount of their Salaries.

Officers whose salaries are charged to account of salaries:

E. Fontaine, president, salary per annum,	- -	1,500 00
C. R. Mason, superintendent, salary per annum,	-	1,200 00
J. Garrett, treasurer, salary $500 per annum to 1st July, since 1st July $750 per annum,	- - -	562 50

J. H. Timberlake, Jefferson Kinney, D. Anderson, Jr., } Directors elected by individual stockholders,

C. G. Coleman, Wm. Overton, } Directors appointed by the B. P. W.

Pay to directors, $3 per day during actual service.

Officers whose salaries are charged to account of depot expenses:

S. Hunter,	depot agent at	Richmond,	salary per annum,		$500 00
C. J. F. Netherland,	do.	Beaverdam,	do.	do.	500 00
N. W. Harris,	do.	Frederickshall,	do.	do.	500 00
A. W. Talley,	do.	Louisa C. H.	do.	do.	500 00
J. C. Talley,	do.	Trevilian's,	do.	do.	400 00
R. F. Omohundro,	do.	Gordonsville,	do.	do.	500 00
A. J. Bell,	do.	Cobham,	do.	do.	400 00
E. J. Timberlake,	do.	Shadwell, $500 to July 1, since			400 00
James Minor,	do.	Charlottesville, salary per ann.,			500 00

Agents at depots (except at Richmond) are required to furnish, each, two hands, to be paid for out of their salaries.

J. GARRETT, *Clerk.*

Fifteenth Annual Meeting of the Stockholders of the Virginia Central Railroad Company, held at Louisa Courthouse August 1st, 1850.

The president presented and read the report of the board of directors.

REPORT.

The gross receipts of the company for the fiscal year ending 30th June 1849, as stated in the last annual report, amounted to $71,626 09. The receipts for the year ending 30th June 1850, as will appear by the treasurer's statement, are $83,926 60, being an increase of about 16 per cent. Although this ratio of increase is not equal to the increase of last year, yet in view of the peculiar circumstances, the result should be regarded as gratifying to the stockholders. At the commencement of the fiscal year just closed, the contract with the Richmond, Fredericksburg and Potomac company expired, and that company commenced charging on the freight of this company its local rates between the Junction and Richmond, which being much higher than the former rates, we have experienced the result which

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was apprehended by the board, as stated in their last report, viz: "*that any material increase in the charges would drive the trade and travel from both roads.*" The injury produced to our *trade* has been greater than to the *travel* on the road. The high rates between the Junction and Richmond not only caused a large quantity of freight to seek some other channel of transportation to and from Richmond, but has, as your board believes, diverted the trade properly belonging to Richmond, into other markets. There was little or nothing which your board could do, to counteract the deleterious influence of these high rates. Fearing that the charges on flour would almost amount to prohibition, an experiment was made, reducing that article to only 15 cents per barrel from Gordonsville to the Junction, a distance of 50 miles; a rate too low to afford much, if any, profit. In relation to the travel, it was more in their power to avert the evil probably resulting from increase of charges. Having succeeded, as the stockholders were informed, in the last report, in making a contract with J. L. Heiskell, Esq., to establish a line of stages between Richmond and the Junction, the rates of passenger fare have been kept down, and the company have experienced much benefit, as the result shews; the whole increase in their receipts having taken place on passengers, whilst on freight there is an actual diminution, amounting to $1974 82.

Profits from section between Junction and Richmond.

The time is not far distant, when this company will not be embarrassed by the intervention of another between them and the city of Richmond, whose policy on the subject of freights differs from their own. The profits resulting from the section of the road between the Junction and Richmond have not been heretofore over-estimated, as your board thinks is shewn by the amount of freight money received by the Richmond, Fredericksburg and Potomac company during the last year. It has been ascertained that, for the year ending 30th June 1850, their receipts for freight coming from and going to the road of this company, amounted to upwards of $28,000, and that, too, when the reduced tonnage above alluded to, caused a diminution in our receipts of $1974 82. The value of this addition to our road will be hard to estimate, when we contemplate the immense increase of trade and travel which the progress westward is destined to bring along with it. Your board still hope that it will be completed in time to carry to market a good portion of the present wheat crop.

Amount applicable to a Dividend.

This company, unlike all other companies, applied the original capital stock exclusively to the construction of the road and erection of depots; and when additional capital was raised, that too, with the exception of a small sum, was expended in further extensions of the road. The stock of motive power, workshops, &c. necessary for carrying on the transportation of freight and passengers, with the exception of the purchase of one locomotive, has been procured out of

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the nett profits of the road. When a considerable sum has heretofore been invested in that way, which had been realized from the expenditure of the subscriptions of one set of stockholders, previous to the admission of others, under a new charter, the propriety of securing this amount of nett profits, or at least a good portion thereof, to those to whom it rightfully belonged, has been sanctioned by declaring a dividend, payable by the scrip of the company, at a future day, to those who were stockholders when the sum was realized. The principle of justice being considered clear, that new stockholders who had contributed nothing should not participate in the profits of a road built before they became subscribers for stock, these investments in motive power, &c., have been made a debt payable at a future day by the whole company, including both old and new, as if the amount had been borrowed of any individual capitalist.

In the construction of the road from the Junction to Richmond the sum of $23,490 94 has been expended, being part of what was realized from the road now in operation, and thus presents another occasion when the old stockholders should be compensated for having this amount applied to the use of the whole company as if it were a loan, which sum was, strictly speaking, a proper subject for a dividend among them, and to which the new stockholders have no claim. The cash balance, now on hand, will also be required to complete the road, amounting to $8,338 95, making an aggregate of $31,829 89 thus appropriated to the general benefit of all present and future stockholders, but which had been realized from subscriptions paid by the old stockholders exclusively.

Appropriation of the Profits of the year.

In this connection it may not be amiss to remark, that where the profits of a company are diverted from the ordinary application to dividends, and expended in the extensions of its road and the addition of motive power made necessary from those extensions, as in the case of this road for several years past, the proper appreciation of these facts is not apt to be made by the public, and the stock is depreciated in the market, merely because there is no payment of dividends, whilst in fact, the company may be doing a very prosperous business. The board deem it proper to state that out of the aggregate sum disbursed, as per statement B, viz., $67,133 34, a large amount was incurred for extraordinary expenditures, which, added to the balance, that is, the excess of receipts over the disbursements, would shew what would be the true nett earnings of the company, if the gross receipts had been only applied to those expenses which constitute proper charges against the regular administration of the business of the road.

The gross receipts, as per statement A, are -	83,926 60
Disbursements on account of operations of the road, new work, land damages, &c., as per statement B,	67,133 34
Carried forward, - -	$16,793 26

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Brought forward, - -		16,793 26
Add to this:		
Expenditure constructing new work, -	14,763 46	
Cash to W. P. Farish & Co. for running in connection with the railroad, and equalizing charges, - -	1,636 60	
Land damages paid on old road between the Junction and Gordonsville, -	1,258 41	
		17,658 47
		$34,451 73

This sum is equal to 6 per cent. on the capital employed, as the road was only operated to Shadwell the greater part of the year. The amount of the nett earnings of the road thus exhibited, is reduced by the large item of $24,326 93 for repairs of road, a large portion of which consisted of new iron for relaying the most defective parts. By reference to the report of the committee of examination, it appears that "about eleven miles" of the old road has been re-laid with a heavy strap rail, the greater portion of which was done in the last 12 months.

Condition of the Road and stock of Motive Power.

On the 23d of December last, as is probably known to most of the stockholders, 14 burthen cars, and a large number of bags belonging to this company, were burnt in the depot of the Richmond, Fredericksburg and Potomac company. The board consider that company responsible, and the necessary measures to induce payment are in a course of progression. All the cars that were destroyed have been replaced by others built in the shops of the company, and eleven others in addition, besides a baggage and mail car worth $1400, making the stock a more ample one than it has ever been. The road way is probably in better condition than it has been for several years; as stated by the examining committee, about 11 miles of the "old road" has been re-laid with a heavy strap rail. Where the old iron has been taken up in sections of one mile or more, much of it is always found perfect, which answers well for partial renewals in sections of less extent, and for replacing broken rails.

With five efficient 8 wheel locomotives, 91 burthen cars, 6 passenger and baggage cars, the company is in a condition to do a large business, which they expect to realize another year.

It is the intention of the board to lay 7 miles of the road between the Junction and Richmond, with the rail commonly known as the U rail, weighing 51 pounds to the yard, 5 miles of which will be from Richmond out to the Chickahominy, and the other two near Hanover courthouse, embracing that part of the road where grades are as much as 45 feet to the mile.

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Progress of the Road Westward.

The road is completed and in operation to Charlottesville, and a considerable portion of the grading as far as Woodville, 8 miles beyond, is done, but that part of the line, known as the western extension, commencing at Gordonsville, will cost more than the engineer's estimate. The attention of the stockholders is called to this subject, that means may be provided. The condition of the grading is such that the section between Charlottesville and Woodville cannot be completed in time to make it proper to run over it this year, but there should be nothing wanting to have it ready for use next year, when it will have had the benefit of a winter's settling.

Under an act passed at the last session of the general assembly, the counties along the line of the road west of Staunton, were authorized by a vote of the people, to impose a tax for the purpose of extending the road to Covington. The counties of Greenbrier and Monroe have each voted by large majorities to subscribe $50,000, and your board is assured that a considerable amount of individual subscription may also be expected in these counties. It is also expected that the counties of Pocahontas, Bath, Alleghany, Kanawha, and some others will subscribe. The last legislature also directed a thorough survey of the country between Covington and the Ohio, to be made at the expense of the state. This road has been steadily, though slowly, advancing westward since its commencement. Its capital is now upwards of $1,500,000, distributed among a large number of our citizens; and its charter provides for its extension 200 miles into the heart of the western part of the state. It has now acquired an importance in public estimation, and an influence which will not allow it to be arrested.

Your board do not think they err, when they express the opinion, that public sentiment in Virginia has decided that the Central road is to be extended to the Ohio river.

Application for an Injunction.

In the last annual report, the stockholders were informed that the circuit judge, to whom application was made by the Richmond, Fredericksburg and Potomac company for an injunction to prohibit this company from the exercise of the various rights—1st, of making their road from the Junction to Richmond; 2dly, of carrying passengers; and 3dly, of crossing their road—had decided all those points in favor of this company: an effort was then made to obtain an appeal from the decision of Judge Clopton, which proved unavailing, the court of appeals having, by unanimous decision of the whole court, declined reviewing the case. Thus the act of the legislature authorizing the construction of that independent extension of our road, received the sanction of the highest judicial tribunals in our state.

The Richmond, Fredericksburg and Potomac company, loth to let us go from the state of dependence in which we have been placed for

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many years, has called on the courts of the federal government to interpose and arrest a work sanctioned by our legislature and the highest courts of the commonwealth. Your board is informed, that awarding a writ of error, or in other words, consenting to review the case, does not foreshadow a decision unfavorable to this company by the supreme court. The Richmond, Fredericksburg and Potomac company contends that the general assembly of Virginia violated the constitution of the United States in granting the charter to this company. Your board is informed that the supreme court are not in the habit of refusing to hear those cases where it is charged that the clause of the constitution of the United States is violated, which forbids a state to pass any law impairing the obligation of contracts. Your board feels no apprehension that the supreme court of the federal government will decide that the sovereign state of Virginia had not authority to construct a railroad 27 miles long within its own limits, under existing circumstances; but if such should be their decision, the innocent stockholders of this company ought not to suffer, as they have acted under authority delegated to them by the state and sustained by its highest courts.

The report of the committee of examination will be found among the papers accompanying this.

Paper marked (A.) is a detailed statement of the receipts for the year ending 30th June.

(B.) is a statement of the disbursements.

(C.) a general statement of receipts and disbursements of all the funds on hand, shewing the result of the year's operations of that part of the road in use.

(D.) is a statement of the tonnage of various articles transported.

(E.) is a statement of the expenditures on the "western extension," being that part of the road west of Gordonsville and east of the Blue Ridge.

(F.) is a statement of the expenditures on the "eastern extension."

(G.) is a statement of the amount paid on account of the work between Waynesborough and Staunton.

(H.) is a statement of the affairs of the company, from the commencement of the work to the 1st of July 1850.

The completion of the Blue Ridge tunnel cannot be expected for several years; the character, amount and difficulty of the work necessarily making it tedious. But your board hope to see the road completed on the east side of the mountain to the tunnel in a few years, by which time a section of the line on the west side, reaching towards Covington, may also be done, which will justify placing locomotives and cars on that side; and it may not be unreasonable to expect that the first train which passes through the tunnel will go to Covington.

On behalf and by order of the board,

E. FONTAINE, *Pres't.*

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The report of the board of directors was received and adopted.

The following resolutions were adopted, viz:

Resolved, That the annual meetings of the stockholders of this company be held on Friday before the first Monday in November in each year.

Resolved, That a committee of five be appointed by the chairman (any three of whom may act) to examine into the state of the road, &c., in conformity with the tenth by-law of the company, and to report the result of their examination to the stockholders at their next annual meeting.

Resolved, That a committee of three be appointed (any two of whom may act) to examine the books and accounts of the treasurer, and the financial affairs of the company generally, and report the result of their examination to the next annual meeting of the stockholders.

Resolved, That the president and directors of the company have authority to borrow a sum of money not exceeding forty thousand dollars, on the credit of the company, to be applied to the completion of the road west of Charlottesville, and that they issue the bonds of the company for that sum, bearing interest at the rate of six per cent. per annum.

The meeting then went into the election of president and directors, when EDMUND FONTAINE was re-elected president, and JOHN H. TIMBERLAKE, JEFFERSON KINNEY and DAVID ANDERSON, Jr. were re-elected directors, with but one dissenting voice.

The meeting then adjourned.

JOSEPH K. PENDLETON, *Chair'n.*

CHARLES THOMPSON, }
J. GARRETT, } *Secretaries.*

REPORT OF EXAMINING COMMITTEE.

To the Stockholders of the Virginia Central Railroad Company.

At your last annual meeting, we, with Mr. John Timberlake, were appointed, under a by-law of the company, a committee to examine into the condition and management of the road, &c., and to report to the next annual meeting. We regret that we could not have Mr. Timberlake's aid on account of the delicate state of his health.

We commenced our examination on that part of the road known as the "eastern extension," which is completed from the Junction to South Anna river, and appears to be a remarkably favorable location for a railroad, requiring for most of the distance little or no grading.

This section, as well as the "western extension," is laid with a much heavier rail than that originally used on the "old road," being fully $2\frac{1}{2} \times \frac{3}{4}$ inch, and is in first rate order.

The "old road" from the Junction to Gordonsville has, within the last few years, been re-laid with new sills, except about two miles, on

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which the original sills still remain; but the superintendent informs us that there are enough new sills now on the road to re-lay that part, and that it will be done by about the last of August.

On about eleven miles of this road, the heavy rails mentioned above have been substituted for the light ones originally used. Wherever that has been done, the road is smooth and in good condition. On those parts of it where the light rails still remain, we found them broken in many places, and, from being pressed into the wooden rails, the road is rendered more uneven than is desirable.

This cannot be remedied except by substituting a stronger rail, which we think it advisable to do as fast as the means of the company will justify. We are pleased, however, to be able to report this section in tolerably good order, and much better than we expected to find it.

The western extension is completed from Gordonsville to Charlottesville. This we found in excellent order, and the superstructure being new, and, as before stated, laid with heavy iron rails, will probably require but little repairing, except leveling, for several years. On this section across Rivanna river and Moore's creek, are magnificent bridges constructed almost entirely of iron. Of their strength and safety we are unable to speak confidently, as they are constructed on a plan entirely new to us. They appear, however, to be securely braced in every direction—did not, that we could perceive, give way in the least under the pressure of the train passing over them; and unless there are some unseen defects in the materials, we see no reason to doubt their being safe and very durable. They are entirely exempt from one of the greatest objections to wooden bridges, viz: their liability to destruction by fire.

The workshops at the Junction, heretofore reported, and another 40 by 18 feet, with a shed the whole length, and 14 feet wide, recently erected, are in successful operation with a full stock of materials, doing all the necessary repairs to the locomotives, and making all the cars required for the use of the company.

The company have 5 locomotive engines, 4 passenger coaches, 2 baggage cars and 91 burden cars, all in good repair. The number of coaches, we have good reason to hope, will have to be considerably increased.

There are in the employment of the company, exclusive of the president and directors, superintendent and treasurer, and of the persons employed in the construction of the road, 8 depot agents, at an aggregate cost of $3956; 25 white and colored men in shops at the Junction, $6049; 5 white and 7 colored men on trains, as agents, enginemen and firemen, $3457; 9 overseers on the road, at $2160; 57 colored hands on the road, at $4190.

We have not been able to devote much time to the examination of the books and financial affairs of the company. From the limited examination we were able to make, we find the treasurer's book neatly kept, and from our knowledge of his business qualifications, we have full confidence in their correctness. If it is thought necessary that the books should be sufficiently examined to test their accuracy, we recommend that a committee be appointed for that special purpose, in

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addition to that to examine the road. It would probably require several weeks to make such examination.

We are far from being willing to encourage extravagance in the administration of the affairs of the company, and think the salaries of most of its officers fully as high as we can afford to pay; but we think the salary of the treasurer and clerk too low for the services he has to perform. His duties are as onerous and nearly as important as those of any other officer of the road, while he only receives one-third as much as the president, half as much as the superintendent, and less than the train agents and enginemen. One treasurer has, as we understand, resigned on account of the arduousness of the duties and the inadequacy of the salary, and we may probably lose another for the same causes. It certainly is not true economy to fix the salary of an important office so low that men qualified to discharge its duties will not hold it. We recommend that his salary be raised to $750.

To sum up the result of our examination, we believe that the road is in as good order as could be expected; that due regard to economy has been observed in keeping it so; and we have no reason to suppose that any officer of the company has failed in the performance of his duty.

It is gratifying to reflect that the condition of the road has never been such as to cause an accident to any person, from the time of its being opened until the present time.

Respectfully submitted.

JNO. R. QUARLES,
WM. A. GILLESPIE,
WM. HATCH.

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[A.]

Statement of Receipts of the Virginia Central Railroad Company, from 1st July 1849 to July 1850.

TIME.	Car Account.	Passenger Fare.	Freight.	Transportation of Mail.	Miscellaneous Receipts.	Stock Account, act Feb'y 18, 1836.	TOTAL.
Quarter ending 30th September 1849,	574 98	13,070 51	8,759 38	1,700 00	–	–	24,104 87
" " 31st December 1849,	715 10	9,743 02	9,678 44	1,725 00	35 59	–	21,897 15
" " 31st March 1850,	617 71	8,910 37	8,220 70	1,712 50	58 58	–	19,519 86
" " 30th June 1850,	390 67	10,154 60	5,835 49	1,746 65	52 37	225 00	18,404 78
	$2,298 46	41,878 50	32,494 01	6,884 15	146 54	225 00	83,926 66

E. E.

J. GARRETT, *Treas'r.*

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[B.]

Disbursements of the Virginia Central Railroad Company, within the year ending 30th June 1850.

TIME.	Salaries.	Construction of New Work.	Repairs of Road.	Train Expenses.	Depot Expenses	Interest Acc't.	Deferred Dividends.	Dividends.	Wm. P. Farish & Co.	Miscellaneous Expenses.	Land Damages, old road.	TOTAL.
Quarter ending 30th September 1849, -	976 83	3,059 03	6,828 48	3,776 47	817 50	–	–	278 50	409 15	1,289 22		
" " 31st December 1849, -	884 00	1,930 43	3,503 30	3,229 57	1,097 15	–	–	164 00	409 15	148 58		
" " 31st March 1850, -	909 52	8,762 44	11,418 83	4,642 37	967 42	–	–	198 00	409 15	276 41		
" " 30th June 1850, -	899 42	1,011 56	2,576 32	2,698 59	999 89	412 33	150 00	179 87	409 15	152 30	1,258 41	
	3,669 77	14,763 46	24,326 93	14,347 00	3,881 96	412 33	150 00	820 37	1,636 60	1,866 51	1,258 41	67,133 34

Disbursements on account of extension East.

Paid out of the profits of the company, for the construction of the road from the Junction to Richmond, this sum, - - 23,490 94

$90,624 28

E. E.

J. GARRETT, *Treas'r.*

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[C.]

STATEMENT

Of the Receipts and Disbursements of the Virginia Central Railroad Company, for the year ending 30th June 1850.

Cash on hand 1st July 1849, as per last report, -		15,036 57
Gross receipts for the year, - -		83,926 66
		98,963 23
Disbursements on account of operating the road, interest, dividends, deferred dividends, and land damages between Junction and Gordonsville, heretofore unsettled, as per statement marked B, -	67,133 34	
Paid out of the profits of the company, for the extension of the road from the Junction to Richmond, this sum, per statement B,	23,490 94	
		90,624 28
Cash on hand, -		8,338 95
To shew the true balance of profit on the 1st of July 1850, the sum of $23,490 94, paid out of the profits of the company, for the extension of the road from the Junction to the city of Richmond, must be added,		23,490 94
		$31,829 89

E. E.

J. GARRETT, *Treas'r.*

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[D.]

A STATEMENT

Of the amount of Tonnage transported on the Virginia Central Railroad, from 1st July 1849 to 1st July 1850.

UP TONNAGE.		DOWN TONNAGE.	
Plaster,	815 tons.	Wheat,	151,770 bus.
Merchandise,	1,924 "	Corn and corn meal,	18,349 "
Lime,	109 "	Oats,	3,808 "
Guano,	325½ "	Bacon,	121,075 lbs.
Bar iron,	96 "	Pig iron,	2,034 tons.
Unenumerated articles,	298 "	Flour,	8,862 bbls.
Pig iron,	1 "	Bar iron,	6¾ tons.
Bacon,	237,165 lbs.	Merchandise,	56¾ "
Flour,	233 bbls.	Stock,	2,257 head.
Clover seed,	520 bus.	Tobacco,	1,622 hhds.
Corn and corn meal,	213 "	Unenumerated articles,	300 tons.
Wheat,	806 "	Iron ore and limestone,	771 "
Oats,	47 "	Lumber,	493,870 feet.
Tobacco,	7 hhds.		
Sheep,	4 head.		
Lumber,	21,650 feet.		

Aggregate tonnage for the year, 14,825¾ tons.

E. E.

J. GARRETT, *Treas'r.*

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[E.]

A STATEMENT

Of Cost of the Extension of the Virginia Central Railroad, from Gordonsville westward, (authorized by the act of March 8th, 1847,) from the commencement of the work to the 1st day of July 1850.

Capital stock, - - - - - -		250,000 00
Interest received from delinquent stockholders, -		324 13

Cost of Road.

Paid for grading, superstructure, masonry, building houses, &c., -		124,220 71	
Paid for iron and spikes, and for hauling and freight on same, - -		48,109 90	
Paid for land damages, - -		16,241 62	
Paid for scales for depots, tanks, wells, &c.,		1,007 12	
Paid engineering expenses, -		7,574 19	
Paid for masonry and timber, &c. for Moore's creek bridge, - -		8,981 95	
Paid for iron bridges across Rivanna river and Moore's creek, -		16,231 00	
Paid for job work, for which there was no regular contract, and for timber,		2,964 69	
Paid attorneys' fees and clerks' fees in mandamus case, and in cases of disputed land damages; for stationery, printing, &c., - - -		2,229 19	
Paid for engine Westward Ho, and freight and charges on same to Junction,		7,286 86	
Balance due from stockholders,	9,268 16		
Cash on hand, - -	6,208 74		
		15,476 90	
		$ 250,324 13	250,324 13

E. E.

J. GARRETT, *Treas'r.*

July 1st, 1850.

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[F.]

STATEMENT

Of the Cost of the Extension of the Virginia Central Railroad, from the Junction to the City of Richmond, from the commencement of the work to the 1st of July 1850.

Cost of masonry, grading, bridges, superstructure, depot in Richmond, timber, &c., - - - - -			146,081 66
Land damages, - - - - -			20,077 81
Engineering expenses, - - - -			2,750 32
Number of shares subscribed by individuals for the extension of the road from Junction to Richmond, 396			
Amount paid on account of same, -	32,537 70		
Stock taken by contractors, and paid for in work, - - - - -	17,031 89		
Paid out of the profits of the company for the construction of the road from the Junction to Richmond, -	23,883 95		
Liabilities incurred on account of the construction of the road.			
Bonds issued to contractors, and payable in five and ten years, - -	30,801 58		
Bonds issued for loans authorized by the stockholders, - - -	26,004 68		
Bonds guarantied by the state, -	28,100 00		
Amount due to contractors, and for land damages unpaid, - - -	10,549 99		
	$ 168,909 79		168,909 79

E. E.

J. GARRETT, *Treas'r.*

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[G.]

STATEMENT

Of amount received and Disbursements made on account of the extension of the Virginia Central Railroad from Waynesborough to Staunton, (authorized by act of Assembly, passed March 5, 1849,) from the commencement of that work to 1st of July 1850.

RECEIPTS:

Payments made into the Bank of the Valley at Staunton by private subscribers, - - - -		3,802 38
Work done by contractors, to be paid for in stock, -		4,368 27
Payments made by Board of public works, - -		12,195 97
Due to the Valley Bank at Staunton, - -		152 93

DISBURSEMENTS:

Paid for grading and masonry, -	17,749 65	
Paid for printing notices to contractors and other advertisements relating to the work, - - - -	66 00	
Paid engineering expenses, - -	2,703 90	
	$20,519 55	20,519 55

Capital stock authorized by the act of March 5, 1849, for the extension of the Virginia Central railroad from Waynesborough to Staunton, - - -		150,000 00
Amount received, as per above statement,	20,519 55	
Less this sum due to the Bank of the Valley at Staunton, - -	152 93	
		20,366 62
Balance of capital stock unpaid, - -		$129,633 38

E. E.

J. GARRETT, *Treas'r.*

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[H.]

STATEMENT

Of the Affairs of the Virginia Central Railroad Company, from the commencement of the work to the first of July 1850.

COST OF ROAD:		
Expended in the construction of the road:		
From the Junction to Gordonsville,	411,243 59	
From Gordonsville to Woodville,	234,847 23	
From Waynesborough to Staunton,	20,519 55	
From the Junction to Richmond,	168,909 79	
		835,520 16
Expended in the purchase of engines and cars, property at the Junction, &c., - -		80,891 89
Debts due to the Company:		
From the state:		
Unpaid balance on old stock, - -	1,200 00	
" " new stock, - -	1,694 63	
" " " - - -	77,804 03	
		80,698 66
From individuals:		
Unpaid balance on old stock, - -	3,844 82	
" " new stock, - -	7,573 53	
" " " - - -	51,829 35	
Unpaid balance of subscription for the extension of road from the Junction to Richmond, - - - -	7,062 30	
		70,310 00
Cash on hand 1st July 1850, - - -		8,338 95
Cash on hand 1st July 1850, to be applied to the construction of the road between Gordonsville and Woodville, - - - - -		6,208 74
		$1,081,968 40
CAPITAL STOCK:		
Subscribed by the state:		
Old stock, 1890 shares, - -	189,000 00	
New " 1500 " - -	150,000 00	
" " 900 " - -	90,000 00	
		429,000 00
Carried forward,		429,000 00

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Brought forward,			429,000 00
Subscribed by individuals:			
Old stock, 2260 shares, - -	226,000 00		
New " 1000 " - -	100,000 00		
" " 600 " - -	60,000 00		
For the construction of the road from the Junction to Richmond, 395 shares,	39,600 00		
Stock taken by individuals, and paid for in work between the Junction and Richmond, - - -	17,031 89		
			442,631 89
Debts due by the Company:			
Bonds issued to contractors for work done between the Junction and Richmond,	30,801 58		
Bonds issued for loans authorized by the stockholders, - - -	26,004 68		
Bonds guarantied by the state, -	28,100 00		
Certificates of debt issued for dividends, and payable in 1852, - -	38,256 87		
Due to contractors for work done between the Junction and Richmond, and for land damages unpaid, - -	10,549 99		
Due to the Valley Bank at Staunton,	152 93		
Dividends unpaid, - - -	2,106 87		
			135,972 92
Profit and Loss:			
Receipts for transportation from the commencement of the work, - -	447,288 86		
Off expenses for transportation, interest and salaries paid since the commencement of the work, - -	255,725 14		
	191,563 72		
Off dividends since commencement,	117,200 13		
			74,363 59
			$1,081,968 40

E. E.

J. GARRETT, *Treas'r.*

July 1st, 1850.

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VIRGINIA AND TENNESSEE RAILROAD COMPANY.

OFFICE OF THE VA. AND TENN. RAILROAD CO.,
Lynchburg, October 26, 1850.

The president and directors of the Virginia and Tennessee railroad company have the honor to submit the following report to the Board of public works:

This company was legally organized on the 8th day of August 1848, but as the state did not become a stockholder until January 1st, 1850, this is the first report which has been made to your board. It follows, of course, that the financial operations and expenditures of the company, since its first organization, are embraced in the accompanying documents.

A preliminary survey of the route was commenced under the direction of commissioners, a few weeks before the first general meeting of the stockholders, which was finished in 1848. In June 1849, a corps of engineers was organized, and the regular surveys commenced. About the close of November following, the graduation and masonry of sixty miles of the road, reaching the town of Salem in Roanoke county, were put under contract.

The board consider themselves fortunate in having placed by far the heaviest portion of the work under contract, on highly favorable terms, and having secured an able and efficient body of contractors.

A large force has been employed during the whole of the present year, and the work is more than half finished.

The contractors are now progressing with great energy, and no doubt is entertained that the whole grading will be completed in time to lay the rails next summer. It is the intention of the board to use every exertion to continue to prosecute the work with all possible expedition. They cannot doubt that this is their true policy, as justice to the state and other stockholders requires that their capital should be made active and profitable at the earliest period practicable. Six thousand tons of iron, weighing 60 lbs. per yard, have been purchased from Wales, and the first cargo has just landed. This iron will all be delivered in time to be laid down before the close of the next year.

It is intended to apply to the stockholders of the James river and Kanawha canal company to reduce the tolls on this railroad iron, as we believe that not only sound policy, but simple justice, entitles us to such a reduction.

In the month of September the graduation and masonry of ten miles of very light work beyond Salem were put under contract. A party of engineers has been engaged constantly in making surveys preliminary to a location of the whole road to the Tennessee line, and preparing a part of it for contract.

Up to the end of the present fiscal year, twenty-five dollars per share have been called, by instalments, from the stockholders, and we are now gratified to state that these calls have been met with unusual punctuality.

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There have been subscribed to our capital stock by others than the state $766,200, and by the state itself $900,000, making in all $1,666,200.

The total receipts of the company for the year, with the balance of the previous fiscal year on hand, have been $347,039 64, and their expenditures $248,676 87, leaving a balance of $98,362 77. Accompanying this report, you have document marked A, shewing the present condition of the company, and all their pecuniary transactions from the commencement, and document B, shewing the receipts and disbursements of the year just ended.

Respectfully submitted on behalf of the board.

O. G. CLAY, *Pres't.*

List of President, Directors, and other Officers and Agents of the Virginia and Tennessee Railroad Company, on the 30th day of September 1850, *with the salaries of each.*

President—O. G. Clay, } $1,500 per annum and travelling expenses, to be previously approved by the board of directors.

Directors—Henry Davis, Thomas J. Boyd, Chas. H. Lynch, J. R. McDaniel, Jas. W. Sheffey, } $3 per day while in attendance upon the board, and 15 cents per mile for every mile travelled to and from meetings of the board, but no per diem when travelling.

Treasurer and Clerk—F. G. Morrison—$750 per annum.

Agents for collecting Instalments upon the stock of the Company in the counties west of Campbell, viz:

Bedford,	A. A. Claytor,	Pay not fixed,
Roanoke,	A. Neal,	
Montgomery, Pulaski and Floyd,	David Barnett,	
Wythe,	John Morrison,	
Smyth,	Wm. W. Hanson,	
Washington,	Wm. K. Heiskell,	
Grayson,	Samuel McCamant,	

F. G. MORRISON, *Treas. & Cl'k.*

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List of Engineers in the employment of the Virginia and Tennessee Railroad Company on the 30th day of September 1850, with the salary of each.

Charles F. M. Garnett, chief engineer, - - -	$ 3,600
Andrew Ellison, Jr., principal assistant engineer, -	1,500
Wm. S. Ellison, division engineer, - - -	1,200
Montgomery Lynch, do. do. - - -	1,200
Walter Izard, assistant do. - - -	720
James H. Buford, do. do. - - -	720
Robert L. Owen, do. do. - - -	720
Theodore Morens, do. do. - - -	540
Peter Copland, do. do. - - -	540
M. Green Peyton, do. do. - - -	540
Chas. H. Dimmock, do. do. - - -	540
Christopher V. Winfree, do. do. - - -	340
James M. Daniel, rodman, - - - -	360
F. S. Mosby, do. - - - -	360
Edmond Winston, do. - - - -	360
W. W. Woolfolk, do. - - - -	360

N. B.—All the salaries cover every contingent expense except that of the principal assistant, to whom an allowance is made for all necessary travelling and contingent expenses; also ten dollars per month is allowed the division engineer residing in Lynchburg, for extra expenses; and the necessary expenses of the exploring party, while in camp, are paid. In this party are Messrs. Owen, Winfree, Mosby, Winston and Woolfolk.

F. G. MORRISON,
Treasurer and Clerk.

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[A.]

Return of the state of the Virginia and Tennessee Railroad Company, for the year ending 30th September, 1850.

Capital stock authorized by the charter, $3,000,000.			
Subscribed by others than the state 7662 shares, at $100 each,			766,200 00
Subscribed by the commonwealth 9000 shares, at $100 each,			900,000 00
Rents from commencement of the work to date,			125 00
Amount to credit of agent, for which no return was made,			3,125 00
Received for interest over and above amount paid,			343 76
Amount due chief engineer, overpaid by him for engineering expenses,			129 06
Amount of commonwealth's subscription unpaid,	715,000 00		
Amount of other subscriptions than the state unpaid,	595,152 30		
Amount expended in construction of work from commencement to date: Graduation,	168,480 09		
Masonry,	19,371 37		
Amount expended in land damages same time,	9,039 85		
Amounts expended on other accounts same time:			
Real estate for depot purposes, (see detailed account, 1,)	26,646 34		
Contingent expense account, do. do. 2,	1,338 66		
Engineering expense, do. do. 3,	27,080 83		
Office expense, do. do. 4,	797 95		
Personal property, do. do. 5,	2,098 53		
Printing account, do. do. 6,	629 16		
Salary account, do. do. 7,	4,470 65		
Amounts in hands of agents, to be accounted for, do. do. 8,	964 32		
Amounts due from individuals for property sold, &c., do. do. 9,	490 00		
Amount of cash on hand, per statement marked B,	98,362 77		
	$1,669,922 82		1,669,922 82

F. G. MORRISON,
Treasurer and Clerk.

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[B.]

Receipts and Disbursements within the year.

Balance of money on hand, per last annual report,		1,473 28	
Receipts during the year, viz:			
For capital stock received from others than the state,		151,846 70	
Amount received from agents for collections on instalments,		7,128 74	
Amount received from Board of public works,		185,000 00	
For rent of lumber house,		125 00	
For personal property sold, viz: 1 negro man, (Wyat,)		500 00	
2 horses,		130 00	
For interest on instalments,		820 29	
From citizens, for printing,		15 50	
For office expenses,		13	
Total receipts,			347,039 64
Deduct disbursements during the year:			
Paid for repairs of stable on depot lot,*		42 34	
for construction, viz: Graduation,		167,732 38	
Masonry,		18,819 16	
for salaries of officers,		3,059 55	
for printing,		45 50	
to chief engineer, for engineering expenses,		18,050 00	
for real estate for depot purposes,		26,600 00	
to treasurer and clerk, for office and other expenses,		130 00	
for office expenses, viz: rent, fuel, lights, &c.,		302 48	
for land damages,		9,038 35	
for contingent expenses,		614 19	
for interest on advanced payments upon stock,		476 65	
for engineering expenses,		3,466 27	
for M. Davis, Jr.,		300 00	
Total disbursements,			248,676 87
Balance money on hand,			$98,362 77

F. G. MORRISON,
Treasurer and Clerk.

* Charged to real estate.

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WINCHESTER AND POTOMAC RAILROAD COMPANY.

OFFICE OF WIN. AND PO. RAILROAD CO.,
October 31st, 1850.

J. BROWN, JR., *Second Auditor.*

SIR,

I enclose the annual report of this company to the Board of public works, in accordance with the requisitions of the law.

The report contains all in detail which I could recite to the board.

I am, respectfully, &c.,

W. L. CLARK, *Pres't.*

State of the Winchester and Potomac Railroad Company, 30th Sept. 1850.

To original cost of construction,	441,308 69		
To original cost of depots, workshops, &c.,	18,248 69		
To land damages,	43,081 07		
To real estate,	6,777 50		
		509,415 95	
To motive power, cost of engines,	47,000 00		
To motive power, cost of passenger and burthen cars, and repairs of same, repairs of engines, &c., wages of engineers and train hands,	242,874 23		
To fuel expenses,	63,523 64		
To oil expenses,	15,827 38		
To drawbacks, acc'ts and agents' commissions,	70,111 36		
To depot expenses, including books, stationery, postage and printing,	17,764 56		
To loss and damage,	8,159 82		
To mail expense,	1,380 79		
		466,641 78	
To repairs of road, in which is included re-construction of the road, workshops, &c.,	336,664 05		
To interest on temporary loans and funded debt,	150,358 47		
To state annuity,	15,000 00		
To officers' salaries,	70,471 95		
To contingent expense,	17,644 13		
To improvements,	2,651 58		
To bank debts,	14,111 52		
To law expense and taxes,	898 17		
To snow expense,	8 25		
To dividends paid,	21,497 24		
		629,305 36	
To cash in hand and freights outstanding,	6,475 36		
To cash in hand and freights outstanding last year,	15,957 95		
To materials on hand, duplicate machinery, fuel, &c., &c.,	8,186 46		
		30,619 77	
By capital stock,	-		300,000 00
By revenue, sale of old materials and rents,	-		1,039,900 29
* By commonwealth's loan,	-		150,000 00
By funded debt and debts due to banks and individuals,	-		146,082 57
		$1,635,982 86	1,635,982 86

* This loan, with $ 120,000 of the capital stock, has, by an act of the general assembly, been commuted for the payment of an annuity of $ 5000 to the co mmonwealth.

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Receipts and Disbursements of the Winchester and Potomac Railroad Company, for the year ending the 30th September 1850.

To repairs of road,	24,853 90	
To motive power,	18,409 06	
To fuel expense,	7,038 41	
To agents' commissions and drawback accounts,	9,008 20	
To depot expenses, including books, stationery, postage and printing,	2,182 80	
To contingent expenses,	554 38	
To interest on loans and funded debt,	8,690 16	
To improvements,	792 27	
To loss and damage,	17 30	
To officers' salaries,	5,629 62	
To oil expense,	1,384 81	
To mail expense,	120 00	
To bank debts,	1,500 00	
To law expenses and taxes,	557 93	
To state annuity,	5,000 00	
To snow expenses,	8 25	
To dividends paid,	21,497 24	
To cash on hand and freights outstanding,	6,475 36	
By revenue from passengers, tonnage and mail,		96,862 56
By rents, and sales of old materials,		999 18
By cash in hand and freights outstanding last year,		15,957 95
	$113,819 69	113,819 69

Officers of the Company and their Salaries.

Wm. L. Clark, president,	$1,700 00	
J. George Heist, principal agent and treas'r,	1,200 00	
Sam'l Wright, superintendent of machinery,	750 00	
Hy. Brown, agent at Harper's Ferry,	500 00	
John Mansfield, clerk,	400 00	
Wm. L. Bent, secretary and transfer clerk,	200 00	
Lewis Bailey, conductor of passenger trains,	400 00	
		$5,150 00

J. GEO. HEIST, *Treas'r.*

October 1850.

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PETERSBURG RAILROAD COMPANY.

Office Petersburg Railroad Company,
PETERSBURG, Nov. 8, 1850.

JAMES BROWN, JR., *Second Auditor.*

SIR,

I enclose you the returns of the Petersburg railroad company for the 12 months ending September 30, 1850.

From these returns you will see that the gross receipts of transportation for that period were $201,996 20. The expenses of all kinds, including interest, were $108,101 29. The nett income was $93,894 91. Out of this was paid a dividend of seven per cent., and there was left a surplus of $40,064 91, to be applied towards the rebuilding of the track with edge rails. The amount expended on this account for the 12 months was $116,805 31. With this expenditure we laid 20 miles of new track, and have iron enough for 10 miles more. This apparently increased our indebtedness $78,417 87; but there must be deducted from this the value of the old iron on hand, (900 tons,) worth at present prices, $31,500. Add to this the cash on hand, $13,790 12, and amounts due the company on account, $16,844 23, (all good,) it leaves only $16,283 52 as the actual increase of indebtedness since we commenced laying the new track.

The whole apparent debt now is $121,784 56, but deducting the above assets, it leaves $59,650 21 as the true state of the debt.

Comparing the receipts and expenses with those of the previous year, there was an increase of $31,712 54 in the receipts, and a reduction of $11,475 91 in the expenses, making an increase in the nett income of $43,188 45.

Owing to the improvement in our business and the continued low price of railroad iron, the board of directors has just concluded a contract for edge rails sufficient to lay the remainder of the track to Weldon, 18 miles. This, when finished, which will be in the course of next spring, will complete the permanent improvement of our road; and we believe it will place its present prosperous condition on a solid and enduring basis.

By order of the board of directors.

H. D. BIRD, *President.*

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STATEMENT

Of the Affairs of the Petersburg Railroad Company on the 30th day of September 1850.

Capital stock owned by the corporation of Petersburg, - - -	367,600 00	
Capital stock owned by individuals,	401,400 00	
		769,000 00
Debts due by the company:		
Bonds, - - - -	7,252 05	
Bills payable, - - -	72,524 56	
State of Virginia, - - -	15,449 48	
Greenesville and Roanoke railroad co.,	10,954 23	
Raleigh and Gaston railroad, -	6,415 39	
Dividends uncalled for, - -	1,264 08	
Sundry individuals, on account, -	7,924 77	
		121,784 56
Profit and loss, - - -	- -	45,693 40
		$ 936,477 96
Cost of railroad, - - -	948,714 10	
Reduced by payments out of surplus profits, - - - -	159,675 80	
		789,038 30
Cost of new track to 30th September,	- -	116,805 31
Debt due the company by post office department, - - -	4,300 00	
Freight outstanding on the 30th, (since collected,) - - -	7,028 84	
Due by agents, - - -	3,711 19	
Due by individuals, on account, -	1,804 20	
		16,844 23
Cash in bank, - - -	- -	13,790 12
		$ 936,477 96

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Receipts and Disbursements of the Petersburg Railroad Company for the 12 months ending September 30, 1850.

RECEIPTS:

Cash on hand September 30th, 1849,		13,167 14
Gross amount of transportation,		201,996 20
Increase of debt due by the company,		78,417 87
		$293,581 21

DISBURSEMENTS:

Expenses of transportation,	87,256 35	
Cost of new locomotive and 10 new freight cars,	13,997 50	
Bad debts charged to profit and loss,	2,125 32	
Interest account,	4,722 12	
		108,101 29
Increase of debts due the company,		1,054 49
Cost of new iron and new track to September 30th,		116,805 31
Dividends of January and July, 7 per cent.,		53,830 00
Cash on hand September 30, 1850,		13,790 12
		$293,581 21

Comparative View of the state of the Affairs of the Petersburg Railroad Company.

	Sept. 30, 1849.	Sept. 30, 1850.	Dr.	Cr.
Stock,	769,000 00	769,000 00		
Debt,	43,366 69	121,784 56	78,417 87	
Profit and loss,	5,628 49	45,693 40	46,064 91	
	817,995 18	936,477 96	936,477 96	
Cost of railroad,	789,038 30	789,038 30		
" new track,	-	116,805 31	-	116,805 31
Due the company,	15,789 74	16,844 23	-	1,054 49
Cash,	13,167 14	13,790 12	-	622 98
	$817,995 18	936,477 96	118,482 78	118,482 78

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Statement of the Monthly Receipts of Transportation on the Petersburg Railroad, for the 12 Months ending September 1850.

	FREIGHT.							PASSENGERS AND MAIL.			RECEIPTS FROM GREENESVILLE RAILROAD.			TOTAL RECEIPTS.
1849.	Bales Cotton.	Hhds. Tobacco.	Bushels Grain.	Bbls. Flour.	Boxes Tobacco.	Tons, in & out	Receipts.	No.	Receipts	Mail.	Freight.	Passengers.	Mail.	
October, -	153	237	18670	514	3592	2334	$6216 14	3257	$6653 64	$1266 66	$732 82	$305 01	$66 67	$15240 94
November, -	1033	192	18126	1481	3800	2598	6912 19	2705	5671 75	1266 66	721 25	229 45	66 67	14867 97
December, -	1011	439	10128	1474	2396	1694	4559 69	2476	5496 62	1266 66	501 05	227 11	66 67	12117 80
1850.														
January, -	1294	901	5004	1224	1681	2370	6315 69	2926	5900 97	1266 66	739 81	243 78	66 67	14533 58
February, -	1884	921	7818	1875	2310	2770	7290 85	3475	6773 00	1266 67	852 96	215 85	66 67	16465 73
March, -	757	1218	11535	1318	2884	3390	9057 46	4347	8454 92	1266 67	1254 90	414 43	66 67	20515 05
April, -	247	1454	4018	1314	3301	3275	8734 16	3455	6638 26	1266 67	1261 86	257 22	66 67	18224 84
May, -	215	2019	4205	1139	3395	3218	8507 56	3262	6395 27	1266 67	1075 19	295 35	66 67	17606 71
June, -	195	1993	3325	1902	4674	3300	8556 03	3182	5925 39	1266 67	1367 65	324 22	66 66	17806 62
July, -	44	1276	4331	424	5469	2447	6550 60	4469	8450 01	1266 67	949 07	351 78	66 66	17634 79
August, -	113	774	17324	19	4385	2033	5439 81	4817	9356 18	1266 67	745 50	360 03	66 66	17234 85
September, -	74	373	14629	285	4252	2760	6726 55	5262	10317 79	1266 67	908 05	461 60	66 66	19747 32
	7020	11797	119113	12969	42139	32189	85166 73	43633	86033 80	15200 00	11110 11	3685 56	800 00	201996 20
Previous year, -	11843	10393	163975	17757	28078	30118	80295 38	28848	60160 26	15200 00	10643 02	2717 91	800 00	170283 66
Increase, -	-	1404	-	-	14061	2071	4871 35	14785	25873 54	-	467 09	967 65	-	31712 54
Decrease, -	4823	-	44862	4788										

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SEABOARD AND ROANOKE RAILROAD COMPANY.

OFFICE SEABOARD & ROANOKE R. R. Co.,
Portsmouth, Va., Nov. 13, 1850.

J. BROWN, JR., *Second Auditor.*

SIR,

In compliance with the 10th section of the act of the 11th March 1837, I have the honor to report that the work for the renewal of the Seaboard and Roanoke railroad, commenced on the 1st day of October, and the first section of the road to Suffolk, a distance of 17½ miles, was opened on the 11th inst., for the transportation of passengers.

It may, however, be stated that some time previous the bridges on this section had been renewed, and about three miles laid down with iron.

The iron used in the re-construction of the road is of the T form, and weighs about fifty pounds to the yard. Of this quality of iron the company have purchased a quantity sufficient to construct the road to Gaston. There are now about one hundred hands employed in relaying the road, and it is confidently expected to complete it to Weldon early in May next. That portion of the road between Weldon and Gaston it is not deemed advisable to commence until amendments can be had to the charter granted by the state of North Carolina, which we, no doubt, shall be able to obtain the present winter. The act of the legislature, requiring the completion of the road to Gaston next spring, cannot be complied with for the reason above stated, and we shall, consequently, have to ask for an extension of the time. It has been stated above that the company now have in its possession iron sufficient to extend the road to Gaston, as is required by the charter, and the work on that section will be commenced so soon as legislative action can be had from North Carolina.

The disbursements of the company amount, for labor, iron and other material necessary for the re-construction of the road, to $417,138 70; to the 1st November instant.

In conclusion, it gives me pleasure to state that all the difficulties which have heretofore retarded the progress of the work are removed, and that this road, so important not only to this section of the country but to the whole state, will be completed and in successful operation in the course of the next fall.

Very respectfully, &c.,

WM. COLLINS,
President S. and R. R. Co.

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Extract from a letter from Wm. Collins, President of the Seaboard and Roanoke Railroad Company.

OFFICE SEABOARD & ROANOKE R. R. Co.,
Portsmouth, Va., Nov. 20, 1850.

JAMES BROWN, JR., *Second Auditor.*

SIR,

The cost of the road per mile, including labor and material, will be about six thousand dollars. When completed, the road will be nearly ninety-five miles in length. It commences at Portsmouth, and the track is extended through the town, terminating at a wharf where ships of the largest class can float and load in safety. The termination of the road west will be at some point on the Raleigh road near Gaston.

The importance of this road, not only to this section but to the whole state, must be apparent. Its terminus at the port of Norfolk and Portsmouth—a harbor not surpassed by any in the Southern country, and probably inferior to none in the Union—must tend greatly to improve the condition of these towns, and make them what nature designed them to be, the commercial towns of the state, if not of the Southern country.

The events that are daily transpiring ought to convince us of the importance of relying upon our own resources, and should admonish us of the necessity of so directing our energies as to build up within the borders of our own state commercial towns of such importance as to attract and command a portion of the foreign trade.

The rebuilding of the Seaboard and Roanoke railroad will do much towards bringing about this desirable result. Its connection with the Wilmington road at Weldon, and with the Raleigh road at Gaston, will ensure it a portion of the travel between the North and the South; and the natural advantages of the harbor of Norfolk will necessarily cause to be brought there a large quantity of the rich productions of the Roanoke country for exportation.

Already is the beneficial effects of the road begun to be felt by the opening of the first section. But when it shall be completed to Gaston, when it shall be connected with other roads now in progress, and contemplated, it must be admitted that the Seaboard road will have an important bearing on the prosperity of the whole state. Its advantages will not be local. The agricultural districts through which it will be extended, will, by the facilities afforded, increase in value; lands now desolate and waste be brought into cultivation; and the state have within her borders a seaport from whence can be exported the rich productions of her soil and climate.

Very respectfully, &c.,

WM. COLLINS,

Pres't Seaboard and Roanoke Railroad.

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SOUTHSIDE RAILROAD COMPANY.

OFFICE OF THE SOUTHSIDE R. Co.,
Petersburg, November 23rd, 1850.

To the President and Directors
of the Board of Public Works.

GENTLEMEN,

I have the pleasure to hand you the proceedings of the first annual meeting of the stockholders of the Southside railroad company, embracing also the report of the president, chief engineer, and the account of the clerk and treasurer.

It would have been forwarded sooner but for the delay of the printer.

I am, with high respect,

Your obedient servant,

WM. PANNILL, *President.*

FIRST ANNUAL MEETING.

At a meeting of the stockholders of the Southside railroad company, held at their office in the town of Petersburg, on Wednesday the 13th of November 1850, the meeting was organized by the appointment of Wm. C. Flournoy, Esq., chairman, and Stephen D. Watkins secretary.

There being present, in person and by proxy, a majority of stockholders, they proceeded to business.

The president's report was presented and read, with the accompanying documents therein referred to, which were, on motion, received and ordered to be recorded and printed.

On motion, Messrs. Robert B. Bolling, S. O. Southall and John F. May were appointed a committee to examine proxies, who reported them all to be in order.

The chair appointed Dr. Wm. W. Carrington, Captain Francis E. Rives and Andrew Kevan, Esq., a committee on the reports of the president and chief engineer and on the treasurer's annual statement.

On motion, an election of a president and five directors was held, which resulted in the unanimous choice of Wm. Pannill, Esq., as president of the company, and in the election of Edwin G. Booth, John W. Gilliam, Lemuel Peebles, Samuel V. Watkins and Peter B. Wills as directors, John F. May, Esq., having declined a re-election.

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OFFICE OF THE SOUTHSIDE RAILROAD CO.,
Petersburg, November 13th, 1850.

To the Stockholders of the Southside Railroad Co.

GENTLEMEN,

It affords me much pleasure to present to you my first annual report, and to congratulate you on the prospect of a speedy extension of the Southside road to Lynchburg.

The company was organized on the 8th of August 1849, by the election of a president and a board of directors. The board held its first meeting on the 1st of September following, and elected C. O. Sanford, Esq., chief engineer, who subsequently accepted and entered upon the duties of his office.

A corps of assistant engineers was organized with as little delay as possible, and commenced its preliminary surveys on the 4th of October 1849. After running several experimental lines, the Cox road line was adopted, as being the shortest, cheapest and as affording the lightest grades.

The whole engineer force was then employed in locating the road, so as to be ready for contract by the last of the year, and by their extraordinary efforts, the profiles, plans and specifications of the line from Bell's old field, near Burke's, to Sutherland's, (a distance of forty miles,) were completed.

The grading of all this portion of the road, except two sections, was put under contract on the 29th of December 1849, and early in January 1850. Subsequently, those two sections were let, and also that portion of the road from Sutherland's to the Battersea cotton factory in this city; all of which, by the terms of the contracts, is to be finished by the first of next year. I do not think that all the contractors will be able to comply. Nearly all the heavy embankments, however, will be finished by that time, and will have the benefit of the winter's frosts for settling. Early in the ensuing year the residue of the grading will be sufficiently completed to allow us to commence putting down the superstructure.

The contracts for grading and masonry have been made at satisfactory prices, all being within the estimate of the engineer.

It is known to the stockholders that we have purchased 4,500 tons of iron, of the U or bridge rail pattern, weighing 51 lbs. per yard, at $41 85 per ton of 2240 lbs., cash on delivery at City Point.

This iron will lay the road to its junction with the Richmond and Danville road near Burke's. Nearly all this iron has been received and is in bond; the duty to be paid when it is taken out for use, the cost in England and the freight having been paid in cash.

We have also contracted for 20,000 sills of juniper, chestnut, and post oak, to be delivered at the wharf in this city at thirty cents each.

We have purchased for the depot lot all that land between Pike street and the river, and bounded by the lots of the estate of Jack Booker, Jos. Bragg, R. C. Traylor and others, on the east, (being within 100 feet of 2nd street, and by Brick House run on the west, except the front half of Mrs. Robbin's lot on the run. The cost of

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the whole property is $16,447. There are on the lots a number of houses which will be sold to be removed, and the cost of the lots will be reduced by the proceeds of such sale.

We have arranged privately with several individuals owning lots in this city, for the right of way through them, and the commissioners appointed by the hustings court have nearly completed the assessment of damages on the balance.

The land damages through the counties of Dinwiddie and Nottoway have been nearly all adjusted; and while in some few cases we think exorbitant damages have been allowed by the commissioners, yet, upon the whole length of the line, we think the average amount per mile will not exceed that paid by other roads.

In all cases where private arrangements for the right of way could be made at fair prices, it was done, rather than refer it to commissioners; and I am happy to say that many such have been made, by which, doubtless, there has been a considerable saving to the company.

A called meeting of the stockholders was held at the office of the company on the 30th of April, to take into consideration the propriety of accepting the amended charter of the Southside railroad, passed by the legislature on the 12th day of March last, by which the charter of the Southside road and the Petersburg and Lynchburg were merged into one charter, under the name of the Southside railroad company. The amendment was accepted by a unanimous vote, so that we now act under one charter from this city to Lynchburg.

By order of the board of directors a survey was made during the past summer, from Burke's via Farmville to Lynchburg—for an account of which I beg reference to the report of the chief engineer herewith, marked A. I also refer you to that report for an estimate of the probable cost, &c. of the road from Petersburg to its junction with the Richmond and Danville road, and for other important information to the company.

By a further order of the board, the location of that portion of the road from Burke's to Farmville is now in progress, under the management of an efficient corps of engineers, with a view to have it let to contractors, if possible, before the beginning of the ensuing year, and which, it is hoped and expected, will be accomplished.

That portion of the road from Battersea factory to the depot lot has been located, the right of way nearly adjusted, and on yesterday, the grading and masonry was let to William Collins, Esq., to be commenced forthwith and finished by the 1st of April next. Hence it will be seen that we have every prospect of having the road completed to its junction with the Richmond and Danville road by the end of the next, or the beginning of the ensuing year, when we trust we shall have one of the best, and probably the cheapest roads which has been laid with heavy rail in this country.

The amount of stock subscribed up to the 1st inst. is, on the part of

the corporation of Petersburg, - - -	423,500
And by 44 individuals, - - - -	14,100
Making together, -	$ 437,600

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Requisitions have been made on the stockholders from time to time as the wants of the company required, to the amount of sixty dollars per share. It became necessary to call in this large amount in consequence of our having to pay for the iron, in addition to the monthly estimate for grading, masonry, &c.

I enclose the clerk and treasurer's account, marked B, shewing the receipts, disbursements, liabilities and assets of the company up to the 31st ult. inclusive.

Receipts,		259,604 29
Disbursements,		211,215 81
Balance of cash on hand,		$48,388 48
Assets,		226,513 48
Liabilities,		89,287 51
Leaving a balance of		$137,225 97

for the further prosecution of the work.

The engineer corps engaged in the service of the company, consists of

1 chief engineer,
6 assistant engineers, and
17 negroes.

On the whole line of the road, there are—

16 contractors, who employ
790 laborers,
16 wagons, 184 carts and 264 horses.

In addition to the above, Mr. William Collins, in a few days, will have employed on the city section of the road 100 hands.

I am happy to say that all the contractors are steady, industrious men. They give the board no trouble, and none to the citizens on the line of the road, so far as I am informed.

I am most happy to report to the stockholders, that a private subscription of $76,000 has been made by the citizens of that public spirited and patriotic town, Farmville, and that the sum of $2 per share has been paid on this stock to the credit of the company, in the Farmers Bank in Farmville; and also that the town in her corporate capacity has agreed, by a unanimous vote of her citizens, to subscribe $25,000 as soon as an act of the legislature can be passed giving the authority, making her subscription over $100,000.

I learn from the committee appointed by the town meeting in this place to solicit private subscriptions to the stock to the amount of $150,000, that something over $130,000 has already been raised, and that the remainder will doubtless be subscribed in a few days. This will make the whole amount subscribed $687,600.

In conclusion, gentlemen, I beg leave to tender to you my congratulations on the prospect before us. It is confidently believed that when our road is completed to Lynchburg, there will be such an

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amount of trade and travel over it as will ensure to the stockholders such a remuneration as will cause them to rejoice that they had entered into this glorious enterprise.

All which is most respectfully submitted.

WM. PANNILL, *President.*

To the President and Directors of the S. Railroad Company.

GENTLEMEN,

The annual meeting of the stockholders renders it necessary for me to make a report of the present state of the works under contract of that portion of the Southside railroad between Petersburg and the intersection with the Danville road, fifty-two miles in length, and also the result of the survey to Lynchburg.

The following tabular statement shews the probable cost, the amount of work done and to be done upon the portion of the line between Petersburg and the junction of the Richmond and Danville railroad:

SCHEDULE shewing the cost of Road, and first equipment, &c., from Petersburg to the intersection of the Richmond and Danville Railroad.	PROBABLE COST.	AMOUNT DONE, OR RENDERED.	AMOUNT TO BE DONE, OR RENDERED.
Lands and depot lots,	62000	11400	50600
Grading,	160000	80000	80000
Masonry,	13000	–	4000
Depots and water stations,	20000	9000	20000
Superstructure, including turn-outs,	260000	119000	141000
Engineering expenses,	30000	13000	17000
General management, including salaries of the president and treasurer, office expenses and expenses of raising capital stock,	6000	3000	3000
Three locomotives, with their trains of freight and passenger cars,	60000	–	60000
Total,	$611,000	235400	375600

Adding for contingencies, the probable cost of the line will be about $12,000 per mile.

It will be seen from the statement, that about $90,000 worth of grading and masonry is to be finished; but as the last monthly estimate was about $16,000, there is every reason to believe that the grading and masonry will not retard the laying of the sills for the superstructure; and this work may be commenced as soon as would be deemed expedient, when the weather becomes settled next spring; and it is possible to finish the whole of this portion of the road during next year.

Report of the Survey to Lynchburg.

The survey was commenced at the intersection with the Danville road, and from thence following the main ridge to Burkesville, thence

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by a sub-ridge to the Appomattox valley, which is crossed by a high and long bridge; thence on the northern slope of the Appomattox valley to a point opposite Farmville; and from this point two routes were surveyed, one on the right and the other on the left of the Appomattox river. These two lines follow the ridges as soon as they can be attained by the ascending grades to the head waters of the Appomattox, where the two lines unite and follow the main ridge to the head of Beaver creek, from which point the line descends along the hill sides to the southern shore of James river, and continues along the shore to the point of commencement of the Virginia and Tennessee railroad at Lynchburg.

The grades upon this survey, with one exception, are the same as upon the portion of the line under contract, namely, sixteen feet per mile against the trade from the west, and thirty-two to thirty-five feet per mile against the freight from the east.

The exception mentioned is a grade between the head of a fork of Beaver creek to James river. This grade is fifty feet per mile—this is ten feet per mile less than many of the grades against the trade upon the Virginia and Tennessee road, and on many of the most important roads in the United States: nevertheless, as all the other grades opposed to the heavy trade are only sixteen feet per mile, of course the cars in each train will be arranged for sixteen feet grades; and it will be necessary during a portion of each year when the greatest amount of products are to be transported, to send an assistant engine with each train over this fifty feet grade, which may be done without any great expense, as the grade occurs near the western end of the road, where there will be a station for engines, and where it will be necessary to keep at least one spare engine under any circumstances.

The return freight from Petersburg will be from one-third to one-half the weight of the freight from Lynchburg, hence the grades of thirty-two to thirty-five feet per mile to be encountered by the trains running from east to west are about equal in effect to the sixteen feet grades opposed to the fully loaded trains from the other direction; therefore the grades of the whole road may be considered about equal in effect to grades of sixteen feet to the mile in both directions, and I believe the easiest grades for the same length of line in the United States.

The length of the route surveyed on the south side of the Appomattox river is about seventy miles—that on the north of the river about two miles longer.

The whole Route from Petersburg to Lynchburg.

I have given an estimate of the probable cost of the road from Petersburg to the intersection with the Danville road; and as a party of engineers are now engaged in making a location beyond the intersection, which will furnish more accurate data for calculation than the former survey, I hope it will be deemed sufficient at the present time to state that, taking into consideration the light grades and the heavy

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iron rails to be used, I feel warranted in saying that the whole road will cost proportionately less than any other in the United States that I have visited, or that has been publicly reported.

Very respectfully submitted.

C. O. SANFORD, *Ch. En.*

Petersburg, Nov. 13, 1850.

A STATEMENT

Of the Affairs of the Southside Railroad Company from the commencement to 31st October 1850, *inclusive, viz:*

CAPITAL STOCK.

Subscribed by the corporation of Petersburg—4,235 shares, - -		423,500 00
Subscribed by 44 individuals—141 shares,		14,100 00
		$437,600 00

Receipts on account Stock.

From the corporation of Petersburg,	254,100	
" individuals,	5,375	259,475 00
Balance due by stockholders,		$178,125 00

RECEIPTS.

By amount brought down, -		259,475 00
Received for interest, - -		129 29
		259,604 29

DISBURSEMENTS.

Paid for grading road, - -	55,469 36	
" masonry, - -	7,378 00	
	62,847 36	
" iron rails and charges on same,	119,060 05	
" engineering expenses, which includes chief engineer's and assistants' salaries, instruments, office furniture, fuel and lights, printing, advertising, pay and board of hands whilst on the survey and location of the road,	12,695 52	
Carried forward,	194,602 93	259,604 29

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Brought forward,		194,602 93	259,604 29
Paid for expenses on the Lynchburg survey after deducting $347 received from sale 3 horses, a jersey wagon &c.		2,122 01	
Paid president's and clerks' salaries, office rent and furniture, fuel and lights, printing and advertising, and general management for getting up subscriptions,		3,011 81	
Paid land damages, -	10,479 06		
" real estate, (part depot lot,)	1,000 00	11,479 06	
		211,215 81	
Cash on deposit in the different banks in Petersburg,	46,308 48		
Cash in the hands of the treasurer, - - -	80 00		
Cash in the hands of the chief engineer for current expenditure, - - -	2,000 00		
		48,388 48	
			259,604 29

ASSETS.

Cash in the different banks, in the treasurer's hands and in the hands of the chief engineer, as stated above, -	48,388 48	
Balance due from stockholders, -	178,125 00	
		226,513 48

LIABILITIES.

Bills payable for hired negroes, -	335 00	
do. do. for duty on five cargoes iron, (the first two having been paid for,)	20,258 82	
This amount due Jas. Dunlop, ag't, for the first cargo of iron, withheld by agreement as collateral security,	13,846 97	
Appomattox railroad, for the freight on seven cargoes iron, 3,755 tons, at 60c.,	2,253 55	
Balance for the remaining portion of the 4,500 tons of iron contracted for but not yet received, - -	31,146 17	
For railroad sills contracted for, -	6,000 00	
Depot lots contracted for but not paid for,	15,447 00	
		89,287 51
Balance,		$ 137,225 97

S. D. WATKINS,
Clerk and Treasurer.

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The committee appointed by the stockholders of the Southside railroad company, have examined the annexed statement of the treasurer of the company, and find the same to be correct, viz:

Receipts from stockholders, -	$259,475	00
do. do. interest, - -	129	29
	259,604	29

DISBURSEMENTS.

For grading, masonry, iron rails, engineering, surveys, land damages, salaries of officers, - - -	211,215	81
Balance cash on hand 31st Oct. 1850,	$48,388	48

They recommend the printing of a sufficient number of the president's annual report, the engineer's report and treasurer's statement, for distribution.

WM. W. CARRINGTON, *Chairman*,
ANDREW KEVAN,
FRANCIS E. RIVES.

To the Directors of the Southside Railroad Company.

Petersburg, Nov. 14, 1850.

By-Laws of the Southside Railroad Company, 1849.

Article 1. The annual meeting of the stockholders of the company shall be held on the second Wednesday of November in each year, at the office of the company in the town of Petersburg, or at such other place as the stockholders may adjourn to. The corporation of the town of Petersburg, or a majority of individual stockholders, may at any time apply to the president and directors to call an extra meeting of the stockholders; and upon such application, it shall be the duty of the president and directors, as soon as may be thereafter, to call such meeting, to be held at the place of the next annual meeting, giving such notice thereof as the charter requires.

Art. 2. The meeting of the stockholders shall be organized by the appointment of a chairman, and shall be attended by the clerk of the company, or such clerk *pro tempore* as they shall from time to time appoint. The proceedings of each day shall be verified by the signature of the chairman.

Art. 3. The ayes and noes upon any question shall be spread upon the journal, whenever required by any three stockholders present, either in person or by proxy.

Art. 4. All proxies to represent stockholders at a general meeting, must be under the hand and seal of the stockholder: those of the

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corporation, under the corporate seal, and signed by the proper officer and those of individuals, under their hand and private seals, attested by one witness. At every meeting of the stockholders, a committee shall be appointed to examine such powers as may have been given by any stockholders to represent them, and no proxy shall give a vote as such, until, by the report of the committee and the decision of the meeting thereupon, it shall be ascertained that he is properly authorized by a power as herein required, bearing date within the twelve months last passed.

Art. 5. The stock of the company shall be transferred only on the books of the company, by the stockholder himself in person, or by his attorney in fact, duly constituted according to such forms as the president and directors may prescribe.

Art. 6. A roll of the stockholders in alphabetical order, together with the number of shares held by each, and the number of votes which each is entitled to, set opposite his or her name, shall be made by the clerk, and laid before the stockholders at each meeting.

Art. 7. The president and directors of the company shall meet at the office of the company, or at such other places as they may direct, at least once in each month, and at such other times and places as the business of the company may require; and the clerk shall call a meeting of the board at any time when desired by any two members thereof.

The board shall appoint two or more of its members to examine, each month, the books of the company for that month, and a report shall be made of the result of the examination for the preceding month.

Art. 8. The president shall hold a vigilant superintendence over all the works of the company in progress, and over all the affairs and agents of the company; and at every meeting of the stockholders, shall lay before them a report of the condition of the company, the progress of its works, the conduct of its officers and agents, the state of its finances, and such other matters as he may deem interesting.

Art. 9. The distinct accounts of their proceedings and disbursements of money, which the charter requires the president and directors to make to the annual meeting of the stockholders, shall set forth the general condition of the company, and exhibit in detail the state of the finances—There shall be statements shewing,

1st. The amount of money paid in by the stockholders, and the amount obtained from any temporary loans which may have been made.

2d. The cost of road and property of the company, including therein all disbursements chargeable against the capital.

3d. The income of the preceding twelve months.

4th. The current expenses and interest paid during the twelve months.

5th. The income and current expenses of the year which preceded it.

6th. The amount of income remaining after deducting all payments for current expenses, and interest, and all dividends which may have been declared.

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7th. The debts due to the company, and the debts due from it; and

8th. The materials on hand for the repair of the road and for the use of the depots and shops. There shall also be a list of the persons in the employment of the company, stating in distinct columns their names, compensation and duty; provided, however, that the names of the hands on the road, in the depots and workshops, and upon the trains, need not be stated; but in regard to them, it shall be sufficient to mention the number employed for each purpose, and their compensation.

Art. 10. Neither the president, nor any director or engineer in the employment of the company, shall have any interest, direct or indirect, in any contract with the company; and nothing shall be paid by the company, or recovered from them, on any contract in which the president or any director, or engineer in the employment of the company, shall have any interest, except such as may have been cast upon them by will or operation of law; and no director or other officer, or agent, shall act as proxy at the meeting of the stockholders.

Art. 11. The money of the company shall be deposited by persons paying the same, in such bank or banks as the president and directors may from time to time prescribe. Certificates of such deposites shall be given to the person or persons depositing the same, which certificate shall be transmitted to the clerk of the company, and for which the clerk shall grant receipts; provided, however, that the president and directors may, by an order of the board at any time, authorize any payments to be made to the clerk, who shall grant receipts therefor, and who shall on the day of receiving the same, or at farthest the next day, deposit in said bank or banks, to the company's credit, the amount so received by him. The president and directors shall also have authority to appoint agents to collect the requisitions on the stock when they deem it necessary.

No money deposited in any bank to the company's credit, shall be drawn thereout, except upon a check signed by the clerk and countersigned by the president.

Art. 12. No money shall be paid under any contract exceeding five hundred dollars, without the express order of the directors.

Art. 13. It shall be the duty of the clerk to audit, adjust and certify all accounts of the company, and all claims against them; and he shall balance the books of the company on the 1st day of November in each year, and at such other times as the president and directors may require. He shall act as treasurer of the company. At each monthly meeting he shall lay before the board a statement, shewing the disbursements of the month, and the purposes for which they were made, as much in detail as can be conveniently given; and also a statement of the bills payable, and the resources of the company to meet the same. Semi-annually he shall furnish to the board statements shewing the receipts and disbursements of the six months. Before entering on the duties of his office, he shall give bond and security in the penalty of ten thousand dollars, payable to the Southside railroad company, conditioned for the faithful performance of all the duties of his office as clerk and treasurer; and the president

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and directors shall have power to demand new security of him whenever they think proper to do so. He shall hold his office during the pleasure of the board.

Art. 14. The salary of the president shall be two thousand dollars per annum, payable quarterly.

Art. 15. The directors shall be allowed mileage at the rate of ten cents for every mile they shall necessarily travel in going to and from the meetings of the board, and no other pay or compensation shall be allowed them.

Art. 16. The board of directors shall have authority to appoint a clerk when they shall deem it necessary, and to fix his salary.

GREENESVILLE AND ROANOKE RAILROAD COMPANY.

OFFICE GREENESVILLE AND ROANOKE R. Co.,
Petersburg, November 8th, 1850.

JAMES BROWN, JR., *Second Auditor.*

SIR,

I enclose you a copy of the last annual report of the Greenesville and Roanoke railroad company for the 12 months ending April 30th, 1850. I have added to this report a statement of the receipts and disbursements for the five months ending 30th September 1850, in order that you may see how the company stood on that day. Out of the nett income then on hand, the board of directors declared a dividend of four per cent., making, with the dividend of May last, 7½ per cent. for the eleven months, and leaving a surplus of $2,956 85.

The company, you will observe, is entirely out of debt, and its prospect of continued prosperity is every way encouraging.

I remain, respectfully, yours,

H. D. BIRD, *President.*

REPORT

Of the Board of Directors to the Stockholders, 17th May 1850.

The board of directors submit the following statements, shewing the receipts and expenses, and the condition of the affairs of the company, for the twelve months ending April 30th, 1850.

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Receipts and Expenses of Transportation.

RECEIPTS.

Transportation of freight, - - - -		29,896 54
" of passengers, - - -		7,867 05
" of mail, - - - -		2,000 00
		$39,763 59

DISBURSEMENTS.

Paid the Petersburg railroad company for doing the transportation, 40 per cent. of gross receipts, -		15,905 42
Cost of repairs of road:		
Pay of overseer, - - -	413 33	
Hire of hands, - - -	1,493 60	
Cost of timber, - - -	2,034 73	
Smiths' work, tools, &c., - -	145 06	
		4,086 72
Cost of repairs to bridges and depots:		
Paid for timber, - - -	582 00	
Carpenters' work and labor, - -	435 80	
Chains and ropes for cranes, - -	128 57	
		1,146 37
Salaries of officers, - - - -		800 00
Insurance, taxes, &c., - - -		112 34
Interest account, - - - -		90 58
Total expenses, - - - -		22,141 43
Nett income, - - - - -		$17,622 16

General Statement of the Receipts and Disbursements.

RECEIPTS.

Cash on hand April 30, 1849, - - -	7,507 65
Receipts of transportation as above, - -	39,763 59
	$47,271 24

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DISBURSEMENTS.

Expenses of transportation as above, - -	22,141 43
Balance of debt paid off, - - -	6,741 40
Dividends of May and November 1849, 5 per cent. (less $117 50 uncalled for,) - - -	9,882 50
Balance cash on hand April 30, 1850, - -	8,505 91
	$47,271 24

General Statement of the Affairs of the Company.

Capital paid in, - - - - -	200,000 00
Profit and loss, - - - - -	8,855 91
	$208,855 91
Cost of railroad,* - - - - -	200,000 00
Debts due the company, - - - -	350 00
Cash, - - - - - -	8,505 91
	$208,855 91

It will be seen from the above statements, that after paying off all the outstanding debt, and a dividend of five per cent., there remained on hand of the profits of the road in cash on the first day of this month, the sum of $8505 91. Out of this the board has just declared a dividend of three and a half per cent., deducting which, and the amount of previous dividends uncalled for, there remains a surplus of $1270 91 to be carried to the present year.

Comparing these statements with those made to the last annual meeting, they shew an increase of $8794 05 in the receipts of transportation; $7809 47 of which was in freight, and $984 58 in passengers. The expenses increased $2107 25, and the nett income $6672 96.

In regard to the condition of the road and depots, it is as good if not better than it was at the date of our last meeting. We rebuilt during the year, in a permanent manner, the wood work of Fontaine's creek bridge, and we put up a new wharf and crane at Gaston, and a new water station at Summit. The plate-rail on our track appears to stand very well; and it will doubtless last until the North Carolina railroad is constructed—an event which may now be considered certain, as the stock of the company is nearly all taken. When that road is finished, we believe it will add so much to our business, that we shall be able to lay down an edge-rail without feeling the cost of it materially.

* The road cost originally $283,917 94, of which $83,917 94 was paid out of the profits of transportation.

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Our debt, it will be observed, is entirely extinguished, and we have been able to increase our dividend. We congratulate the stockholders on this happy result, especially as it has taken place at a time when there is a great distrust in the value of railroad property. We would call your attention to the fact, that the road has attained this prosperous situation in the mere progress of its ordinary business, and without any improvement or addition to the lines south of it. With the North Carolina railroad constructed, and not only running into the richest part of that state, but connecting with the South Carolina railroads, we think we have a well-grounded assurance, that the prosperity of the road will be placed upon a permanent basis.

By order of the board of directors.

H. D. BIRD, *President.*

Petersburg, May 16, 1850.

List of Persons in the employ of the Greenesville and Roanoke Railroad Company, May 1st, 1850, with their annual pay or cost.

H. D. Bird, president, - - - - -	500 00
Jas. Ligon, treasurer and book-keeper, - -	300 00
Bartlet Raney, overseer, - - - -	400 00
Hire and cost of 12 negroes, - - - -	1,528 95
	$2,728 95

REPORT

Of the Committee of Examination.

According to custom the committee appointed by the stockholders to examine into the condition of the property of the company, report:

That on the 15th of October last, the road was passed over by the aid of a hand car, which gave us an opportunity to examine it critically, and we found it in as good if not better order than when it was built. The timber and iron were in excellent condition, and the ditches well cleaned and properly graded. On the 9th of the present month, we also passed over the road in the same manner; and notwithstanding the uncommonly wet winter and spring had prevented a good deal of necessary work being done, we found it in very good order. The overseer in charge of the repairs, Mr. B. Raney, has attended to his duty so faithfully, that we think it due to him to bring it to the notice of the stockholders.

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The depot at Gaston, when we last visited it, was so crowded with goods and produce, that there was not room enough to load, unload or store, or attend to it properly. We would suggest the propriety of having it enlarged, and also better lighted.

Perhaps it may not be out of place to remark, that in 1837 a debt of $84,000 was suspended over this company; but by the economical management and great attention to its interests of the president, Mr. H. D. Bird, the debt was liquidated, and in 1849 a dividend of five per cent., and for the last six months one of three and a half per cent., was paid to the stockholders. From appearances, we think there is but little doubt that the company will continue to pay handsome dividends.

(Signed,)

P. C. SPENCER, *Chairman.*

Receipts and Disbursements of the Greenseville and Roanoke Railroad Company for the month ending September 30th, 1850.

RECEIPTS.

Cash on hand April 30th, 1850, - - -	8,505 91
Receipts of transportation for the 5 months, -	17,910 27
	$26,416 18

DISBURSEMENTS.

Paid dividend of May last 3½ per cent., - -	7,000 00
Paid Petersburg railroad company, for doing the transportation, - - - - -	7,164 11
Paid officers' salaries 5 months, - - -	500 00
Paid other expenses, - - - -	795 22
Balance cash on hand September 30th, - -	10,956 85
	$26,416 18

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CHESTERFIELD RAILROAD COMPANY.

At a meeting of the president and directors of the Chesterfield railroad company, on the 2d July 1850,

Resolved, That a copy of the statement of receipts and disbursements submitted to the stockholders on the 15th April last be sent to the president and directors of the Board of public works, as the annual report of this company.

Extract from the minutes.

W. P. STROTHER,
Treasurer.

Statement of Receipts and Disbursements of the Chesterfield Railroad Company for twelve months to 1st April 1850.

RECEIPTS.

Balances on hand 1st April, 1849:			
In Exchange Bank of Va., Richmond, -		5,656 92	
Less dividends then due and since paid, - - -	165 00		
Less balance due to superintendent, and since paid, - -	80 88		
		245 88	
			5,411 04
Toll on 15,374 cars coal, equal to 1,153,050 bushels, - -		33,956 30	
Received by superintendent, and accounted for:			
9 mules and 1 horse, - -	240 00		
Transportation sundries, -	771 69		
Old iron, - - -	8 41		
Hand hire, - - -	652 59		
Provisions, - - -	551 97		
Manure, - - -	112 80		
		2,337 46	
			$36,293 76

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DISBURSEMENTS.

Repairs and permanent outlay:			
Land for widening embankments, -		398 00	
Timber, - - - -		1,010 26	
Railroad iron, wheels, &c., - -		2,695 82	
Hardware, - - - -		347 89	
			4,451 97
Current expenses:			
Salaries—President $200, treasurer $300, superintendent $1,000, -		1,500 00	
Hand hire, - -	4,247 28		
Negro hire, - -	7,011 91		
		11,259 19	
Provisions, - -	2,904 14		
Clothing, - -	986 66		
Medical attendance, -	245 37		
		4,136 17	
528,314 lbs. sheaf oats,	3,971 88		
5,737 bushels corn,	3,032 69		
		7,004 57	
Oil, - - - -		1,120 50	
Taxes, $125 23; insurance, $72 75 - - -		197 98	
Contingencies, - -		220 25	
Expenses of suit against R. & D. R. Co., viz:			
Fees of counsel, -	1,840 00		
Clerk's fees, notary's fees, surveys, &c. - - -	355 18		
		2,195 18	
			27,633 84
Dividend, 3 per cent. in July last,		4,500 00	
" less unclaimed, -		144 00	
			4,356 00
Balance in Exchange Bank of Va., Richmond, - -		5,409 29	
Less balance due to superintendent,		146 30	
			5,262 99
			$41,704 80

W. P. STROTHER,
Treasurer.

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III. CANAL AND NAVIGATION COMPANIES.

UPPER APPOMATTOX COMPANY.

PETERSBURG, 16th October 1850.

JAMES BROWN, JR., *Second Auditor.*

DEAR SIR,

I enclose a copy of the annual return of the Upper Appomattox company, a list of stockholders and a statement of tolls, produce, &c. I have sent to the superintendents a copy of the return, with the various accounts from which it is made up, for their examination, and I expect they will forward the return to you in the course of a few days.

Yours respectfully,

S. D. MORTON, *Clerk.*

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Return of the state of the Upper Appomattox Co. on the 30th September 1850.

Capital stock, old, subscribed by individuals, -	48,600 00		
Do. do. do. the state, -	12,500 00		
			61,100 00
Capital stock, new, subs'd by individuals, 72,000 00			
Deduct delinquent stock sold, and bought by the company, - 4,650 00			
	67,350 00		
Capital, new, subscribed by Board of public works,	48,000 00		
			115,350 00
Income from tolls, rents, hire of negroes, &c. from commencement, - - - -			239,553 43
Debts due from the company other than dividends,			75 84
Profit on state stock sold, - -			369 25
Dividends on old stock remaining unpaid, -	10,634 50		
Ditto on new do. do. - -	1,797 00		
			12,431 50
Amount of commonwealth's subscription unpaid,		4,000 00	
Amount of individual do. do. -		2,715 00	
Due to the company other than on account of stock, - - - -	4,528 24		
Profit and loss account, - - -	3,059 22		
		7,587 46	
Expended in the work from its commencement to this date, viz:			
For labor, materials, tools and various other charges, including wages of workmen, officers' salaries, &c., being balance of expense account of old stock, per account herewith rendered, -	131,627 81		
Balance of new improvement, per account herewith rendered, - - - -	119,636 24		
Balance of negro account, - -	6,859 70		
Cost of suits, - - -	322 37		
Interest account, - - -	13,018 36		
		271,464 48	
Property now held by the company, viz:			
Two mills occupied as cotton factories, -	16,966 66		
Land, - - - - -	2,058 31		
		19,024 97	
Dividends declared from commencement, viz:			
On old stock, - - - -	88,595 00		
On new stock, - - - -	25,359 00		
		113,954 00	
Cash on hand 30th Sept. 1850, as per statement below, - - - -		7,124 11	
State stock taken on account of subscription of Board of public works, remaining unsold, -		3,000 00	
		$428,870 02	428,870 02

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Statement of Receipts and Expenditures within the year.

Balance of money on hand, per last annual report,			3,995 87
Add receipts during the year, viz:			
Tolls collected,		9,998 22	
Rents,		3,317 94	
Interest on debt and state stock,		276 61	
Debts received,		1,050 20	
Received of T. T. Giles, administrator, for so much overpaid him for damage last year,		180 90	
Collected on dividends placed to credit of debtors' accounts,		123 00	
			14,946 87
			18,942 74
Deduct disbursements during the year, viz:			
For improvements and repairs, including provisions, timber, hire of overseers and hands, iron and blacksmith's work, cleaning out canal, &c.,		957 42	
Paid on account of salaries of clerk and collector of tolls and lock-keeper,		963 64	
Paid clerk's tickets $59 93; lawyer's fees, $40,		99 93	
Paid debt due from the company,		151 00	
Paid S. W. Venable, on account of his salary as superintendent,		504 00	
Paid J. W. Womack, for services as clerk for meetings,		30 00	
Paid taxes on company's mills, &c.,		184 50	
Paid taxes on Archer's mill,		12 30	
Paid incidental expenses, viz: books, paper, postages, advertising, pork for lock-keeper, coal for office, &c.,		58 47	
Paid overcharge in tolls refunded,		2 78	
Paid dividends,	8,731 59		
Do. in credit to debtors' accounts,	123 00		
		8,854 59	
			11,818 63
Balance of money on hand, per bank and cash accounts herewith rendered,			$7,124 11

Dividend on the old stock, declared July 29th, 1850, payable Aug. 1st, 1850, $10 per share.
Do. new, do. do. $3 do.

By order of the board of trustees.

S. D. MORTON, *Clerk.*

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Statement shewing the quantity of Produce, &c. which passed through the Canal of the Upper Appomattox Company during the year ending September 30, 1850, and the amount of Tolls charged thereon.

Barrels flour, -	12,077	Bbls fish, -	208½
Bushels wheat, -	52,290	Bbls. tar, -	58
Hogsheads tobacco,	4,356¾	Shingles, -	127,200
Hogsheads of stems,	155	Laths, -	17,500
Boxes tobacco, -	8,806¾	Loads timber, -	32½
Pounds goods, -	1,207,490	Loads wood, -	159½
Bushels salt, -	14,552	Flax seed, (bushels,)	445
Tierces lime, -	1,174	Bushels beans, -	114
Tons iron, -	68½	Cubic feet plank, -	224
Bushels corn, -	2,957	Tons stone, -	12¾
Hhds. spirits, -	3	Empty bbls., -	100
Barrels spirits, &c.,	1,194	Bbls. beef, -	2
Bushels coal, -	3,121	Tons pig iron, -	32
Hhds. molasses, -	80	Tons iron castings,	11½

Paying in tolls $10,285 50.

S. D. MORTON,
Treas'r and Clerk.

LOWER APPOMATTOX COMPANY.

PETERSBURG, October 31, 1850.

JAMES BROWN, JR., *Second Auditor.*

SIR,

Herewith I forward you the annual report of the Lower Appomattox company, to the 30th September last. The board of directors having satisfied themselves that the funds of the company were inadequate to remove effectually the bars and other obstructions in the river, so as to render the improvement permanent and productive, and promote the great interest of the public, decided on the 22d May last to discontinue operations until a meeting of the stockholders could be held to decide what should be done.

A called meeting of the stockholders was convened on the 28th June last, when it was decided to transfer their stock to the town of Petersburg, upon certain conditions, subject to the sanction of the legislature.

An application will be made to the next legislature, for the passage of an act permitting a transfer of all the right and interest of the individual stockholders in said company to the town of Petersburg.

Respectfully,

JOS. BRAGG, *Pres't*
Lower Appomattox Company.

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Annual Report of the Lower Appomattox Company, ending 30th September 1850.

Capital stock 400 shares, $100 each, - -			40,000 00
Subscribed by individuals and town of Petersburg, - - - -	24,000 00		
Subscribed by the state, - -	16,000 00		
			40,000 00
Debt due by the company, - - -			100 00
Receipts from tolls from commencement to this date,			4,237 60
Expended in the work for the same time, -			43,834 49
Statement of Receipts during the year:			
Balance on hand by last report, -	2,105 68		
Interest of money on hand, - -	96 34		
			2,202 02
Disbursements during the year:			
For improvements and repairs, - - -			636 12
Balance of money on hand,			$1,565 90

ALEXANDRIA CANAL COMPANY.

OFFICE OF THE ALEXANDRIA CANAL CO.,
October 18th, 1850.

J. BROWN, JR., *Second Auditor.*

SIR,

In compliance with your circular of the 30th ult., I herewith forward you a printed copy of the annual report of the president and directors of the Alexandria canal company, made to the stockholders, at their annual meeting held in Alexandria, on the 6th of May, 1850; a manuscript return of the state of the company on the 23rd of April 1850; a list of stockholders on the 30th September 1850, and a list of the president and directors, officers and agents of the company, with the salary or compensation of each.

With regard to the expediency of changing the period fixed for annual meetings of this company, I have to remark that our charter fixes the time, first Monday in May; our board, consequently, has not the power to make the alteration suggested. It would, however, in my opinion, be desirable that the annual meetings should be held about the 1st of October. This would give ample time to make returns

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to the Board of public works by the first day of November. Since the date of the annual report the principal receipts have been $30,000 from the corporation of Alexandria, on loans authorized by the acts of the common council, passed the 12th of January 1849, and 15th of January 1850. The principal part of this sum has been expended in constructing wharves for the Maryland mining company, and in repairing the line of the canal.

The Frostburg coal company and Alleghany and Borden mining companies are rapidly progressing with their works on the north side of the locks and pools. The Maryland mining company's wharves have been completed at a cost of about $15,000, and the canal improved, thoroughly repaired, and its capacity increased by an expenditure of upwards of $30,000. It has been deepened, and its banks widened and raised, in order to afford a depth of six feet of water when it shall be supplied by the Chesapeake and Ohio canal.

The Chesapeake and Ohio canal is navigable to Cumberland, our line in good order, and I now have the pleasure to announce the arrival last night, at Alexandria, of the first boat laden with coal from Cumberland.

I have the honor to be, &c.,

JOS. EACHES,
Pres't of the Alexandria Canal Co.

Return of the state of the Alexandria Canal Company for the year ending 30th September 1850, made out up to the 23d of April 1850. (See general statement submitted to the stockholders, May 6th, 1850.)

General construction, - -	471,349 94	
Potomac aqueduct, - -	572,318 68	
Engineer department, - -	9,867 24	
Officers' salaries, - - -	16,544 40	
Incidental expenses, - -	4,247 95	
Balance of interest and discounts,	30,053 97	
George H. Smoot, trustee, -	3,425 00	
Repairs and superintendence, -	20,710 30	
Capital stock held by the company,	11,770 82	
Wharves for Maryland mining company,	9,890 32	
Profit and loss, - - -	413 22	
Due by the treasurer, (general fund,)	912 45	
Due by the treasurer, (wharfage fund,)	159 68	
		$1,151,663 97

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Capital stock, - - -	680,000 00	
United States, - - -	400,000 00	
Unclaimed balances, - -	71 87	
Withers and Wilson, - -	6 81	
Premium on treasury drafts, -	3,512 57	
Loans, - - - - -	42,164 90	
Chesapeake and Ohio canal company, (on account,) - - -	19,909 26	
Rents, excess of receipts over payments,	1,121 50	
Tolls, - - - - -	4,712 64	
Miscellaneous, - - -	76 43	
Outstanding requisition, - -	61 42	
Apparent excess of stock, $26 60, the capital stock having been $680,600, and reduced to $680,000; after entering the amount received last year, and charging up delinquent stock purchased by the company, there appears an excess of $26 60 - -	26 60	
		$1,151,664 00

A List of the President and Directors, Officers and Agents of the Alexandria Canal Company, with the salary or compensation of each, Oct. 18, 1850.

NAME.	OFFICE.	COMPENSATION.
Joseph Eaches, -	President, - -	$300 per annum.
Anthony P. Gover, -	Director, - -	Nothing.
James Green, - -	Do. - -	Do.
William L. Powell, -	Do. - -	Do.
Henry Daingerfield, -	Do. - -	Do.
Louis A. Cazenove, -	Do. - -	Do.
William Gregory, -	Do. - -	Do.
Reuben Johnston, -	Clerk, - -	$200 per annum.
Washington C. Page, -	Treasurer, - -	50 do.
Samuel H. Williams, -	Engineer, - -	*
William B. Chew, -	Sup't northern section, -	450 do.
Patrick Gallagher, -	Sup't southern section, lock-keeper and collector of tolls, - -	450 do.

* Prior to the 1st January 1850, Mr. Williams was compensated for his services, when occasionally employed on the canal, without having any fixed salary; from that date to the 1st of September, whilst engaged in constructing wharves for the Maryland mining company, and making extensive repairs on the line of the canal, his salary has been fixed at the rate of $1000 per annum.

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ANNUAL REPORT

Of the the President and Directors of the Alexandria Canal Company to the Stockholders, 6th May 1850.

OFFICE OF THE ALEXANDRIA CANAL CO.
May 6, 1850.

To the Stockholders.

In the last annual communication of the president and directors of this company, it was stated, that should the then contemplated improvements be made on the Chesapeake and Ohio canal, it would become necessary to raise and widen the banks of our canal, in order to furnish a corresponding depth of water, but that the company had no fund at its disposal for that purpose.

From a cursory examination made by Mr. S. H. Williams, engineer, he had formed a rough estimate of the probable cost of the repairs necessary, which he stated at $22,000.

At an adjourned meeting of the stockholders, held on the 8th of October 1849, the following resolutions were passed:

"*Resolved*, That in view of the early completion of the Chesapeake and Ohio canal to Cumberland—a period certainly not more remote than the spring of 1850—it is of the highest importance that the whole line of the Alexandria canal be in perfect readiness for the reception of the coal trade.

"*Resolved*, That the president and directors be and they are hereby requested to take prompt and efficient steps to carry out the views of the stockholders in this particular."

In compliance with the foregoing resolutions, the board of directors instructed the engineer of the company to make a more careful estimate of the cost of the requisite repairs and improvements, which he did, and reported the amount necessary to be $27,000; for the loan of which sum the board applied to the common council of Alexandria on the 12th of November 1849. On the 15th of January 1850, the common council, by the passage of an act of that date, authorized the loan of $23,000 to the canal company. On the 11th of January, the board of directors entered into an agreement, which was subsequently confirmed by a written contract, with Mr. James Roach, for making the principal repairs—the embankment at Four Mile run—to be completed on or before the 11th instant. The repairs and improvements necessary on other portions of the canal the board determined to make by days work.

Mr. Roach has met with unexpected difficulties in the procuring of carts and laborers, which, together with the unfavorable season, has caused some delay. We trust, however, that no serious loss or inconvenience will result therefrom.

For a more particular account of the repairs and improvements made and to be made, and the present state of the canal, we refer you to the accompanying report of the engineer.

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The progress of the work now being constructed at the outlet of the canal for the use of the Maryland mining company, has been retarded by the failure on the part of the principal contractor to furnish timber, which the board has been compelled to procure elsewhere. The work is now in a state of forwardness, and will doubtless be completed within the time specified in our contract with the Maryland mining company.

Of the loan authorized by the act of the common council, under date of the 12th of January 1849, for the construction of wharves at the outlet of the canal, the board last year received $1,000, and this year $9,000.

Of the loan of January 15th, 1850, for repairs, &c., $7,000 has been received.

The board also borrowed and received of the common council on the 21st of November 1849, for the purpose of paying for ordinary repairs, current expenses, &c., the sum of $1,000; which loan was authorized by the act of the common council, passed the 16th November 1849.

From the statement in paper marked A, of receipts and expenditures, approved by the committee of stockholders and appended to this report, it will be seen, that

The balance in the hands of the treasurer on the 24th of April 1849, was - - - - -	668 31
The receipts during the year, including $17,000 received on account of loans authorized by the common council, - - - - - -	18,992 24
	19,660 55
Expenditures during the year, - - -	18,588 42
Leaving in the hands of the treasurer on the 24th day of April 1850, - - - - -	$1,072 13

Of this balance $159 68 belongs to the wharf fund, and $912 45 to the general fund. The $260 98 of Mechanics bank funds, frequently alluded to in former reports, being considered of no value, has been charged up to profit and loss. The present reported balance of $1,072 13 in the hands of the treasurer, is therefore all available.

The annexed statement in paper marked B, will shew the present indebtedness of the company, consisting of $42,164 90 on account of loans, $1,715 80 due to Messrs. Lambert & McKenzie for timber, and $500 due to Messrs. Reuben Johnston and C. F. Lee for lands purchased of them recently to accommodate the mining companies.

The unsettled accounts between this company and the Chesapeake and Ohio canal company have been adjusted; and in compliance with the requirements of the guaranty act passed by the Virginia legislature on the 15th of March 1849, the Chesapeake and Ohio canal company has executed a bond in favor of the Alexandria canal company for the sum of $20,000, bearing date July 23d, 1849, payable, in ten years, with interest from September 15th, 1842; and has

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also entered into an obligation under the seal of the company to grant to the Alexandria canal company a reasonable proportion of such water power as the Chesapeake and Ohio canal company may have it in its power and shall deem it expedient to dispose of. (See a copy of said obligation in paper marked C, appended to this report.)

Paper marked D, hereunto annexed, exhibits a detailed account of the transportation on the canal for the last year. The navigation having been suspended since Christmas, the tolls this year fall short of those of the last; though, whilst the canal was navigable, the receipts this year exceeded those of last year, for a corresponding period, about 15 per cent.

The board of directors have recently rented to the Alleghany mining company and the Frostburg coal company* all the land and water-front owned by the company, on the north side of the locks and pools of the canal, including that purchased from Messrs. Johnston & Lee. By the terms of the lease, the lessees are to improve the property, by constructing wharves, &c., and pay an annual rent of $300, commencing three years from the date of the lease; with an obligation on the part of the canal company, at the expiration of the lease, thirty years from the date thereof, to pay to said companies the then value of said improvements.

This property embraces about 238 feet of water-front, which, with the 200 feet rented to the Maryland mining company, and 75 feet at the outlet of the canal, reserved for the free passage of boats, &c., make 513 feet; which, deducted from the 650 feet, the supposed water-front owned by the canal company, leaves 137 feet yet at the disposal of the company. An accurate survey of the premises is now being made.

We now have the pleasure confidently to state that at an early period the Chesapeake and Ohio canal will be completed to Cumberland, and the whole line of our canal be in perfect readiness for the coal and produce trade; when, having surmounted all difficulties, we may look with confidence to a rich reward for our labors.

JOS. EACHES,
President A. C. Co.

To the President and Directors
of the Alexandria Canal Company.

GENTLEMEN,

I have the honor to submit the following report of the present condition of the line, and the amount of work done and to be done, to place the canal in a safe condition to admit six feet depth of water.

* By consent of all parties concerned, the Borden mining company has been allowed, equally with those two companies, to participate in the contract.

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From the aqueduct down to the Four Mile run embankment, the canal is in the same condition described in my report of last year; none of the recently contemplated repairs yet being done upon that portion of the line. Many of the embankments will have to be raised from one and a half to two feet above their present height, and will require an additional width of from four to six feet.

The deep cuts will require deepening from half a foot to two feet; and the system of slope protection and side ditching heretofore recommended should be adopted, to prevent the washings from adjacent grounds and the side slope from again forming bars in the canal bottom.

The hands in the employ of the company, from the latter part of winter up to the present time, have been engaged upon that portion of the line from the town basin up to the stop lock this side of the Four Mile run embankment. They have been employed in raising and strengthening the embankment, cleaning out the deep cuts, and in the formation of such ditches as are requisite to prevent future washes into the canal.

The frequent interruptions occasioned by so much rainy weather have delayed the completion of this portion of the work, and in some degree enhanced its cost.

It is now, however, rapidly approaching completion; after which the forces will be removed to those portions of the line requiring attention above the Four Mile run embankment.

The work at the Four Mile run, contracted for by Mr. James Roach, is progressing with as much despatch as the force he has been able to command, and the unfavorable weather he has had to contend with, will admit of. He is, I believe, making every reasonable effort to increase his force, and is now in expectation of having considerable accessions to his present number of horses and carts.

I have no doubt he will be able to complete his contract by the time the remaining portions of the line are in readiness for the reception of the water.

The locks and pools are in good order, with the exception of the stone aprons at the foot of the locks. They should be extended about twenty feet from their present termination, in order to get beyond the re-action of the water, when the locks are being emptied. Some slight change of plan will also be necessary where they unite with the pool walls, to prevent the foundation of these walls from being undermined.

The wharf under construction for the use of the Maryland mining company is in a state of forwardness. About twenty-five or thirty feet will carry it to the outer termination in sixteen feet depth of water, at low tide. The first hundred feet from the shore is completed, and nearly all the piles now driven in the remaining portion are capped and made ready for the laying of the floor. The vertical wall connecting the wharf with the shore is about being finished, as is the earth filling back of it.

Very respectfully, your ob't serv't,

S. H. WILLIAMS, *Engineer.*

May 1*st*, 1850.

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[A.]

Receipts and Expenditures of the Alexandria Canal Company, for the year ending April 23d, 1850.

Received:	
Capital stock,	205 00
Loans,	8,400 00
Bank of Alexandria,	242 52
Incidentals,	7 12
Rents,	200 00
Tolls,	725 36
Corporation of Alexandria, (wharf loan,)	9,000 00
Mechanics Bank, (by profit and loss,)	152 24
Requisitions outstanding,	60 00
Due by the treasurer, May 4, 1849,	282 25
Do. do. (wharf fund,) same date,	386 06
	$19,660 55
Paid:	
Loans,	400 00
Incidental expenses,	357 08
Interest,	248 79
Officers' salaries,	412 50
Capital stock held by company,	25 00
Rents,	9 50
Repairs and superintendence,	7,445 95
Coal wharves, Maryland mining company,	9,276 38
Profit and loss,	413 22
Balance in treasurer's hands April 23, 1850,	912 45
Do. do. do. (wharf fund,)	159 68
	$19,660 55

The committee appointed at the last annual meeting of the stockholders of the Alexandria canal company, to examine the books and accounts of the president and directors, for the year now past, report:

That the same were duly submitted to the committee, who carefully examined them, and compared the charges and expenditures with the vouchers adduced to sustain them, and the statement laid before them with the books, and found them all correct and regular. The account books have been correctly kept and accurately balanced.

Annexed is a statement shewing the receipts and expenditures during the past year.

HUGH C. SMITH,
EDW. S. HOUGH,
SAM'L MILLER,
STEPHEN SHINN,
BENJ. BARTON,
} *Committee.*

Alexandria, May 6, 1850.

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[B.]

A STATEMENT

Shewing the present Indebtedness of the Alexandria Canal Company, April 24th, 1850.

Principal debt due to the common council on loans authorized by acts of the common council prior to the 12th day of January 1849, as per statement marked B, accompanying the annual report of last year, -	17,164 90
Loans from banks, guarantied by the common council of Alexandria, as per statement in said paper B, principal, - - - - - -	7,000 00
Received on account of the loan authorized by the act of January 12th, 1849, for the construction of wharves, &c. at the outlet of the canal, for the use of the Maryland mining company, - -	10,000 00
The amount of loan authorized by the act of the 16th of November 1849, for ordinary repairs, &c., -	1,000 00
Received on account of the loan authorized by the act of January 15th, 1850, for repairs and improvements of the canal, - - - - - -	7,000 00
Total am'nt of loans, exclusive of interest due thereon,	42,164 90
Bond payable to Lambert & McKenzie, dated 16th of March 1850, at 4 months, for the sum of $1715 80, for timber to be used in the construction of the wharves for the use of the Maryland mining company, - - - - - - - -	1,715 80
Due to Messrs. Johnston and Lee, for lot of ground purchased of them, to accommodate the mining companies, - - - - - - -	500 00
	$44,380 70

[C.]

Copy of a Resolution of the Chesapeake and Ohio Canal Company. [*Referred to in the Annual Report of the President and Directors of the Alexandria Canal Company, May 6th*, 1850.]

At a meeting of the president and directors of the Chesapeake and Ohio canal company, on Wednesday, the 18th day of July 1849, the following resolutions were adopted:

Resolved, That in case the act passed by the legislature of Virginia on the 15th day of March 1849, be made effectual, this company

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agrees that it will hereafter, so far as it may have the power to do so, grant to the Alexandria canal company, at such convenient time or times as the latter company may desire it, to be used on the Alexandria canal at such points as may be selected by the Alexandria canal company, one-half of any additional water power that this company may deem it expedient to dispose of below dam No. 1, upon terms not less favorable than those of the existing water grants at Georgetown, or of grants that may hereafter be made to any parties below dam No. 1, with the understanding that the water rights and privileges hereby agreed to be granted, do not embrace any future disposable water power that this company may come in possession of by reason of forfeitures of existing contracts.

Ordered, That a copy of the last preceding resolution, signed by the president, with the common seal of the company affixed, and attested by the clerk, be delivered to the Alexandria canal company.

Witness the signature of the president and the common seal [L. s.] of the said Chesapeake and Ohio canal company, this 23d day of July 1849.

J. M. COALE,
President C. & O. C. Co.

Attest:

JOS. RINGGOLD, *Clerk C. & O. C. Co.*

[D.]

A STATEMENT

Of the Trade on the Alexandria Canal, shewing the number of Boats Ascending and Descending, the kinds and quantities of Articles Transported, the Ascending and Descending Tonnage, the total Tonnage, and total amount of Tolls received from the 16th day of April 1849, to the 24th day of April 1850.

DESCENDING TRADE.

Wood, - - - -	316¼ cords.
Wheat, - - - -	8,230 bushels.
Rye, - - - -	24 do.
Flour, - - - -	14,781 barrels.
Bran, shorts, &c., - -	2,728 bushels.
Corn, - - - -	78,294 do.
Oats, - - - -	311 do.
Corn meal, - - -	1,291 do.
Flax and other seeds, - -	24½ do.
Apples, - - - -	508 do.
Whiskey, - - -	18 barrels.
Limestone, - - -	1,400 perches.

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Bacon, - - - -	100 pounds.
Lard and butter, - - -	800 do.
Coal, - - - -	924 tons.
Iron—pig, bars, castings, &c., -	240¼ do.
Sundries, - - -	98¼ do.

Number of boats 230; amount of tolls received $517 98.

ASCENDING TRADE.

Fish, - - - -	1,538 barrels.
Salt, - - - -	966 tons.
Plaister, - - -	1,383¼ do.
Plank, lath and shingles, -	572¾ do.
Fresh fish, - - -	93¾ do.
Sundries, - - -	620 do.

Number of boats 235; amount of tolls received $219 58.

Total amount of tolls received, ascending and descending, $737 56 cents;* descending tonnage 6,699¼; ascending tonnage 3828 tons; total amount of tonnage, ascending and descending, 10,524¼ tons.

* The discrepancy between the amount of tolls here reported, and the amount to the credit of the company in the treasurer's account, is caused by $12 20 not having been collected.

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General statement of the Receipts and Expenditures of the Alexandria Canal Company, from the commencement to the 23rd of April 1850.

	PAYMENTS.		TOTAL.		RECEIPTS.		TOTAL.
	Before April 24, 1849.	Since April 24, 1849.			Before April 24, 1849.	Since April 24, 1849.	
General construction,	471361 92½	–	471361 92½	Capital stock,	379821 60	205 00	380026 60
Potomac aqueduct,	575381 43¾	–	575381 43¾	Corporation of Alexandria,	350000 00	–	350000 00
Engineer department,	9867 24	–	9867 24	United States,	400000 00	–	400000 00
Officers' salaries,	16131 90	412 50	16544 40	Unclaimed balances on pay rolls,	71 87	–	71 87
Incidental expenses,	3890 87	357 08	4247 95	Withers & Wilson,	6 81	–	6 81
Mechanics Bank,	285 00	–	285 00	Bank of Alexandria,	9757 48	242 52	10000 00
Bank of Alexandria,	10000 00	–	10000 00	Premiums on treasury drafts, &c.,	3512 57	–	3512 57
Interest,	1968 93	248 79	2217 72	Mechanics' bank,	132 76	152 24	285 00
Loans,	33600 00	400 00	34000 00	Interest,	12812 25	–	12812 25
Discounts,	40648 50	–	40648 50	Loans,	57764 90	8400 00	66164 90
Capital stock,	45 82	–	45 82	Chesapeake and Ohio canal company,	19909 26	–	19909 26
Alexandria corporation stock,	195000 00	–	195000 00	Alexandria corporation stock,	195000 00	–	195000 00
G. H. Smoot, trustee,	3425 00	–	3425 00	Potomac aqueduct,	3062 75	–	3062 75
Corporation of Alexandria,	50000 00	–	50000 00	Rents,	1030 00	200 00	1230 00
Rents,	99 00	9 50	108 50	Tolls,	3987 28	725 36	4712 64
Repairs and superintendence,	13264 35	7445 95	20710 30	Miscellaneous,	69 31	7 12	76 43
Capital stock held by company,	11700 00	25 00	11725 00	General construction account,	11 98	–	11 98
Wharves for Maryland mining co.,	613 94	9276 38	9890 32	Corporation of Alexandria, wharf loan,	1000 00	9000 00	10000 00
Profit and loss,	–	413 22	413 22	Outstanding requisitions,	142 00	60 00	61 42
Held by treasurer April 23, 1850,	–	912 45	912 45				
Held by do. wharf fund do. do.	–	159 68	159 68				
	$1437283 90¾	19660 55	1456944 45¾		$1437952 24	18992 24	1456944 48

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DISMAL SWAMP CANAL COMPANY.

DISMAL SWAMP CANAL COMPANY,
Norfolk, October 25th, 1850.

JAMES BROWN Jr., *Second Auditor.*

SIR,

I herewith enclose the documents (No. 1 to 5,*) called for by your circular received at this office, which embrace the operations of this company to 30th of September, the end of the fiscal year.

I am, very respectfully
Your ob't servant,

JAMES CORNICK, *President*
Dismal Swamp Canal Co.

Annual Report of the President and Directors of the Dismal Swamp Canal Company to the Board of Public Works.

The directors of this canal herewith submit to the board of public works the documents called for by their circular of the 8th instant; and now present a general statement of the affairs of the company to the 30th ultimo, that being the end of the fiscal year.

It will have been noticed in our former reports, that the canal has not been emptied of its water, for the purpose of cleaning out and repairing since the year 1840; for which reason, and because of the impossibility, from the width of the canal, of admitting a dredging machine without obstructing the navigation, a large deposit of the draining had accumulated, and several of the recesses were partially filled up.

To remove these deposits, and to increase the number of recesses, has for some time has been contemplated by the board, and this improvement has only been postponed, because such a work necessarily involved much time, and to that extent would interfere with the trade and business, of which it is the great avenue between North Carolina, and the eastern part of Virginia. It was required also, that the canal should not be exhausted until about the month of September, because, if done in the spring or early summer, such droughts might be expected, and such demands made upon the waters of the

* No. 1. Report of the president and directors.
No. 2. State of the company's affairs.
No. 3. Receipts and expenditures, and a list of officers and servants employed, and their salaries.
No. 4. List of stockholders.
No. 5. Produce passing through the canal, and the tolls collected.

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lake and swamp, from natural causes, that there was good reason to apprehend that it could not be sufficiently replenished for the purposes of navigation until the winter rains should set in. Besides this, it would have been difficult at any other working season, if not impossible, to procure a sufficient number of hands to begin and complete the desired improvement; whereas in September, the labor of cropping being over, this objection was in a large measure diminished. But whether the canal were to be emptied in spring, summer or autumn, it would necessarily interrupt the business of some class or other of those who used it; and for the reasons assigned, and because in this month the trade is less than in any other of the business period, the board regarded and decided that September was the fittest time, and open to the least objection.

After the water had been emptied, it was found that the locks at Deep creek required much repairs, as the board had for some time past anticipated, and this repair has been effected, so that the whole work has been done at the same time, and with great expedition. The board would have desired to have caused a more thorough work upon the lock, but it would have required many months to have done this, and have very seriously affected the trade of the canal. They have, however, done all that could have been expected under the circumstances, and confidently believe that the locks will answer their end for many years to come. They have removed the deposits, cut new recesses, repaired the masonry of the locks, hung new gates, and effected other substantial improvements, within the short space of about 35 days, during which they have been much favored by the soft, fair weather; and they now confidently report the whole work to be in good order. It will seem that $ 3,500 more of the funded loan (due the heirs of Richard Taylor) have been paid off, and there remains of that loan but $ 15,000, not due till 1852. The accounts will shew what money has been so far expended in improvements, though a part of the expenditure must necessarily appear in next year's accounts. The amount left on hand to be divided among the stockholders, must be smaller than was at first anticipated, although it will be seen that the tolls have increased over former years.

The works being now in good order, we have every reason to think that a prosperous trade will be carried on, through this channel of commerce, with the adjoining states.

The Northwest canal, a branch of this work, and the direct communication with Currituck sound, and of course with Albemarle sound and its tributaries, has always cost the company more to keep it in order than the tolls received from it amounted to. (See reports from this company in 1842.) We learn that a new canal from the city of Norfolk into Currituck sound, thence across an isthmus in Cenejock bay, and thence into Albemarle sound through North river, is in contemplation; which, if completed, will enable this company to dispense with their connection with those points, which have always cost, as has been before stated, more than was received, to keep them in order, as the documents furnished for many years will shew.

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From the effects of tempests and floods no interruption has occurred during the year, which will go far to establish the permanent character of this important work.

This report, with the accompanying documents, is most respectfully submitted, by

Your most obedient servants,

JAMES CORNICK, *President.*
GEORGE McINTOSH,
RICH'D DICKSON,
JOHN TUNIS, } *Directors.*

Norfolk, October 25th, 1850.

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[No. 2.]

State of the Dismal Swamp Canal Company, on the 30th September 1850.

The company's canals and all their appurtenances cost, up to 30th September 1844,		1,112,323 71	
Less income to the same date,		592,323 71	
Actual cost, waiving interest,			520,000 00
Improvements:			
New cut, &c. up to 30th September 1849,	33,615 93		
Recesses, &c. up to 30th September 1850,	2,690 62		
See credit side A,		36,306 55	
Real estate acquired since last statement,			176 30
Investment of surplus funds in 11 Virginia state bonds, bearing interest at 5½ per cent. of $1000 each, say $11,000, cost			10,084 00
Due to the company in available funds:			
By the Exchange Bank of Virginia,		3,009 18	
Bank of Virginia,		24 89	
Farmers Bank of Virginia,		21,903 41	
President, balance of cash account,		11 99	
			24,949 47
			$555,209 77
Capital stock paid in, viz:			
By the state of Virginia, 760 shares,		190,000 00	
United States, 800 "		200,000 00	
Individuals, 384 "		96,000 00	
Par $250, 1944 "			486,000 00
Due by the company:			
Loan of 15th May 1832, bearing 5 per cent. interest, redeemable in 20 years, to W. B. Selden's estate,		15,000 00	
The United States, balance,		8,515 13	
Dividends unclaimed,		1,466 25	
			24,981 38
Expenditures refunded by the United States:			
For works on the canal, per act of congress,		37,012 73	
Deduct present amount of improvements, A,		36,306 55	
Amount yet left of this fund,			706 18

Profit and loss:	Dr.	Cr.	
Balance on 30th September 1849,		35,250 68	
Appropriated to dividends No. 7, 4½ per cent.,	21,870 00		
Cash received for millstones,		40 00	
Tolls 12 months,		41,271 83	
Rents,		182 00	
General expenditures, 12 months,	5,814 76		
Current expenses, do.	5,280 23		
Discount and interest account, balance,	257 31		
Balance, or profits on 30th September 1850,	43,522 21		43,522 21
	$76,744 51	76,744 51	
			$555,209 77

A. FERET, *Treasurer.*

Office of the Dismal Swamp Canal Co.,
September 30th, 1850.

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[No. 3.]

Operations of the Dismal Swamp Canal Company during the year ending 30th September 1850.

Balance of cash on hand 30th September 1849,			13,065 73	
RECEIPTS SINCE:				
From tolls, 12 months,		41,271 83		
Dividend No. 7, credit of the United States,		9,000 00		
Interest on investment,		605 00		
Rents, L. G. Edwards' account,		821 08		
Millstones sold,		40 00		
Amount returned to dividends for John Lawrence,		300 00		
			52,037 91	
				65,103 64
EXPENDITURES SINCE:				
Amount paid for keeping canals in repair, &c.,			5,814 76	
Amount paid for salaries and wages, viz:				
President,	750 00			
Treasurer,	200 00			
		950 00		
Manager,	600 00			
Collector of tolls,	750 00			
Assistant do.,	250 00			
		1,600 00		
Two lock-keepers, at $300,	600 00			
One do.	240 00			
Four do. at $180,	720 00			
One do.	168 00			
One do.	144 00			
One keeper of culvert,	30 00			
Two assistant lock-keepers, at $120,	240 00			
One do. do.	108 00			
		2,250 00		
		4,800 00		
For incidental expenses,		480 23		
			5,280 23	
Amount paid for dividends,			21,802 50	
Do. for improvements,			2,690 62	
Do. for part of funded loans redeemed,			3,500 00	
Do. for interest on funded loans,			889 76	
Do. for real estate, acquired,			176 30	
				40,154 17
Amount of available funds on hand, per statement,				$24,949 47

A. FERET, *Treasurer.*

Office of the Dismal Swamp Canal Co., Sept. 30, 1850.

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Tolls of the Dismal Swamp Canal and Road received at the Toll-office of the Company.

DISMAL SWAMP CANAL.

INWARD.

2,096	bales cotton, at 20c.,		419 20
38,834	barrels fish, at 6¼c.,		2,427 12
24,950	" naval stores, at 6¼c.,		1,559 38
705	" spirits turpentine, at 12½c.,		88 12
195	" spirits, at 12½c.,		24 38
2,086	cwt. bacon, at 3c.,		62 58
1,121	kegs lard, at 3c.,		33 63
1,315,142	bushels corn, at ¾c.,		9,863 57
47,598	" wheat, at 1½c.,		713 97
19,469	" pease, at 1c.,		194 68
1,230	" beans, at 1½c.,		18 45
2,117	" flaxseed, at 1½c.,		31 75
8,470	" potatoes, at ¾c.		63 52
	Sundries,		198 14
	No. 1—Total inward toll,		$15,698 49

LUMBER.

924	cubic feet mast timber, at 1½c.,		13 86
138,268	" " other " at ¾c.,		1,037 01
287,072	" " plank and scantling, at 1c.,		2,870 72
513,320	pipe staves, at $1,		513 32
7,833,060	hhd. " at 75c.,		5,874 79
287,370	bbl. " at 75c.,		215 53
2,571,750	long shingles, at 70c.,		1,800 22
2,272,570	two-feet " at 37c.,		840 85
25,045,740	building " at 15c.,		3,756 86
14,100	garden pales, at 70c.,		9 87
14,380	fence rails, at $2,		28 76
1,940	coopers' bolts, at $5,		9 70
198,610	" staves, at 70c.,		139 03
5,541	cords wood, at 12½c.,		692 62
	Sundries,		23 58
	No. 2—Total lumber toll,		$17,826 72

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OUTWARD.

39	quarter casks wine, at 28c.,	10 92
4,230	bbls. spirits, at 12½c.,	528 75
2,770	" pork, at 12½c.,	346 25
5,959	" flour, at 10c.,	595 90
372	" fish, at 6¼c.,	23 25
392	" bread, at 6¼c.,	24 50
53	" beer and cider, at 8c.,	4 24
566	" sugar, at 12½c.,	70 75
150	hhds. " at 50c.,	75 00
951	" molasses, at 32c.,	304 32
162	" spirits, at 50c.,	81 00
888	bags coffee, at 8c.,	71 04
17,139	cubic feet dry goods, at 3c.,	514 17
1,152	boxes hats and shoes, at 12½c.,	144 00
1,193	" soap and candles, at 2c.,	23 86
2,074	kegs nails, at 4c.,	82 96
187	" powder, at 4c.,	7 48
203	crates ware, at 25c.,	50 75
312	casks cheese, at 8c.,	24 96
8,859	" lime, at 6¼c.,	553 69
49,158	bushels salt, at 1c.,	491 58
100 11/20	tons iron, at 70c.,	70 38
529	boxes tobacco, at 8c.,	42 32
3387	tons, at 20c.,	677 40
	Sundries,	997 91
	No. 3—Total outward toll,	$5,817 38

NORTHWEST CANAL.

INWARD.

16	barrels fish, at 2 1/2c.,	33
85,234	bushels corn, at ¼c.,	213 08
66	" flaxseed, at ½c.,	33
267	" potatoes, at ¼c.,	67
64,192	cubic feet other timber, at ¼c.,	160 48
3,765	" " plank and scantling, at ⅛c.,	12 55
723,360	hhd. staves, at 25c.,	180 84
64,300	bbl. " at 25c.,	16 07
136,800	long shingles, at 23⅛c.,	31 92
77,750	two ft. " at 12⅛c.,	9 59
548,700	building " at 5c.,	27 43
6,000	garden pales, at 23⅛c.,	1 40
10,040	coopers' staves, at 23⅛c.,	2 34
1,994	cords wood, at 4⅙c.,	83 08
	Sundries,	3 58
	Total inward toll,	743 69

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OUTWARD.

246	barrels spirits, at $4\frac{1}{6}$c., - - -	10 25
265	" pork, at $4\frac{1}{6}$c., - - -	11 04
334	" flour, at $3\frac{1}{3}$c., - - -	11 13
30	" bread, at $2\frac{1}{12}$c., - - -	62
40	" sugar, at $4\frac{1}{6}$c., - - -	1 67
32	hhds. molasses, at 11c., - -	3 52
1	" spirits, at $16\frac{2}{3}$c., - - -	17
28	bags coffee, at $2\frac{2}{3}$c., - - -	75
586	cubic feet dry goods, at $1, - -	5 86
23	boxes hats and shoes, at $4\frac{1}{6}$c., - -	96
74	" soap and candles, at $\frac{2}{3}$c., - -	49
340	kegs nails, at $1\frac{1}{3}$c., - - -	4 53
41	casks cheese, at $2\frac{2}{3}$c., - - -	1 09
130	" lime, at $2\frac{1}{12}$c., - - -	2 71
1,413	bushels salt, at $\frac{1}{3}$c., - - -	4 71
$1\frac{19}{20}$	tons iron, at $23\frac{1}{3}$c., - - -	45
22	boxes tobacco, at $2\frac{2}{3}$c., - - -	59
	Sundries, - - - -	22 94
	Total outward toll, - - -	83 48
	Total inward toll, - - -	743 69
	No. 5—Total N. W. canal tolls, - -	$827 17

RECAPITULATION.—*Fiscal year* 1850.

1. Inward toll, - - - - - - -	15,698 49
2. Lumber toll, - - - - - - -	17,826 72
3. Outward toll, - - - - - - -	5,817 38
4. Road toll, - - - - - - -	1,102 07
5. Northwest canal tolls, - - - - -	827 17
Total amount canal tolls, - - - -	$41,271 83

LEROY G. EDWARDS,
Collector of Tolls D. S. Canal Co.

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DRAGON SWAMP NAVIGATION COMPANY.

JAMES BROWN, JR., *Second Auditor.*

SIR,

As the affairs of the Dragon Swamp navigation company remain in the condition they were at our last several reports, we have nothing to add thereto on the present occasion.

Respectfully submitted.

THOMAS W. FAUNTLEROY,
President Dragon Swamp Nav. Co.

Attest,

THOMAS B. EVANS, *Treasurer.*

30*th September* 1850.

HAZEL RIVER NAVIGATION COMPANY.

OFFICE HAZEL RIVER NAV. CO.,
Thompsonville, Dec. 2, 1850.

To the Second Auditor.

This company organized the 26th day of June 1850. The company determined to commence operations immediately, but found great difficulty in procuring labor, either white or colored; the force has been gradually increasing up to the present moment, having now engaged upon the work about two hundred and fifty laborers.

The work is going on at every point upon the improvement, except one. We state with confidence, that no improvement in the state has progressed with equal rapidity under the same circumstances. We employed John A. Byers as our engineer, from the Chesapeake and Ohio canal, at five dollars per day from the day he left home until he returned, the company paying all his expenses. He has just completed his survey of the improvement, a map of which will be forwarded to your board immediately he completes the same. We have contracted for the materials for all the locks and dams upon advantageous terms.

The stockholders are about same as the list forwarded to your board some time since.

The length of the improvement is about 20 miles. We contemplate building some stone locks. The president is George Ficklin. The directors are Lewis Y. Field, James S. Stark, George B. Scott, B. H. Duncan and Thomas Hill, Jr.

We employed R. R. Bridgen as superintendent at ninety dollars per month, and have bosses, as they are termed, at from fifty to twenty dollars per month. The salary of the president is $600 per annum—the clerk and treasurer $300. We regret that there has not been such punctuality in the stockholders as was desirable, but the interest of the work has not suffered by it. The president has advanced from his

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private funds, so as to meet the liabilities of the company with great punctuality, which has enabled the company to procure labor cheaper than any company in the state. Our Irish labor costs us now seventy-five cents per day: they board themselves. To accomplish this, the president has advanced to the company $11,377 07. The work thus far done, we believe, has been done for ten per cent. less than the engineer's estimates.

We are struggling hard to keep up the credit of the company, and must urge the Board of public works to meet our drafts with promptness, as we pay monthly. Our report has been delayed in part, waiting the report of our engineer, which is not yet completed. We think our expenditures have been about $22,000 dollars.

GEORGE FICKLIN, *President.*
J. Y. FIELD,
THO'S HILL, JR.,
BENJ. H. DUNCAN,
JAMES S. STARK, } *Directors.*

GOOSE CREEK AND LITTLE RIVER NAVIGATION COMPANY.

To the Board of Public Works.

GENTLEMEN,

Pursuant to the requisitions of the circular letter of James Brown, Jr., second auditor of Virginia and secretary of the Board of public works, dated Richmond, September 10th, 1849, and under an order of the board of directors of the Goose creek and Little river navigation company, I have the honor herewith to transmit a statement of their treasurer, shewing the fiscal condition of said company for the year ending the 30th September 1850. The work is in as rapid progress of construction as is consistent with the means of the company—had those means been greater, that portion under contract might probably have been completed by the end of the current year. We entertain the hope of being able to complete it by the 1st June next.

The work was located under the direction of Gen. William Gibb McNeill, assisted by J. H. Alexander, Esq., both of them gentlemen of high reputation as engineers. Neither of them are now in the employment of the company, their place having been supplied by R. G. Bowie, Esq., whose services have thus far given entire satisfaction to the president and directors. That portion of the work under contract and in process of construction is comprised within *six sections*, lying between the mouth of Little river, where it empties into the creek, and the mouth of Goose creek where it empties into the Potomac river, 12 miles in length of slackwater navigation.

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The contract was taken by James Roach of Alexandria, on the 1st of December 1849, to be completed according to the plan and specifications furnished by the engineers.

Since the commencement of the work it has been discovered that those plans and specifications are too imperfect to serve as a guide for carrying the work into successful operation. It has therefore been found necessary to depart from them in several instances, thereby increasing the cost of the work—the object of the board being so to construct the improvement as to resist effectually the heavy freshets to which it will be at all times liable.

The quarterly estimate of Engineer Bowie up to the 27th September 1850, shews that upon the three first sections of the line of improvement there has been work done to the value of $27,476 46. Since that period a valuable lock and dam have been completed, which will probably increase the amount of work done some $ 4000.

The board of directors meet every two weeks for the transaction of business. The president and directors serve without any compensation. To the secretary and treasurer a salary of $ 300 is paid.

Respectfully submitted on behalf of the board.

H. B. POWELL, *Pres't*
G. C. & L. R. N. Co.

Middleburg, Oct. 25th, 1850.

Return of the state of the Goose Creek and Little River Navigation Company for the year ending 30th September 1850.

Amount of commonwealth's subscription unpaid, - - - -	16,701 14	
Amount of individual do., - -	11,134 11	
Expended in construction of the work from commencement, say from 1st September 1849 to date, - -	21,083 88	
Cash on hand 30th Sept. 1850, as per statement below, - - -	1,080 87	
Capital stock $ 100,000:		
Subscribed by individuals 400 shares, at $ 50 per share, - - -		20,000 00
Subscribed by commonwealth 600 shares, at $ 50 per share, - - -		30,000 00
	$ 50,000 00	50,000 00

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Statement of Receipts and Expenditures during the year.

Cash received to date, viz:		
For capital stock, amount paid by individuals,	8,865 89	
For capital stock, amount paid by Board of public works, - - - -	13,298 86	
Total receipts, - -		22,164 75
Deduct disbursements during same period, viz:		
For construction, - - - -	17,844 79	
Officer's salaries, viz:		
Principal engineer, - - - -	1,650 00	
Principal assistant engineer, - -	375 00	
Sub-assistant engineer, - - -	185 00	
Rodmen, axemen, &c., - - -	181 00	
Treasurer and clerk, joint salary, - -	300 00	
Incidental expenses, such as instruments, board of hands, stationery, printing, advertising, &c., - - - -	548 09	
		21,083 88
Balance of money on hand, - -		$1,080 87

The capital stock of this company, under the charter, is $100,000, of which the state stands pledged to take three-fifths. In order to organize the company a subscription of $20,000 by individuals was necessary. More than that amount was, however, subscribed and reported to the Board of public works, when the subscription on the part of the state was made for $30,000. In this report the individual subscription is, therefore, assumed to be $20,000, and that of the state the true sum of $30,000.

B. P. NOLAND, *President.*

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NORTH RIVER NAVIGATION COMPANY.

Return of the state of the North River Navigation Company for the year ending Sept. 30th, 1850.

Capital stock, $100,000.			
Subscribed by individuals,	231 shares		
Do. by the town of Lexington,	200 do.		
County of Rockbridge,	300 do.		
Shares,	731 at $50,	-	36,550 00
By the commonwealth of Virginia:			
Three-fifths or 1096½ shares at $50,		- -	54,825 00
Present amount of capital, - - - -			$91,375 00
Amount of commonwealth's subscription unpaid, - - - -		54,825 00	
Do. individuals, &c., - -		35,803 00	
Expended in survey, &c., - -		746 39	
Balance on hand, -		61	
			$91,375 00

Statement of Receipts and Expenditures from the organization of the Company in July last to Sept. 30th, 1850.

Amount received from stockholders other than the commonwealth, - - - - -		747 00
From the Board of public works nothing.		
DISBURSEMENTS:		
For services of engineers, and expenses attending same during survey, -	731 14	
Account books for the company, -	15 25	
		746 39
Balance on hand September 30th, 1850,		61

JACOB M. RUFF,
Secretary N. R. N. Co.

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RAPPAHANNOCK COMPANY.

OFFICE OF THE RAPPAHANNOCK CO.,
Fredericksburg, Oct. 25, 1850.

JAMES BROWN, JR.

SIR,

I enclose a statement of the condition of the Rappahannock company up to the 30th September 1850, the report of the treasurer of the company up to the same period, and an account of the various articles of tonnage transported over the improvement during the last twelve months. The list of stockholders remains the same as per last annual report.

In the month of January last, the navigation was occasionally interrupted by ice and high waters, and its capacity during the two last months has been somewhat reduced by the scarcity of water in the river, but it has been found fully capable of performing all the trade of the country it traverses, and at a reduction of cost over the former mode of transportation.

The trade up to the present period has been less than anticipated, but will doubtless be much augmented when the works designed to connect with the improvement shall have been completed.

It will be observed that the total ascertained expenditures of the company for the last twelve months amount to the sum of $8753 18, of which about $6000 has been for ordinary repairs, and the remainder for other items not likely to be hereafter required; amongst which may be enumerated several guard gates, gravelling and tightening the dams, and the introduction of a new lock dam and canal at a point where experience proved them to be necessary.

Six thousand dollars per annum will, I think, hereafter cover all the expenses of the company, except such as may be caused by extraordinary floods.

The river rose to the height of twelve feet in May last without injury, or indeed suspending the navigation.

The improvement is now in very good order.

Very respectfully, &c.

WELLINGTON GORDON,
President Rappahannock Co.

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State of the Rappahannock Company on the 30th September 1850.

Expended in construction from commencement in 1828, to 1st January 1846, by the old company,		133,030 03
Expended in construction from January 1st, 1846, to this date,*		281,592 62
Expended in repairs by old company prior to 1846,		5,000 00
Expended in repairs from 1846 to 30th September 1849,	2,879 39	
Expended in repairs from 30th September 1849, to date,	8,753 18	
		11,632 57
Total amount expended in construction and repairs,		431,255 22

ASSETS.

Debts due the company on account of river bonds,	7,143 95	
Debt due by the treasurer for deposits since last settlement of his account,	2,778 26	
Real estate owned by the company,	1,100 00	
		11,022 21
		$442,277 43

CAPITAL STOCK PAID IN.

260 shares by the state at $100,	26,000 00
390 shares by individuals, at $100,	39,000 00
From the state as contributor at $75, 260 shares,	19,500 00
From individuals as contributors at $75, 390 shares,	29,250 00
Due creditors of the old company,*	19,780 03
Due contractors for work in 1847,*	138,054 43
Due for river bonds loaned the company,*	50,070 96
Due state of Virginia for loan of 1848,*	100,000 00
Due by the company, and outstanding,	2,165 81
Due W. Gordon, treasurer, for repairs during the last year,	6,722 40

RECEIPTS OF TOLLS.

Prior to 1846, by the old company,	5,000 00	
From 1846 to 30th September 1849,	1,085 80	
From 30th September 1849 to date,	5,648 00	
		$442,277 43

M. H. CRUMP,
Secretary Rappahannock Co.

* Exclusive of interest.

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Receipts and Disbursements within the year.

Tolls for 12 months to date, - -	5,648 00	
Deduct amount expended by the company previous to appointment of the treasurer,	1,368 94	
		4,279 06
Due to agents and officers of the company, - -		2,443 34
		6,722 40
Expended in repairs of canals and other parts of the work, - - -	5,276 04	
Salaries of officers and agents to date, -	1,446 36	
		$6,722 40

WELLINGTON GORDON,
Treasurer.

Tonnage on the Rappahannock Canal from September 30, 1849, to September 30, 1850.

DESCENDING.

25,859	barrels of flour,	
34,356	bushels of wheat,	
2,748	bushels of corn,	
348,221	feet b. m. of lumber,	
1,183	cords of wood,	
300	bushels of oats,	
616,649	pounds of merchandize,	
39,516	pieces of barrel timber,	
	Toll received of descending trade,	$4,002 14

ASCENDING.

931,965	pounds of merchandize,	
1,700	tons of plaster,	
1,015½	bushels of clover seed,	
137	barrels of fish,	
1,188	sacks of salt,	
174,539	pounds of guano,	
84,122	pounds of lime,	
154	barrels of whiskey,	
38	barrels of tar,	
48,800	bricks,	
13	tons of agricultural salts,	
	Toll received on ascending trade,	1,645 86
		$5,648 00

M. H. CRUMP, *Collector.*

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RIVANNA NAVIGATION COMPANY.

The President and Directors of the Rivanna Navigation Co. to the Board of Public Works.

We would respectfully report that this company, some time last year, came to the determination to change the character of their improvement from a batteau to a horse boat navigation; but before entering upon the work, a negotiation had to be entered into with the James river and Kanawha company relative to the kind of improvement they would make, in forming the connection which their charter contemplated between the Rivanna and the James river. It was finally arranged, that if the James river and Kanawha company, in cutting a canal from Columbia to Hillman and Ashlin's, (a distance of near five miles,) which they contemplated doing, to form the connection, would make it of dimensions sufficient to accommodate the boats that are now used upon the James river canal, that then the Rivanna navigation company would commence the work at Hillman and Ashlin's, and continue it up to Charlottesville upon the same scale as fast as their means would allow. This arrangement was not completed until after the 1st of January, the usual season for hiring labor; consequently we had much difficulty in procuring hands, and at a higher price than if we had commenced earlier in the year. Under these circumstances we had some difficulty to encounter, notwithstanding we have nearly completed the lock at Cary's Brook, and are now at work upon the dam at that place, which we hope to complete before the weather gets too cold for such work; we also hope to complete the tow-path from Hillman and Ashlin's to Palmyra (a distance of nine miles) before Christmas; and if we are not mistaken in our calculations, and if the James river and Kanawha company should finish their work from Columbia to Hillman and Ashlin's, as they expect to do, we shall, by Christmas, have horse boats running upon our river from Columbia to Palmyra, a distance of 14¾ miles. The lock is constructed of rough stone, except the face, which is hammer-dressed and laid in cement, and we think it very well executed. This lock and dam will supersede the necessity of the one at White Rock and at Strange's.

We cannot express too warmly our obligations to Major Gwynn, the accomplished engineer of the James river and Kanawha company, who very kindly tendered to us the services of his assistant, Mr. Couty, who has located our works, and rendered to us all the aid he could; and it gives us pleasure to say that with his services we have been entirely satisfied, and we hope we may be pardoned for expressing the wish that the day is not far distant when Mr. Couty may be employed upon a work commensurate with his high deserts.

Our tolls this season, as you will perceive, have considerably diminished, because for a considerable portion of the year we have not been collecting tolls, the navigation having been suspended in consequence of our works.

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The old works upon our river, with some repairs which we have given them, are in as good order as usual.

For the financial condition of our company, I would refer you to the treasurer's report, hereto annexed.

All of which is respectfully reported.

THOS. MACON,
Pres't Rivanna Navigation Co.

October 9, 1850.

Return of the state of the Rivanna Navigation Company for the year ending 30th September 1850.

Amount of commonwealth's subscription unpaid, - - - -	2,628 31	
Amount of individual subscriptions unpaid, - - - -	8,934 36	
Expended in construction of work from commencement in 1830 to date, including repairs, officers' fees, attorneys' fees, and for the following property now owned by the company, viz: 6 negro men, sawmill, — acres of land, carpenters' tools, 3 boats and utensils, 3 derricks, 4 mules, 2 horses, wagon, blacksmith's tools, spades, picks, mattocks, &c., - - -	139,353 48½	
Dividends declared from the commencement, - - - -	25,952 84	
Cash on hand 30th September 1850, per annexed statement, - -	3,531 26½	
Capital stock, $100,450 00.		
Subscribed by individuals, 1,249 shares, at $50, - - - -		62,450 00
Subscribed by the commonwealth, 760 shares, at $50, - - -		38,000 00
Tolls and other profits from commencement, - - - -		78,514 76
Dividends remaining unpaid, - -		1,435 50
	$180,400 26	180,400 26

B. H. MAGRUDER,
Sec'y and Treas'r Rivanna Navigation Co.

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Statement of Receipts and Expenditures within the year.

Balance of money on hand, per last annual report, including state bond and other good debts, - - -	9,137 19	
Add receipts during the year, viz:		
For capital stock, paid by individuals,	380 00	
For tolls, - - - -	4,337 78	
For dividends on thirty shares of stock in this company, devised to the company by Martin Dawson, - - -	405 00	
For interest on state bond and other debts,	178 25	
For plank sold, - - -	6 33	
Deduct disbursements:		
For improvements and repairs, -	-	- 8,571 32
For land damages, - - -	-	- 171 87½
For toll-collector and incidental expenses,	-	- 249 87
For officers' salaries:		
*Col. Thomas Macon, *president*, -	-	- 207 50
*S. M. George, *director*, -	-	- 24 00
*T. J. Randolph, do. -	-	- 84 00
*S. C. Snead, do. -	-	- 30 00
*B. H. Magruder, do. -	-	- 109 00
Benj. H. Magruder, *treas'r & sec'y*, -	-	- 159 22
For dividends paid during the year, -	-	- 1,306 50
Balance money on hand, including state bond and other debts deemed good, -	-	- 3,531 26½
	$14,444 55	$14,444 55

A dividend of 15 per cent. was declared at the October annual meeting in 1849 on 99 shares, held by individual subscribers in the South fork, in full of their claims to date. The company have previously excluded those subscribers from all participation in the dividends.

B. H. MAGRUDER,
Treas'r & Sec'y Rivanna N. Co.

* For year ending 30th September 1849. The account for the present year not paid because not yet settled.

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ROANOKE NAVIGATION COMPANY.

WELDON, October 30th, 1850.

J. BROWN JR., *Second Auditor.*

SIR,

I herewith transmit to you, for the information of the board of public works, the annual report of the president and directors to the stockholders of the Roanoke navigation company, the return of the state of the company on the 30th September 1850, and a list of the stockholders therein, with the number of shares held by each.

I am, with great respect, &c.,

A. JOYNER.

REPORT

Of the President and Directors of the Roanoke Navigation Company to the Stockholders in general meeting.

Your board of directors have the pleasure of congratulating the stockholders on the increase of their revenue for the last twelve months, which is larger than any previous year; and the affairs of the company would have been prosperous beyond our expectations, if it had not been for the disasters which the heavy August rains inflicted on us. The dam at the head of the canal at Danville, as well as the locks at the lower end, were found, at our meeting in May last, in a ruinous condition, and thorough repairs were necessary. We put all the force at our command at work in repairing these damages, and on the night of their completion the heaviest rain fell, and the river rose higher than was ever known to the present generation. Our works were again destroyed, our canal overflowed, and the greatest injury was sustained by the company which has ever befallen us since our corporate existence. We again set about the work of repair, the magnitude of which far exceeded the previous one. In addition to our own hands, we employed such additional labor as this locality afforded, and we believe that more energy has seldom been exerted in any work than in this. Not only were our locks and dams totally destroyed, and our canal broken, but the company's land between the canal and the river has been most ruinously washed away, and everything on it, with a few exceptions, carried off by the flood.

The board have the pleasure of informing the stockholders, that the works at Danville are now in complete order for navigation, and they hope no similar calamity will again befal us for ages, if ever. The expenses we have been obliged to incur in the repairs before mentioned, has diminished our semi-annual dividend more than one-half

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of one per cent. The company's hands will descend the river to Danville, doing such work as may be necessary and the state of the water will permit.

The condition of the company's financial affairs will more fully appear from the report of our treasurer, to which the board refer you. The injury from high water extends even further than has been stated. Such has been the destruction of the crops on the Roanoke and all its tributaries, that our tolls must be greatly diminished the next year, and we cannot reasonably anticipate more than half of the revenue of the year, now nearly ended. But, with average crops and seasons, the future holds out good prospects of increased revenue and greater prosperity than has yet smiled on us. Though our losses have been so great, and our additional expenses have been so much increased for the last year, we are glad to announce to the stockholders, that one and three-fourths per cent. dividend on the capital stock can be declared for the last half year, and leave a handsome sum to pay off our debt due the bank at Danville. This debt will, by the payment alluded to above, be reduced to $5,000, which we hope to discharge in a short time.

SAMUEL PANNILL, *President.*

Danville, 25th October 1850.

Return of the state of the Roanoke Navigation Company for the year ending the 30th September 1850.

	Dr.	Cr.
Capital stock of the company originally subscribed $412,000, now reduced to $395,900 00:		
Subscribed by individuals, 2820 shares of $100 each, - - - -		282,000 00
Subscribed by state of Virginia, 800 shares of $100 each, - - - -		80,000 00
Subscribed by state of North Carolina, 500 shares of $100 each, - - -		50,000 00
Tolls, rents, &c. from commencement of work to date, - - - -		193,286 10
Due to Farmers Bank of Virginia for canal and mill property at Danville, - -		6,015 54
Dividends remaining unpaid, - -		10,164 25
Sales of negroes, - - -		9,628 55
Premium on bills of exchange, - -		345 68
Discount on North Carolina bank notes,		14 24
Profit made on the purchase of bank stock,		4,719 50
Interest collected from stockholders, -		8,401 20
Carried forward,		$644,575 06

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Brought forward,		644,575 06
Interest received on $3000 of 6 per cent. stock of the state of Virginia,		1,144 91
Sale of $3000 of 6 per cent. stock of the state of Virginia,		3,060 00
Overpaid by stockholders,		51 80
Hire of negroes,		521 07
Sale of $5000 United States 6 per cent. stock,		5,762 50
Amount of individual subscriptions for stock, unpaid,	12,166 71	
Due to the company other than on account of stock—bad debts,	65 62	
Expended in construction of the work from commencement in 1817,	424,575 77	
Expended in repairs for same time,	29,720 67	
Property now held by the co., viz:		
Land and mill property at Danville—purchase money,	12,000 00	
Paid for interest and repairs on do.	1,318 78	
14 negro men, 3 batteaux and tools,	4,500 00	
Dividends declared from commencement,	158,106 50	
Cash on hand 30th September 1850,	12,507 32	
Balance,	153 97	
	$655,115 34	655,115 34

STATEMENT

Of Receipts and Expenditures within the year.

Balance of money on hand, per last annual report,	12,468 23	
Hire of negroes,	245 47	
Water rents,	345 00	
Interest received on deposits of money in Clarkesville savings bank and Mechanics society of Petersburg,	207 69	
Interest on $5000 United States stock,	299 25	
Sale of $5000 United States 6 per cent. stock,	5,762 50	
Rents of mill property at Danville,	460 24	
Rent of lot in Weldon,	10 00	
Tolls collected at Gaston and Weldon,	19,492 27	
Refunded by Jas. C. Bruce, for overpayment on account of 21st dividend,	22 50	
Carried forward,	$39,313 15	

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Brought forward,	39,313 15	
Received from Mechanics savings society of Petersburg, on account of deposits therein, - - - - -	8,375 08	
		47,688 23
Deduct disbursements during the year:		
Payments on account of dividends, -	15,936 25	
Do. for improvements and repairs, -	521 00	
Salary of treasurer, - - -	600 00	
Do. secretary, - - -	100 00	
Do. overseer, - - -	240 00	
For improvements and repairs of works at Danville, - - - - -	1,300 00	
Payments on account of purchase of canal and mill property at Danville, - -	7,088 19	
Collecting tolls at Gaston and Weldon, -	785 39	
Balance due E. A. Pearson, overseer, -	235 00	
Deposited in Mechanics savings society of Petersburg, - - - - -	18,077 23	
		44,883 06
In hands of A. Joyner, treasurer, - -		2,805 17
Remaining on deposit in Mechanics savings society of Petersburg, - - - - - -		9,702 15
Cash on hand, -		$12,507 32

The board of directors of the company receive no compensation for their services; whilst actually engaged in the service of the company, their necessary expenses are allowed.

Board of Directors.

Samuel Pannill, *President.*
Edward B. Hicks,
James C. Bruce,
Edward T. Brodnax,
Thomas McGehee, } *Directors.*
William Bailey,
George D. Baskerville,
Thomas T. Wiatt,
A. Joyner, *Treasurer and Secretary.*
Wm. H. Wesson, *Toll-collector at Gaston.*
Haught C. Wiatt, *do. at Weldon.*
Eli A. Pearson, *Overseer.*

A dividend of 2 per cent. was declared 25th October 1849, and a dividend of 2¼ per cent. was declared 28th May 1850.

By order of the president and directors.

A. JOYNER, *Secretary.*

26th October 1850.

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IV. TURNPIKE COMPANIES.

ASHBY'S GAP TURNPIKE COMPANY.

MIDDLEBURG, 25th October 1850.

J. BROWN, JR., *Second Auditor.*

SIR,

Enclosed you have the annual report of the president and directors of the Ashby's gap turnpike company for the year ending on the 1st September 1850—likewise a list of the stockholders.

In compliance with your circular of the 30th ultimo, I beg leave to submit the following:

The road has long since been finished and the stockholders paid up. It is 20½ miles long, has five toll-gates, and the compensation to the gate-keepers $100 each per annum.

At the meeting of the stockholders in September 1849, an appropriation of $750 was made to cover repairs for the ensuing year, and Col. Hamilton Rogers appointed superintendent; there has been no change since then. The officers of the company are, a president, now vacated, four directors, one superintendent, five gate-keepers, and a treasurer. The treasurer's salary is $225 per year.

Very respectfully, yours, &c.,

H. H. HAMILTON,
Treasurer Ashby's Gap T. P. Co.

H. B. Powell, Geo. H. Burwell, } *Directors on behalf of the stockholders.*
Joseph Turley, Hugh Smith, } *Directors on behalf of the state.*
Hamilton Rogers, *Superintendent.*
H. H. Hamilton, *Treasurer.*

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Return of the state of the Ashby's Gap Turnpike Company for the year ending on the 1st day of September 1850.

Due to company other than on account of stock:		
Due on bond or note, - -	564 47	
Due on open account, - -	216 85	
Expended in construction of the work from commencement to date, -	133,050 00	
Expended in repairs, - -	67,652 65	
Property now held by the company:		
Real estate, - - -	150 00	
Dividends declared from commencement, - - - -	35,946 87	
Cash on hand 1st September 1850, as per annexed statement, - -	641 48	
Capital stock $133,050:		
Subscribed by individuals, 1190½ shares, at $100 each, - - -		119,050 00
Subscribed by the commonwealth, 140 shares, at $100 each, - -		14,000 00
Tolls, rents, &c., from commencement of work to date, - - -		101,709 96
Due by the company, viz:		
Sundry accounts, - - -		171 92
Dividends remaining unpaid, -		687 13
Sundries to balance accounts, -		2,603 31
	$238,222 32	238,222 32

By order of the president and directors.

H. H. HAMILTON,
Treasurer Ashby's Gap T. P. Co.

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Statement of Receipts and Expenditures within the year.

Balance of money on hand, per last annual report, - - -	4,017 94	
Add receipts during the year, viz:		
For tolls, - - - -	2,881 37	
For rents, - - - -	105 73	
		7,005 04
Deduct disbursements during the year, viz:		
For improvements and repairs, -	19 50	
Officers' salaries, viz:		
Treasurer, - - - -	73 50	
Superintendent of road, - -	625 00	
Expenses collecting tolls, - -	531 25	
Debts paid, - - - -	1,123 99	
Profit and loss for this sum, embraced in last report of cash on hand, but found to be unavailable, owing to the death and insolvency of the late treasurer,	3,990 32	
		6,363 56
Balance of money on hand, - -		$641 48

No dividend declared this year.

By order of the board of president and directors.

H. H. HAMILTON,
Treasurer Ashby's Gap T. P. Co.

BERRYVILLE TURNPIKE COMPANY.

SEPTEMBER 30th, 1850.

JAMES BROWN, JR., *Second Auditor.*

The directors of the Berryville turnpike company report to the Board of public works, that since the 30th September 1849, they have expended in Ash Hollow eighteen hundred and thirty-three dollars and ninety cents, in having metal put on the grade, and fully expected by this time to have completed one track of limestone road, but for the want of funds they have not been able to accomplish it. They hope, however, before another year transpires they will be enabled, from the receipts of the road, to fill up the small gap that remains.

The directors refer the Board of public works to the annual account of the treasurer for the receipts and expenditures within the year, which they have examined, and which they believe to be correct.

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The directors have been compelled (as they have already advised the Board of public works,) to borrow from the Bank of the Valley, on the new stock account, twenty-five hundred dollars, to carry on the work in Ash Hollow.

A list of stockholders on the 30th September 1850, and also the treasurer's account, is hereunto annexed.

The directors have this day declared a dividend on the old stock of $1 25 on each share, which will be paid on and after the 15th day of October 1850.

CYRUS McCORMICK, *Pres. pro tem.*
ISAAC WOOD,
J. W. WARE,
JACOB ISLER,
JAS. CASTLEMAN, } *Directors.*

Return of the state of the Berryville Turnpike Company for the year ending 30th September 1850.

Old Stock Account:

Expended in construction of the work from the commencement to this date, -	18,593 75	
Expended in repairs from do. -	2,206 15	
Property now held by the company, one share of stock, - - -	50 00	
Paid gate-keepers from the commencement to this date, - - -	2,223 13	
Officers' salaries do. do. -	434 22	
Incidental expenses do. do. -	82 53	
Dividends declared do. do. -	2,328 46	
Cash on hand, as per statement below,	471 83	
Capital stock $16,700:		
Subscribed by individuals 208 shs., at $ 50,		10,400 00
Subscribed by the state 126 shares, at $ 50,		6,300 00
Tolls from commencement of work to this date, - - - -		9,636 40
Dividends on stock from do. do., -		6 98
Dividends remaining unpaid, - -		46 69
	$ 26,390 07	26,390 07

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Statement of Receipts and Expenditures within the year.

Balance of money on hand, per last annual report, - - - - -	601 86	
Add Receipts during the year, viz:		
For tolls, - - - -	674 35	
Dividend on 1 share of stock, - -	1 45	
Total receipts, -		1,277 66
Deduct Disbursements during the year viz:		
For improvements and repairs, -	97 69	
Treasurer's salary, - - -	25 00	
Expenses collecting tolls and incidental expenses, - - - -	140 63	
State tax on dividends on private stock,	4 52	
Dividends paid, - - -	537 99	
Total disbursements,		805 83
Balance of money on hand,		$471 83

Dividend of $1 25 declared this 30th day of September 1850, and payable on and after the 15th day of October 1850.

E. E.

TREADWELL SMITH, *Treas.*

Return of the state of the New Stock Account for extending the Berryville Turnpike Road from Berryville to Winchester, 30th Sept. 1850.

Expended in construction of the work from commencement to this date, -	24,134 74	
Expended in repairs do. do. -	957 38	
Paid gate-keepers do. do. -	710 00	
Officers' salaries do. do. -	225 00	
Incidental expenses do. do. -	77 84	
Interest paid do. do. -	676 89	
Cash on hand 30th Sept. 1850, as per statement below, - - -	6 29	
Capital stock $20,000:		
Subscribed by individuals 240 shares, at $50 each, - - - -		12,000 00
Subscribed by the commonwealth 160 shares, at $50 each, - -		8,000 00
Tolls from commencement to this date,		4,288 14
Debt due by the company, borrowed from Bank of the Valley, - -		2,500 00
	$26,788 14	26,788 14

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Statement of Receipts and Expenditures during the year.

Balance of money on hand, per last annual report, - - - - -	47 23	
Add Receipts during the year, viz:		
For tolls, - - - - -	1,351 85	
Borrowed from the Bank of the Valley,	1,000 00	
Total receipts,		2,399 08
Deduct Disbursements during the year, viz:		
For this sum paid on account of making one track of stone through Ash Hollow,	1,833 90	
For this sum paid for repairs, - -	69 17	
For incidental expenses, - -	19 89	
For interest paid, - - -	154 83	
For this sum paid gate-keepers, -	240 00	
For this sum paid treasurer's salary, -	75 00	
Total disbursements,		2,392 79
Balance of money on hand,		$6 29

E. E.

TREADWELL SMITH,
Treasurer.

BERRYVILLE AND CHARLESTOWN TURNPIKE COMPANY.

NEAR CHARLESTOWN, November 8, 1850.

JAMES BROWN, JR.

SIR,

I forwarded this account to the board of directors of the Berryville and Charlestown turnpike company, but there was no meeting of said board. Mr. L. Botts, by whom I sent it, is now the clerk and treasurer of said board, I having withdrawn; and it being very doubtful when the board of directors would have a meeting, I concluded to forward to you this account, the same being correct, so far as I believe, and the law requiring the report to be forwarded in sixty days from the 30th September.

I am, &c.,

S. W. LACKLAND.

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Return of the state of the Berryville and Charlestown Turnpike Company for the years 1849 *and* 1850, *ending* 1st *October* 1850.

Capital stock, $23,000:		
Subscribed by individuals, 546 shares at $25 each, - - - -	13,650 00	
Subscribed by the commonwealth 368 shares, at $25 each, - -	9,200 00	
Amount of commonwealth's subscription unpaid, - - - -		5,250 00
Amount of individual subscription unpaid,		6,544 00
Expended in construction of the work from commencement in Nov. 1849 to 1st Oct. 1850, inclusive, viz:		
This amount paid to McGarry & Dunn, contractors, - - -		11,545 00
Land damages to sundry persons, -		1,682 09½
This amount paid James M. Brown, surveyor, - - - -		185 62½
This amount paid R. S. Littlejohn, engineer, - - - -		419 18
Paid Keys & Kusly's account, $3 75; John Humphrey's account, $16 75; sheriff, $5,		25 50
Chain-carrier and staffmen,		31 00
Paid Hagan and Dr. Blackman for removing fencing, - - -		30 75
Paid bill of H. Shepherd, hotel-keeper,		3 75
Cash paid J. Boney, (rent,)		25 00
Allowance to the treasurer and secretary for two years' services, viz: for 1849 and 1850, allowed by a new board since the 1st of October 1850, $100 per year, which allowance the treasurer and secretary (S. W. Lackland) think is too little, (therefore in dispute)		200 00
	$22,850 00	26,141 90

Statement of Receipts and Disbursements since commencement in Nov. 1849.

Receipts for Capital Stock:		
Amount received from individuals,	7,106 00	
Amount received from Board of public works, - - - - -	7,950 00	
Carried forward,		15,056 00

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Brought forward,		15,056 00
Interest received from E. Sliffer on his stock, $1 08; interest received of Jas. Roper, $4 87, - - -	5 95	
Interest received of H. Keys for money loaned of company,	27 95	
Total receipts,		$15,089 90
Deduct disbursements:		
For land damages, - - -	1,682 09	
For improvement in construction by McGarry & Dunn, - - -	11,545 00	
For surveys, J. M. Brown, $185 62½; R. S. Littlejohn, engineer, $419 18,	604 18	
H. Keys and others, (see items above,)	146 63	
To secretary and treasurer,	200 00	
Total disbursements,		14,147 90
Balance money on hand,		$912 00

By order of the board.

S. W. LACKLAND,
Clerk and Treasurer.

BLUE RIDGE TURNPIKE COMPANY.

Annual Report of the President and Directors of the Blue Ridge Turnpike Company, from the commencement, February 8th, 1850, to the 30th September 1850.

To the President and Directors of the Board of Public Works.

GENTLEMEN,

We have the honor of herewith submitting the report of the president and directors of this company, with the report of the treasurer hereto annexed. Also annexed you will find a complete list of stockholders, and the number of shares subscribed by each opposite their respective names.

We would report that we have put the entire line of road under contract for grading and bridging, and also put under contract the macadamizing for twenty-six miles, commencing at Gordonsville, the eastern terminus, and extending west. The entire length of survey of road from Gordonsville, the eastern terminus, to western teminus, the intersection with the Newmarket and Sperryville turnpike road, is fifty-six miles.

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We would report that the entire line of road is in speedy course of construction.

All of which is respectfully submitted.

By order of the board of directors, this 1st day of November 1850.

PASCHAL GRAVES, *President.*

WM. L. EARLY, *Clerk.*

Return of the state of the Blue Ridge Turnpike Company September 30th, 1850.

Capital stock, 2400 shares at $50, $120,000.		
Subscribed by the commonwealth, 1,440 shares, at $50, - - -		72,000 00
Subscribed by individuals, 870 shares, at $50, - - - -		43,500 00
Individual stock, 90 shares at $50 each, not subscribed or disposed of, -		4,500 00
Amount commonwealth's subscription, unpaid, - - - -	57,400 26	
Amount individual subscription unpaid,	33,399 34	
Amount of 90 shares at $50 each, of individual stock not subscribed or disposed of, - - - -	4,500 00	
Expended for survey and location, -	1,162 42	
land damages, -	6,672 50	
construction, - -	942 64	
stationery and printing,	193 00	
incidental expenses, -	64 58	
law account, - -	222 00	
expense of directors, -	660 00	
officers' salaries, -	746 42	
Balance cash, as per statement, -	14,236 84	
	$120,000 00	120,000 00

Statement of Receipts and Disbursements of the Blue Ridge Turnpike Company from the commencement, February 8th, 1850, *to the 30th September* 1850.

Receipts for Capital Stock:

Amount received from individuals, -	10,300 66	
Amount received from board of public works, - - - -	14,599 74	
		$24,900 40

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Deduct Disbursements within the year:

Expenses for survey and location, -	1,162 42	
land damages, - -	6,672 50	
construction, - -	942 64	
stationery and printing,	193 00	
incidental expenses, -	64 58	
law account, - -	222 00	
expense of directory, -	660 00	
officers' salaries, -	746 42	
Cash in hands of treasurer, - -	3,580 60	
Cash in Bank of Virginia, - -	10,656 24	
		$24,900 40

All of which is respectfully submitted.

JOHN H. McCLUNG,
Treas'r Blue Ridge Turnpike Co.

To the President and Directors of the Blue Ridge Turnpike Co.

BUCHANAN TURNPIKE COMPANY.

To the Board of Public Works for the State of Virginia.

The undersigned, as president of the Buchanan turnpike company, being required under the law to report to your board the condition of the work done by said company, the expenditure, &c., begs leave to represent that by this time the road will have been half completed, as will be seen by the report of the superintendent, marked A, and accompanying this report; which will entitle Starkie Robinson, Esq., the contractor for said road, to another payment of one-fourth upon his contract, he having received only one-fourth part, the other half to be paid when the road is finished.

The condition of the accounts is as follows:

Capital stock, - - - - -		$9,000 00
Subscription on the part of the state of three-fifths, - - -	$5,400 00	
Subscribed by individuals, - -	3,600 00	
		$9,000 00

Receipts and disbursements as follow:

Received from the state one-fourth of her subscription,	1,350 00
" from individual stockholders, - -	1,575 00
	2,925 00

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Brought forward, -		$2,925 00
Cr.		
By this amount paid to contractor, -	1,378 12	
By this amount paid cost of survey, &c.,	296 88	
		1,675 00
This amount in the hands of treasurer, -		$1,250 00
Due from the state, - - - - -		$3,600 00
Due from individual stockholders, - - -		$2,025 00

The road should have been finished as per contract on the 25th day of December next; but there are so many public works on hand near this section of the state that labor is scarce and very high. We hope, however, to have the road finished early in the next year.

I would here remark, that the stockholders of this company have accepted the increase of the capital stock of this company under a law of the last session of the legislature, for the purpose of building a bridge across the James river at the Lick run ford; but owing to an omission to fix the rate of tolls to be received for crossing said bridge, the board thought it best not to let the building of the bridge until we could get the law amended so as to fix the rate of tolls to be collected. As soon as that is done we will let the construction of the bridge.

All of which is respectfully submitted.

JNO. S. WILSON,
Pres't Buchanan Turnpike Co.

NOVEMBER 13, 1850.

To the President and Directors of the
Buchanan Turnpike Company.

GENTLEMEN,

In compliance with your order made on the 9th inst., I have received the road, or rather the location for a road, from Buchanan to Dibrell's springs, and find the condition and progress of the same to be as follows:

From Pattonsburg to Mrs. Penn's, a distance of four miles, there is no ground broken; from that point to G. S. Penn's, a distance of two miles, there is a good deal of work done by the Irish contractors; I had no instrument to test the grade, but I am satisfied it is very deficient in that respect; it also lacks a great deal in width to comply with the specifications. There is, I think, including drains, &c., yet to make at least one-fourth, if not one-third of the work on these two miles. From this point to the narrow passage bluff, a dis-

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tance of half a mile, there is no ground broken; thence through the bluff, a distance of from four to five hundred yards, including the bridge yet to be built, filling abutments, &c., I think there is about one-third, or at least one-fourth of the work yet to be done on that section.

From this point to Pursley's section, a distance of about four miles, no ground broken. Pursley's section of two miles, with some slight exceptions, such as widening at some points and clearing off the timber, is a very fair road. Thence to the springs, Robinson's work, a distance of three and a half miles, not entirely finished, being a bridge, some cross drains to complete, also a small portion of the mountain part to widen at some points, to come up the specifications.

I am of the opinion that to put all the detached parts of the work together, the road is not quite half done. Having no instrument with me to test the grade, &c., I may have erred, but certainly not in favor of the company.

Yours respectfully,

JOEL LACKLAND, *Superintendent.*

CLARKSBURG AND BUCKHANNON TURNPIKE COMPANY.

The president and directors of the Clarksburg and Buckhannon turnpike company submit the following report, to be forwarded to the second auditor.

At the close of the year ending on the 30th September 1850, the road was fully completed and finished. From material causes, however, much of it was not in good condition; measures have been taken to put the same in repair.

A statement herewith enclosed, marked No. 1, shews the condition of the affairs of the company.

No. 2, herewith filed, contains a list of the stockholders, with the number of shares standing to each, and the amount yet in arrear.

A map of the road has been heretofore forwarded, as is presumed, by the engineer.

The length of the road, it will be seen, by reference to the map above mentioned, is twenty-eight miles.

There are three toll-gates. The gatekeeper's compensation is 12½ per cent. on the amount collected. For rates, see No. 3.

A superintendent has been employed to hire laborers and keep the road in repair.

Edward Steward, Esq., is president of the board; B. Despard and Edmund L. Stealey, directors on the part of the state; Augustine J. Smith and John Kursey, directors on the part of the company. They receive two dollars per diem each for their services. Phineas Chapin, clerk and treasurer, at a salary of $30 per annum. James P. Bartlett, superintendent, at a salary of $100 per annum.

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The payment of tolls not having been required until the 22d day of September last, no account of tolls has been returned to the board, and will not be till the end of the present quarter, and hence no dividends have been declared.

Owing to the peculiar character of the soil on the line of this road, the probability is the tolls will be consumed in the removal of slips and other necessary repairs for the next two or three years.

By order of the board.

J. H. SHUTTLEWORTH, *Sec'ry.*

Return of the state of the Clarksburg and Buckhannon Turnpike Company for the year ending 30th September 1850.

	Dr.	Cr.
Capital stock, $15,030:		
Subscribed by individuals 171 shares, at $25 each,		4,275 00
Subscribed by county court of Harrison 40 shares, at $25 each,		1,000 00
Subscribed by county court of Lewis 30 shares at $25 each,		750 00
Subscribed by commonwealth 360 shares, at $25 each,		9,000 00
Money advanced by the treasurer,		57 84
To amount of the commonwealth's subscription unpaid,	297 32	
To amount of individual subscription unpaid,	174 73	
To amount expended in the construction of the work from the commencement, (see Doc. A,)	13,567 97	
To amount of incidental expenses from the commencement, (see Doc. B,)	1,042 82	
	$15,082 84	15,082 84

J. B. SHUTTLEWORTH,
Treas. C. & B. T. Co.

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Names of Officers elected by the Company at its Annual Meeting, held on the 15th October 1850.

Edward Stewart, *President.*
John Hensey, A. J. Smith, } *Directors.*
P. Chapin, *Treasurer* and *Secretary.*
James P. Bartlett, *Superintendent.*

A copy from the minutes.

J. H. SHUTTLEWORTH, *Sec'ry.*

[A.]

To amount paid Bartlett & Fowkes, for construction of northern section, about 8¾ miles, - - -	4,250 00
To amount of interest paid them on order drawn on sheriff of Lewis county—payment delayed, - -	1 50
To amount paid Nathan Goff, for repairing Main street in Clarksburg, - - - - - -	46 50
To amount paid Abraham Reger, for the construction of the southern section of nine miles, - - -	3,357 00
To amount paid same, extra work, - - -	10 00
To amount paid Geo. W. Mills, on contract, for the construction of middle section of 9 miles, - -	2,832 41
To amount paid Adam Bumgardner, for building wooden cribs to upper Elk bridge, - - -	31 75
To amount paid Isaac Martin on his contract for the construction of about three-fourths of a mile of road lying between middle and southern sections, -	233 33
To amount paid Craver & Bragg, for building upper Elk bridge, - - - - - -	730 00
To amount paid Wm. W. Craver, for building lower Elk bridge, - - - - - -	2,073 48
To amount paid James Q. Harvey, for making a culvert, - - - - - - -	2 00
	$13,567 97

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[B.]

	Allowance.	Payments.
To amount allowed and paid Wm. S. Haymond for his services as superintendent to 30th September 1849,	400 00	
To amount allowed and paid Wm. S. Haymond for services as engineer prior to 30th September 1849,	12 75	391 00
To amount allowed and paid L. L. D. London for his services as superintendent from 1st October 1849 to 1st June 1850,	100 00	100 00
To amount allowed and paid John H. Shuttleworth for his services as secretary, treasurer and collector for one year ending 30th September 1849,	300 00	275 00
To amount allowed and paid J. H. Shuttleworth for his services as secretary and treasurer for year ending 30th September 1850,	75	35 00
To amount allowed D. S. Haselden for his services as a director, and afterwards as president, for the year ending 30th September 1849, computed at $2 per day and 4 cents mileage,	46 24	
To amount allowed same for his services 6 days as a director for the year ending 30th September 1850,	12 00	50 00
To amount allowed D. S. Rennel for his services as a director for the year ending 30th September 1849, computed at $2 a day and 4 cents mileage,	37 12	
To amount allowed same for his services as director for the year ending 30th September 1850, 5 days, at $2,	10 00	25 00
To amount placed to his credit for money paid by G. W. Mills,	12 25	
To amount allowed and paid E. L. Stealey for his services as a director for the year ending 30th September 1849,	33 36	
To amount allowed same for his services as a director for the year ending 30th September 1850, 7 days,	14 00	25 00
To amount allowed and paid Edward Stewart for his services as a director for the year ending 30th September 1849, $2 a day and 4 cents mileage,	36 98	
To amount allowed and paid same for his services as a director first, and afterwards president, for the year ending 30th September 1849, 10 days, at $2,	20 00	50 00
To amount allowed and paid Byron J. Bassel for his services as a director for the year ending 30th September 1849, $2 a day and 4 cents mileage,	10 80	10 80
To amount allowed and paid Thomas Haymond for his services as a director for the year ending 30th September 1849, at $2 a day and 4 cents mileage,	21 60	21 60
To amount allowed and paid B. Despard for his services as a director for the year ending 30th September 1849, at $2 per day, 5 days,	10 00	10 00
To amount allowed and paid John Hursay for his services as a director 9 days for the year ending 30th September 1850, at $2 per day,	18 00	12 50
To amount allowed and paid Richard Fowkes for his services as a director for the year ending 30th September 1849, at $2 per day and 4 cents mileage,	19 52	19 52
To amount paid Benjamin Dolbeare, printer,	12 50	12 50
To amount paid George Howpir, printer,	12 50	2 50
To amount paid clerk of county court of Harrison, fee bills,	2 42	2 42
		$1,042 82
To amount allowed Lair Dun for building wooden crib to lower bridge, and repairs to the northern section,	55 00	
To amount allowed Abram Reger as superintendent since June 1850,	50 00	
To amount allowed Abram Reger for measuring road and directing the placing of mile posts,	3 00	
To amount allowed George W. Mills for 29 mile posts, at 62½ cents each,	17 50	

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CHARLESTON AND POINT PLEASANT TURNPIKE COMPANY.

CHARLESTON, KA., Nov. 1, 1850.

JAMES BROWN, JR., *Second Auditor.*

SIR,

Per request of Nathan Smith, Esq., president of the Charleston and Point Pleasant turnpike company, I annex a condensed statement of the affairs of that company (to this date,) so far as I am able to do so from reports and data before me. Hoping it may be received in time for your use,

I am, &c.,

J. C. McFARLAND, *Treas.*

Return of the state of the Charleston and Point Pleasant Turnpike Company, November 1st, 1850.

Expended for construction of road, and upwards of 3000 feet of bridging, -		55,274 95	
Repair, as per account, including re-building of bridges, &c., to this date, -		13,163 47	
Personal property—say oxen, carts, scrapers, ploughs, blankets, &c., estimated at		250 00	
Cash on hand, as per cash account, -		275 74	
Expense account, salaries, &c., per books, from commencement in 1835 to this date,		1,127 28	
Interest account—for interest paid on loans, debts, &c. from commencement, as per books, - - -		922 73	
Due the company for balances on account (for stocks, &c.,) as per books, -		168 21	
			$71,182 38
Capital stock:			
Per state, 1st and 2d subs'ptions,	20,800 00		
Do. granted by act 1849,	8,000 00		
		28,800 00	
Subscribed by individuals, - -		32,000 00	
Nett tolls received from commencement to 30th September 1850, per books,		10,382 38	
			$71,182 38

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Receipts and Disbursements within the year.

RECEIPTS:

Balance on hand January 1st, 1849, -	68 99	
Proceeds of uncurrent notes sold, -	15 75	
Net tolls received in 1850 to Sept. 30, (none collected and paid in 1849,) - -	637 66	
Amount received of Board of public works since June 1849, - -	8,000 00	
		$8,722 40

DISBURSEMENTS:

Repairs of road, re-building of bridges, &c. since January 1849, - -	7,202 30	
Debts paid (other than for repairs made) during same period, . - -	894 36	
H. Chappel, paid him as superintendent of repairs, &c. since June, 1849,) -	350 00	
Cash on hand, as per cash account, -	275 74	
		$8,722 40

E. E.

J. C. McFARLAND,
Treasurer.

FAIRFAX TURNPIKE COMPANY.

WASHINGTON CITY, October 11, 1850.

J. BROWN Jr., *Second Auditor.*

SIR,

I herewith transmit, in compliance with the circular of the board of public works, dated on the 30th ult., but not received until the 9th inst., a return of the state of the Fairfax turnpike company for the year ending 30th September 1850, and which had been examined and approved at a meeting of the president and directors of the company held this day.

As there has been no change since the last return, either in the stockholders, or in the president, directors and treasurer of the company, it is presumed that additional lists thereof will be unnecessary, but the same shall nevertheless be furnished if desired.

The tolls collected within the year are, it will be seen, less in amount by about $20 than in the preceding year, although the road is in good condition. There is, however, a steep hill near Minor's mill, which it is in contemplation to materially cut down, many of the residents in the vicinity having expressed a willingness to aid in the object by contributions either in money or work, provided the company will incur the expense of raising the bridge over Holmes' run, at

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the foot of the hill; and this it will, I have no doubt, agree to do, if sufficient interest be manifested by the neighborhood for effecting the improvement, which would, I think, have a tendency to considerably increase the travel on the road.

Very respectfully,
Your ob't servant,
W. GUNTON, *President.*

Return of the state of the Fairfax Turnpike Company for the year ending 30th September 1850.

Expended in the construction of the road and bridge from the commencement (1817) and in repairs many years ago, per former returns, - -	13,750 00	
Expended between November 1846, and the present time, for repairs of road and bridge, and for erecting a new tollhouse, - - - -	1,361 02	
For collecting tolls and other incidental expenses, - - - -	266 33	
For interest on money borrowed, -	150 62	
Capital stock, $ 13,750:		
Subscribed by individuals 167 shares, at $ 50 each, - - - -		8,350 00
Subscribed by commonwealth, -		5,400 00
Amount received from 1st September 1847 to this date, for tolls, -		747 97
Due by the company for money borrowed,		1,000 00
For money overdrawn, - -		30 00
	$ 15,527 97	15,527 97

Statement of Expenditures and Receipts within the year.

Disbursements during the year for improvements and repairs, - -	263 53	
Expenses of collecting tolls, - -	72 00	
Interest paid, - - -	50 00	
		385 53
Balance of money on hand, per last report,	116 25	
Receipts for tolls, - - -	239 28	
		355 53
Overdrawn,		$ 30 00

T. GUNTON, *Treasurer.*

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FINCASTLE AND BLUE RIDGE TURNPIKE COMPANY.

Return of the state of the Fincastle and Blue Ridge Turnpike Road for the year ending 12th September 1850.

Capital stock allowed by the act of the legislature incorporating the turnpike company, - - - - -		$8,000 00
Subscribed by private stockholders, 96 shares, at $50 per share, - - -	4,800 00	
Subscribed by the state, 64 shares, at $50 per share, - - - - -	3,200 00	
		$8,000 00
Expended in construction of the road,		$6,880 00
Paid by private stockholders,	4,128 00	
" the state, - - -	2,752 00	
		$6,880 00
Amount of tolls collected for the half year ending 12th of last March, -		531 27
CR.		
By expenses for half year ending 12th March 1850, including salaries to gate-keepers, expenses in keeping road in repair, &c., &c.,		210 92
		$320 35

Of this balance of $320 35, there was due to the state the sum of $128, which was duly paid into the branch bank of Virginia at Buchanan to the credit of the state, in less that sixty days after the dividend was declared.

Amount of tolls collected for the half year ending 12th of September 1850, - - - - -	440 28
CR.	
By expenses incurred in keeping road in repair for the said half year, salaries of gate-keepers, &c., &c.,	241 78
	$198 50

Of this last mentioned sum of $198 50, the state is entitled to the sum of $79 40, which will be duly paid into the Bank of Virginia at Buchanan to the credit of the state on or before the 12th day of next November.

James S. Walrond is the president of the board of directors; F. H. Mays, treasurer; John Neville, Ferdinand Woltz, Martin McFerran, George Wilson and John Luster, including the said Walrond and Mays, are the directors.

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The gate-keeper on the Blue Ridge receives a salary of $100, which is paid quarterly. The gate-keeper near Fincastle (who collects tolls only on the fractional part of five miles) is allowed 20 per cent. for collections. The gate-keepers at both gates are furnished with houses, gardens, &c.

We deem it proper to state, that the road is in ordinary repair, and that the state, in the opinion of the board, will continue to receive fair dividends upon the expenditure.

All of which is respectfully submitted.

JAMES S. WALROND.

F. H. MAYS, *Secretary.*

FRONT ROYAL TURNPIKE COMPANY.

To the Board of Public Works.

The president and directors of the Front Royal turnpike company respectfully report, that this company was organized in the town of Front Royal on the 18th March 1850, by electing O. R. Funsten president, and John Bruce, Alfred Perkins, Philip N. Meade, R. S. McKay and John B. Petty, directors.

The directors on the same day held a meeting, and appointed James W. Mason, Esq., treasurer and secretary, and, at a subsequent meeting, he executed his bond with security for the proper performance of his duties as treasurer.

M. S. Lovett, Esq., was afterwards engaged as engineer, at a compensation of $ 5 per diem.

The location and survey of the road having been completed, the directors advertised to receive proposals for its construction on the 31st of May. Proposals were received for planking and macadamizing, and the proposal of Messrs. Littlejohn, Kirby & Co. for grading and macadamizing the entire road at $2,525 per mile, was considered the most favorable, and accepted, and the whole work was to be completed in 14 months after the date of their contract.

At a meeting of the directors on the 26th June, a proposal was received from Messrs. Lupton for planking that portion of the road between White Post and Winchester, at a cost of $1,962 a mile; and Messrs. Littlejohn, Kirby & Co. having agreed to rescind so much of their contract as applied to this section, and to grade and prepare it for planking at a cost of $ 350 per mile, the directors accepted the proposals, and contracts were made accordingly. The Messrs. Lupton are now engaged in sawing the timber, and expect to have nearly all sawed by the 1st of January next. A part of the plank will be layed this fall, and it is contemplated that the whole section of 10½ miles will be completed by the 1st of May next. The work on the other

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portion of the road is progressing in such a manner as to justify the belief that it will be finished at the time designated in the contract.

A list of the stockholders on the 30th September, with the number of shares standing in each name, has been recently furnished to your board, and a map of the improvement will be as soon as it can be procured from the engineer.

The length of the improvement, according to the report of the engineer, is rather less than 21 miles.

The board respectfully refer you to the account of the treasurer, which will accompany this report, to shew their financial transactions to the 30th September.

All of which is respectfully submitted.

O. R. FUNSTEN, *President.*
JOHN BRUCE,
ALFRED PERKINS,
P. N. MEADE,
R. S. McKAY,
JNO. B. PETTY, } *Directors.*

Return of the state of the Front Royal Turnpike Company from organization to the 30th September 1850.

Capital stock, $40,000:		
Subscribed by individuals 310 shares; corporation of Winchester 10 shares, at $50, - - -		16,000 00
Do. do. commonwealth 480 shares, at $50, -		24,000 00
Amount of commonwealth's subscription unpaid, - - - - -	24,000 00	
Amount of individual do. do.	13,005 00	
Expended in construction of work from commencement—paid to Littlejohn, Kirby & Co., - - - - -	1,930 00	
For advertising, - - -	18 87½	
For engineering, - - -	109 50	
For land damages, - - -	450 00	
Cash on hand 30th September 1850,	486 62½	
	$40,000 00	40,000 00

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Statement of Receipts and Expenditures up to this date.

RECEIPTS.

For capital stock, amount received from individuals, - - -	2,995 00	
DISBURSEMENTS FROM COMMENCEMENT.		
Amount paid Littlejohn, Kirby & Co., - -		1,930 00
For land damages, - - - - -		450 00
For engineering, - - - - -		109 50
For advertising, - - - - -		18 87½
Total disbursements,		2,508 37½
Balance on hand, - - - - -		486 62½
	$2,995 00	2,995 00

JAMES W. MASON,
Sec'y and Treas'r.

FRONT ROYAL AND GAINES' CROSS ROADS TURNPIKE COMPANY.

FRONT ROYAL, 22d Oct. 1850.

JAMES BROWN, JR., *Second Auditor.*

Enclosed you will find a report of the Front Royal and Gaines' cross roads turnpike company, accompanied by an account of its fiscal concerns, to the 30th September 1850, and a list of stockholders on that day, which I hope will be found correct; but if any thing should be wanting, charge it to want of experience, and advise us of any omission, and it shall be attended to.

The map will be forwarded as soon as the engineer shall prepare it, which will be in a *short* time.

Very respectfully,

N. M. JACOBS, *Secretary.*

At a meeting of the board of directors of the Front Royal and Gaines' cross roads turnpike company, held at the clerk's office in Front Royal on the 19th day of October 1850, the following report was adopted, and ordered to be signed by the secretary, and forwarded to the Board of public works:

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That the board held its first meeting after the organization of the company on the 20th March 1850, at which time a portion of the road was located, and notice to contractors published, that a section of the road across the Blue Ridge at Chester's gap, of about 7½ miles, would be let on the 1st day of May following; at which time the contract for the said section was taken by Mr. John Collins, at the sum of $575 per mile, to be finished and ready for travel by 1st October 1850; since which he has been diligently engaged in the work, but owing to unexpected difficulties in blowing a large amount of very hard rock, his contract for that portion of the work is not yet completed. A part of it, say about three miles, is now travelled upon, and it is confidently expected that in the next two or three weeks at most, the whole of that section will be completed, and the directors enabled to set up a toll-gate, and have the entire travel of the public upon it.

At a meeting of the board on the 23d Sept. 1850, the remainder of the road to the terminus at Gaines' cross roads was offered for contract, and given to Mr. John Collins, the contractor on the first section, at the same sum, say $575 per mile; and the directors hope to have it in their power to announce to the stockholders, at their first annual meeting, (first Monday in May next,) that the whole road is finished, and in the receipt of toll; and the directors feel some pride in saying that they expect to have an execellent road for as small an amount of money as such an one can be made anywhere else. Their only regret is that the contract for the first section has been an unfortunate one for the contractor, as, in consequence of difficulty which could not meet the eye, he will be a considerable loser by that contract. The whole length of the improvement will be about 17 miles. It will be perceived, from the statement of the affairs of the company, that but little money has been officially expended. This is owing to the fact that the contractor was anxious to finish his first section before any estimate was made, and to get a draft for the whole contract at once. The treasurer has been making him some advances of money on his own responsibility, but not in such form as to authorize the board to place it to his credit, and consequently the large portion of the moneys received still stands against him. All the money in his hands and an additional sum will be required in a few weeks to meet coming responsibilities.

The officers and agents of the company at this time are as follows: Robert Turner, president; Marcus B. Buck, Sam'l B. Gardner, John B. Petty, James M. Barbee and Franklin Turner, directors; Newman M. Jacobs, treasurer and secretary; Giles Cook, attorney to the board; John Collins, contractor, and Mahlon S. Lovett, engineer, at $5 per day when his services are required.

The stockholders at their first general meeting did not fix the amount of the salaries of their officers, leaving it as a matter to be considered and settled at their first annual meeting in May next, when the character and value of the services of each will be better known.

It will be seen from the list of stockholders other than the state, that two shares are wanting to complete the capital stock of $15,000. The board are assured that these shares will be taken in a few days.

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A map is in preparation by the engineer, and will be forwarded as soon as possible.

ROB'T TURNER, *President.*

N. M. JACOBS, *Sec'y.*

Return of the state of the Front Royal and Gaines' Cross Roads Turnpike Company for the year ending 30th September 1850.

Capital stock, - - - - - -		$15,000 00
Subscribed by individuals 118 shares, at $50 each, -		5,900 00
Subscribed by commonwealth 180 shares, at $50 each,		9,000 00
Amount of commonwealth's subscription unpaid, - - - -	6,390 00	
Amount of individual subscription unpaid,	3,920 00	
Expended in the construction of the work from the commencement to this date, viz: from the 1st June to 30th Sept. 1850, pay of engineer, chain carriers, axemen and staffmen, so far as settled,	112 13	
Expended in land damages to same time,	155 00	
Cash on hand 30th September 1850, -	3,782 87	
	$14,900 00	14,900 00

Statement of Receipts and Expenditures within the year.

For capital stock:		
Amount received from individuals, -	1,980 00	
Amount received from Board of public works, - - - -	2,070 00	
Total receipts, -		4,050 00
Deduct disbursements during the year:		
Amount paid to engineer on account of his salary, - - 75 00		
Amount paid chain-carriers, axe and staffmen, - - 37 13		
	112 13	
Amount paid on account land damages to this time, - - -	155 00	
Total disbursements, -		267 13
Balance money on hand, - - -		$3,782 87

By order of the board of president and directors.

N. M. JACOBS, *Clerk.*

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HARDY AND WINCHESTER TURNPIKE COMPANY.

WARDENSVILLE, Oct. 21st, 1850.

JAMES BROWN, JR., *Second Auditor.*

SIR,

Your circular, requesting that the documents required by the Board of public works, of the various internal improvement companies, should be forwarded to Richmond before the 15th of the present month, was not received until after that time, from its being directed to me at Winchester instead of at Wardensville. I knew that the papers ought to be forwarded early in October, but owing to the absence of the treasurer, who had gone to the Northern cities to lay in his stock of goods, a meeting of the board could not be had until the 19th. It gives me pleasure to comply with all the requisitions of the Board of public works, and I regret that I could not, in this instance, have the papers before your board at an earlier day.

I enclose to you the annual report, the treasurer's report, a list of the stockholders, shewing the amount still due from each, and the report of our board of directors, and hope that they may reach you in time, and that they may be found satisfactory.

I have devoted much of my time and attention to the advancement of the interests of this improvement, and have only to regret my inability to do more.

Holding myself at all times open to the advice, direction or admonition of the Board of public works, I have the honor to be, most respectfully, your and their obedient servant,

J. J. WILLIAMS,
Pres't H. and Winchester T. P. Co.

To the Board of Public Works.

At a meeting of the board of directors of the Hardy and Winchester turnpike company, held at Russell's hotel, on the 19th of October 1850—present, Jared J. Williams, president, James A. Russell, Henry W. Frye, John M. Hopewell and George W. Ward, directors—the underwritten report was presented, and after examination was approved and adopted, and ordered to be transmitted to the Board of public works.

A copy of the annual report, presented to the stockholders at their general meeting on the 26th of September last, is referred to and made a part of this report, containing, as it does, a concise statement of the progress and condition of the work.

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To this is annexed the particular statements, marked A and B, required by the act of assembly, and specified by the circular of the Board of public works. From these statements it will be perceived that the amount expended in construction, location, tollhouses, &c., exceeds the capital stock of the company, but it was deemed advisable to incur this debt in order to accommodate the greatly increased travel which now passes over the road from Winchester to the Capon springs. It will also be seen that the stock subscribed by individuals exceeds two-fifths of the capital authorized to be raised under the various acts, ($35,000,) in the sum of $1075. Application will be made to the legislature to increase the capital stock of the company; and should the application be successful, it will enable the company to liquidate all its obligations and ensure its ability to sustain itself.

The statement marked C will shew a list of the stockholders, and the several amounts due from each, which are now in a train of collection.

At a board meeting held on the 26th September last, it was determined to dispense with the office of general superintendent of repairs, and instead thereof to let out the road in different sections, and to employ some competent person to labor with and superintend the hands; and an agreement was accordingly made with John H. Marker, to keep in repair that part of the road between Wardensville and Fiser's, including the Capon springs branch, a distance of about 31 miles, for which he is to receive $1 50 per day, finding himself and furnishing hands at 75 cents per day and boarding them. The other part of the road will be attended to in the same way—the whole to be under the supervision and control of the president and directors, who make no charge for their services.

At the annual meeting Jared J. Williams was re-elected president, and James A. Russell and Thomas Marlin were re-elected directors on the part of the company. These, with Henry W. Frye, John M. Hopewell and George W. Ward, directors on the part of the state, constitute the present board.

Noah Clevenger continues to act as secretary and treasurer, at a salary hereafter to be fixed, but which shall not exceed $ 50 per year. The board has appointed Henry W. Frye one of the directors, to settle quarterly with the gate-keepers, to receive the tolls and pay them over to the treasurer, for which he is to be paid $ 50 per year.

The company has five toll-gates on its road. The toll-gatherers at gates Nos. 1 and 2 reside in their own houses, and are paid $ 75 each per year for their services. At gates No. 3 and 4 comfortable houses and shops have been erected and garden lots enclosed; and as these improvements belong to the company, their gate-keepers receive but 10 per cent. on the amount of tolls which they collect.

At gate No. 5. (at present kept in Moorfield,) the gate-keeper receives 20 per cent. on the amount of tolls collected, but the company has procured a suitable lot on which a house is being erected; and upon its completion it will be occupied by the person who may be employed to collect the tolls. The road is now in tolerably good order, but will require considerable repairs before the commencement of winter.

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As this improvement is made over one of the most mountainous sections in the state, crossing those considerable mountains and numerous smaller ridges, it is liable to great damages from heavy showers of rain. It also sustains much injury from the practice of tight locking when the wagons are descending the hills. As there appears to be no law to prevent this injurious custom, application will be made to the legislature for a special act to protect the company from the ill effects of tight locking, which ploughs up the road and tears open the cross drains, to the great detriment of the improvement.

All of which is most respectfully submitted.

JARED J. WILLIAMS,
President H. and W. Turnpike Co.

JAMES A. RUSSELL,
GEORGE W. WARD,
J. M. HOPEWELL,
H. W. FRYE,
} *Directors.*

[A.]

Return of the state of the Hardy and Winchester Turnpike Company for the year ending the 30th September 1850.

Amount of commonwealth's subscription unpaid, - - - -	1,200 00	
Amount of individual subscription unpaid,	465 62	
Expended in the construction from the commencement in 1847 to date,	36,332 57	
Land damages, - - -	595 00	
Tollhouses and repairs of road, -	1,191 47	
Cash on hand 30th September 1849,	146 36	
Capital stock, including Capon springs branch, $36,075.		
Subscribed by individuals 301½ shares, at $50 each, - - -		15,075 00
Subscribed by the commonwealth 420 shares, at $50 each, - -		21,000 00
Tolls from commencement of work to date, - - - -		1,278 68
Due for money borrowed from Valley bank, - - - -		1,000 00
Due for sundry accounts,		1,577 34
	$39,931 02	39,931 02

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[B.]

Statement of Receipts and Expenditures within the year.

Balance of money on hand, per last annual report,	146 36	
Add receipts during the year, viz:		
For capital stock:		
Amount paid by individuals,	1,398 70½	
Amount paid by Board of public works,	2,352 92	
Tolls, - - - -	1,153 53½	
Money borrowed, - - -	1,000 00	
Deduct disbursements:		
Construction, damages, &c., - -		2,512 29½
For improvements and repairs, -		731 31½
Officers' salaries—superintendent,		229 16
Treasurer, - - - -		50 00
Expenses collecting tolls and incidental expenses, - - - -		187 16
Interest on money borrowed, - -		50 51
Balance on hand, - - -		2,291 08
	$6,051 52	6,051 52

We certify that the above is a correct statement of the condition of the company.

JARED J. WILLIAMS, *President.*

N. CLEVENGER, *Treasurer.*

HARRISVILLE TURNPIKE COMPANY.

RITCHIE COURTHOUSE, VA.,
October 20th, 1850.

JAMES BROWN, Jr.,

SIR,

Enclosed are the reports of the Harrisville turnpike company, which have been delayed several days on account of the unavoidable absence of the clerk. They are now sent over to Schunala, in order that they may reach you sooner.

Very respectfully,

WM. L. JACKSON.

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Return of the state of the Harrisville Turnpike Company for the year ending 30th September 1850.

Capital stock, $10,000.		
Subscribed by individuals, 80 shares, at $50 each,		4,000 00
Subscribed by commonwealth, 120 shares, at $50 each,		6,000 00
Amount of commonwealth's subscription unpaid,	3,000 00	
Amount of individual subscription unpaid,	1,603 32	
Expended in construction of the work from commencement, as per statement No. 1, herewith filed as part of this report,	4,840 77½	
Cash on hand, as per statement below,	555 90½	
	$10,000 00	$10,000 00

Statement of Receipts and Expenditures within the year.

For capital stock:		
Amount received from individuals, -	2,396 68	
Amount received from Board of public works, - - - - -	3,000 00	
		5,396 68
Deduct disbursements during the year:		
For the disbursements, their kind and amount, see statement No. 1, mentioned above, and which is made a part of this report, - - - - -		4,840 77½
Balance money on hand, - - -		$555 90½

By order of the president and directors,

WM. L. JACKSON, *Clerk.*

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Statement No. 1 of the Expenditures of the Harrisville Turnpike Company.

Amount paid engineer and hands for expense of locating and advertising, - - - -		309 58
Amount paid sub-contractor Geo. W. Hardman, -		584 92½
" sub-contractor Lowther, - -		373 11
" contractor Crawley, - - -		1,007 07
" sub-contractor Culp, - - -		300 00
" sub-contractor Riddle, - - -		840 66
" sub-contractor Yoakem, - -		305 00
Amount paid to Eli Riddle, as president's salary, for his per cent. as collector and as sub-contractor, - - - -	323 97	
Amount paid to A. S. Core, as his salary as superintendent and director, -	258 00	
Amount paid to Wm. L. Jackson, as clerk,	165 00	
Amount paid to N. Rexroad, John Harris, Jas. Malone and Isaiah Wells, as directors, for their services, - - -	126 75	
Amount of commission paid to treasurer T. M. Harris, - - - -	246 71	
		1,120 43
		$4,840 77½

By order of the board of president and directors.

WM. L. JACKSON, *Clerk.*

A List of the President and Directors of the Harrisville Turnpike Co. and of every Officer or Agent employed, with the Salaries of each.

Eli Riddle, president, $2 per day's actual service.

A. S. Core, Isaiah Wells, N. Rexroad, John Harris and James Malone, directors; compensation same as president's.

Thomas M. Harris, treasurer, who receives 2½ per cent. on all money received, and 2½ per cent. on all money paid out; Andrew S. Core, superintendent, who receives $2 per day for every day's actual service rendered; Wm. L. Jackson, clerk, who receives $100 a year, and Eli Riddle, collector, who receives 2½ per cent. on all money collected by him.

By order of the board of president and directors.

WM. L. JACKSON, *Clerk.*

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HOLLIDAY'S COVE TURNPIKE COMPANY.

Return of the state of the Holliday's Cove Turnpike Company for the year ending 30th September 1850.

Capital stock, $11,833 33.		
Subscribed by individuals 142 shares, at $50 each, -		7,100 00
Subscribed by the commonwealth 94⅔ shares, at $50 each, - - - - - -		4,733 33
Tolls, rents, &c. from commencement of work to this date, - - - - - -		3,302 61
Dividends remaining unpaid, - - - -		207 08
Due to company other than on account of stock, - - - -	91 00	
Expended in original construction of road,	11,182 94	
Expended in repairs from commencement to this date, - - -	3,263 95	
Dividends from commencement, -	591 66	
Cash on hand 30th September 1850, as per statement below, - - -	213 47	
	$15,343 02	$15,343 02

Statement of Receipts and Expenditures within the year.

Balance of money on hand, per last annual report,	54 30	
From tolls, - - - -	347 66	
Deduct disbursements:		
For improvements and repairs, - -		122 49
Officers' salaries, (treas'r and sec'ry, $8 each,)		16 00
Toll-receiver's compensation, - -		50 00
Balance money on hand, - -		213 47
	$401 96	$401 96

A dividend of 1¾ per cent. was declared September 30th, 1850, payable immediately. Length of road, a fraction over 6¼ miles. One tollgate; $50 per annum gate-keeper's compensation. Two individuals have supervision of the road; no compensation except for actual repairs.

President, James Campbell; directors for state, James Patterson and George G. Orr; directors for company, Thomas Orr, Samuel Hindman and John Hindman; treasurer, George G. Orr, compensation $8 per annum; secretary, James Ross, compensation $8 per annum; gate-keeper, Thomas Brandon, compensation $50 per annum.

By order of the board of president and directors.

JAMES ROSS, *Secretary.*

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Extracts.

HOLLIDAY'S COVE, Oct. 22, 1850.

J. BROWN, JR., *Second Auditor.*

SIR,

You will see that we make use of as much economy as possible in paying our officers. None except the treasurer and secretary receive any compensation for services.

We will endeavor to carry out the instructions in your circular in respect to our company.

Yours, &c.,

GEORGE G. ORR,
Treas. H. C. T. Co.

HOWARDSVILLE AND ROCKFISH TURNPIKE COMPANY.

Report of the Howardsville and Rockfish Turnpike Company for the year ending 30th September 1850.

OCTOBER 22, 1850.

To the Board of Public Works.

GENTLEMEN,

In the last annual report of this company, you were informed that 10 miles of the road had been completed in the year 1848, and that there were then under contract and in progress of construction, two other sections of road, one of three miles and the other of three-fourths of a mile; and that upon the completion of these two sections the road would have reached the bridge by which the stage route from Charlottesville to Lynchburg passes Rockfish river; and that when this (a point designated in the charter) was reached, that a choice of routes was presented to the company in proceeding westward. This choice was between two routes, one called a northern and the other a southern location. The northern route, the first projected and surveyed, was, by the reports of the engineer, 1¼ mile shorter, and could be made for $2445 less. The soil on this route being in many parts intermixed with gravel and small stones, and being mostly a south exposure, would make a firmer and drier road in all seasons. The location too was such as to secure a greater amount of transportation and travel over it. For these reasons, and others satisfactory to the board of directors, the northern route was adopted as the definitive location of the road.

This question being disposed of, the board of directors forthwith placed under contract 10½ additional miles of road, extending from

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the stage bridge to the house of Farrar, at the base of the Blue Ridge, also a bridge across the North fork of Rockfish river.

These two sections, particularly the first, have been pressed forward in their execution with considerable energy, and some six or seven miles of the road was completed and received a month past, and the remainder will be ready by the 15th November next, (when, should the bridge be completed, we will have extended our road to the base of the Blue Ridge, a distance of 25 miles.

As yet we have but one gate where tolls are received for the use of 20 miles of the road. When the two sections now under contract shall have been fully completed, some arrangement will be made for the erection of another gate near the upper end of the line. The receipts during the year from tolls have been small, as may be seen from the treasurer's return. This was owing to several reasons: First, you will bear in mind that at the last report, for want of convenient lateral tributaries, the road could not be used for several miles at the west end, until after the completion of the two sections then under contract, extending the bridge at the stage road, which would afford access to the turnpike to many who would have earlier availed themselves of its use if within their reach.

These two sections were much delayed in their completion, and it was not until very late in May that they were made ready for use and offered for reception; soon after, from heavy rains, the work on these two sections, as well as the first section of 10 miles, having been recently and unfaithfully done, gave way in various places in succession, making it necessary to suspend the collection of tolls for some considerable time. To the same cause, unfaithfulness in the original execution of the work, and some errors in the plan, may be ascribed the necessity for the expenditure in repair, as shewn by the treasurer's return, herewith transmitted. For a time the company kept the road in repair by special contract, but more recently we have been keeping a hired force with a superintendent employed in thoroughly repairing the road for the fall and winter travel, which we feel assured will afford a much larger amount of revenue than heretofore, the road having reached the wealthy and beautiful valley of Rockfish, exceedingly fertile in all the staple productions of the state.

This much will suffice to shew the progress and present condition of the work. The treasurer's return, hereto appended, will exhibit in detail the fiscal affairs of this company during the past year.

The balance remaining over on 30th September, it is proper to state, has in part been already appropriated in payment of contractors and land damages, and a greater part of the remainder will be required on the 1st of January next to meet the outstanding liabilities of the company.

The company will however have, from collection of unpaid stock and from the balance remaining over in the hands of the treasurer on 1st January next, sufficient means afforded them for the construction of the mountain section of the road from Farrar's on the eastern base of the Blue Ridge to the summit, 4 miles in length, which will make the whole distance from Howardsville on the canal to the summit 29 miles. The surveys have already been made, and the grade in as-

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cending the mountain will be very easy, probably more so than any other road in the state across the Blue Ridge, being for the greater portion of the distance at 3 degrees, and not exceeding 4½ at any point, and that only for a very short distance.

The road having reached this point, can be with facility extended down into the Valley of Virginia, at or near Greenville, when it will be placed in connection with other and important lines of road extending throughout that portion of the Valley. The road once completed to Greenville, its western terminus by the existing conditions of the charter, we should forthwith have a line of stages upon it, affording another route for the travel on the south side of James river and the canal to the Valley and the various mineral springs. This route to the springs might be much shortened and improved west of Greenville, and the travel over the Howardsville and Rockfish turnpike greatly increased, could the company procure an amendment to their charter, allowing them to extend their road, by way of Middlebrook and Brownsburg, through Panther's gap, to Hillsborough and the Bath Alum and Warm springs, intersecting by the way with the free turnpike at some convenient point on the most direct practicable one to the Bath Alum springs. This route would be, as may be readily seen on the map, much the shortest from the various springs to the James river canal, avoiding the angle at the Junction of the Parkersburg and Harrisonburg roads.

This route would furthermore be the cheapest and safest for all stock from the Northwestern counties that find a market in Richmond, avoiding as they would the dangers of stampedes which would be incident to the other roads passing contiguous to the Louisa or Central railroad, when extended west of Staunton. At present the company have not a sufficient amount of accurate information to give more than the mere outlines of the proposed new route for the extension of the road. When the completion of the road to Greenville shall have been secured, this subject will receive more attention from the company, and may be fully noticed in the future reports.

Respectfully submitted.

WM. D. BOAZ,
Pres. H. and R. T. Co.

Return of the state of the Howardsville and Rockfish Turnpike Company for the year ending 30th September 1850.

Capital stock by charter, $ 35,000.	
Subscribed and yet to be paid by individuals, 140 shares, at $100 each, - - - - -	14,000 00
Subscribed by the commonwealth, 210 shares, at $100 each, - - - - - -	21,000 00
Tolls on part of the road to this date, - -	82 00
	$35,082 00

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Amount of commonwealth's subscription unpaid, - - - -		7,800 00	
Amount of individual subscription unpaid,		5,200 00	
Expended in construction from commencement (1847) to date, viz:			
Engineering expenses in laying out road, - - - -	168 81		
Paid to assessors, attorneys' fees, costs, witnesses, &c., &c., -	177 70		
Paid for mile posts, - -	20 00		
Paid to contractors, - -	10,914 86		
Paid salaries to officers and directors, - - - -	410 00		
		11,691 37	
Expended in land damage (same time,)		4,514 61	
Expended in repairs, - -		278 00	
Cash on hand 30th Sept. 1850, as per statement below, - - -		5,598 02	
			$35,082 00

Statement of Receipts and Expenditures within the year.

Balance of money on hand, per last annual report, - - - - -		2,703 04	
For capital stock, amount received from individuals, - - - - -		2,800 00	
Capital stock, amount received from Board of public works, - - -		9,200 00	
Tolls, - - - -		32 00	
Total receipts,			14,735 04
Disbursements during the year:			
Paid to contractors for construction, -		4,943 64	
Paid for engineering $37, to chain-carriers $8 62, - - - - -		45 62	
Paid to assessors, attorneys' fees, costs, &c.,		117 70	
Paid for land damage, - -		3,616 56	
Paid for repairs, - - -		278 00	
Paid officers' salaries, viz:			
President, W. D. Boaz, -	50 00		
Secretary, W. A. Turner, -	20 00		
Treasurer, D. J. Hartsook, -	20 00		
Paid directors: N. F. Cabell, for 2 years, $21 50; L. Ball $18; R. Rodes $6, - -	45 50		
		135 50	
			9.137 02
Balance of money on hand,			$5,598 02

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List of Officers, &c. for 1850.

W. D. Boaz,	president,	salary,	$75 00
W. A. Turner,	secretary,	"	50 00
D. J. Hartsook,	treasurer,	"	50 00

W. A. Scott,
N. F. Cabell,
Alex'r Fitzpatrick, declined, } State directors.

James Woods,
G. W. Martin,
Joel Fortune, } Individual directors.

Directors' compensation $1 50 per day for each day's actual service.

N. J. Barnett, agent and engineer, at $3 for each day's actual service.

Thomas S. Berry, superintendent of repairs, at $15 per month.

By order of the board.

D. J. HARTSOOK, *Treasurer.*

JACKSON'S RIVER TURNPIKE COMPANY.

November 7th, 1850.

James Brown, Jr., *Second Auditor.*

Sir,

Enclosed I hand you my report of the Jackson's river turnpike company. You will perceive that we have, for the year ending 30th September 1850, a nett income of $1,013 62; which, however, is not what I had hoped and expected. The discount on the stages ought, I think, to be discontinued, which would have enabled us to have received $157 60 more than we have. If the board think proper to take any action upon it this winter, their instructions will be promptly attended to.

Yours, truly,

D. B. LAYNE, *Superintendent.*

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I herewith enclose you the receipts and disbursements of the Jackson's river turnpike company for the year ending 30th September 1850:

At gate No. 1, which is kept by Mr. Richard Langridge, the following amount of tolls has been received:			
From travel, including county tolls, also the tolls received from Messrs. Heiskell & Co.,	-	-	832 37
Tolls from Messrs. Farish & Co.,	-	399 95	
Deduct 20 per cent. from the above,	-	80 00	
			319 95
Nett amount received from gate No. 1,	-	-	$1,152 32
At gate No. 2, which is kept by Mr. Peter H. Woodward, the following amount of tolls has been received:			
From travel, including county tolls, also the tolls received from Messrs. Heiskell & Co.,	-	-	673 43
From Messrs. Farish & Co.,	-	387 97	
Deduct 20 per cent. from this,	-	77 60	
			310 37
Nett amount received from gate No. 2.	-	-	983 80
To this add $1,152 32, amount from gate No. 1,		-	1,152 32
Total income from road,	-	-	2,136 12
Deduct cost of repairs for the year,	-	-	1,123 50
Balance on hand,	-	-	$1,013 62

The ordinary repairs of the road is less than the previous year, being $722 66; add to this the sum of $400 87, costs for rebuilding a portion of the bridge across Jackson's river, and newly planking or flooring the old part, shew the sum of $1,123 50, as mentioned in the account for repairs.

The whole road has been thrown up during the year, and is in fine order for the winter; and I have every reason to believe that the cost of repairs will not, during the present year, exceed that of former years.

The company has on hand tools sufficient to repair the road the present year; which consist of 1 plough, 2 scrapers, 10 shovels, 2 axes and 4 picks.

Yours, very respectfully,

DOUGLAS B. LAYNE,
Sup't J. R. Turnpike Co.

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JUNCTION VALLEY TURNPIKE COMPANY.

Report of the President and Directors of the Junction Valley Turnpike Company for the year ending 30th Sept. 1850.

To the Board of Public Works.

GENTLEMEN,

We have the honor of laying before you the annual report of this company.

The report of E. G. Wall, chief engineer, is herewith submitted, from which it will appear that the grading and masonry of 46 miles of your road has been placed under contract, and that the contractors are progressing as rapidly as could be expected, considering the fact of the scarcity and high price of labor.

The entire line of the road (with the exception of two miles) from Buchanan to Greenville, has been placed under contract. The section from Greenville to Staunton is not under contract. The citizens of Augusta have not subscribed a sufficient amount of stock to justify our placing that portion of the road under contract.

The report of James T. Patton, secretary of the company, is herewith submitted. It will appear from this report that the sum of $80,750 of the capital stock has been subscribed; that the receipts into the treasury to the 1st October 1850, amounted to the sum of $12,985, and the expenditure to the sum of $10,718 40, leaving a balance on hand at that date of $2,067 10.

Lumber will constitute the heaviest item of cost in constructing our road. We found that the saw-mills in use in the country through which the road is located could not, in a reasonable length of time, or for a reasonable price, furnish the quantity of timber which we require. We therefore purchased two steam saw-mills of George Page of Baltimore, which cost in the city of Baltimore about the sum of $4,000. We have contracted for the delivery of the logs at different points on the line of the road, at which the mills will be stationed. We have found timber in abundance convenient to the road, and have made contracts for a large quantity at moderate prices. The two steam saw-mills are now in operation. We had considerable difficulty in the management of our mills when they were first put in operation, in consequence of being deceived in the superintendent we had employed. We believe that we have at this time competent superintendents, who will manage the mills to the best advantage. We entertain the opinion, that the plank which we will require in the construction of the road, will not cost more than two dollars per hundred feet, superficial measure, delivered on the road. We shall use plank three inches thick.

It is known to you that many difficulties have been encountered in the prosecution of this enterprise during the last twelve months. We entertain the opinion that most of our difficulties have been surmounted,

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and that your road, in which three counties have so deep an interest, will be completed in due time and upon terms which will be satisfactory to you.

J. T. PATTON,
Sec'ry of Junction Valley T. Co.

Return of the state of the Junction Valley Turnpike Company for the year ending 30th September 1850.

Capital stock, $80,750.		
Subscribed by individuals 1292 shares, at $25 each,		32,300 00
Do. by commonwealth 1938 shares, -		48,450 00
Due by company for borrowed money, viz:		
To Lexington savings bank, - - -		3,000 00
Amount of commonwealth's subscription unpaid, - - - -	42,559 50	
Amount of individual subscription unpaid,	38,373 00	
Expended in constructing work from commencement (Nov. 17th, 1849,) to this date, viz:		
Engineering, (including engineers' salaries,)	1,569 13	
Officers' salaries, &c., - - -	1,061 50	
Grading, - - - -	3,084 52	
Lumber, - - - - -	712 91	
Two steam saw-mills and cost of operating them, - - - - -	3,969 93	
Land damages, - - - -	320 40	
Interest on money borrowed, - -	32 00	
Cash on hand 30th September 1850, -	2,067 21	
	$83,750 00	83,750 00

J. T. PATTON,
Secretary of Junction Valley T. Co.

Statement of Receipts and Expenditures within the year.

Receipts during the year, viz:	
For capital stock received from individuals, -	3,927 00
Do. do. do. commonwealth, -	5,890 50
Money borrowed from L. S. bank, - -	3,000 00
Total receipts,	$12,817 50

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Disbursements during the year, viz:

Engineering, (including engineers' salaries,)	1,569 13	
Officers' salaries, &c., - - -	1,061 50	
Grading, - - - -	3,084 52	
Lumber, - - - -	712 91	
Two steam saw-mills and cost of operating them, - - - -	3,969 93	
Land damages, - - - -	320 00	
Interest paid on money borrowed, -	32 00	
		10,750 39
Balance on hand,		$2,067 11

By order of the president and directors.

J. T. PATTON,
Secretary of Junction Valley T. Co.

LEEDS' MANOR TURNPIKE COMPANY.

LEEDS' MANOR, 17th Oct. 1850.

To the Board of Public Works.

GENTLEMEN,

In answer to your letter of the 30th September, which was not received until the 13th October, I have to report that the Leeds' Manor turnpike company was not organized until March 1850. James K. Marshall was elected president, and Ashton A. Marshall treasurer. To the office of president no salary is attached, and $50 per annum to that of the secretary, who is also the treasurer. R. M. Stribling, James Marshall and John Thomas Smith were appointed directors by the state, and R. C. Ambler, John Ambler, John Marshall, (navy,) Henry M. Marshall and Edward Templeman were elected directors by the stockholders. ——— Blythe was appointed engineer by the board of directors, and in conformity with his survey and location, eight and a half miles of the road were put under contract on the 15th of August, with Messrs. Kirby & Co., at $475 per mile, exclusive of some additional ditching. No section of the road is as yet entirely completed, but it is anticipated that the whole will be finished.

For the remainder of the distance an offer has been made to the board at $460, but no contract is as yet entered into, although the board has authorized the contract to be made. The company has no other officer in their employment in addition to those above-mentioned, except a superintendent, Leroy Templeman, who is occasion-

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ally employed at $1 50 per day. The engineer receives $1 50 per day, and is only employed a sufficient time to examine the work of the contractors each month, and to report the amount done and the manner of its execution.

One instalment of $2 50 on each share has been required, and one of $5; a third of $5 on each share has been called for, but it is not yet due. A map of the road has been ordered; as soon as it is ready it shall be forwarded. On the other side you will receive a list of the subscribers and the amount due from each.

Respectfully,

J. K. MARSHALL,
President Leeds' Manor T. Co.

Return of the state of the Leeds' Manor Turnpike Company to 30th September 1850.

Capital stock, $5,000.		
Individual subscription 120 shares, at $25,		3,000 00
Commonwealth's do. 80 do. do.		2,000 00
State' subscription unpaid,	2,000 00	
Individual do. do.	2,247 50	
Expended in construction of the work, by payment to contractor 12th October,	612 50	
Surveys and sundries,	61 70	
Cash on hand,	78 30	
	$5,000 00	5,000 00

LEESBURG TURNPIKE COMPANY.

LEESBURG, October 15th, 1850.

JAMES BROWN, Jr.

SIR,

The enclosed is the best report I can make of the state of the Leesburg turnpike company, from the papers in my possession, except as to the receipts for the year ending September 30, 1850, which are correct, and herewith respectfully submitted.

Yours, &c.,

L. M. BOSS,
Sec. and Treas. Leesburg T. Co.

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State of the Leesburg Turnpike Company from 30th September 1849, to 30th September 1850.

Capital subscribed by individuals—I cannot state the amount, only from the printed report I find among the papers of the company of July 1, 1835.

Paid by individuals—see same report.

Due by individuals on stock—I know of nothing.

Subscribed by Board of public works, and paid—I refer to same report, except as to $7,850 subscribed and paid May 1850, and credited in this report.

Amount received from tolls from October 1st, 1849, to September 30, 1850,		1,750 56
Amount received from Board of public works, - - - - -		7,850 00
		9,600 56
Paid to Valley bank Leesburg, -	8,868 85	
Paid to superintendent, - -	188 25	
Paid for improvements and repairs, -	179 09	
Paid to toll-gatherers, - -	159 00	
Paid salaries to directors, - -	62 72	
Paid expenses of suit in superior court,	29 56	
Loss on counterfeit money, postages, short count, &c., - - -	6 40	
Paid treasurer's commissions, -	45 10	
Balance on hand, - - -	61 59	
		$9,600 56

Debt due by company to bank, $3,745 79.

Debts due to the company, none solvent.

Property held by the company, none but the road and a few tools.

President's salary, $30 00. 3 directors, $15 each.

Joseph Meade, *President.*
George Rhodes,
W. S. McPherson, } *Directors.*
J. J. Coleman,

The road and branch of Middle turnpike is some 18 miles long, is finished and in good order. 4 toll-gates, salary to toll-gatherers, $60 per year. The directors work the road by hiring hands and keeping a superintendent at a salary of $170 per year.

L. M. Boss is treasurer; his pay is 2½ per cent. on amount received.

L. M. BOSS, *Secretary.*

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LEESBURG AND SNICKER'S GAP TURNPIKE COMPANY.

WHEATLAND, October 28, 1850.

J. BROWN, Jr., *Second Auditor.*

SIR,

Enclosed I forward the annual report of the president and directors of the Leesburg and Snicker's gap turnpike company. The expense attending the unfinished part of the road absorbs the income of the company, so much as to cause the liquidation of the bank debt to be very slow. If the graded part were finished so as to receive tolls upon it, the debt would soon be cancelled, and then the stock would yield a fair dividend.

Respectfully,

W. B. T. CALDWELL.

Return of the state of the Leesburg and Snicker's Gap Turnpike Company from commencement (April 1831,) till Oct. 1, 1850.

Amount of commonwealth's subscription unpaid,		3,009 65
Amount of individual do. do.		4,012 87
Expended in construction of the work from commencement, in damages, repairs, salaries, incidental expenses, interest and discount on bank debt, up to 1st Oct. 1849,		69,569 72
Expended in repairs from 1st Oct. 1849, to 1st Oct. 1850,		966 70
Expended in salaries:		
Two gate-keepers, one year,	160 00	
President's salary, do.	75 00	
Treasurer's salary, do.	25 00	
Six directors' salary, do.	60 00	
		320 00
Amount applied to bank debt, as per former report,		2,834 90
Amount applied to bank debt from 1st Oct. 1849, to 1st Oct. 1850,		771 47
Amount of per centage paid for collecting moneys, per former report,		10 66
Balance in hands of S. M. Edwards, former treasurer,		147 47
Balance in hands of J. H. Chamblin, present treasurer,		60 59
Carried forward,		$ 81,704 03

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Brought forward,	81,704 03	
Capital stock $ 50,000:		
Subscribed by individuals 300 shs., at $100,		30,000 00
Do. by com'wealth 200 do. at $100,		20,000 00
Amount of tolls received from commencement, - - - -		17,355 97
Amount of interest received from individual stockholders, as per former report, -		547 39
Amount borrowed of office of discount and deposit at Leesburg, - - -		13,800 67
	$81,704 03	81,704 03

Statement of Receipts and Expenditures from 1st Oct. 1849, till 1st Oct. 1850.

RECEIPTS:

Balance money on hand, as per report of 1st Oct. 1849, - - - -	144 08	
Amount of subscription paid by individuals,	433 35	
Amount of tolls received, - - -	1,541 33	

EXPENDITURES:

Amount paid for repairs, - - -		966 70
Amount paid for salaries, - - -		320 00
Amount applied to bank debt, - -		771 47
Balance in hands of treasurer, - -		60 59
	$2,118 76	2,118 76

JONAH HATCHER, *President.*

W. B. T. CALDWELL, *Secretary.*

LEXINGTON AND COVINGTON TURNPIKE COMPANY.

J. BROWN, JR., *Second Auditor.*

SIR,

At a meeting of the stockholders of the Lexington and Covington turnpike company, on the 3d day of March last, I was appointed president of said company. Previous to that date James G. Hamilton was president. Mr. Hamilton left the county of Rockbridge some time during the year 1847: owing to his absence and the

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death of some of the directors, we could not make a quorum to transact business. Frequent efforts were made to get a meeting of the stockholders, but all of which failed, until the 3d day of March 1850, at which time a new directory were appointed. During this interval the gates were thrown open and no tolls taken for one or more years. Since March last, I have been attending personally to repairing the road; have had many difficulties to overcome, but have at last succeeded in getting the road in tolerably good repair, and we are now taking toll on the entire line. Since I have had charge of the road, I have collected $ 402 39, all of which has been expended in repairing the road.

The roof of the Island ford bridge was blown off three or four years since; there is money enough in the hands of our collectors to cover and put it in good repair.

Soon after I was appointed president, the directory and myself got the book of the secretary, to examine it. It has been mislaid, supposed to have been left in Mr. Letcher's office, (now in Richmond,) and consequently we are not able to make out a full and satisfactory report. According to the best of my recollection, there was about $ 225 in the treasury, all of which has since been expended in repairing the road, and is a part of the $ 402 39 above named.

It is impossible to say how much the company owes. According to the report of Mr. Hamilton, Oct. 1846, he supposes the debts of the company to be about $ 3000. We have from $ 600 to $1000 enjoined in the hands of the chancery court of Alleghany county by Tines, the builder of Island ford bridge. I am in hopes, by vigilance and economy, the debts of the company will be paid in a few years. The company has been so unfortunate, it is impossible to make any calculations.

I have not made out the report according to the form sent, because it was impossible for me to do it. I am in hopes, however, by the next report, I shall be able to make a full and satisfactory one.

Respectfully submitted.

JAMES MONTGOMERY,
Prcs't L. and C. T. Co.

Oct. 30, 1850.

LITTLE RIVER TURNPIKE COMPANY.

May 28th, 1850.

J. Brown Jr., *Second Auditor.*

Herewith thou wilt please receive a copy of the report of the president and directors of the Little River turnpike company, made to the stockholders in general meeting held in Alexandria on the 10th ultimo.

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The report was approved, and the president, directors and treasurer of the last year were unanimously re-elected.

A dividend of one per cent. was made for the past year (as thou wilt see by the report) on the second day of last month, (April,) payable on the fourth, and due notice given.

Our treasurer, W. C. Page, will this day remit to the treasurer of the commonwealth of Virginia one hundred and twenty-five dollars and fifty cents, the amount of the dividends on the 125½ shares of stock owned by the state.

The next annual meeting of the stockholders will take place in Alexandria on the second Wednesday in April 1851, agreeably to adjournment.

In addition to our usual report, I have forwarded a list of our stockholders, and such other information as I thought might be acceptable to the Board of public works, and remain,

With great respect, thy friend,

PHINEAS JANNEY,
Pres't Little River Turnpike Co.

The president and directors of the Little River turnpike road company respectfully report to the stockholders, in general meeting assembled, that they have examined the superintendent's and treasurer's accounts and vouchers for the past year, ending 31st day of March 1850, and ascertained that the

Tolls received amount to the sum of		10,060 48
To which add the balance in the hands of the treasurer, as per his account rendered 11th April 1849, -		4,849 93
Making the sum of - -		14,910 41
And that there has been expended for the last year as follows, viz:		
For repairs of the road, including superintendent's salary and a quantity of stone collected and paid for and not yet used, - - - -	8,146 86	
Paid salary of president, $100, and four directors, $30 each, $120, -	220 00	
Paid superintendent for collecting from gate-keepers, - - -	40 00	
Paid salaries of all the gate-keepers,	1,550 00	
Paid dividends as per treasurer's list,	3,576 62	
Paid treasurer's commission of 1½ per cent. on $10,060 48 - -	150 90	
Carried forward,	13,684 38	14,910 41

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Brought forward,	13,684 38	14,910 41
Paid A. G. Newton's bill for general meeting of stockholders, - -	53 44	
Paid E. Snowden's bill for printing tickets and advertising, - -	17 75	
Paid Winchester Republican for advertising, - - - - -	2 25	
		13,757 82
Leaving in the hands of the treasurer, per his account, - - -		1,152 59
To which add 7½ acres of land (gravel bank) in Fairfax county, worth -		150 00
		$1,302 59

The undrawn dividends amount to the sum of $1,627 85, shewing a deficiency of $325 26.

The president and directors further report to the stockholders, that at a meeting of the board on the 2d inst. they declared a dividend of one per cent. for the past year, payable on the fourth inst., and that due notice has been given in conformity with the charter.

The president and directors further report, that in consequence of the unusual injury done to the road in the winter of 1848 and 1849, a large outlay for materials for repairs became absolutely necessary, in consequence of which the superintendent, under the direction of the board, entered into contracts for a large amount of stone, which has been delivered and paid for, and as many used as was found necessary; but in consequence of the past spring proving more favorable than was anticipated, there remains a large quantity of stone on hand, ready for the repairs of the present year, which will require but little outlay in comparison with the past, by which means the board were enabled to make a dividend of one per cent., when the state of the fund under common circumstances would not have justified it.

The road is now in good order. For particulars, the board refer the stockholders to the report of the superintendent, herewith laid before them.

Respectfully submitted.

(Signed,) PHINEAS JANNEY, *President.*

HUGH SMITH,
SAMUEL MILLER,
JOHN MOORE,
A. C. CAZENOVE, } *Directors.*

Teste, WM. C. PAGE, *Treasurer.*

Alexandria, April 16, 1850.

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LYNCHBURG AND SALEM TURNPIKE COMPANY.

At a meeting of the president and directors of the Lynchburg and Salem turnpike company, at their office in Lynchburg, on the 16th of October 1850—present, John W. Holt, president; William Radford, Richard Tyree, Ambrose B. Rucker and Richard Perkins, directors.

On motion, *Resolved*, That the annual return of the state of the company, as herewith presented, examined and approved by the board, be certified by the secretary and forwarded to the Board of public works.

Extract from the minutes.

A. TOMPKINS, *Secretary.*

Return of the state of the Lynchburg and Salem Turnpike Company, 30th September 1850.

Expended in construction of the work from commencement, in 1818 to date,	122,411 90	
Expended in repairs same time,	40,884 43	
Property now held by the company,	735 00	
Dividends declared from commencement,	73,728 75	
Taxes paid on dividends from do.	295 53	
Incidental charges from do.	746 43	
Salaries paid from do.	28,148 30	
Interest paid from do.	2,056 66	
Suspended debt due from persons whose stock was sold as delinquent and purchased by the company,	5,869 11	
Cash on hand, - - -	4,571 62	
Capital stock, $110,963 05.		
Subscribed by individuals 737 shares,		80,963 05
Do. by commonwealth 300 shares,		30,000 00
Tolls received from commencement of work to date, - - -		166,755 72
Due by the company for hire of 11 laborers to keep the road in repair this year, - - -		1,127 00
Dividends remaining unpaid, -		601 96
	$279,447 73	279,447 73

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Statement of Receipts and Expenditures within the year.

RECEIPTS.

Balance money on hand, per last annual report,		3,222 60
Add for receipts tolls during the year, there being none other, - - - - - -		7,626 16

EXPENDITURES.

Paid salaries, - - -	1,533 40	
Do. repairs, hire of laborers and feeding and clothing the same, including horses, (hire of laborers was for last year,) - - - - -	1,637 83	
Incidental charge, two lawyers' fees and clerk's ticket, - - -	51 88	
Tax paid on dividends, - -	295 53	
Dividends paid, - - -	2,758 50	
Balance money on hand, - -	4,571 62	
	$10,848 76	10,848 76

Dividend of $3 on each share declared for the past year, payable 20th October 1850.

A. TOMPKINS, *Treasurer.*

A List of the President, Directors, Secretary, Treasurer and Superintendent of Lynchburg and Salem Turnpike Company, 30th Sept. 1850.

John W. Holt, president; William Radford, John M. Warwick, Richard Perkins, Benjamin A. Donald, Ch's H. Lynch, Richard Tyree and Ambrose B. Rucker, directors. One vacancy occasioned by the resignation of Benjamin Wilkes.

John W. Holt, superintendent, salary $650; A. Tompkins, secretary, treasurer and book-keeper, salary 2 per cent. on the amount of money received.

The superintendent is to furnish, at his own expense, a suitable white man to overlook the laborers employed to keep the road in repair. The arrangements to keep the road in repair are, 11 laborers employed and a white man to overlook them.

The length of the road is 61 miles, 26 miles of which is macadamized, the remaining part is of dirt thrown up in an oval form. The macadamized part is much worn—the dirt part is in good order or condition.

There are five toll-gates. Compensation allowed first gate-keeper $200, the balance $150 each—a deduction from each for the time they are not receiving tolls.

By order of the board.

A. TOMPKINS, *Secretary.*

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MARSHALL AND OHIO TURNPIKE COMPANY.

To the Board of Public Works of Virginia.

GENTLEMEN,

The president and directors of the Marshall and Ohio turnpike company beg leave to submit the following report:

At the time of making their previous report the different portions of the work had been put under contract, and some progress had been made in its construction. None of the contractors completed their jobs by the time stipulated in their contracts. This was owing, in part, to the scarcity of hands, rendering it difficult to procure the force necessary to prosecute the work vigorously; and in part, perhaps, to the want of proper exertions of the contractors themselves.

To enable you to understand more clearly the condition of the work, they think it advisable to mention, somewhat in detail, the work done and the progress made upon each of the several jobs.

Sections Nos. 1 and 2 have not been fully completed by the contractor. A part of section No. 2 was passed by, while he was working upon other portions of it, on account of the difficulty of getting fencing materials to protect the crops of the adjoining fields. This has occasioned no inconvenience, as the travel has kept upon the old road. The fencing material may soon be procured, and it is presumed that the contractor will not be long in completing his contract.

The force that was employed by the company on sections Nos. 3 and 4, through the Narrows, was continued until late in the fall, without completing them; when, on account of the shortness of the days and the inclemency of the weather, it was thought advisable to postpone the further progress of the work until spring. Two or three hands have, however, been employed a portion of the winter in keeping the road in repair, in filling up the ruts, and in stoning portions of it.

Section No. 5 is completed, except the embankment near the bridge over Jim's run, which requires to be raised a little higher and to be made a little wider than it was when the contractor left it. This work he will be required to do. A portion of his money has been retained sufficient to secure its completion in a proper manner.

Sections Nos. 6, 7, 8, 9 and 10, have all been completed as nearly in accordance with the specifications and the contracts as works of that description can well be done.

The masonry of the four bridges has been completed, as well as that of the drains.

The superstructure of the bridge over Caldwell's run is completed. Of those over Bogg's run and over Jim's run the joists have been laid and the plank put upon them, so that they are passable. They need only the hand rails and siding to complete them.

The wood work of the long bridge at McMecken's run is not done; but a portion of the lumber is delivered upon the ground. The con-

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tractor will be able to put it up in a short time, and have it ready for use before the road will be opened for travel.

There are five coal drifts passed over by the road on the lands of Messrs. McMecken and Blake on section No. 8, which will require bridges over them. These bridges will be short; but if made without stone abutments, by laying timbers on either side for the joists to rest upon, which is considered the cheapest mode of constructing them, they will be from 15 to 20 feet in length.

There is a small stream towards the lower end of section No. 6, which was thought to have at times too much water to be vented by an ordinary drain with stone coping, and over which it is proposed to put a small bridge. This bridge and those over the coal drifts will probably cost two hundred and fifty dollars.

On account of the great amount of travel between Wheeling and Ritchietown, and the extreme badness of this portion of the road heretofore, during the fall, winter and spring, it was thought advisable to gravel the upper end of the road for about five hundred feet, as far down as the ground had been laid out in building lots and offered for sale since the company laid out their road, and thence to lay a plank road the balance of the distance. As gravel was convenient to the part of the road intended to be planked, it was thought best to make a gravelled side road for turning out and passing, making the gravel about a foot in depth, and of course raising the plank to correspond with it. This was accordingly done last fall for a distance of about 1700 feet, making a distance of about 2200 feet of the road that was gravelled. The cost of the gravelling was about four hundred and forty dollars.

For a distance of 1730 feet the plank used was pine, 3 inches thick, and 8 feet long, laid upon four longitudinal sleepers, two upon each side, 3 by 6 inches, and so laid as to break joints, the end of one piece coming opposite the middle of the other. Every third plank was pinned down at each end, and made to project inwards about 3 inches, so as to catch the wheels coming upon the road. The balance of the plank was spiked down, so as to prevent their sliding endwise and getting out of place.

As the road has been raised several feet above the ground on either side, it was thought best to pin hemlock scantling 3 by 4 inches, along the outer ends of the plank, to prevent the wheels of carriages from running off the road on that side; and in addition to this, where the embankment was very high, a hand-rail, about three feet in height, supported by good oak posts, was put up for several hundred feet on either side of Caldwell's run, as a farther security against the possibility of driving off the embankment.

The cost of planking and fixing this portion of the road was about $513, being at the rate of fifteen hundred and sixty-six dollars per mile.

It is proper to add that this part of the road, between the southern line of Wheeling proper and Ritchietown, was very expensive, owing to the necessity which existed for a heavy filling or embankment, to raise the road above the back-water in times of high freshets on the Ohio; and the company having no choice of routes, the ground being altogether too dear to think of forcing a road by law.

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For the purpose of testing the comparative durability and value of pine and hemlock on plank roads, it was thought best to lay another portion of the road, farther down, with hemlock.

Plank was procured 2½ inches in thickness, and for sleepers scantling of the same kind of timber 3 by 4 inches were used. These were laid with hemlock plank 467 feet lineal, at a cost of about $115, being at the rate of about $1300 per mile.

The whole of the road thus gravelled and planked, has satisfied the expectations of the public, enabling, as it has, a very great amount of travel and heavily loaded wagons and carts to pass over it at all times with great facility, whereas without planking and gravelling, it would probably have been nearly if not entirely impassable.

The company have not collected any tolls, as by the provisions of the general turnpike law they are not entitled to a gate until five miles of their road shall have been completed and accepted by the court; but they expect to open their road in its entire length and establish their gates early in the present season.

Upon the following page will be found a statement of the fiscal condition of the company, so far as payments have been made for the work done upon the several contracts, &c. There are small balances due each of the contractors, which have not been discharged for the want of funds.

J. DICKINSON, *President.*

Return of the state of the Marshall and Ohio Turnpike Company for the year ending the 1st March 1850.

Amount of commonwealth's subscription unpaid, - - - -	8,625 00	
Amount of individual subscription unpaid,	2,785 00	
Expended in construction of work from commencement to this date, -	8,382 97	
Expended for right of way, - -	780 00	
Engineering, &c., - - -	282 00	
Cash on hand, - - -	88 64	
Capital stock:		
Subscribed by individuals 320 shares, at $25 each, - - - -		8,000 00
Subscribed by commonwealth 480 shares, at $25 each, - - -		12,000 00
Due by company for money borrowed, viz:		
To individuals, - - -		943 61
	$20,943 61	$20,943 61

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Statement of Receipts and Expenditures to date.

For capital stock paid by individuals,	5,215 00	
Do. do. commonwealth,	3,375 00	
Money borrowed and interest, $932 11 and 11 50	943 61	
Total receipts,		$9,533 61
Deduct disbursements during the year, viz:		
For the construction of the work, -	8,382 97	
For right of way, - - -	780 00	
For engineering, &c., - -	282 00	
Cash on hand, - - -	88 64	
Total disbursements,		$9,533 61

J. MORGAN, *Treasurer.*

MIDDLE TURNPIKE COMPANY.

Return of the state of the Middle Turnpike Company for the year ending 30th September 1850.

Capital stock, - - - - - -		$60,000 00
Subscribed and paid by individuals and the common council of Alexandria,	36,100 00	
Subscribed by the Board of public works,	23,900 00	
		60,000 00
Amount received from lottery fund to date; lottery authorized by congress, - - - -		28,200 00
Amount received from tolls from the commencement to date, - - - - - -		12,517 98
		$100,717 98

Receipts and Expenditures.

RECEIPTS:		
Balance on hand last report, - -	132 42	
Tolls received, - - - -	600 87	
		733 29
EXPENSES:		
Repairs on the road, - - -	117 22	
Incidental charges and salaries, - -	276 17	
Balance, - - - - -	339 95	
		$733 29

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The president, who acts as treasurer, receives a salary of $100, and the three toll-gate keepers $75 each.

The president and directors are, Cassius F. Lee, president; Robert Brockett, F. L. Smith and Benjamin Waters, directors on the part of the stockholders, and William H. Miller and Daniel Minor, on the part of the Board of public works.

There has been no change in the stockholders since a list was sent last year.

Respectfully, on behalf of the board,

CASSIUS F. LEE, *President.*

MARTINSBURG AND POTOMAC TURNPIKE COMPANY.

MARTINSBURG, October 12th, 1850.

To the Board of Public Works, Richmond, Va.

GENTLEMEN,

Impressed with the belief that I cannot more fully comply with the requisitions of the laws upon the subject of internal improvement companies, than by submitting to your honorable body my annual report to the individual stockholders of the company made on the 5th inst.—being the day fixed for the annual meeting thereof—I therefore enclose you a true copy thereof. I also enclose a statement of the present condition of the company, the treasurer's account, a list of the individual stockholders, and a list of the president and directors and others in the employment of the company.

A map or profile of the road will be forwarded as soon as a duplicate can be obtained from our engineer.

Respectfully and truly yours,

DANIEL BURKHART,
Pres't M. & P. T. Co.

OFFICE OF THE MARTINSBURG AND POTOMAC TURNPIKE CO., October 5th, 1850.

To the Stockholders of the Martinsburg and Potomac Turnpike Co.

GENTLEMEN,

In conformity with the provisions of the general law of the state of Virginia upon the subject of turnpikes, you have been convened here to-day, and it is made my duty by the said law, to

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submit to you for your information, a distinct account of the proceedings of the board of directors and of the disbursements of the money made by them, which you have paid into the treasury of the company during the time they have been in office.

Immediately after the election of the board of directors, (in January last,) under their direction, I employed Mr. John P. Kerfoot as engineer, and the necessary force of chain, rod and axe men, and proceeded to the location of the road. The line or bed thereof adopted deviated but little from the bed of the old county road, and was located at a grade not exceeding 3 degrees, except in two instances, near the Potomac river, where it was impracticable to obtain that grade, unless by incurring a heavy and unnecessary expenditure of the funds of the company. The grade was accordingly increased in said two instances, to 4 degrees. The entire distance, as ascertained by correct measurement, from the railroad track at Martinsburg to the bank of the Potomac river at the ferry opposite Williamsport, is 65,500 feet, or twelve miles and 1440 feet. The surface of the road, when finished, will present—

10,200	feet	nearly a level.	
6,100	feet	at ¼ of a degree	elevation.
10,000	"	½	"
8,100	"	¾ to 1	"
9,000	"	1½	"
6,000	"	2	"
4,600	"	2½	"
8,900	"	3	"
2,600	"	4	"
65,500			

Specifications of the necessary work were immediately thereafter prepared by me, (a copy of which is here submitted,) and advertisements inserted in the Gazette and Republican, papers of Martinsburg, inviting sealed proposals for the construction of the road up to the 1st day of March last. A very large number of bids were received; several for the entire line, but the greater number for sections thereof. As the list of bids is herewith submitted, I shall not enter into a detailed statement of their merits; suffice it to say, that after a full investigation and fair comparison of them, the board of directors on the same day awarded to, and entered into contract with, the following gentlemen for the construction of the entire road, to be completed on their parts by the 1st day of April next, 1851, to wit: with Messrs. Mussitter & Kyne for sections No. 1 to 10 inclusive, embracing all the bridging, culverts, gutters, &c. required on said sections, at $950 per section—amounting in the aggregate to $9,500.

With William Hill & Co. for sections No. 11 and 12, the former section to be graded only, at $350, the latter to be graded and macadamized complete, at $1,250—making together the sum of $1,600.

With Hamilton, Downs & Co. for sections Nos. 13, 14, 15, 16, 17, 18, 19, 20 and 21. Section 13, to be graded only, at $350; section

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14, to be graded and macadamized, for $1,000; sections 15 and 16, to be graded and capped, (or macadamized,) at $950 each; section 17, to be graded and capped, for $1,000; sections 18 and 19, to be graded and capped with black slate, at $600 each; section 20, to be graded and capped with limestone, at $1,200, and section 21, to be graded and capped with limestone, for $1,100—amounting in the aggregate to the sum of $7,750.

It is proper that I should here remark, that in the contract with Hamilton, Downs & Co., that for several short distances on sections 15 and 16, where nature had anticipated the labors of the company by the formation of a macadamized surface, it was stipulated that only one-half the usual thickness of capping would be required of them on these short distances, in consideration of a reduction being made in their bid for those sections.

To Jeremiah Sullivan were awarded sections 22, 23, 24, and the fractional part of 25. Sections 22 and 23, to be graded and capped, for $1,400 each; section 24 for $1,450, and the fractional part of 25, at the rate of $1,450 per section—making in the agregate the sum of $5,040. Total amount of all the contracts, $23,890.

In all the contracts it was provided that the contractors should find all the materials necessary for the construction of the road, thus relieving the company from any extra expense for the completion thereof.

Under the contracts thus made with the foregoing parties, active operations were commenced by them severally within a reasonable period thereafter, and the work steadily progressed to the present time, except on the part of Jeremiah Sullivan, who withdrew his force of hands and horses from the work on the 31st day of August last, after having completed the grading of his division. Under a special provision of his contract, the board of directors have since declared it abandoned, and advertised for proposals, with a view to re-let it on the 1st day of October instant.

Bids were received from three parties, but at such high rates that the board declined accepting either, and directed that the president might contract with any person or persons for its completion, at a sum not exceeding $4,200. From the short period of time which has since intervened, I have been unable as yet to re-let it.

In this connection it is proper that I should also inform you, that the two slate sections, Nos. 12 and 13, are graded, and must remain uncapped, unless some additional stock can be obtained for that purpose, or a debt created to finish them.

It is, therefore, a matter of grave consideration with you, how far this unfinished section may interfere or debar the company from charging tolls upon the entire line of road. Certain it is, that no censure can attach to the board for permitting this unfinished gap, when it is taken into consideration that the amount of stock subscribed was inadequate to the completion of the entire road, although taken at *unusually low prices*. That a loan can be obtained for the purpose I have no doubt. The board, however, in consultation determined to incur no debt for the completion of the road, unless by formal instructions on the part of the stockholders.

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It seems to me, however, that it would be unwise for the individual stockholders to borrow money or create a debt to finish the said section, inasmuch, as by doing so, they would lose the benefit of the state's subscription of three-fifths in the cost of its completion: I therefore recommend that a committee be appointed by the stockholders to obtain a further subscription of stock for said purpose. By an act of the general assembly of Virginia, passed on the 25th day of February 1850, amendatory to the original charter, the par value of the stock has been reduced to $25 per share, thereby enabling many persons who were unable or unwilling to subscribe a hundred dollars to become shareholders, to finish a work in which every individual of the county must be more or less benefitted.

Prior to the 1st day of January 1850, there was subscribed by individual stockholders, and returned to the Board of public works, $9,400, with the state's subscription of three-fifths, being $14,100, the aggregate amount with which to commence the work was $23,500. Subsequently to that time, Col. Edward Colston subscribed, on behalf of Conway Robinson, Esq., $100, and Wm. Leigh, Esq., $200, Hamilton, Downs & Co. also subscribed $450, making together the sum of $750, not yet returned to the Board of public works, which entitles the company to a further subscription on the part of the state of $1,125; making the present capital of the company $25,375, deducting therefrom $23,890, the amount of all the contracts entered into by the board, leaves the sum of $1,485—an amount insufficient, in the opinion of the board of directors, to meet contingent expenses, pay of engineer corps, superintendent, toll-houses, gates, mile-posts, &c. It is thus evident that some further subscriptions of stock must be obtained, or a debt created by the company to complete the work.

By reference to the treasurer's report, it will appear that from the commencement of collections up to the 15th day of September 1850, there was paid into the treasury by individual stockholders the sum of $3,350, and received from the state during the said period the sum of $5,025; making together $8,375. Of which sum he has disbursed to contractors, engineers, &c. the sum of $8,173 19; leaving a balance in the treasury on the 16th day of September 1850, of $201 81.

In conclusion, I have the pleasure to inform you that the contract of Wm. Hill & Co. has been completed; that of Messrs. Mussitter & Kyne, and Hamilton, Downs & Co. (judging from the progress already made by them) will be completed within the stipulated time allowed them by their contracts; the former having at this time three sections or 1½ mile done, three sections or 1½ mile which may be finished in thirty days; and the latter having also three sections or 1½ mile done, and two section nearly graded.

The abandonment and suspension of the work for the present, heretofore under J. Sullivan's contract, while it may be productive of some delay, should be no cause of despondency to the company as to its final completion; as the board, in the exercise of a proper

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caution, withheld from his estimates a sum sufficient, in their judgment, to ensure its completion by other contractors.

By order and on behalf of the board.

DANIEL BURKHART,
Pres't Martinsburg and Potomac Turnpike Co.

First Return of the state of the Martinsburg and Potomac Turnpike Company for the year ending October the 5th, 1850.

Capital stock, $30,000:			
Subscribed by individuals and returned to Board of public works, 94 shares at $100 each, - -			9,400 00
Subscribed by the commonwealth, 141 shares, -			14,100 00
Commonwealth's subscription,	9,075 00		
Individuals, - -	6,050 00		
		15,125 00	
Expended in construction from commencement, March 1850, to this date, to wit:			
Paid to contractors, -	8,107 94		
Engineers, printing, &c., -	65 25		
		8,173 19	
Cash on hand Sept. 16th, 1850, -		201 81	
		$23,500 00	23,500 00

By order of the president and directors.

JOHN H. LIKENS, *Clerk.*

Statement of Receipts and Disbursements within the year.

MARTINSBURG AND POTOMAC TURNPIKE CO.,

In Account with JOHN H. LIKENS, *Tr.*

1850.	*Dr.*		
May—To cash paid Mussitter & Kyne, contractors, their first estimate,		1,600 00	
J. Sullivan, do. -		300 00	
H. Downs & Co., do. -		857 94	
			2,757 94
July—To cash paid Mussitter & Kyne, 2d do.		1,000 00	
J. Sullivan, do.		500 00	
H. Downs & Co., do.		900 00	
Wm. Hill & Co., 1st do.		600 00	
			3,000 00
Carried forward,			$5,757 94

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1850. Brought forward,			5,757 94
Sep.—To cash paid Mussitter & Co., 3d do.	1,000 00		
H. Downs & Co., do.	750 00		
Wm. Hill & Co., 2d do.	600 00		
		2,350 00	
Engineer corps, -	48 00		
Printing, - -	11 25		
For corporate seal, -	6 00		
		65 25	
Balance carried down, - - - -		201 81	

Cr.

1850.		
April—By cash received from individual stockholders to May 16th, - -	1,100 00	
May—By cash on account of state subscription,	1,650 00	
June—By cash from individual stockholders to 16th July, - - -	1,350 00	
July—By cash on account state subscription,	2,025 00	
Aug.—By cash from individual stockholders to Sept. 16th, - - -	900 00	
By cash on state subscription, -	1,350 00	
	$8,375 00	8,375 00

1850.
Oct. 5, By cash on hand, per contra, $201 81.

JOHN H. LIKENS, *Treas.*

Names and Salaries of Officers.

The following is a true list of the names of the president and directors and other officers employed in the Martinsburg and Potomac turnpike company October 5th, 1850:

Daniel Burkhart, President—no salary.
Charles Downs, James L. Cunningham, John H. Likens, } Directors on the part of the state.
Edward Colston, Henry Hains, } Do. elected by individual stockholders.
Daniel Burkhart, Superintendent of construction, at a salary of $150 per annum.
John H. Likens, Treas. and Clerk, no salary.
John P. Kerfoot, Engineer, at $4 per diem, when employed.
Giles A. Hamill, State's Proxy.

We work cheap.

D. BURKHART, *Prest.*

JOHN H. LIKENS, *Clerk.*

Oct. 12, 1850.

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MILLBORO' AND CARR'S CREEK TURNPIKE COMPANY.

LEXINGTON, VA., Oct. 29, 1850.

JAMES BROWN, JR., *Second Auditor.*

SIR,

Annexed I send you a statement of the account of the Millboro' and Carr's creek turnpike company for the year ending 30th September 1850.

I also enclose you a draft on Richmond, for $120, part of the uncalled for dividends due the 30th September, and in full of the state's dividend on her stock ($2000,) at 6 per cent. This statement I would have handed you earlier, but waited to see the president of the company, who lives some distance in the country. The road is now in pretty good order, and will yield this year a nett revenue of about $200.

A general meeting of this company was held last January, the first that has been held for many years. At that time there was no directors or president, and the road would have been permitted to go down, but a few stockholders had taken it upon themselves to attend to the keeping of it up, and at that time the balance of $425 77 had accumulated in the treasury.

I will endeavor at the first general meeting to procure a change of the annual meeting to some (early) day in October, and presume as there will be enough at the end of this year to declare a dividend, no difficulty will be had in obtaining a meeting. I was at a loss how to send the state's dividend, and therefore enclose the draft to you, hoping that you will see that it is placed to the proper credit.

Very respectfully, &c.

JACOB M. RUFF,
Sec. and Treas. M. and C. C. T. Co.

Return of the state of the Millboro' and Carr's Creek Turnpike Company for the year ending 30th Sept. 1850.

Capital stock, $5000.		
Subscribed by individuals, 60 shares, at $50,	3,000 00	
Do. by commonwealth, 40 do. 50,	2,000 00	
		5,000 00
Balance in hands of treasurer, November 24, 1849, -		425 77
Tolls received from November 24th to September 30th, 1850, - - - - - - -		200 00
Carried forward,		$5,625 77

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Brought forward,		5,625 77
Expended in construction of work, -	5,000 00	
Dividends, 6 per cent. on each share for the year 1850, - - -	300 00	
For repairs of road, - - -	100 00	
		5,400 00
		225 77
Credit by uncalled for dividends Sept. 30, 1850,		213 00
Balance in the treasury Sept. 30, 1850, -		$438 77

Statement of Receipts and Expenditures.

Balance on hand, as per treasurer's report November 24, 1849, - - - -		425 77
By tolls received to September 30th, 1850, - -		200 00
		$625 77
DISBURSEMENTS:		
For repairs of road, - -	100 00	
For dividends paid, - -	87 00	
		187 00
Balance Sept. 30th, 1850, - -		$438 77

JACOB M. RUFF,
Sec. and Treasurer.

MOORFIELD AND ALLEGHANY TURNPIKE COMPANY.

OFFICE MOORFIELD AND ALLEGHANY T. CO.,
October 31, 1850.

To the Board of Public Works.

GENTLEMEN,

I send you herewith the annual report of the president and directors of the Moorfield and Alleghany turnpike company, and accompanying papers, which I regret could not be sent sooner. It was caused by my absence from the state from the 1st to about the 20th inst., and a majority of the directors, living from 15 to 20 miles from here, could not be got together at an earlier day.

Yours respectfully,

THOS. MASLIN, *President.*

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REPORT.

At a meeting of the president and directors of the Moorfield and Alleghany turnpike company, held at the office of said company in Moorfield on the 31st day of October 1850—present Thomas Maslin, president; Solomon Michael, A. Inskeep, David Van Meter, Samuel Babb and James S. Miles, directors.

The said president and directors make the following (with the papers herewith sent, marked A, B, C, and D, and signed by the president) as their report to the Board of public works, of the "progress and condition" of their work on the 30th day of September 1850. The said road was located during the summer of 1849, from Moorfield, the county seat of Hardy, to the Northwestern turnpike, intersecting the Northwestern road near Stony river, a distance of about 26 miles. The construction of said road was let to Job Sions on the 24th day of October 1849, for the sum of fourteen thousand dollars, and any balance that may be remaining of the capital stock ($15,000) after paying land damages and other necessary expenses. The said Job Sions in his contract with the company bound himself to have said road constructed and fully completed (including a bridge over the north fork of Patterson creek) on or before the 1st day of May 1851. Immediately after entering into his contract with the company, the said Sions commenced operations on the road; the making thereof is progressing, and it is believed will be completed about the time specified.

The work, as far as done, has been inspected by the engineer from time to time, and estimates made thereon, and twenty per cent. of the amount so estimated is retained by the company as security for the full completion of the road, that being the only security required of the contractor.

The number of shares of stock taken by individuals, is 120 at $50 each, making the sum of $6,000, of which amount the sum of $3,892 49½ has been paid, and the sum of $2,107 50½ remains to be paid. The number of shares subscribed for by the Board of public works is 180, making the sum of $9,000, of which amount the sum of $3,090 has been received by the treasurer of the company, leaving a balance yet to be received from the Board of public works of $5,910. The amount expended for construction is $6,462; paid for land damages and costs of obtaining right of way, $333 55; paid to the engineer on account of his services, $135; paid chain-carriers, &c., $49 50, and incidental expenses, $18 25.

No part of the road being yet ready to receive travel, no toll-houses or gates have been erected. The company own no property, and have nothing due to them except for stock in the road. They have no cash on hand, having paid out the funds as soon as received.

The officers of the company are same as last year, viz: Thomas Maslin, president; Abraham Inskeep and Solomon Michael, directors elected by the individual stockholders; James S. Miles, Samuel Babb

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and David Van Meter, directors on the part of the state; J. W. F. Allen, state proxy; Mahlon S. Lovett, engineer; Charles Lobb, clerk; and Samuel A. McMechen, treasurer.

The president, directors and clerk have made no charge for their services; they being anxious for the improvement of the county, willingly bestow their labor. No salary has as yet been fixed upon for the treasurer. The engineer receives $5 a day for the time actually employed. We have not as yet employed a superintendent, and perhaps will not until the road is completed.

The Petersburg stem to said road was located in March last; distance about 12¼ miles. Job Sions contracted with the president and directors for the construction and completion of the whole of said stem by the 1st day of September 1850, for the sum of $4,200. The said Sions has not yet completed said stem, but has put it into other hands, and the work is now going on with spirit, and we are of opinion that it will soon be completed and ready to receive travel. For the making of the stem the company received from the Board of public works the sum of $4,500; of which the sum of $1,992 has been paid to the contractor for work done, and the sum of $46 50 has been paid to the engineer and hands making location; leaving a balance in the hands of the president of $2,461 50.

No toll-houses or gates have as yet been erected.

Damages for the right of way were claimed by but two persons on the stem; on one of which we had an arbitration, and $25 was allowed. In the other case we compromised by the payment of costs, after having commissioners appointed by the court and a small amount of damages assessed.

THOMAS MASLIN,
Pres't M. & A. T. Co.

CHARLES LOBB, *Clerk.*

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[B.]

Return of the state of the Moorfield and Alleghany Turnpike Company for the year ending 30th September 1850.

	Dr.	Cr.
Capital stock $15,000.		
Subscribed by individuals, 120 shares, at $50 each,		6,000 00
Subscribed by the commonwealth, 180 shares, at $50 each,		9,000 00
Amount of commonwealth's subscription unpaid,	5,910 00	
Amount of individual subscription unpaid,	2,107 50½	
Amount paid expenses of location,	184 50	
Amount paid land damages,	333 55	
Amount paid for printing and stationery,	18 25	
Amount paid contractor on account of construction,	6,462 00	
Amount overpaid by the treasurer,		15 80½
	$15,015 80½	15,015 80½

THOS. MASLIN, *President.*

[C.]

Statement of Receipts and Expenditures from commencement to 30th September 1850.

	Dr.	Cr.
By amount received from individuals on account of stock,		3,892 49½
By amount received from Board of public works, on account of state's stock,		3,090 00
To amount paid hands for services in making location of road,	49 50	
To amount paid M. S. Lovett, engineer, for services,	135 00	
To amount paid for printing and stationery,	18 25	
To amount paid on land damages,	333 55	
To amount paid on account of construction,	6,462 00	
Balance due the treasurer,		15 80½
	$6,998 30	6,998 30

THOS. MASLIN, *President.*

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[D.]

Return of the state of the Petersburg Stem to the Moorfield and Alleghany Turnpike for the year ending the 30th day of September 1850.

	Dr.	Cr.
By amount received from Board of public works for state appropriation to make said stem, - - - - -		4,500 00
To amount paid services of hands in making the location, - -	11 50	
To amount paid M. S. Lovett, engineer,	35 00	
To amount paid contractor on account of the construction, - -	1,992 00	
To balance in the president's hands,	2,461 50	
	$4,500 00	4,500 00

THOS. MASLIN, *President.*

MOORFIELD & NORTH BRANCH TURNPIKE COMPANY.

Office Moorfield & N. B. Turnpike Co.,
Moorfield, October 21, 1850.

To the Board of Public Works of Virginia.

The president and directors of the Moorfield and North Branch turnpike company report to the Board of public works, that since their report of last year they have made good progress in the construction of their road from the North Branch of Potomac to Franklin in the county of Pendleton, a distance of 75 miles, 68 miles of which is finished, as is also the stem, six and one-fourth miles, which, by act of assembly passed March 1850, they were authorized to construct from Hutter's lane to or near Miles Parsons'. This portion of their road was put under contract in the month of June, at $320 per mile, has been well done, and is now ready for travel. The unfinished portion of their road upon the main stem is only eight miles, and lies between upper tract in Pendleton county and the town of Franklin. This last section of their road, 12 miles, was let at $425 per mile. The work is in progress, and will no doubt be completed during the present winter, probably by the 1st January 1851.

They have had some difficulty with most of the contractors, (which has retarded the work some,) all of whom abandoned their work before it was completed; but in most all cases they reserved in their own hands an amount which they thought would complete what was left

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unfinished. The competition for the road was so great, that in every instance it was undertaken at a price so low that they were compelled to give it up.

They have expended in the construction of 75 miles of their road, from the commencement to this time, (as will be seen by their treasurer's report which accompanies this,) the sum of $33,142 30, viz: Construction $27,618 54, land damages $2,754 76, repairs and finishing those portions which were left by the contractors before completion $1,294, engineer $515, attorney's fee $280 20, clerk of court, printer's bills and clerk of board $203 20, location, commissioners' fees, postage and stationery $190 06, treasurer 1 per cent. commission, amounting to $286 39.

Their road from Petersburg in the county of Hardy to the North Branch of Potomac, 47 miles, was let at an average of nearly $400 per mile; from Petersburg to upper tract, 17 miles, at $425; from upper tract to Franklin, 12 miles, at $485. The average cost per mile of the 75 miles now completed, including land damages and every other expense, is $442 per mile, which they deem a very low price for the work, taking into consideration the fact, that the past year every description of produce and labor has been high.

Toll-houses are now being erected at suitable points, and in the course of a month from this time, it is expected that we shall be receiving tolls upon the 75 miles of finished road. Much of the road having been completed just as the winter set in, and not having been well settled, it was soon very much cut up, which required a large amount of labor in the spring to put it in good travelling order. It has now become firm by the summer travel, and we hope that only a small expenditure will keep it in good condition.

Daniel P. McNeil, president; T. B. Sigmun and Wm. McCoy, directors on the part of the stockholders; J. W. Moore, G. T. Barbee, and W. P. Stump, directors on the part of the state; Nathaniel Kuykendall, superintendent and clerk, and Sam'l H. Alexander, treasurer.

By order of the president and directors.

N. KUYKENDALL, *Clerk.*

Return of the Moorfield and N. B. Turnpike Company, for the year ending 30th September 1850.

Capital stock, $55,500.

Subscribed by individuals, 351 shares at $50,	-	17,550 00
By the commonwealth, 526½ shares,	- -	26,325 00
		43,875 00

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Expended in construction of the work from commencement to this date,	27,618 54
Land damages,	2,754 76
Repairs and finishing, including salary of $300 per annum to superintendent,	1,294 00
Location, commissioners' fees, &c.,	190 06
Engineer,	515 00
Clerks of courts, printer's bills and clerk of board,	203 35
Attorney's fees,	280 20
Commission 1 per cent. to treasurer on amount expended from 30th September 1849 to 30th September 1850,	286 39
Total expenditures,	33,142 30
Receipts from commencement to this time from individual stockholders,	14,871 79
Received from Board of public works,	17,685 50
Received from treasurer, advanced by him and due to him at this date,	585 01
	33,142 30
Due from stockholders, (see list.)	2,678 21
Due from state,	8,639 50
	11,317 71
From which deduct amount due to treasurer,	585 00
Present capital,	$10,732 71

SAM'L H. ALEXANDER,
Treas'r M. and N. B. T. Co.

Oct. 21, 1850.

MORGANTOWN AND BRIDGEPORT TURNPIKE COMPANY.

To Jas. Brown, Jr., *Second Auditor.*

The president and directors of the Morgantown and Bridgeport turnpike company hereby report to the Board of public works that immediately after the organization of this company, an engineer was employed to locate the road from Morgantown in the county of Monongalia, by way of Palatine and Boothsville, Marion county, to Bridgeport in the county of Harrison, a distance of thirty-eight miles; and had thirty-one miles of the same put under contract for construction at the average price of three hundred and fifty-five dollars per mile; eighteen miles of which has been completed, and the other thirteen will be completed soon. The average cost of construction of that portion of the road completed is three hundred and forty-eight dollars

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per mile, not including the contingent expenses. The whole cost per mile cannot be given until the entire work is completed. The average cost of location, damages, officers' salaries, &c., will be at the rate of about fifty dollars per mile, which will make the whole average cost of the work per mile four hundred and five dollars.

This road intersects the Morgantown and Beverly road one mile west of Morgantown, the county seat of Monongalia county and leads to Bridgeport on the Northwestern road, six miles east of Clarksburg, in the county of Harrison, and when completed will make a very important connection between these points, leading through a rich and fertile portion of the Monongahela valley.

A list of the stockholders of this company on the 30th September 1850, a statement of the condition of the same, and a list of the officers of the company is hereto attached.

F. H. PIERPOINT, *Pres't.*

THOS. G. WATSON, *Sec'y.*

Return of the state of the Morgantown and Bridgeport Turnpike Company, for the year ending 30th September 1850.

Amount of commonwealth's subscription unpaid, - - - -	2,400 00	
Amount of individual subscriptions unpaid, - - - -	1,567 75	
Expended in construction of work from commencement to this date, including location, officers' salaries, &c., -	5,541 78	
Cash on hand 30th September 1850, as per statement below, - -	465 57	
Capital stock, $22,000.		
Subscribed by individuals, 159 shares, at $25 each, - - -		3,975 00
Subscribed by commonwealth, 240 shares, at $25 each, - -		6,000 00
	$9,975 00	9,975 00

Statement of Receipts and Expenditures within the year.

Received during the year as follows, for capital stock:		
Amount paid by individuals, - -	2,407 25	
Amount paid by Board of public works,	3,600 00	
Carried forward,		6,007 25

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Brought forward,		6,007 25
Deduct disbursements during the year, viz:		
For construction, - - -	4,727 78	
location of road, - -	389 03	
advertising, books, postage, &c. -	43 87	
attorney's fee, - - -	25 00	
damages, - - -	206 00	
treasurer's commission, 2½ per cent. on $6,000 received during the year,	150 00	
		5,541 68
Balance on hand,		$465 57

List of officers of the Morgantown and Bridgeport Turnpike Company, on the 30th September 1850, and the compensation of each.

Francis H. Pierpoint, President—salary nothing.
Geo. T. Martin,
Marcus W. Haymond,
Thomas Meredith,
Moses Titchnell,
Geo. M. Ryan,
} Directors—salary nothing.
Austin Merrill, Superintendent—salary $300.
Thomas G. Watson, clerk—no compensation fixed.
Thomas G. Watson, treasurer—2½ per cent. compensation on amount received, $150.

NEW MARKET AND SPERRYVILLE TURNPIKE COMPANY.

ANNUAL REPORT

Of the President and Directors, to the President and Directors of the Board of Public Works, and to the Stockholders in General Meeting, held at the town of Luray, on the 12th day of July 1850.

GENTLEMEN,

We have the honor to lay before you the first annual report of the operations of this company, for the year ending the 11th July 1850, with the accompanying reports of the chief engineer and treasurer, to which you are respectfully referred.

At this our second annual meeting, we have the pleasure of congratulating you upon the entire success of the enterprise entrusted to our direction. The completion of our road, (whatever barriers may have hitherto opposed its progress,) as well as the inestimable benefits that must necessarily result therefrom, not only to our own rich and fertile valley, but to other portions of the state, are questions no longer admitting of a serious doubt.

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Public improvements, when judiciously constructed and under proper direction, must ever contribute to the wealth and power of a state. Among those that are now being carried forward, calculated to develop the resources of the country, to strengthen the bonds of union, and promote the general interest of our good old commonwealth, ours, though seemingly of minor importance, is destined to make no trifling contribution towards the accomplishment of these beneficent designs, connecting as it does Eastern and Western Virginia, at a point most favorable for arresting and diverting much of the trade that has hitherto found its way into other states. This new channel of communication invites at New Market this trade, already on the wing to the North, and conducting it through our own little valley, points to our own capital, or to our own Virginia cities, Alexandria and Fredericksburg.

One of the first important duties that devolved upon your board of directors, was that of selecting a competent engineer; and with a due regard to the importance and responsibility of the office, we have endeavored to make as judicious a selection as the means of information in our possession as to the fitness and qualifications of the applicants would enable us. The result was, the appointment of Franklin T. Geiger, Esq., as chief engineer, and Col. Jonas Aleshire as assistant; and it is due to these gentlemen to state, that they discharged the duties of their offices with energy and commendable fidelity. The preparatory arrangements having been completed, the survey was commenced on the 7th day of August last, and the entire road, including three large bridges, was put under contract by the 20th of November following. In the location of the road, your directory have endeavored to be guided by such considerations as should lead them to a judicious action on the subject. The location of that portion of the route lying between the top of the Massanutten mountain and Luray, seemed to present the most difficulty; various experimental surveys therefore were rendered necessary to enable us to arrive at just conclusions, which resulted in the adoption and permanent location of what is known and designated upon the map of the survey as the middle line. To this end, we were constrained by every consideration of justice and duty—1st. Because it was the most direct, and possessed superior advantages over the other lines, both in point of moderate grades and adaptation of soil; 2d. Convenience of materials for the construction of the work and saving to the company on the score of damages—the landholders on the other route, without exception, claiming damages—and last, though not least, the closing of the old road was regarded by your board as a matter of vital importance to the interest of this company.

In the prosecution of this work, a just regard to the existing rights of two duly incorporated turnpike companies, namely: the Massanutten and Thornton's gap turnpike companies, imposed the necessity of purchasing of them a right of way, which was accomplished upon as favorable terms as were practicable.

Upon the location of the road, Mr. F. T. Geiger having resigned, the office of chief engineer was conferred upon Col. Jonas Aleshire;

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since that time your board, with a view to retrenchment, have dispensed with the office of assistant engineer; and the whole labor of both departments is now performed by Col. Aleshire, with such assistance as the board can render in superintending the work.

Your directory have used every exertion in their power to secure the amount of subscriptions required by the act of incorporation of individuals. Our labors have ultimately been crowned with success, and we have the pleasure of announcing to you that the subscription on the part of individuals is now complete. It will be proper to state, however, that the entire capital will be inadequate to the completion of the work. Though the strictest economy be observed, the company, by the completion of the work, will necessarily fall in debt some five or six thousand dollars. We can but cherish, however, the hope that that liberal and enlightened policy which has moved the state to extend a helping hand to others, may be exercised towards us, when we shall desire it.

Owing to the scattered condition of the stockholders, as well as a want on their part of prompt payment of the requisitions of the board, the appointment of a collector became necessary to enable your board to comply with their engagements; this has been done, and the services of a prompt and efficient officer secured to the company at a very moderate compensation—bond and ample security having been taken of the collector, conditioned for the faithful discharge of his duty.

The requisitions made from time to time upon the stockholders by the board have been as light as the wants of the company would permit. Prompt payment, however, by all, will tend greatly to lighten the burthens which otherwise must press heavily upon a few stockholders.

The financial condition of the company for the year ending July 11th, 1850, is exhibited in the accompanying report of the treasurer, from which it will be seen that the total receipts in cash amount to the sum of $28,305 91, and the disbursements during the same period to the sum of $16,783 12; leaving in the treasury a nett balance of $11,522 79.

The report of the committee appointed by an order of your board to examine the books, accounts, state of the funds, &c. of the company, is also herewith communicated.

All of which is respectfully submitted.

SAMUEL GIBBONS,
President N. M. & S. Turnpike Co.

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ENGINEER'S OFFICE, N. MARKET AND SPERRYVILLE TURNPIKE COMPANY, LURAY, *July* 19, 1850.

To the President and Directors.

GENTLEMEN,

On the 7th of August last the survey and examination were commenced at New Market, and between that place and Luray, a distance of fourteen miles, more than seventy miles of trial-lines were examined, and comparative estimates made of their practicability and cost. The result of these surveys was communicated to your body, and upon considering the merits of the different lines proposed, between the top of the Massanutten mountain and Luray, a distance of ten miles, you decided in favor of that line designated by us as the middle line, as being the most suitable. Accordingly the final location of this portion of the road was fixed, and on the 1st day of October last it was put under contract, previous notice having been given in the public journals of the time and place of letting.

In the mean time the survey and examination of the other portions of the line progressed, and the final location of the four miles between New Market and the top of the Massanutten mountain, and the nine and a half miles between Luray and the top of the Blue Ridge, having been determined upon and fixed on the 1st day of November, notice having been given, were put under contract.

On the 20th of November, the location of the remaining seven miles between the top of the Blue Ridge and Sperryville, having been fixed, was put under contract. At this letting the bridges over Smith's creek, Shenandoah river, and the Hawk's-bill, were put under contract.

At each letting there were a large number of contractors present; there was much competition, and the work was taken generally within the estimates.

The whole distance from New Market to Sperryville by this line is thirty and a half miles, (being about the same as the road now used) which has been put under contract at an average of $2,823 67 per mile; and the work is now in a rapid state of progress, men being engaged in the construction in aggregate force of about 200 hands.

By the specifications for the construction of the work, it is required, that all bridges of thirty feet span and under shall be included in the road contract in which they are located. There are twelve bridges of this class, for which detailed plans have been furnished the contractors. There are three bridges of the larger class, to wit: over Smith's creek in Shenandoah county, and over the Shenandoah river, and the Hawk's-bill in Page county, all of which are under contract as before stated. That over Smith's creek has not yet been commenced. The plan is a wooden superstructure of a single arch of 60 feet in the clear, supported by stone abutments of rubble masonry, roofed and weather-boarded. That over the Shenandoah river is also a wooden structure of three arches, in all 325 feet in the clear, roofed and weather-boarded, and supported by stone abutments and piers of rubble work. These abutments have been commenced—they are built of

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dark limestone of good quality, and when completed, will be 22 feet above low-water mark. The plan of that over the Hawk's-bill. at Luray, is a wooden structure, span of the arch 90 feet in the clear, capped and weather-boarded, supported by stone abutments of rubble work, 14 feet above low-water mark. These abutments are nearly completed, they are built of limestone—a material well known to abound in this region, and often found, as in this instance, of a very superior quality as a building material. The work of the framing of this bridge is also in a forward state, and we may expect its completion by the 10th of August next.

I hand you herewith a tabular statement, shewing the amount of each monthly estimate, the amount of money retained in the hands of the company as security for the prompt and faithful completion of the work, all brought up to the 1st of July 1850. It also shews the name of the contractor, contract price for each mile, as well as any extra allowance which has become necessary to make to any contractor, who has been required to do work not fairly included in his contract, but which the progress of the work has demonstrated to be essential to the interest of the company. From this table it will be seen that the work is progressing throughout the entire line; more or less work being done on each mile.

In point of grade, we may claim for this road a superiority over any common road in the commonwealth. In crossing the Massanutten mountain and Blue Ridge, the plan of inclined planes has been adopted. The three miles extending from the western base of the Massanutten mountain to its summit, composing one regularly inclined plane of 3½°. The three miles extending from its summit to its eastern base another; and the four miles extending from the western base of the Blue Ridge to its summit, and the four miles from the summit to the eastern base, are each regularly inclined planes of an inclination of 3½°, and in the valleys between the maximum of 4° has in no instance been exceeded.

Since the commencement of the work, four miles have been abandoned by the contractors, to wit: the 5th and 6th miles, and the 26th and 27th miles. The two first of these miles have been re-let at a loss to the company of $21 07, and the two last at a loss of $465; and I have no reason to believe that any contractor now on the work will fail to comply with his obligation to the company.

In regard to the costs of construction, I deem it proper to make a detailed statement of prices. There are 2,640 cubic yards of metal in a mile of this road. We have a number of experienced laborers engaged in breaking stone, and thus far the average price has not been less than 25 cents per cubic yard for breaking. The same amount for hauling would not be too high, and the same amount for quarrying would not more than pay for it. Then the account would stand for an average mile of the road,

Quarrying	2,640	cubic yards of rock,	at	25	cents per yard,	$660 00
Hauling	2,640	"	"	"	"	660 00
Breaking	2,640	"	"	"	"	660 00
Total, carried forward,						$1,980 00

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Brought forward,	1,980 00
Average cost of a mile of this road, - -	2,823 67
Amount left for grading and spreading the stone,	$843 67

which is certainly little enough, when it is considered that fourteen miles of this road has to be constructed through mountains. Upon the whole, I am clearly of the opinion, that the average profit of the contractor must, with the strictest economy and judicious management, be extremely moderate.

The following statement will shew very nearly the amount paid, together with that to be paid as it may become due, under the present engagements of the company:

Cost of grading and metaling 29½ miles, - -	82,938 28
" the 7th mile, - - -	700 00
superstructure of Smith's creek bridge, -	960 00
" River bridge, - -	5,168 00
" Hawk's-bill bridge, -	1,178 00
masonry on Smith's creek bridge, about -	500 00
" River bridge, about - -	3,500 00
" Hawk's-bill bridge, about -	1,100 00
right of way, - - - -	3,454 00
extra work, not included in contract price, about - - - - -	1,000 00
survey and location, - - -	800 00
superintendence up to 1st July 1850, -	282 00
Loss on re-letting the 5th, 6th, 26th and 27th miles,	486 07
President's salary, - - - -	420 00
Expenses of board, - - - -	300 00
Clerk and treasurer's salary, - - -	375 00
Printing and stationery, about - - -	125 00
Incidental expenses, - - - -	40 00
Office rent and furniture, - - - -	34 00
Law expenses, - - - - -	77 00
Amount of all engagements up to July 1, 1850,	$103,437 35

I have not the means of knowing the exact amount of some of the above items, but it is believed that they are sufficiently accurate for the purpose of the board at its present session. By the act of incorporation, the capital stock of this company was fixed at $100,000, which was supposed to be sufficient to construct the road; but it will be seen by the above statement, that there will be wanting to meet the present engagements of the company, the sum of $3,437 35.

In order to a final completion of the work, which, from the present progress of the work, I have no doubt will be done by the first day of July 1851, it will be necessary to provide for the following additional expenditures:

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Cost of work not contracted for, which in the progress of construction has demonstrated itself as essential to the interests of the company, -	1,000	00
Cost of metaling the 7th mile, - - -	1,648	00
President's salary up to 1st July 1851, - -	420	00
Clerk and treasurer's salary, - - -	375	00
Office rent, - - - - -	25	00
Printing and stationery, - - - -	75	00
Incidental expenses, - - - -	50	00
Expenses of board up to 1st July 1851, - -	250	00
Superintendence up to 1st July 1851, - -	1,000	00
Law expenses, - - - - -	75	00
	4,918	00
Add amount wanting to meet the present engagements of the company, - - - -	3,437	35
Making in all, the sum of - - -	$8,355	35

to be provided for to complete the work.

I also hand you herewith a map and field notes of the entire line. I have already forwarded to the Board of public works a map and field notes of the line of location.

I have not had time to examine particularly the statistics of the trade which will pass over this road when completed; but it is the opinion of gentlemen who have had an opportunity of forming some estimate of the amount of transportation and travel, that the stock of the company cannot fail to pay at least 6 per cent. per annum, when the work is completed.

I regard this improvement as but a section of a grand improvement extending from Franklin in Pendleton, eastward through Brock's gap by way of New Market, to the Alexandria and Gordonsville railroad; and I think I hazard nothing in saying, that when this whole scheme is carried out, the stock of this company will be the best investment in common roads in the commonwealth.

That portion of the Alexandria and Gordonsville railroad from Alexandria to Culpeper courthouse, a distance of 60½ miles, has been put under contract, and is now in a forward state of construction. A company has been incorporated to construct a macadam road from Sperryville to the head of the Rappahannock navigation. The capital stock of this company has all been subscribed, the company has been organized, and the survey and examination of the line has been commenced.

A company has also been incorporated to construct either a macadam or a planked road from the eastern terminus of our road at Sperryville to Culpeper courthouse. The capital stock of this company has nearly all been subscribed, and there can be no doubt that the company will be organized at an early day, and the work put under contract.

It may not be amiss to compare the distances by this line from New

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Market to Alexandria, with that by the Valley turnpike, by way of Winchester:

Distance from New Market to Winchester by turnpike,	49	miles.
From Winchester to Harper's Ferry by railroad, -	31	"
From Harper's Ferry to Alexandria by canal, -	69	"
Whole distance from New Market to Alexandria by way of Winchester, - - - - -	149	miles.
Distance from New Market to Sperryville by turnpike,	30½	miles.
" from Sperryville to Culpeper courthouse by do.,	23	"
" from Culpeper courthouse to Alexandria by railroad, - - - - -	60½	"
Whole distance from New Market to Alexandria by way of Sperryville, - - - - -	114	miles.

By which it will be seen that there is a difference in favor of this line of 35 miles; and when we take into consideration that the facilities for travel and transportation on this line must in every respect be equal, if not superior, to those by way of Winchester and Harper's Ferry, it is but fair to conclude that a large portion of the trade of the Valley will take this line to market. But there is another point of view in which I wish to place this improvement. It points to the seaports of our own state, and will have a tendency to build up our own cities. It will also have a tendency to break down the sectional divisions into which our good old commonwealth has been unhappily divided—a result which every true Virginian desires to accomplish.

In relation to the contemplated improvement from New Market through Brock's gap to Franklin in Pendleton, it does seem to me that a road, imparting so many advantages as this would, remunerating so largely for the expenditures made upon it, should not be able to command the capital necessary to its construction, would be strange indeed. But I feel satisfied that this road will be made to complete the whole line of transportation and travel; that the chain will not be left unfinished for want of a single link. Men are generally governed by their interest; and this improvement has only to be fairly and fully presented to the public mind to insure its success.

I have the honor to be,

Very respectfully,

JONAS ALESHIRE,
Engineer Superintending.

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TREASURER'S REPORT.

OFFICE N. M. AND S. T. Co., July 11th, 1850.

To the President and Directors of the New Market and Sperryville Turnpike Company.

GENTLEMEN,

The undersigned respectfully submits the following report:

Whole capital stock authorized by act of incorporation,		100,000 00
Of which sum individuals have subscribed		
for 1,600 shares, or - -	40,000 00	
Board of public works for 2,400 shares,	60,000 00	
		$100,000 00

An Exhibit of the Financial operations of the Company for the first year, ending July 11th, 1850.

Total receipts from all sources, - - -		28,305 91
Disbursements, as follows:		
Officers' salaries, - -	1,004 08½	
Stationery and printing, -	116 52	
Survey and location, - -	300 00	
Construction, - -	14,642 48	
Land damages, - -	633 00	
Expenses of directory, - -	69 50	
Incidental expenses, - -	17 53½	
		16,783 12
Nett balance in treasury this day, - -		$11,522 79

All of which is respectfully submitted.

FRS. H. JORDAN,
Treasurer N. M. & S. T. Co.

COMMITTEE'S REPORT.

To the Stockholders of the New Market and Sperryville Turnpike Company.

The committee appointed by an order of the board of directors of said company, at a meeting thereof, held on the 10th day of June 1850, to examine the books, accounts, state of the funds, the vouchers for all moneys received and disbursed, and all transactions of the company from its organization to date, including officers' bonds, &c., beg leave to submit the following:

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Your committee, by the aid of your treasurer, have performed the duties assigned them, and found the books to have been neatly and accurately kept, and each item of disbursement being supported by a satisfactory voucher. The official bonds are in proper form, and the security perfectly satisfactory.

All of which is most respectfully submitted.

WM. F. JONES,
JOHN D. ZIRKLE,
THOMAS BUSWELL, } *Committee.*

Luray, July 11, 1850.

A List of the President and Directors of the New Market and Sperryville Turnpike Company, and of the Officers or Agents employed by them, with the salaries or compensation of each, for the year ending July 11, 1850.

Samuel Gibbons, president—salary $ 420 per annum.

Nicholas W. Yager, Andrew R. Barbee, Abraham Kendrick, Isaac Spitler and William A. Chapman, directors—compensation $ 2 per diem when employed in the service of the company, and necessary expenses.

Officers and Agents of the Company.

*Franklin T. Geiger, principal engineer—salary $ 450 per annum.

Jonas Aleshire, assistant engineer—salary $1 50 per diem when employed.

Francis H. Jordan, clerk and treasurer—salary $ 275 per annum for both offices.

Benjamin F. Grayson, collector—compensation 2 per centum.

Francis H. Jordan, attorney—compensation $ 75 per annum.

By order of the board.

F. H. JORDAN,
Sec. N. M. and S. T. Co

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* F. T. Geiger served about six months only as principal engineer, after which Jonas Aleshire received the appointment, at a salary of $ 2 per diem when employed, and the board dispensed with assistant engineer.

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NEW MANCHESTER TURNPIKE COMPANY.

OFFICE OF NEW MANCHESTER TURNPIKE CO.,
New Manchester, Hancock Co., Va., October 21st, 1850.

J. BROWN, JR., *Second Auditor.*

Enclosed please find copies of the proceedings of the meeting of stockholders of this company at their organization, September 14th last; also a copy of by-laws passed for the government of said company, and a list of the stockholders.

I send them to you by order of the board of directors.

Respectfully, yours,

THO'S W. J. LONG,
Clerk of N. M. T. Co.

At a general meeting of the subscribers to stock in the New Manchester turnpike company, held agreeably to previous notice, in the courthouse in New Manchester, this 14th day of September 1850:

On motion of Thomas Elam, Esq., Jacob N. Brown was called to the chair, and Tho's W. J. Long appointed secretary.

The commissioners named in the act of assembly, authorizing said stock to be taken, having reported that they had completed their duties as commissioners, and having reported a list of the names of persons entitled to stock in said company, amounting to one hundred and twenty shares on the part of said persons entitled to stock, and also of eighty shares subscribed by the Board of public works on behalf of the state of Virginia:

On calling said list of names, it was found that a majority of the stock subscribed was represented by the persons entitled thereto, to wit: seventy-eight shares on the part of the subscribers to stock, and the Board of public works through her proxy.

On motion, it was

Resolved, That Messrs. Thomas W. J. Long, Jonathan Allison and Thomas J. Hewitt be constituted a committee to prepare by-laws for the government of this company.

On motion of Col. Pugh, it was

Ordered, That the company proceed to the election of a president and three directors for this company, and that the election be taken *viva voce.*

When Thomas Bambrick, Esq., was put in nomination, and an election had, and THOMAS BAMBRICK, Esq., declared duly elected president for the ensuing year, by a unanimous vote. Messrs. E. Langfitt, A. Morrow, John Mayhen, R. B. Brenaman and Robert Hewitt were severally nominated for directors, and respectively received the following vote:

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E. Langfitt 76; A. Morrow 57; John Mayhen 47; R. B. Brenaman 31; R. Hewitt 26.

Whereupon, Messrs. E. Langfitt, A. Morrow and John Mayhen were declared duly elected directors on the part of the stockholders (other than those appointed by the Board of public works,) for the ensuing year.

Thomas W. J. Long, on the part of the committee appointed to prepare by-laws, made a report, which report was received and adopted, and ordered to be filed.

On motion of same, the following resolutions were adopted:

Resolved, That the president and directors be requested to examine the different locations, as they may be proposed to them, for the route and terminus of the New Manchester turnpike company, from New Manchester to some point on the Ohio river, between New Cumberland and Hamilton's ferry, and also from New Manchester to the Pennsylvania line; and that they report to a called meeting by the board of said company: And that they request the friends of the respective routes that may be proposed, to furnish said board with plots of said routes, with distances, grades, and probable cost of construction.

Resolved, That before any change be made in the location of said road, a majority of the stockholders (or stock that may be represented) shall concur therein in general meeting.

On motion, the meeting adjourned *sine die*.

JACOB N. BROWN, *Chairman*.

THO'S W. J. LONG, *Secretary*.

OFFICE OF NEW MANCHESTER TURNPIKE CO.,
New Manchester, Virginia.

I, Thomas W. J. Long, do hereby certify that the foregoing is a true copy of the proceedings of the first meeting of the stockholders in the New Manchester turnpike company.

Given under my hand, this 16th day of September 1850.

THO'S W. J. LONG,
Clerk of New Manchester Turnpike Co.

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PITTSYLVANIA AND LYNCHBURG TURNPIKE COMPANY.

LYNCHBURG, 28th Oct. 1850.

JAMES BROWN, JR., *Second Auditor.*

SIR,

I herewith send you our treasurer's report, which shews the state of the affairs of our company to 30th ultimo, by which you will perceive that our debts are so nearly extinguished as to render it almost certain, without some unforeseen contingency, that our next annual report will shew a respectable dividend among the stockholders.

It has been the constant care of our board to keep this road in as good repair as their means would admit of, and I have no doubt it is in as good, if not a better state of preservation than any similar work in this region of country.

Very respectfully, &c.

HENRY DAVIS,
Pres. P. and L. T. Co.

Return of the state of the Pittsylvania and Lynchburg Turnpike Company for the year ending 30th September 1850.

Capital stock, $17,500.		
Subscribed by individuals, 210 shares, at $ 50 each,		10,500 00
Do. by commonwealth, 140 do. do.,		7,000 00
Tolls from commencement of work to date, -		23,021 36
Due by the company for money borrowed, viz:		
To individuals, - - - - -		699 34
Amount of commonwealth's subscription unpaid, - - -	53 00	
Amount of individual subscription unpaid, - - -	79 50	
Due to the company on open account,	119 97	
Expended in construction of work from commencement of work, 1835, to this date, viz:		
Purchase of old bridge site over Staunton river, and rebuilding same,	9,658 91	
Building bridge over Childs' creek,	600 00	
Building road, - - -	10,451 75	
Carried forward,	20,963 13	41,220 70

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Brought forward,	20,963 13	41,220 70
Land damages, - - -	593 89	
Incidental expenses, - -	1,233 37	
Expended in repairs for the same time, viz:		
Repairs to road and bridge, -	10,285 71	
Toll-receivers' salaries, - -	5,569 33	
Officers' salaries, - -	1,893 63	
Cash on hand 30th September 1850, per statement below, - -	302 53	
	$41,220 70	41,220 70

Statement of Receipts and Expenditures within the year.

Balance of money on hand per last annual report, -		131 33
Amount of tolls received during the year, - -		2,349 36
		$2,480 69
Deduct disbursements during the year:		
For repairs, - - - -	474 44	
Officers' salaries, - - -	335 54	
Toll-receivers' salaries, - -	439 38	
Debts p'd, $897 70; int. p'd, $31 10,	928 80	
Total disbursements,		2,178 16
Balance of money on hand,		$302 53

Dividends for the year—none; length of road 25¾ miles. Three toll-gates, including toll-bridge over Staunton river. Average compensation to toll-receivers $138 50. The road is let to the lowest bidder for repairs.

Henry Davis, president; Samuel Nowlin, D. J. Warwick, James C. Hunt, M. C. Newhalls, F. S. Miller, Samuel McCorkle and Henry Dunnington, directors; F. S. Miller, secretary and treasurer—his compensation 4 per cent. on amount received. Samuel Nowlin, superintendent—his compensation $150 per annum. W. B. Morris, contractor for the entire road, and his compensation $400.

By order of the board.

F. S. MILLER, *Clerk.*

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RED AND BLUE SULPHUR SPRINGS TURNPIKE COMPANY.

Return of the state of the Red and Blue Sulphur Springs Turnpike Company for the year ending 30th September 1850.

A list of the capital stock in the above company:

Amount subscribed by individuals, -		7,500 00
Amount subscribed by state, -	5,000 00	
Amount of additional subscription, -		3,685 00
Amount of additional subscription by the state, - - - - -	2,456 00	
	$7,456 00	11,185 00

Reeeipts and Disbursements for the year ending 30th September 1850.

Amount on hand at last annual report:		
Amount received at Neil's gate, -		95 50
" " Muddy creek, -		72 95
" " Middle gate, -		63 31
		231 76
By commission for collecting tolls at Muddy creek, - - -	10 25	
By amount paid out for work by order,	68 50	
By commission for collecting at Neil's gate,	19 10	
By amount paid out for work at same gate,	48 26	
By amount paid out at Middle gate, for work and commission, - -	60 59	
		206 70
		$25 06

The salary of officers to be paid out of this amount, which will fall short.

The above road commences at Red Sulphur springs, and terminates at Blue Sulphur springs, a distance of 32¾ miles, on which there are 3 toll-gates, charging 9½ cents for man and horse; and said road is kept up by hands and teams hired by the company and paid by the day.

No property of any value belonging to this company.

This report has been delayed in consequence of the indisposition of some of the directors, three efforts having been made before a board could be had.

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In consequence of some old outstanding debts, on which suits were brought and judgments obtained, a decree has been granted for the sale of the road next April; and unless the state will interpose and liquidate the claims, the road will be sold—and we should be pleased to be advised on the subject. The liabilities of the company will be forwarded to you in a few days.

By order of the board of directors.

ALEX. DUNLAP, *Secretary.*

List of Officers now belonging to this Company.

Addison Dunlap, president.
Alex. Dunlap, secretary and treasurer.
Col. Wilson Lively, Jeremiah Tracy, } Directors for state.
Wm. Ellis, Jos. R. Hill, James M. Haynes, } Directors for company.

ROCKYMOUNT TURNPIKE COMPANY.

OFFICE OF THE ROCKYMOUNT TURNP. CO.,
Lynchburg, October 28th, 1850.

JAMES BROWN, Jr., *Second Auditor.*

SIR,

I hand enclosed the annual return of the company, a report of the president and directors shewing the progress and condition of the work, a list of the stockholders, and the other documents asked for in your circular; also a list of 186 shares of stock subscribed since the subscription of the state was made for 495 shares, on which two dollars per share has been paid, and all of which, as you will perceive from the certificate at foot, are believed to have been subscribed by solvent persons, with the exception of one share. You will also perceive from the same certificate, that the original stock is believed to be good except 14 shares. I also enclose an extract from the proceedings of the general meeting of the stockholders, held 25th day of November 1848, accepting the amendment of the charter passed 19th February 1848.

Hoping that all will be found correct and satisfactory, and that all the necessary forms have now been complied with to obtain an additional subscription from the state, I take the liberty of requesting that you will call the early attention of the Board of public works to the

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subject, as the contractors on the road who have patiently waited for some time for these estimates are now becoming clamorous.

I am, respectfully,

Your ob't serv't,

JNO. W. DUDLEY, *Treas.*

OFFICE OF THE ROCKYMOUNT TURNP. CO.,
October 29th, 1850.

The statement of the treasurer herewith submitted, which has been carefully compared with the books, and found correct, will shew the condition of the financial affairs of the company on the 30th September last.

At our last annual meeting only 7 miles of our road had been received by county commissioners; and owing to the unprecedented bad condition of all roads, not paved or planked, during the past winter and spring, the other portion of our road that was completed in 1849 was not rendered for reception until in the month of July; at which time commissioners examined and received the residue, extending to Staunton river bridge, a distance in all of 29 miles; and arrangements having been already made, gates on the 1st and 2d sections of 10 miles each were opened about the 1st of August and early in September. The Staunton river bridge having been completed, gate No. 3 on the 3d section was also opened.

On the 1st day of December 1849, after full and ample notice had been published inviting contractors to meet our board, a further contract was made with Messrs. Nowlin & Mosely for the grading and construction of that portion between Staunton river and Rockymount, a distance of about 18 miles, at $360 per mile, to be completed during the present year; and also for the erection of a bridge across Gill's creek, a stream of some size over which our road passes, where it was impracticable to make a ford. I am gratified to state, that there is good reason to believe that both will be completed during the ensuing month of November. I regret to report that the present state of the finances of the company admonishes the directory of the prudence of not building bridges over two other streams of some magnitude over which our road passes—Maggoty and Blackwater. Care has been taken to pass those streams at the most favorable places for good fords, and it is hoped the travel will be satisfied until they can be bridged; the size of each stream rendering it highly necessary it should be done as soon as practicable.

No arrangement as yet has been made for keeping our road in repair, except a temporary one composed of day laborers, under the superintendence of a portion of our directory.

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On the unconnected section of our road across the Alleghany mountain no toll-gate has as yet been erected; the travel on it not being sufficient to justify the employment of a gate-keeper.

All of which is respectfully reported.

PLEASANT PRESTON, *President.*

Return of the state of the Rockymount Turnpike Company, for the year ending 30th September 1850.

Capital stock, $25,275.		
Subscribed by individuals 516 shares, at $25 each, - - -		12,900 00
Subscribed by the commonwealth 495, at $25 each, - - -		12,375 00
Due by the company to M. B. Nowlin, contractor, for estimates unpaid,		1,827 39
To Nowlin & Mosely, contractors, for estimates unpaid, - -		2,440 00
Amount of commonwealth's subscription unpaid, - - -	1,269 00	
Amount of individual subscription unpaid,	2,629 00	
Due to the company by its engineer, to be accounted for by him, -	100 00	
Expended in construction of work, from commencement to date:		
For construction of road, - -	20,591 06	
Engineers' expenses in survey, location and superintendence of construction,	3,660 49	
Clerks' and sheriffs' tickets for summoning juries, &c., and securing right of way, - - - -	21 71	
Incidental expenses, viz: printing blanks, advertising, blank books, &c.,	127 88	
Expended in land damages, from commencement of the work to date,	939 91	
Balance cash on hand, as per statement annexed, - - -	203 34	
	$29,542 39	29,542 39

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Statement of Receipts and Expenditures of the Rockymount Turnpike Company for the year ending 30th September 1850.

Balance of money on hand per last annual report, - - - - -	409 06	
For capital stock:		
Amount received from individuals, -	5,150 00	
Do. do. Board of public works,	4,377 00	
		9,936 06
Deduct disbursements during the year, viz:		
For construction of road, - - -	8,628 67	
For officers' salaries, pay of engineer 6 months, at $1000 per annum, - - -	500 00	
For bills paid for subsistence of engineer while engaged in location of road, - -	151 04	
For land damages paid since last return, -	371 91	
For clerks' and sheriffs' tickets, paid since last return, - - - - -	8 10	
For advertising blank books, and paid since last return, - - - -	73 00	
		9,732 72
Balance money on hand, -		$203 34

Office of the Rockymount T. Co.,
October 28th, 1850.

At a meeting of the board of directors held this day, the foregoing statement of the affairs of the company was read, approved and ordered to be forwarded to the Board of public works.

JNO. W. DUDLEY, *Clerk.*

The length of this improvement is 78½ miles. The number of toll-gates now erected is three. The compensation allowed to the toll-gatherers is $75 per annum.

No permanent arrangement has been made for keeping the road in repair.

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List of President, Directors and Officers.

Pleasant Preston, Bedford, president.
Charles H. Lynch, Lynchburg,
John D. Booth, Franklin,
Alexander Irvin, Bedford,
Henry Davis, Lynchburg,
Samuel McCorkle, Lynchburg,
} Directors.

No compensation is allowed the president or directors.
J. W. Dudley, treasurer and secretary—compensation not fixed.

Thomas Woods,	toll-gatherer	1st	section,	salary	-	$75
William Overstreet,	do.	2d	do.	do.	-	75
Joseph Meadow,	do.	3d	do.	do.	-	75

JNO. W. DUDLEY, *Treas.*

RUSSELL AND WASHINGTON TURNPIKE COMPANY.

The Russell and Washington turnpike company respectfully report to the Board of public works the following facts relating to the company for the year ending 30th September 1850.

Since their last annual report they have had the whole route surveyed, being a distance of 21½ miles and 36 poles. On the 23d of September 1849 eighteen miles of the road were let out to contractors, in sections of 3 miles, to the lowest bidder, at so much per mile, and were bid off on the following terms, viz:

Section 1, to A. F. Hendricks, 3 miles, at $ 390 per mile,	1,170 00
Section 2, to A. C. Ferguson, 3 miles, at $ 950 per mile,	2,850 00
Section 3, to A. L. Hendricks, 3 miles, at $ 675 per mile,	2,025 00
Section 4, to Jas. Culbertson, 3 miles, at $ 380 per mile,	1,140 00
Section 5, to Jas. Culbertson, } 6 miles, at $ 375 per mile,	2,250 00
Section 6, to Jas. Culbertson, }	
18 miles, making -	9,435 00
Part section 7 to the river, being 1 mile 270 poles, at $ 714 per mile, was bid off at the last meeting to B. Mead, to be completed by the 1st day of September 1851,	1,316 44
	$10,751 44

Leaving the distance from the river to the Salt works, 1 mile and 246 poles, yet not contracted for. The foregoing, except the last, were by contract to be completed by the 1st of December 1850. The contractors, particularly on the mountain sections, have met with obstructions of such a character that much labor, and consequently a greater

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delay than was at first anticipated in completing them will probably result. The work is gradually progressing on every section by the first contractors; they receive no pay until one mile is made, and out of that mile 20 per cent. is retained till the section is completed.

Some subscribers have been very dilatory in paying their instalments, which became due as follows: two-fifths of each share on the 1st of January 1850, two-fifths on 1st July 1850, and the remaining one-fifth on 1st December next. The board have refrained from any coercive measures till the last payment becomes due. The board has appointed Henry D. Smith (one of the directors,) to superintend the progress of the work, at a compensation of $1 50 per day for each day he necessarily attends to the same. The board have appointed the Friday after the 3d Monday in September for their annual meeting.

At their last annual meeting on the 20th September 1850, the stockholders elected the following directors for the ensuing year:

Aaron Hendricks, president; Henry D. Smith, James P. Carrell, Abraham Fuller, John T. Smith and Robert Boyd, directors on the part of the company; Thomas L. Preston, Whitley Fuller and Isaac Vermillion, are directors on the part of the state; George Cowan, proxy for the state; James P. Carrell, secretary; Thomas C. M. Alderson, treasurer; Henry D. Smith, superintendent.

Return of the state of the Russell and Washington Turnpike Company for the year ending 30th September 1850.

Amount of commonwealth's subscription unpaid, - - - -	3,097 50	
Amount of individual do. unpaid, -	2,065 00	
Exp'ded in construction and other expenses,	1,410 16	
Cash on hand, - - - -	4,552 34	
		$11,125 00
Capital stock $11,125:		
Subscribed by state, 267 shs., at $ 25 each,	6,675 00	
Subscribed by indivi. 171 do. at $ 25 do.,	4,275 00	
Not yet taken, 7 do. at $ 25 do.,	175 00	
		$11,125 00
445		

Statement of Receipts and Expenditures within the year ending 30th September 1850.

Amount received from Board of public works,	3,577 50	
Amount received from individuals, -	2,385 60	
		$ 5,962 50

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Amount paid G. W. Johnson, for damage of land, - - - - -	58 00	
Amount paid engineer and assistants, -	156 88	
Amount paid to contractors, - -	1,195 28	
Amount of cash on hand, - -	4,552 34	
		$5,962 50

All which is respectfully submitted, by order of the board.

Given under our hands and the seal of the company this 8th day of October 1850,

[*Seal.*] AARON HENDRICK, *President.*
THOS. C. M. ALDERSON, *Treas.*

JAMES P. CARRELL, *Sec'y.*

SALEM AND PEPPER'S FERRY TURNPIKE COMPANY.

BLACKSBURG, 22nd Oct. 1850.

JAMES BROWN, Jr.,

SIR,

I enclose the report of the Salem and Pepper's ferry turnpike company for the year ending 30th September 1850, a list of the stockholders and delinquents, also statements of receipts and expenditures.

Our board met on the 19th inst., present a bare majority, one member so unwell, but little business transacted, just enough to enable me to make this report.

It is the intention of this board to make future contracts to expire 30th September, to enable the clerk to make a full report annually.

Yours, respectfully,

G. KENT, *Clerk.*

Return of the Salem and Pepper's Ferry Turnpike Company for the year ending 30th September 1850.

Subscription by the board of public works, 120 shares, at $ 50, - -	6,000 00	
222 shares by individuals, at $ 50, -	11,000 00	
Amount of tolls, - - -	6,355 71	
Due on bond to a contractor, - -	3,056 66	
" sundry persons, - - -	367 27	
		26,879 64

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Amount of cash on hand,	50 46	
Paid surveying and locating road,	257 68	
damages,	1,041 00	
incidental expenses,	129 46	
attorney's fees,	40 25	
construction of road,	17,097 75	
additional labor, &c.,	642 25	
officers' salaries,	505 24	
repairs of road,	2,114 80	
executions,	100 07	
discounts,	34 00	
gate-keepers,	1,154 39	
collections,	30 00	
interest,	1,101 07	
Stockholders delinquent,	630 00	
Individual indebtedness,	1,951 22	
		$26,879 64

By order of the board of president and directors.

G. KENT, *Clerk.*

Receipts and Expenditures by the Clerk during the year 1850.

Cash of Henry Ribble,	21 50	
sale 2 shares stock,	24 00	
" 2 " "	20 00	
John Evans for toll,	44 00	
R. Caldwell do.	6 46	
		115 96
Paid E. J. Amiss on account,	50 00	
G. Hunt on account,	15 50	
Balance to account,	50 46	
		$115 96

By order of the board of president and directors.

G. KENT, *Treas'r.*

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Estimate of Expenses of Salem and Pepper's Ferry Turnpike Company for the year 1850, *viz:*

Contract with James R. Kent, for keeping road in order from Pepper's to Black's, -	11 miles,	75 00
Contract with James P. Snidow, over the mountain, - - - - - -	4 "	60 00
Contract with James W. Kirby, (passed by the board,) - - - - -	6 "	41 50
Contract with Jesse C. Hall, indefinite,*	6 "	
Making together, - -	27 "	
G. Kent's salary as clerk and treasurer, per annum, -		30 00
John Evans, for keeping gate, $50 per annum; he received toll 9 months, - - - - - -		37 50
R. Caldwell, keeping gate $50; he received toll 7 months,		29 16

RECEIPTS:

Toll from John Evans, gross, - -	189 04	
Toll from R. Caldwell, gross, - -	115 63	
		$304 67

Original length of road 37 miles.
Present do. do. 27 do.
The loss of ten miles from Salem to Fayette, by the S. W. improvements, destroys the value of the road.

Officers.

James R. Kent, president.
E. J. Amiss,
William Thomas,
Henry Ribble,
George Euchart,
Jesse C. Hall,
} Directors.

G. KENT,
Clerk and Treasurer.

* Account not received.

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STAUNTON AND JAMES RIVER TURNPIKE COMPANY.

SCOTTSVILLE, *Alb.*, October 25th, 1850.

SIR,

I have enclosed the annual report of the old company, prepared by the secretary and treasurer, also a statement of the progress of the work on the new road. This is the best we can do at present, as the work is done in detached places, that makes it almost impossible to give it a more satisfactory appearance. It shews the amount received and the progress of the work, which is now going on much better than heretofore, owing to the tardy progress of the contractors. The subscribers to the new stock are the same as rendered some time ago, as there has been no transfer from the individual subscription. It is very difficult to give a satisfactory report. I am desirous to do so, and I assure you the best is done that can be under existing circumstances; and I will take it as a kindness if any defect is noticed, to be advised of it, and it shall be properly attended to. Most of the duties are left to me, and I must acknowledge that it is a new business, and I lack experience in the necessary duties. If you have time, I ask instructions and forms, and you will oblige

Yours respectfully,

B. M. PERKINS, *President.*

JAMES BROWN, JR., *Second Auditor.*

OFFICE OF THE STAUNTON AND JAMES RIVER TURNPIKE COMPANY.

To the President and Directors
of the Board of Public Works.

The president and directors of the Staunton and James river turnpike company submit herewith to the Board of public works, a report of the condition and progress of the work under their direction, with some account of their operations since the re-organization of the company under the act of March 1847, and amended by the act of March 1849.

In compliance with the act of March 1847, the stockholders in general meeting held in Scottsville on the day of agreed to accept the valuation of the old stock made by the commissioners, in conformity with the said act. Immediately after the re-organization of the company, measures were adopted to secure the services of a competent engineer, with such necessary assistant as would be required to take charge of the work, who at once entered upon the dis-

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charge of their respective duties. The survey for the re-location of the road to Brookesville, at the eastern base of the Blue Ridge, a distance of about twenty-five miles, has been nearly completed, and the whole put under contract to gentlemen of whose competency and responsibility we are perfectly satisfied, (and whose estimate was lower and otherwise more favorable than any other,) and a large portion of the work is now under construction.

In consequence of the work having been let to various contractors, and necessarily executed in detached parts, we are unable to state the specific amount which has been done; we are, however, warranted in stating that above one half of the grading has been completed. The plank has been placed upon the line up some five or six miles, and about two miles of the road completed; and the whole work is progressing in a manner calculated, in our judgment, to insure its speedy completion.

We have received on account of the subscription to the new stock, from subscribers other than the state, the gross sum of nine thousand dollars, and from the state, on account of her subscription, the sum of fourteen thousand dollars. In consequence of the difficulty of procuring the attendance of the board of commissioners to assess the land damages, they have not been ascertained except to a very limited extent, and will be embraced in the next report.

All of which is respectfully submitted by order.

BENJ. M. PERKINS, *President.*

Return of the state of the Staunton and James River Turnpike Company for the year ending 30th June 1850.

Capital stock, 500 shares at $100 each, - -		$50,000 00
State, for amount subscribed, -	20,000 00	
Individuals, - - -	30,000 00	
		$50,000 00
House and lot in Scottsville, supposed worth, - - - -	200 00	
Fifty acres unimproved land near Scottsville, - - - -	200 00	
House and 5½ acres land, Rockfish gap,	350 00	
House and 17 acres land, Christian's creek, - - - -	400 00	
Three horses, three carts and implements for working road, - -	225 00	
Property held by company,		$1,375 00

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Cash in hand last annual report, 1st July 1849, - - - -	94 97	
Cash received for the year ending 30th June 1850, from road, - -	6,451 02	
		6,545 99
To cash paid for repairs of the road for the year ending 30th June 1850,	2,807 13	
Dividend declared, 2½ per cent., 1st January 1850, - - -	1,250 00	
Dividend declared, 3½ per cent., 1st July 1850, - - - -	1,750 00	
Five gate-keepers' compensation for one year, - - - -	529 92	
Secretary and treasurer's salary, -	200 00	
		6,537 05
This balance in hand of treasurer 1st July 1850,		$8 94

To the President and Directors
of the Board of Public Works.

The foregoing account of the president and directors of the Staunton and James river turnpike company shews a correct statement of the finances, &c. of the company, for the year ending 30th June 1850, (at which time our last semi-annual settlement took place,) to wit: the capital, the receipts accruing from tolls for the year ending as above, and the disbursements for the same period, in addition to a balance remaining in the hands of the treasurer on the 30th June 1849, of ninety-four dollars and ninety-seven cents, leaving a balance now unexpended in the hands of the treasurer, of eight dollars and ninety-four cents. The length of road 44 miles; five toll-gates thereon. The force employed on the road for 12 months past—on the east side of the mountain, four hands, an overseer, two horses and two carts, with all necessary tools to keep the road in as good repair as possible—on the west side of the mountain, three hands, one horse and cart, for the purpose of keeping that portion of the road in good repair.

By order of the board.

Yours respectfully,

B. M. PERKINS, *President.*

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SPERRYVILLE AND RAPPAHANNOCK TURNPIKE COMPANY.

At a meeting of the president and directors of the Sperryville and Rappahannock turnpike company, called and held at the office of the company, on Wednesday, the 16th day of October 1850: A report of the president of this company to the Board of public works of Virginia, was this day, together with a report of the treasurer, presented to this board, read, approved, and ordered to be certified to the Board of public works, and recorded among the proceedings of this meeting, as follows, viz:

To the Board of Public Works of Virginia.

GENTLEMEN,

Your circular, addressed to the president and directors of the Sperryville and Rappahannock turnpike company, was received by the last mail, and but for its receipt, I should have deemed it unnecessary to report to your board till after our annual meeting, to be held in May next, inasmuch as we did not commence the construction of our road until the first of the present month.

Our engineer is M. S. Lovett, Esq. He has made the location upon the whole line, and divided it into four sections. The entire length of our road is about 22 miles. It is required to be constructed 40 feet wide, graded 22 feet, side ditches not less than 2 feet wide each, width of metal 18 feet, and an average of 9 inches metal on the bed of 18 feet.

On the 23d August last, having previously advertised in the newspapers for contractors and bidders, we put about 17 miles under contract, comprising sections Nos. 1, 2 and 3, commencing at Sperryville, at the average price of $2365 per mile, including culverts, bridges, water-ways, metaling, earth covering, &c., &c., requiring our contractors to commence the work on the 1st of October 1850, and complete it by the 1st of January 1852. In compliance with the contract, the work was begun on the 1st instant. There are now about 50 or 60 hands, with horses, carts, &c., at work, and the force gradually increasing, and an assurance that the force shall be increased until it is sufficient to complete it within the time required.

In compliance with your request, I will at our annual meeting urge upon the stockholders the propriety of changing the day of our annual meetings to some early day in October.

I refer you to the statement of our treasurer, this day submitted to our board, for a list of the additional stockholders, to the list heretofore certified and the condition of the funds, which, along with this is respectfully submitted.

JOHN G. LANE, *President.*

16*th October* 1850.

Our engineer has not yet furnished us with a map of the road. It shall be sent you with our next report.

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To the President and Directors of the
Sperryville and Rappahannock Turnpike Co.

GENTLEMEN,

I find from the circular of the Board of public works, that it is desirable that that board should receive reports from all the works of internal improvement in the state, in the month of October in each year, requiring at my hands as your treasurer, a list of the stockholders and a statement of the financial concerns of the company. I had considered it unnecessary to make any report at this time, because of the infant condition of the company as well as having little or nothing to report.

In addition to the 334½ shares of stock heretofore subscribed and certified to the Board of public works, I report the following as the subsequent subscriptions made to the stock of said company, viz:

List of 50 shares subscribed by individuals, at $50 each,	2,500 00
334½ shares heretofore subscribed,	16,725 50
Making 384½ shares subscribed, amounting to,	$19,225 50

Your board, on the 10th day of August 1850, made a requisition on the stock subscribed by individuals of $5 on each share, payable on the 1st day of September following—of that requisition $1567 50 have been paid and received, leaving a balance of $355 of the said requisition remaining unpaid. Hereto I append a short statement of the moneys received, paid out and remaining on hand, as follows, viz:

Cash received on first requisition as above,			1,567 50
Amount of accounts allowed by the board for expenses, &c., such as books, printing, advertising, &c.,		36 84½	
Amount of accounts allowed by the board for engineering purposes,		41 00	
		77 84½	
Cash paid towards expense ac't.	26 97		
Cash paid towards engineering, &c.,	35 00		
		61 97	
			61 97
Amount of accounts allowed remaining unp'd,		$15 87½	
Cash on hand,			$1,505 53

The engineer of the company has not presented his account for services rendered in surveying and locating the road: some other small accounts against the company have not been presented. I deem it advisable that the board direct the proper certificate of the

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amount of money actually paid in, to be made to the Board of public works, and that that board be requested to pay their ratable portion on such certificate.

Respectfully submitted,

W. J. MENIFEE, *Treasurer.*

SHEPHERDSTOWN AND SMITHFIELD TURNPIKE COMPANY.

Report of the President and Directors of the Shepherdstown and Smithfield Turnpike Company to the Board of Public Works for the year ending September 30th, 1850.

Capital stock:			
Subscribed by individuals, - - -			28,111 75
Subscribed by the state, - - - -			28,575 00
Expended on the work from commencement to date,			49,301 45
RECEIPTS:			
For tolls collected at Shepherdstown gate, -			402 73
For tolls collected at Leetown gate, - -			171 55
			$574 28
EXPENDITURES:			
By repairs to the road, - - -		441 28	
By salary of gate-keeper at Shepherdstown,		60 00	
By salary of gate-keeper at Leetown, -		50 00	
By salary of secretary and treasurer, -		23 00	
			$574 28

By order of the board of president and directors.

JOHN M. JEWETT,
Sec'y and Treas. S. & S. Turnp. Co.

Shepherdstown, Oct. 19, 1850.

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SNICKER'S GAP TURNPIKE COMPANY.

To the Board of Public Works.

GENTLEMEN,

Annexed you have the report of the Snicker's gap turnpike company up to October 1st, 1850. The receipts during the last year have exceeded those of the preceding year $36 36. The expenditures have also increased, and now leaves a balance due the treasurer of $35 60. But little work has been done on the road this season, and consequently it is in only tolerable repair. I apprehend the tolls during the coming year will be short of the tolls for the year just terminated.

Yours respectfully,

JOSEPH P. MEGEATH,
Treas. S. G. T. P. Co.

Return of the state of the Snicker's Gap Turnpike Company Oct. 1, 1850.

Capital stock 1705½ shs., at $50,	-	85,275 00
Subscribed by individuals, - -	$65,275 00	
Due from individuals, (insolvent,) -	1,032 00	
Subscribed by Board of public works,	20,000 00	
Debts due from the company, viz:		
One claimed by Roan & Carter, considered by the board as not binding, now obsolete,	541 51	
Expended in work from its commencement,	103,438 44	

Statement of Receipts and Expenditures from Oct. 1st, 1849, *to Oct. 1st,* 1850.

Balance of money on hand per last report,	12 57	
Tolls from Oct. 1st, 1849, to Oct. 1st, 1850,	1,244 27	
Total receipts,		$1,256 84
Deduct disbursements during the year:		
For improvements and repairs, - -	869 77	
Officers' salary, treasurer's commission, -	49 86	
Three gate-keepers, at $120 each per year,	360 00	
Expenses of the board at their several meetings,	7 83	
Printing, postage and paper, - -	3 50	
Taxes, - - - - - -	1 48	
		1,292 44
Balance due Jos. P. Megeath, treasurer, Oct. 1, 1850,		$35 60

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Dividends declared—none.

Francis McCormick, president.
James Mount,
James Castleman,
Joseph Nichols,
Samuel McCormick,
} Directors.
J. P. Megeath, treasurer.

The Snicker's gap turnpike company commences at Aldie, Loudoun county, Virginia, and terminates at Snicker's ferry on the Shenandoah, in Clarke county, Virginia, at the foot of the Blue Ridge mountain. The length of the improvement is a little over 17 miles. There are 3 gates—each gate-keeper receives $120 per year. The tolls are paid over to the treasurer each quarter, or oftener if required.

JOS. P. MEGEATH, *Treas.*

SMITHFIELD, CHARLESTOWN AND HARPER'S FERRY TURNPIKE COMPANY.

OCTOBER 14th, 1850.

To the Board of Public Works.

In reply to a printed circular of James Brown, Jr., second auditor, dated September 30th, but not received till the 11th inst., I respectfully state that the president and directors of this company are desirous to perform their obligations, but not being furnished with a collection or digest of the laws prescribing their duties, their action may not be as correct as they desire. The treasurer's statement and accounts are as correct as we can make them, and we hope satisfactory. We report that the road is in length fourteen (14) miles, originally well constructed, and thirteen miles and one-third (13⅓) in a good state of repair, that will compare favorably with any macadamized road in the state. That extent (13⅓ miles) leaves out the town of Charlestown, situated equi-distant from each end. It is the county town, and a populous place; its street is worn out by the residents and others resorting there, and as that or a greater length of road is not charged for, we think the company not bound to keep it in repair. This company has repeatedly memorialized the general assembly to exempt us from it, but the senate has never taken up and passed the bills that the delegates passed for our relief. Our revenue is scarcely able to meet the interest of the debt incurred in constructing and re-constructing the road and paying the gate-keepers.

A statement of the affairs of the company and a list of stockholders will be sent herewith by the treasurer. It was unknown to us

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that a map of the road was required. One shall be made and sent with the next year's report. There are two full gates, and one fractional gate at which two-thirds of a full toll are demanded. The company employ one laborer, who is paid eighteen dollars for every twenty-six days' actual work; other repairs are paid by contract.

John Yates is president of the company and manager of the road. John Moler and Andrew Hunter are state directors; Andrew Kennedy, Charles G. Stewart and James Grantham, directors chosen by the stockholders; and Humphrey Keyes is treasurer; none of whom, except the treasurer, have ever received any other compensation than being allowed free passage through the gates for themselves and families. John J. Watson keeps gate number one—salary sixty-five dollars; William Brotherton gate number two—salary one hundred dollars; Sarah Everrole, gate number three—salary one hundred and ten dollars. The above are believed to be all the particulars of the company that are called for. If further information is desired, it will be cheerfully furnished.

For the board of directors.

JOHN YATES, *President.*

Return of the state of the Smithfield, Charlestown and Harper's Ferry Turnpike Company for the year ending 30th September 1850.

Capital stock, $35,750.

Subscribed by individuals, 435 shares,	-	-	21,750 00
Subscribed by the state, 280 do.	-	-	14,000 00
Tolls received from commencement to this date,		-	25,285 76
Amount individual subscription unpaid,	482 37		
Expended on the work since the commencement to this date, - -	62,365 29		
Cash on hand 30th September 1850, as per statement below,	160 72		

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Statement of Receipts and Expenditures during the year, viz:

Balance due from treasurer at last settlement, - - - -	332 32	
Amount received from tolls, -	1,712 17	
		2,044 49
Deduct disbursements during the year on debts due for construction, -	222 72	
Toll-gatherers, - - -	164 18	
Toll-houses, - - -	50 00	
Repairs, - - - -	1,373 84	
Incidental - - - -	64 02	
Damages, - - - -	9 00	
		1,883 76
Balance of money on hand,		$160 72

HUMPHREY KEYES, *Treasurer.*

SWIFT RUN GAP TURNPIKE COMPANY.

OFFICE SWIFT RUN GAP TURNPIKE COMPANY,
Fredericksburg, 19th Oct. 1850.

JAMES BROWN, JR., *Second Auditor.*

SIR,

As requested in your circular of September 30th, I enclose herein the annual return of the state of the Swift run gap turnpike company, a list of the stockholders, and also of the officers of the same. There has not been any change made in the management of the company's affairs since my letter of October 29th, 1847, to which please have reference.

Very respectfully,

WILLIAM ALLEN,
Sec'y and Treasurer.

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Return of the state of the Swift Run Gap Turnpike Company for the year ending 30th September 1850.

Capital stock, $119,800.		
Subscribed by individuals, 1394 shares, at $ 50 each, - - -		69,700 00
Subscribed by the commonwealth, 82 shares, at $ 50 each, - - -		4,100 00
Subscribed by the Board of public works, 920 shares, at $ 50 each, - -		46,000 00
Tolls, rents, &c. from commencement of work to date, - - -		124,561 32
Due by the company for money borrowed, (over-drawn at bank,) - -		129 43
Due to sundry persons, for the surplus of their stock, which was sold for the instalments due thereon, - -		186 23
Dividends remaining unpaid, - -		0 00
Error, this sum too much, - -		49 18
Amount of commonwealth's subscription unpaid, - - - - -	0 00	
Amount of individual subscription unpaid,	541 00	
Due to the company other than on account of stock:		
On bond or note, - - -	0 00	
On open account, - - -	0 00	
Expended in construction of the work from commencement (1811) to this date,	0 00	
Expended in land damages for same time,	0 00	
Expended in repairs for same time, -	183,808 65	
Property now held by the company:		
Property and other stocks, - -	0 00	
Negroes, real estate and other property,	0 00	
Dividends declared from the commencement, - - - - -	60,376 51	
	$244,726 16	244,726 16
Balance of monney on hand, as per last annual report, - - -		705 57
Add receipts during the year for capital stock, interest, and debts received, -	0 00	
Tolls, - - - - - -	2,653 95	
Money borrowed, over-drawn at bank, -	129 43	
		2,783 38
		$3,488 95

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Deduct disbursements during the year:			
For improvements and repairs, - -		931 27	
Officers' salaries:			
1 superintendent, - -	200		
1 secretary and treasurer, -	125		
		325 00	
Expenses of collecting tolls:			
1 gate-keeper, - - -	200		
1 " " - - -	160		
		360 00	
Other expenses, debts paid, &c., -		0 00	
Dividend paid, $1 25 cts. on 1476 shares,		1,845 00	
Tax on dividends, - - -		27 68	
Total disbursements,			$3,488 95

Dividend declared 1st January 1850, payable 15th.

E. E.

WILLIAM ALLEN,
Sec'y and Treasurer.

List of Officers of the Swift Run Gap Turnpike Company, 1850.

President—Anthony Twyman.
Directors—Jeremiah Morton,
William D. Clarke,
Uriel Terrill,
Thomas Scott,
James Somerville,
John Metcalfe.
Superintendent—Charles R. Brooking.
Sec'y and Treasurer—William Allen.
Gate-Keepers—Will. P. Bledsoe,
Giles R. Childress.

WILLIAM ALLEN,
Sec'y and Treasurer.

VALLEY TURNPIKE COMPANY.

OFFICE VALLEY TURNPIKE COMPANY,
New Market, Va., Oct. 25, 1850.

J. BROWN, Jr., *Second Auditor.*

SIR,

Enclosed you will receive the report of the president and directors of the Valley turnpike company for the year ending 30th September 1850, with the treasurer's report annexed; also the report of the committee of investigation.

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The annual meetings of this company are fixed by act of the legislature, on the 4th Thursday in October, hence the apparent delay in forwarding these reports. The annual meeting this year was held in Winchester on yesterday. The result of the meeting was the re-election of the old officers (president and directors, treasurer and superintending officers.) The meeting was characterized by great harmony and unanimity.

Inasmuch as there has been no material change in the list of stockholders of this company within the past year, the list reported last year may very properly be substituted for a list for the present year.

The reports, I flatter myself, exhibit the affairs of the company in a wholesome condition.

I am, with great respect,

Your ob't serv't,

J. S. CALVERT,
Treas. and Clk. Valley T. Co.

Return of the state of the Valley Turnpike Company for the year ending September 30th, 1850.

Capital stock, 17,000 shares of $25 each, -		$425,000 00
Subscribed by individuals, 6400 shares, of $25 each, - - -	160,000 00	
Subscribed by the Board of public works, 10,600 shares, $25 each, - -	265,000 00	
		425,000 00
Tolls from the commencement, -		163,568 01
Interest do. do. - -		1,292 20
Law do. do. - -		40 90
Loan from the Valley Bank, -		3,000 00
Bonds guarantied by the state, -		20,874 00
Bonds secured by mortgage, -		13,916 00
Amount due individuals on old bonds,		1,139 75
Do. do. dividends, -		1,162 65
Due by individuals for stock subscri'd,	1,529 25	
Do. Board of public works, -	2,293 88	
Expended for construction, -	392,652 28	
Do. repairs, - - -	110,163 28	
Do. survey of location, -	5,855 45	
Do. officers' salaries, - -	20,410 81	
Do. stationery and printing, -	754 59	
Do. land damage, - -	8,290 07	
Carried forward,	541,949 61	629,993 51

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Brought forward,	541,949 61	629,993 51
Expended for incidental expenses, -	5,393 25	
Do. interest, - -	28,667 13	
Do. law expenses, - -	1,405 02	
Do. toll-houses, gates, land, &c.,	2,008 90	
Do. gate-keepers' salaries, -	10,096 13	
Do. expenses of directory, -	362 50	
Do. loan from Valley Bank, -	3,000 00	
Do. property, instruments, &c.,	226 50	
Amount of loss on state scrip, &c., -	5,282 71	
Do. paid on guarantied and mortgaged bonds, - - -	6,889 55	
Amount paid old company, -	3,376 03	
Do. dividends to commonwealth,	5,252 66	
Do. do. to individuals, -	2,006 75	
Amount due do. do. - -	1,162 65	
Do. do. on old company bonds,	1,139 75	
Balance on hand in cash and assets,	11,774 37	
	$629,993 51	629,993 51

Receipts and Disbursements of the Valley Turnpike Company for the year ending 30th September 1850.

Balance on hand 30th Sept. 1849, as per report, -		9,526 56
Add receipts within the year, viz:		
Tolls, - - - - - -		23,761 11
Interest on bonds, - - - - -		38 50
Total receipts, - - -		$33,326 17
Deduct disbursements within the year, viz:		
For officers' salaries, - -	1,284 38	
For stationery and printing, - -	46 09	
For incidental expenses, - -	55 75	
For interest, - - -	1,946 91	
For repairs, - - -	11,343 46	
For toll-houses, lands, &c., - -	92 06	
For expenses of directory, - -	140 00	
For gate-keepers' salaries, - -	1,320 02	
For law, - - -	10 57	
For guarantied and mortgaged bonds,	1,520 00	
For dividend to commonwealth, -	2,627 06	
For do. to individuals, - -	1,165 50	
		21,551 80
Carried forward,		$11,774 37

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Brought forward,		11,774 37
Balance on hand in cash and assets, viz:		
Cash in the Bank of the Valley, Winchester,	3,027 94	
Do. do. do. Staunton,	1,000 00	
Do. do. Farmers Bank, Winchester,	1,000 00	
Do. do. hands of treasurer, -	4,533 04	
Assets other than money, viz:		
Stock certified as paid, but no money rec'd,	652 75	
Uncurrent funds received at the gates,	45 00	
Clerk's account for interest on bond, paid under a decree of the superior court,	113 36	
Receipts for money paid on toll-house,	712 50	
Receipts for money paid on work not estimated by John Wright, superintendent,	475 50	
Receipts for money paid on work not estimated by C. G. Farley,	213 98	
	$11,774 37	$11,774 37

All of which is most respectfully submitted.

J. S. CALVERT,
Pres't Valley Turnpike Co.

To the President and Directors
of the Board of Public Works.

Report of the President and Directors of the Valley Turnpike Company, to the Stockholders in general meeting, held in Winchester on the 24th day of October 1850, *and to the Board of Public Works.*

GENTLEMEN,

We have again the honor of laying before you the annual report of the president and directors of the Valley turnpike company, with the report of the treasurer annexed:

First. The debt reported by the treasurer on the 30th September 1849, subject to a credit for the cash and assets then on hand, and the stock subscribed for, remaining unpaid, was, - - - -		31,300 65
To which add the following items, viz:		
Amount of dividend declared January 1st, 1850,		4,211 76
Do. interest paid within the year, - -		1,946 91
Do. repairs by J. S. Calvert, supt.,	4,053 98	
Do. do. J. Wright, do.	5,246 44	
Do. do. C. G. Farley, do.	2,023 04	
Do. paid R. W. Burton, on settlement,	20 00	
Aggregate amount of repairs within the year, - - - -	11,343 46	
Carried forward,	11,343 46	37,459 32

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Brought forward,		11,343 46	37,459 32
Amount paid officers' salaries,	1,284 38		
Do. stationery and printing,	46 09		
Do. incidental expenses,	55 75		
Do. toll-gates, houses, lands,	92 06		
Do. expenses of directory,	140 00		
Do. gate-keepers' salaries,	1,320 00		
Do. law expenses, -	10 57		
		2,948 87	
Current expenses within the year,			14,292 33
			51,753 65
From which deduct amount paid within the year, viz:			
For bonds secured by mortgage, -		1,520 00	
Do. dividends to commonwealth, -		2,627 06	
Do. do. to individuals, -		1,165 50	
Do. interest, - - -		1,946 91	
Do. current expenses of the year, -		14,292 33	
			21,551 80
Amount of outstanding debt, - -			30,201 85
Against which there is a balance on hand, viz:			
Cash in the hands of the treasurer, per his report, - -		4,533 04	
Do. Bank of the Valley, Winchester,		3,027 94	
Do. do. do. Staunton,		1,000 00	
Do. Farmers Bank Va., Winchester,		1,000 00	
			9,560 98
Amount of debt, after deducting cash on hand,			20,640 87
Assets other than money in the hands of the treasurer, viz:			
Interest paid the clerk of the superior court of Rockingham, by a decree of the court, - - - - -		113 36	
Amount paid on toll-house near Staunton, as per receipts of J. B. Breckenridge,		712 80	
Amount of receipts for advances on work unestimated, viz:			
By John Wright, sup't, - -		475 50	
C. G. Farley, - - -		213 98	
Uncurrent funds received at the gates,		45 00	
In hands of commissioners and others for stock unsettled, - -		652 75	
Of stock subscribed for, remaining unpaid, - - - -		3,823 13	
Judgment vs. estate of John Arthur for stock, - - - -		1,000 00	
			7,036 52
Leaving a nett liability, after deducting cash and assets, as above, of - - - -			$13,604 35

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This, however, is exclusive of the claim set up on the part of the Messrs. Pennybackers, under a guaranty entered into on the 12th of December 1839, by B. Taylor, then president, and themselves, heretofore represented.

Second. Amount of tolls received by the treasurer within the year, - - - - - -	23,761	11
Amount of interest received on bonds, - -	38	50
Total receipts within the year, - -	23,799	61
From which deduct current expenses of the year,	14,292	33
Leaves a balance of - - -	9,507	28
From which deduct amount of interest paid within the year, - - - - - -	1,946	91
And it will shew the nett profits of the year, after paying expenses and interest, to be - -	$7,560	37

Which more than realizes our anticipations, considering the amount of work necessary to be done.

Third. Amount of tolls received at each gate, for the past year, was:

S. Hillman,	Gate No. 1, - -	2,760 78	
J. G. Mires,	" 2, - -	2,023 53	
A. Hall,	" 3, - -	1,871 24	
C. Spengler,	" 4, - -	1,607 11	
C. C. Maurer,	" 5, - -	1,542 92	
P. Supinger,	" 6, - -	1,487 74	
J. F. Hockman,	" 7, - -	1,340 94	
G. Meriman,	" 8, (dbl. up,) -	1,649 39	
W. Wickes,	" 9, (" down,)	1,716 30	
G. Dick,	" 10, (" up,) -	1,138 89	
J. Willard,	" 11, (" down,)	944 72	
W. W. Gibbs,	" 12, - -	620 09	
B. Burgers,	" 13, - -	466 32	
C. White,	" 14, - -	403 62	
G. Grimer,	" 15, (dbl.) -	731 25	
Amount of tolls received at the gates,			20,304 75
Do. do. of Farish, Remp & Co., - -			2,278 69
Do. do. of Burke & Co., - - -			483 26
Do. do. of G. F. Hupp, - - -			589 41
Do. do. of R. W. Burton, - - -			105 00
Total amount of tolls received within the year,			$23,761 11

Fourth. In accordance with a requisition of the Board of public works, we state the length of the Valley turnpike to be 92 miles, on which there are 15 gates, the keepers of which receive from $5 to $12 per month for the past year—in all amounting to $1,520 02.

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The contractors in general receive a little more than 50 cents per perch for furnishing and applying the metal.

The officers and their respective salaries for the past year, were:

John W. Rice, president, - - -	400	
John S. Calvert, clerk and treasurer, - -	300	
John Wright, superintendent on lower section,	375	
Cyrus G. Purley, do. upper do.	225	
	—	$1,300

The directors were, Lloyd Logan, Jacob S. Dunner and Rhesa Allen, company directors—John B. Breckenridge, Samuel Harnsbarger, Thomas Burke, William G. Stevens and Samuel C. Williams, state directors—each of whom receives a compensation of two dollars and fifty cents per diem when engaged in the service of the company.

Fifth. Within the past year a lot of land has been purchased near Staunton, and a toll-house erected thereon, (under the supervision of a committee appointed for that purpose,) the cost of which has not been ascertained, but advances have been made to the extent of the supposed cost, and it is expected the gate will be established and tolls received in a few days.

There have been applied within the past year 20,039½ perches of stone to the road, averaging 217⅔ perches to the mile, at an average of 53⅘ cents per perch—making a total amount for metal, 10,777 03

For extra filling and leveling ruts, - -	3 46
For do. hauling, - - - -	1 25
For do. breaking stone, - - - -	41 64
For lumber and repairing bridges, - - -	382 63
For repairing culverts and hollow ways, - -	49 75
For extra ditching, - - - -	20 00
For masonry, - - - - -	15 00
For construction of breakers in the slopes, -	52 50
Making a total amount, as before stated, of	$11,343 46

Sixth. Since our last annual meeting, the board, in conformity with the suggestions of stockholders at said meeting, determined to employ two superintendents, one upon the lower half and one upon the upper half of the road, instead of one upon the whole line; and for the services of the two the same amount has been paid that was paid for the services of one superintending the whole line, and thus far the experiment has worked well. The amount allowed them is barely adequate for the services required; notwithstanding, they have been prompt and energetic, and with the experience of the past year, if continued in the service of the company, will make, (it is hoped,) valuable officers, all important to the successful operations of the company. Therefore, the board, after due deliberation, suggest for the consideration of the stockholders a small increase of the aggregate annual allowance to the officers (say $50) with a view to the increase of compensation to those two officers. The aggregate amount

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now allowed the officers is $1,300. The board ask an increase of $50 for the purposes before stated.

Seventh. The road in general is in fine condition, bridges in good order, with a considerable amount of metal prepared, and ready to guard the road against the effects of the heavy travel the coming winter.

All of which is most respectfully submitted.

JOHN W. RICE,
President Valley T. Co.

To the President and Directors
of the Board of Public Works.

To the Stockholders of the
Valley Turnpike Company.

The undersigned, a committee appointed to examine the books and accounts of the company, and report to this meeting of the stockholders their condition, the manner in which they are kept, &c., make the following report:

They have carefully examined the books of the treasurer, by comparing the vouchers with the entries, and find them all correct, without an exception. The books are neatly kept, in a business manner, and the vouchers are all filed and preserved in perfect order.

Your committee take pleasure in speaking in terms of the most unqualified approbation of the system adopted by the officers of the company, which enables them at once to discover any error in the accounts, or detect any fraud that may be attempted.

In addition to the usual checks, a tabular statement is kept by the president, which not only acts as a check upon the other accounts, but enables him at a glance to detect anything likely to be wrong, at any of the toll-gates, and presents at all times a reliable statement of the condition of the company.

Respectfully submitted.

J. L. FARSON,
GEO. W. SEIMS.

October 23, 1850.

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WARM SPRINGS AND HARRISONBURG TURNPIKE ROAD.

HARRISONBURG, 11th Nov. 1850.

J. BROWN, Jr., *Second Auditor.*

SIR,

Annexed you will find a report of the financial condition of our company. It has been delayed much beyond the usual time, in consequence of the illness and death of Judge Smith, who was at my house and required my constant attention for some time previous to his death, which I hope will be a sufficient apology for the delay.

You will also find enclosed a list of the stockholders in our company.

The whole road has been completed; the cost per mile something over five hundred dollars; the length of the improvement 58½ miles; the point of commencement Harrisonburg and the terminus near the Bath alum springs.

Yours respectfully,

M. HARVEY EFFINGER.

Return of the state of the Warm Springs and Harrisonburg Turnpike Road Company.

Capital stock, $30,000 00.		
Subscribed by individuals, - -	18,000 00	
Do. Board of public works,	12,000 00	
		$30,000 00
Paid by individuals, - -	18,000 00	
Paid by Board of public works, -	12,000 00	
		$30,000 00

RECEIPTS AND DISBURSEMENTS.

Balance in hands of treasurer and due from individuals, as per last annual report, -	554 89	
Amount of instalment of 2 per cent. ordered to be collected some time since, -	600 00	
Amount of tolls received from 1st October 1849 to 1st October 1850, - -	2,148 33	
		3,303 22
Carried forward,		3,303 22

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Brought forward,		3,303 22
Paid for repairs on road and bridges, from 1st October 1849, to 1st October 1850,	1,445 55	
Paid for collection of tolls, - -	260 00	
Dividend of 3 per cent. made payable on 5th October 1850, - - -	900 00	
Incidental expenses paid during the present year, - - - - -	69 96	
Expenses of secretary, treasurer, directory, &c.,		2,675 51
Balance, - -		$627 71
In the hands of treasurer, - -	510 47	
In former treasurer's hands, (disputed,) -	97 41	
Due from Rodgers and Newman, -	19 83	
		$627 71

Respectfully submitted.

M. HARVEY EFFINGER,
Secretary and Treasurer.

November 11*th*, 1850.

Officers of the Warm Springs and Harrisonburg Turnpike Road.

Edward H. Smith, president.
Robert M. Kyle,
John A. Herring,
Peter Heneberger, } Directors.
William Guy,
Samuel Blackburn,

Compensation of president and directors two dollars per day and all reasonable expenses; compensation of secretary and treasurer fifty dollars the past year and all reasonable expenses.

KINGWOOD AND WEST UNION TURNPIKE COMPANY.

DECEMBER 1850.

JAMES BROWN, JR.

SIR,

In answer to your circular of the 25th of October last, to the president and directors of each work of internal improvement in which the state is interested, by the direction of, and on behalf of the Kingwood and West Union turnpike road company, I was requested to make the following statement, to wit:

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That by an order of the board of said directors, I was required (as the agent of said company) to let to contract (in sections of about eighty rods each) not exceeding eight miles of that portion of their road east of Kingwood, embracing the Cheat mountain on both sides of Cheat river, and as much more of the most difficult and necessary to be made, within the above provision. After giving notice of the above letting on the 27th day of May last, I let to eight several contractors 29 sections, by the field notes estimated to be seven miles and nine rods, at an aggregate sum of $3097 27, which is an average sum of $1 33⅓ per rod, or $426 70 per mile.

This portion of their road embraces the most costly in construction as well as the part most necessary first to be made. Nearly all of those sections are now being constructed, and probably will be finished by the 1st of February next, or shortly thereafter, unless the inclemency of the winter should prevent; if so, it will certainly be completed early in the spring following.

In answer to your enquiry, there was on the 1st December 1850:

1st. Road finished, about 3 miles.

2nd. At an average cost of about $1 33⅓ per rod, or $426 70 per mile.

3rd. About 40 miles; not more than 38 to be made by this company.

4th. Commencing about one quarter of a mile east of the town of West Union, in Preston county, and one quarter of a mile west of the 54th mile post (west of Romney) on the Northwestern turnpike road, passing through the town of Kingwood at twenty miles, and terminates on the Beverly and Morgantown road, about half a mile south of Morgantown.

It is thought that an alteration can be made in the location between Morgantown and Kingwood, so as to shorten the road and reduce the cost of construction. It is believed that the residue of the road can be constructed for about one dollar per rod, or $320 per mile, and probably less.

BUCKNER FAIRFAX.

WELLSBURG AND BETHANY TURNPIKE COMPANY.

WELLSBURG, October 14, 1850.

J. BROWN, JR., *Second Auditor.*

SIR,

Yours of the 30th ultimo, with circular enclosed to the president and directors of the Wellsburg and Bethany turnpike company, was received on Saturday last, requesting a report of the condition of our road to the Board of public works. As officers and stockholders in the company, it would be gratifying to us to comply,

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but owing to the unfinished state of our road, we could not make a satisfactory report, and therefore will postpone it until the grading, bridges, culverts, ripraps, &c. are completed, which will be late this fall or early next spring; at which time we hope to give a satisfactory report of the cost of all items in the road as far as are now under contract, with all other items enumerated in the circular calling for annual reports, &c.

Very respectfully, &c.

PETER CURRAN, *President.*

JOSEPH GIST, *Treasurer.*

GILES, FAYETTE AND KANAWHA TURNPIKE COMPANY.

FAYETTE COURTHOUSE,
December 8th, 1850.

J. BROWN, JR., *Second Auditor.*

SIR,

I herewith hand you a list of the stockholders in the Giles, Fayette and Kanawha turnpike company, and a statement of the finances. The reports that should have been sent long since were not submitted, in consequence of a failure on the part of the board to meet at the usual time, 1st October. The annual meeting was adjourned to the 22d October, in consequence of the illness and death of Mr. Hansford, the president's father. There was again a failing of the board to meet. The annual meeting took place on that day. Mr. James M. Byrnside was elected president, and Alexander Dunlap and Thos. Burke, Esqrs., directors on the part of the company.

At a meeting of the president and directors, held at Pack's ferry in Monroe county, on the 22d November, Mr. Hansford and myself were requested to make the usual reports, which will be forwarded as soon as I have an opportunity of seeing him.

Respectfully your obedient servant,

J. W. PRYOR.

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Return of the state of the Giles, Fayette and Kanawha Turnpike Company for the year ending 30th September 1850.

Capital stock, $59,950.

Subscribed by individuals 1198 shares, at $25 each,		29,950 00
Subscribed by the commonwealth 1200 shares, at $25 each,		30,000 00
Tolls, rents, &c.,		2,100 00
Amount of commonwealth's subscription unpaid,	1,508 40	
Amount of individual subscription unpaid,	8,257 00	
Expended since commencement of work,	51,520 81	
Amount in bank 30th September 1850,	763 79	
	$62,050 00	62,050 00

Statement of Receipts and Expenditures for the year.

Due treasurer, per last annual report, $443 97.		
For capital stock, received from individuals,	75 00	
Amount received from Board of public works,	16,491 60	
Tolls, rents and profits,	405 71	
Total receipts,		16,972 31

DISBURSEMENTS.

Amount due treasurer,	443 97	
Disbursements during the year,	15,764 55	
Amount in bank 30th September 1850,	763 79	
		$16,972 31

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WELLSBURG AND WASHINGTON TURNPIKE COMPANY.

Return of the state of the Wellsburg and Washington Turnpike Company for the year ending 30th September 1850.

Capital stock, $17,858 33.		
Subscribed by individuals, 429 shares, at $25 each,		10,725 00
Subscribed by the commonwealth, 285⅓ shares,		7,133 33
Tolls from commencement of work to date,		12,800 80
Dividends remaining unpaid,		17 93
Amount of commonwealth's subscription unpaid,	62 31	
Amount of individual subscription unpaid,	593 01	
Due to the company other than on account of stock,	286 12	
Expended in construction of the work, from the commencement of the work (1823) to this date,	17,858 33	
Expended in repairs for same time,	10,221 93	
Property now held by the company, (two toll-gates and two frame-houses for keepers,)	400 00	
Dividends declared from the commencement,	957 05	
Cash on hand 30th September 1850, as per statement below,	298 31	
	$30,677 06	30,677 06

Statement of Receipts and Expenditures within the year.

Balance of money on hand, per last report,	228 58	
For tolls, including debts for tolls, (the company has no other profits,)	1,024 00	
Total receipts,		1,252 58
Disbursements during the year:		
For improvements and repairs,	913 27	
officers' salaries, viz: superintendent,	20 00	
clerk,	20 00	
advertising annual meeting in October,	1 00	
Carried forward,	954 27	

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Brought forward,	954 27	1,252 58
For expenses collecting tolls—there are two gates, each keeper is allowed $8 per month, which is retained by them out of tolls received.		
Total disbursements,	———	954 27
Balance of money on hand,		$298 31

John Miller and Joseph Applegate, who were appointed a committee to examine all the accounts, receipts and vouchers pertaining to the treasurer's office, and to examine the state and condition of the road, and to give their opinion of any improvement necessary to be made, report that they have diligently examined all the accounts and vouchers pertaining to the treasurer's office, and find all to be correct. They also report that the road is now in progress of repair, and from the industry of the contractors and the hands employed, that by the last of next month the road in its whole length will be in perfectly good order.

A map of the improvement has been furnished.

Length of the improvement, six miles and forty-eight perches.

There are two toll-gates and two keepers, each at the rate of eight dollars per month.

Arrangement for keeping the road in repair—a superintendent, who owns and lives on a farm, through which the road is taken, visits the road almost daily, and has repairs made as occasionally required. Salary twenty dollars per annum.

List of President and Directors of the Company.

John Miller, director for the state, and president.
James W. Miller,
Joseph Applegate,
Joseph Gist, in place of Joseph Rose, deceased.
John Hinkson, in place of Wm. Hinkson, dec'd, who was a state director,
Thomas Grimes, in place of Robert Scott, deceased.

Officers.

Danforth Brown, treasurer,
Joseph Applegate, sup't, } Salary of each
Wm. McCheney, clerk, } $20 per annum.

Annual meeting on Oct. 6th, and for contracting for using the road at a certain sum annually, February 6th.

A list of the stockholders, with their number of shares and the amount due from each, was forwarded in last year's report.

JOHN MILLER, *President.*

WM. MCCHENEY, *Clerk.*

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WESTON AND GAULEY BRIDGE TURNPIKE COMPANY.

To the stockholders of the Weston and Gauley bridge turnpike company, in general meeting now sitting, the president and directors make the following as their second annual report:

That since the last annual meeting the directory have not considered it proper to put under contract any further portion of said road, the means of the company not appearing to justify any new engagements.

The president and directors have been vigilantly engaged in prosecuting the work begun during the last year, and we are happy to say that although the work begun has not progressed as rapidly as could be desired, yet much has been accomplished to effect an early completion of the road heretofore put under contract.

We have expended nothing since the last annual meeting, except under contracts for making the road, previously entered into.

The treasurer of this company has collected from the private stockholders the sum of - -	4,043 56
From the state, - - - - -	4,655 34
Making - - - -	8,698 90
And have ordered another draft from the treasury, -	1,410 00
Making - - - -	10,108 90
We have paid out to contractors, &c., - -	7,239 62
	$2,869 28

Leaving an unexpended balance at this time, of	1,459 28	
To be received in check ordered,	1,410 00	
Making the above sum of		$2,869 28

available funds.

We have received from contractors for making said road, 12 miles as completed, and there have been 34 miles upon which work is now doing, and the whole line put to contract is to be completed by the 1st of November next.

All of which is respectfully submitted.

FELIX SUTTON, *Pres't.*

At a meeting of the stockholders of the Weston and Gauley bridge turnpike company, held at the courthouse of Braxton county on the 7th day of October 1850, it was

Resolved, That John Brannon, Robert Dunlop and Philip Duffy be a committee to examine the account of the expenditures of the president and directors of this company.

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Whereupon, the president presented, in open meeting, a statement of the finances of the company, which was examined by said committee, approved, and ordered to be filed, and a copy of the same, together with a copy of this resolution, were, on motion of the state proxy, ordered to be forwarded to the Board of public works.

Teste,

JOHN P. BYRNE, *Clerk.*

WESTON AND FAIRMONT TURNPIKE COMPANY.

To the Board of Public Works.

The president and directors of the Weston and Fairmont turnpike company report to the Board of public works the progress and condition of their work on the 30th September 1850.

Since their last annual report the unlet portion of the road has been put under contract, and the entire line of road has been completed, except about 8 miles between Shinnston and Clarksburg, 2¾ miles near Weston, and about 2 miles between Fairmont and Shinnston, all of which the board think will be completed by the 1st of November next. A toll-gate has been erected near Fairmont, but no tolls had been received up to the 30th of September instant.

The board feel gratified to say, that in their opinion there will be sufficient funds to complete the road.

At the last meeting of the board suitable arrangements were made for keeping the work in repair—an arrangement, such as was deemed by them most judicious for the interest of all concerned in the improvement, and such as was dictated by the soundest economy in the direction and management of the affairs of the company over which they preside.

By order of the board.

G. D. CAMDEN, *President.*

Teste,

THOMAS L. MOORE,
Sec'y W. & Fairmont T. Co.

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Return of the state of the Weston and Fairmont Turnpike Company for the year ending the 30th of September 1850.

Capital stock, $20,000.		
Subscribed by individuals and counties, 321 shares, at $25 each,		8,025 00
Subscribed by the commonwealth, 384 shares,		9,600 00
Amount of commonwealth's subscription unpaid,	600 00	
Amount of private subscription unpaid,	1,888 12	
Expended in construction of work from commencement (1848) to this date, including officers' salaries, &c.,	15,041 10	
Expended in repairs for the same time,	4 13	
Cash on hand 30th of September, as per statement below,	91 65	
	$17,625 00	17,625 00

Statement of Receipts and Expenditures within the year.

Balance of money on hand, as per last annual report,	2,536 70	
Add receipts during the year, viz:		
For capital stock from individuals,	5,000 51	
For capital stock from Board public works,	7,406 25	
		14,943 46
Deduct disbursements during the year:		
For improvements and repairs,	13,031 24	
Officers' salaries:		
Secretary, (2 years,)	50 00	
Treasurer, 2½ per cent. commission,	375 00	
Engineer,	437 50	
Superintendents,	575 00	
Contingent expenses:		
Damages and costs,	293 79	
Advertising, postage, &c.,	89 28	
Balance on hand,	91 65	
		$14,943 46

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A list of the President and Directors, Secretary, Treasurer and Superintendent of the Weston and Fairmont Turnpike Company, with the salary or compensation allowed to each.

Gideon D. Camden, president.
Eugenius L. Boydston, Benjamin Bassett, Jr., Solomon Fleming, Blackwell Jackson, } Directors.
Thomas L. Moore, secretary for 2 years, $50.
Thomas G. Watson, treasurer, 2½ per cent. on disbursements.
Leonard Lamb, superintendent, $360.

By order of the board.

G. D. CAMDEN, *President.*

Teste,

THOS. L. MOORE,
Sec'y W. & Fairmont T. Co.

WILLIAMSPORT TURNPIKE COMPANY.

Return of the state of the Williamsport Turnpike Company for the year ending 30th September 1850.

Capital stock, $5,000.

Subscribed by individuals, 77 shares, at $25 each,		1,925 00
do. by commonwealth, 120 do. $25 do.		3,000 00
Amount of commonwealth's subscription unpaid, - - - -	1,111 00	
Amount of individual subscription unpaid,	667 00	
Expended in construction of work from commencement in 1849 to date, - -	3,000 00	
Expended in land damages for same time,	100 00	
Cash on hand 30th Sept. 1850, as per statement below, - - -	47 00	
	$4,925 00	4,925 00

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Statement of Receipts and Expenditures within the year.

Balance money on hand, per last annual report,			4 35
Capital stock:			
Amount received from individuals, - -			1,199 25
Amount received from Board of public works, -			1,889 00
Deduct disbursements during the year:			
Total disbursements, - - -	3,046 60		
Balance money on hand, - - -	47 00		
	$3,093 60		3,092 60

Length of road 15½ miles; 9 miles finished. A. L. Kinnaird, president; H. L. Metcalfe, Rufus Kinnaird, E. M. Roe, W. Athey and J. M. Reed, directors; George W. Trout, superintendent, salary $150 per annum; Jesse Murdough, treasurer, salary 2½ per cent. on all collections; clerk, P. Reed, $45 per annum.

By order of the board.

P. REED, *Clerk.*

October 1850.

Note.—There is an error of $1, either in the receipts or disbursements.—J. B., Jr.

WHITE AND SALT SULPHUR SPRINGS TURNPIKE COMPANY.

JAMES BROWN, JR., *Second Auditor.*

Herewith you have the treasurer's account of receipts and expenditures of the White and Salt Sulphur springs turnpike company for the year ending 30th September 1850. The road, owing to the heavy rains of last spring, is not in as good repair as it was the last year. The culverts which are of wood, require rebuilding, which is the reason for retaining a larger sum in the hands of the treasurer than usual, viz: ninety-seven dollars. The dividend is larger than for some years past, because of the receipt of a considerable portion of the debt due the company. The road is 20½ miles in length, commences near the Greenbrier bridge on the Kanawha turnpike in the county of Greenbrier, and terminates at the Salt Sulphur springs in Monroe. On it are two gates. The compensation to gatekeepers is ten per cent. on collections. The directors hire hands to keep the road in repair. Henry Alexander is the president; Isaac Caruthers, William Erskine, Allen T. Caperton, Augustus A. Chap-

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man and Benjamin F. Steel are the directors; John Hutchinson and James H. Alexander, treasurers. The president and secretary receive two dollars per day, and the directors one dollar and fifty cents per day when employed. The treasurer receives one per cent. on receipts and disbursements. There is no superintendent. The tolls demanded are according to the general turnpike law. There has been no general meeting of the stockholders, because they own all the individual stock except 20 shares.

HENRY ALEXANDER, *Pres't.*

Return of the state of the White and Salt Sulphur Springs Turnpike Company for the year ending 30th September 1850.

Due the company on bonds, - -	146 40	
Do. do. on open account, -	149 58	
Expended in construction of the work from the commencement (1836,) to date, - - - -	10,000 00	
Expended in repairs from do. to do., -	4,581 01	
Property held by the company, estimated at - - - -	50 00	
Dividends declared from the commencement, - - - -	7,450 00	
Cash on hand 30th September 1850, -	843 82	
Capital stock, $10,000.		
Subscribed by individuals, 120 shares, at $50 each. - - - -		6,000 00
Subscribed by commonwealth, 80 shares, at $50 each, - - -		4,000 00
Tolls, rents and other profits, from commencement to date, - -		12,422 15
Dividends unpaid, - - -		798 66
	$23,220 81	23,220 81

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Statement of Receipts and Expenditures within the year.

Balance on hand, per last annual report,	583 78	
Add receipts during the year, viz:		
Tolls, rents and other profits, -	720 20	
Interest on debts, - - -	21 00	
Debts received, - - -	355 61	
Deduct disbursements during the year:		
For improvements and repairs, -		153 84
Officers' salaries—president $2 per day; directors $1 50, and clerk $2 per day; treasurer 1 per cent.; state tax 1½ per cent., - - - -		46 53
Expenses collecting tolls, - -		86 90
Dividends paid 1849, - -		550 00
Balance on hand, - - -		843 82
	$1,680 59	1,680 59

Dividend in the year 1850, 7½ per cent., payable at sight.

JAMES H. ALEXANDER,
Treasurer.

WINCHESTER AND BERRY'S FERRY TURNPIKE COMPANY.

To the Board of Public Works.

The president and directors of the Winchester and Berry's ferry turnpike company respectfully report:

That the company was organized on the 15th of April 1850, and the road surveyed and put under contract on the 8th of June. To ensure a judicious location, several routes were surveyed. The work was commenced on the 25th of June last, and has steadily progressed since that time. About six miles of the road have been partly graded, and a a large quantity of stone has been prepared to pave such part of it as is to be paved. The road is 13 miles and a half and 28 poles long, of which about 9 miles are to be macadamized at an average thickness of 10 inches, the balance of the road through the pine hills to be graded. The entire road to be 18 feet wide, and to be graded 22 feet wide, exclusive of the ditches. It is to be completed on or before the 1st of November 1851.

Enclosed are the statements required to be submitted with our report.

By order of the board.

P. WILLIAMS, *Secretary.*

Oct. 31, 1850.

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Statement A, shewing the Affairs of the Company on 30th September 1850.

Capital stock, $25,000.		
Subscribed by individuals, 200 shares, at $50 each,		10,000 00
Subscribed by the commonwealth, 300 shares, at $50 each,		15,000 00
		$25,000 00
Amount unpaid by the commonwealth 30th September,		15,000 00
Amount unpaid by individual stockholders 30th September,		7,675 00
Receipts and Disbursements.		
Amount received from individual stockholders to 30th September,	2,325 00	
Amount paid for incidental expenses to 30th September,		26 00
Amount paid for surveying and engineering to 30th September,		280 75
Amount paid for construction of road to 30th September,		1,718 89
Balance in treasurer's hands 30th Sept'r 1850,		299 36
	$2,325 00	$2,325 00

Officers of the Company.

John E. Page, president; Jacob Baker, David Hollingsworth, Philip Williams, Dr. Robert C. Randolph and David McGuire, directors; George W. Seevers, treasurer; Philip Williams, secretary, and Washington Blythe, engineer.

None of the officers receive any compensation for services, except the engineer, who receives $3 per day whilst actually engaged in the service of the company.

A map of the road has been furnished.

The road is 13½ miles and 28 poles long.

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CLOVER HILL RAILROAD COMPANY.

A Statement of the Condition of the Clover Hill Railroad Company on the 30th September 1850.

Real estate owned by the company,		201,652 07
Wharves and yards,		3,911 33
Due company on open account,		14,990 20
Bills receivable,		5,617 92
Cost of road,		102,326 94
Coal, shafts, tools, engines, houses, &c.,		21,326 66
Cash on hand,		2,990 41
		$352,815 53
Capital stock, $250,000.		
Bonds due 1854, interest payable semi-annually,		30,000 00
Due on open accounts, bonds and negro hire,		13,655 25
Bills payable,		1,765 55
Undivided profits to 1st January 1850,		47,535 47
Profits from 1st January to 30th September 1850,		9,859 26
		$352,815 53

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V. BRIDGE AND NAVIGATION COMPANIES.

VIRGINIA AND MARYLAND BRIDGE COMPANY.

SHEPHERDSTOWN, Oct. 19th, 1850.

J. BROWN, Jr.

SIR,

Annexed you have a statement of the affairs of the Virginia and Maryland bridge company for the year ending September 30th.

Very respectfully, &c.,

JOHN W. JEWETT, *Secretary, &c.*

Report of the state of the Virginia and Maryland Bridge Company at Shepherdstown for the year ending Sept. 30, 1850.

Capital stock, $36,300.			
Subscribed by individuals, 526 shares, at $50 each,			26,300 00
Subscribed by the state, 200 shares, at $50 each,			10,000 00
Tolls, rents, &c. from commencement to date,			984 07
Money borrowed from individuals,			500 00
Amount of individual subscriptions unpaid,		718 00	
Incidental expenses from commencement to date,		217 41	
Salaries of officers, viz:			
To the president,	100 00		
treasurer,	200 00		
secretary,	100 00		
		400 00	
Payments on purchase of ferry property,		11,744 65	
Payments to contractors on bridge and roadways,		19,395 00	
Invested in bonds,		4,757 87	
Cash on hand,		551 14	
		$37,784 07	37,784 07

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Receipts and Expenditures.

RECEIPTS.

Cash on hand, per last report, -	479 11	
Amount received from individuals, -	13,329 00	
Amount received from Board of public works, - - - -	6,000 00	
Tolls, rents, ferry boat, &c., - -	984 07	
Cash borrowed from individuals, -	500 00	
Bonds invested per last report, -	1,800 00	

EXPENDITURES.

Amount paid contractor since last report,		10,883 00
on ferry property, -		6,374 65
salaries of officers, -		400 00
incidental expenses, -		125 52
Amount invested in bonds, - -		4,757 87
Cash on hand, - - -		551 14
	$23,092 18	23,092 18

Real estate held by the company:

Ferry property, - - -	15,016 00	
Bridge and roadways, - -	21,255 00	
	$36,271 00	

Personal property:

Bonds invested, - - -	$4,757 87	

Liabilities of company:

For amount due on ferry property, (mortgage,) - - -	3,333 33⅓	
For amount due or yet to be paid on contract, - - - -	1,860 00	
For amount due to individuals, -	500 00	
	$5,693 33⅓	

Means of payment:

By amount due from stockholders, -	718 00
By bonds and notes invested temporarily,	4,757 87
By rents due April 1, 1851, - -	250 00
By wheat on hand, - - -	9 50
By cash on hand, - - -	551 14
	$6,286 51

By order of the board of president and directors.

JOHN M. JEWETT,
Secretary V. & M. B. Co.

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To JAMES BROWN, Jr., *Second Auditor.*

At your request I inform you that the bridge over the Potomac river at Shepherdstown is completed, and that tolls are collected from persons crossing the same.

A toll-house is being erected on the company's land in Virginia very near to the bridge, and probably by this time is completed.

All the work which the company has had done has been done with the best materials and in the best manner.

Very respectfully, &c.,

JOHN M. JEWETT,
Sec. V. and Md. B. Co.

Officers of the Virginia and Maryland Bridge Company at Shepherdstown, for the year ending January 6th, 1850.

Edmund J. Lee, president; Willoughby L. Webb, Joseph Entler, Alexander R. Boteler, Benjamin T. Towner, Isaac H. Taylor, John H. Schley, directors; John H. McEndree, treasurer; John M. Jewett, secretary; George Entler, toll-gatherer—his salary is $150 and a house furnished him.

JOHN M. JEWETT, *Sec'y.*

NORTH BRANCH BRIDGE COMPANY.

PATTERSON'S CREEK DEPOT,
BALT. AND OHIO R. R'D, 18th Nov. 1850.

To the President and Directors of the Board of Public Works.

GENTLEMEN,

The following is a list of the president and directors of the North Branch bridge company, viz:

Col. James Allen, president; John Alkin, Nimrod Furr, John T. Coakus, Jonathan Barkdall and Robert O. Ridgeway, directors.

Amount of private subscription now paid in, -	$500
Amount expended up to date, is - -	220

Enclosed you will find a copy of the contract—also a plan of the bridge.

The contractors are now at work, and have made considerable progress. So we would be glad if the state would now make her subscription, and send us a check for the ratable proportion, as it is desirable to push the work as rapidly as possible.

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Col. George W. Washington was elected president by the stockholders, but in consequence of his living at a distance he resigned, and Col. James Allen was elected in his place. Mr. Henry Lease, one of the first directors, has moved to the West, and Mr. John T. Coakus has been elected a director in his place. Mr. Coakus became a stockholder by purchasing one share of stock from John Lyons, who has moved to the West.

We will be pleased to hear from you as early as practicable. If anything more is wanted, please inform

Yours, &c.,

SAM'L D. BRADY,
Treas. North Branch Bridge Co.

COAL RIVER NAVIGATION COMPANY.

PEYTONA, *Boone Co.*, 5th Dec. 1850.

In compliance with instructions from the Board of public works, I submit the following statement of the operations of the Coal river navigation company during the past year.

During the summer and fall of 1849, a large force was employed on Coal river from Peytona to its mouth, a distance of about thirty-five miles. In this distance all the obstructions were removed, the large rocks blasted and rolled ashore, the rapids channeled and straightened, wing-dams erected at difficult points, and a dam and slope at Peytona mills. At the great falls an expensive slope was constructed at Lewis' dam, and a wall of hewn timber, a thousand feet in length, was bolted on the fall rock, so as to form a canal to the pitch of the falls. From this point the falls were aproned, and a canal cut at the foot, forty feet wide and three hundred feet long, through a solid rock. The bottom of this canal was floored the greater part of the way, but lumber could not be obtained in the country to complete it before the fall tides. The consequence was that all the works in front of the falls were washed away by the first great fresh, and this part of the work rendered useless. The improvement, however, of the river above the falls was so effectual, that, with the exception of one or two places, coal boats of one hundred tons burthen passed as low as the falls safely in a very moderate stage of water. These points have been improved this summer.

The company have not thought proper to draw for the remaining two thousand dollars of the six thousand appropriated to the work, because they are now satisfied that nothing short of locks and dams at the lower and upper falls will render the navigation safe and reliable; and for this it will be necessary to increase the capital stock and expend a much larger sum than was originally contemplated. The large amount of valuable timber now at the falls will greatly facilitate the operation, and diminish the cost of the lock and dam at that point.

Respectfully, yours,

W. D. PATE,
Pres't Coal River Navigation Co.

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HAZEL RIVER NAVIGATION COMPANY.

A Statement shewing the Condition of the Hazel River Navigation Company, November 30th, 1850.

	Dr.
To amount expended in tolls, - - -	992 12
Do. of office expenses, books, &c., - -	47 69
Do. paid for timbers and labor on Lewellen's sec.,	5,125 89
Do. paid for bedding, &c., - - -	330 47
Do. paid timbers and labor on Spring Valley sec.,	4,952 43
Do. paid do. do. on Rixey section, -	3,207 44
Do. paid contingent expenses, as repairing tools, paper, ink, postage, candles, moving tools, &c.,	78 41
To amount paid on Jones section, - - -	138 33
Do. paid on Settle section, timbers and labor,	693 63
Do. paid for one yoke of steers, - -	65 00
Do. paid for castings for gates, &c., - -	184 96
Do. paid for president's expenses to Richmond and Fredericksburg, - - -	30 75
To amount paid of engineer's expenses, - -	498 27
Do. paid for timbers and labor on Welford sec.,	1,294 46
Do. paid interest on yoke of steers, - -	33
Do. corporation scrip deposited in Bank of Virginia at Fredericksburg, - - -	2,000 00
To cash on hand this day, - - - -	4,200 00
	$23,840 18

	Cr.
By cash received of stockholders, - - -	2,340 00
Do. do. of Board of public works, - -	3,510 00
Do. do. of stockholders, - - -	1,553 00
Do. do. of Board of public works, - -	2,329 50
Do. do. of stockholders, - - -	690 00
By amount of scrip received of corporation of Fredericksburg, - - - - -	2,000 00
By cash of stockholders, - - - -	40 00
By cash interest received on requisitions, - -	61
Do. borrowed of George Ficklen, - -	11,377 07
	$23,840 18

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SMITH'S RIVER NAVIGATION COMPANY.

HORDSVILLE, *Henry County*, Dec. 12, 1850.

J. BROWN, JR., *Second Auditor.*

SIR,

In compliance with your request of the 25th October last, by your circular, I now respectfully state, that the navigation of Smith's river, from its junction with the Dan river in the state of North Carolina to the Blue falls near the foot of the Blue Ridge, is now completed for batteaux navigation, a distance of nearly sixty miles, about five of which are in the state of North Carolina. The charter authorises the company to extend the improvement as far as the White falls, five or six miles higher up the river; but from the nature of the obstacles, and contributing but little to the public interest to extend the improvement farther, it was deemed proper to stop there. The amount of receipts has been $4,761, paid out $3,749 89, outstanding debts due from the company supposed to be about $1,700, cash on hand $1,021 11.

The whole of the stock, $9,000, has been required to be paid in, which, when received, will be amply sufficient for all the purposes of the company. No part of the work was let out upon contracts—all done by hirelings under the superintendence of managers for the company. Sixty miles at $9,000 will of course be $150 per mile.

Respectfully yours, &c.

GEORGE HAIRSTON,
President S. R. N. Co.

[A.]

Return of the state of the Smith's River Navigation Company from the commencement of the improvement, 1849, *to 1st December* 1850.

Capital stock, $9000.

Subscribed by individuals, 133 shares, at $25, -		3,325 00
Subscribed by the commonwealth, 199 shares, at $25,		4,975 00
Amount of commonwealth's subscription unpaid, - - - - -	2,417 50	
Amount of individual subscription unpaid,	1,116 50	
Expended in construction of work from commencement (1849) to this date, (see several heads of expenditure,) - -	3,744 89	
Cash on hand 1st December 1850, as per statement below, - - -	1,021 11	
	$8,300 00	8,300 00

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[B.]

Statement of Receipts and Expenditures from organization of Company to 1st December 1850.

For capital stock:		
Amount received from individuals, -	2,203 50	
Amount received from Board public works,	2,557 50	
Total receipts,		4,761 00
Deduct disbursements:		
For improvements and repairs, -	3,649 89	
Officers' salaries:		
A. M. Dupuy, clerk and treasurer, -	100 00	
Total disbursements,		3,749 89
Balance money on hand, - -		$1,021 11

By order of the board of president and directors.

ANTHONY M. DUPUY, *Clerk.*

The above report could not be made at the time required by the circular of the second auditor, for the reason that the work was in progress—the amount of claims against the company for labor and material unascertained and settled, and the line of improvement unfinished, until within a few weeks. The time of the annual meeting of the stockholders is the 2nd Monday in April. They will no doubt change the time at their next meeting, in conformity to the suggestion of the Board of public works.

There is no change in the list of stockholders since the report of 1849, there having been no additional stock subscribed since that return.

ANTHONY M. DUPUY, *Clerk.*

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VI. TELEGRAPH COMPANIES.

WASHINGTON AND NEW ORLEANS TELEGRAPH COMPANY.

GEORGETOWN, KY., Nov. 20, 1850.

To the Board of Public Works
of the State of Virginia.

GENTLEMEN,

Finding that I shall be detained in the West too long for a communication written after my return to reach you before the meeting of your legislature, I have now to report the nett income of the Washington and New Orleans telegraph company, as accurately as I can, without access to my books for the last year.

Up to February last the entire income was absorbed by debts previously contracted. In July a dividend of three per cent. was declared. The income of July and August was not much greater than the current expenses; that of September exceeded them by about two thousand dollars.

On the whole, the nett income of the year did not vary much from six per cent., and the dividends were but three. I am not treasurer of the Western telegraph company, whose line runs from Baltimore through Washington, Pa., to Wheeling, but I am a director, and from the first instant the lessee. It has made no dividend the past year; but its books shew a nett income of about three and a half per cent., which has been applied to the payment of pre-existing debts.

I am, with high respect,

Your obedient servant,

AMOS KENDALL, *Treasurer*
Washington and New Orleans Telegraph Company.

PRESIDENT'S REPORT.

To the Stockholders of the
Washington and New Orleans Telegraph Company.

GENTLEMEN,

Twelve months have elapsed since the management of your business was placed in my hands, and it becomes my duty to lay before you a brief statement of the transactions of the past year, and an exhibit of the present condition of the company. It will be

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seen, by the statements laid before you at your last meeting, that the receipts of the line during the former administration had fallen far short of meeting the current expenses for the same period, leaving the company much in debt, with little means under their control to meet the demands, other than the future income from their business, which seemed from past results, to be but a dim prospect. The company was not only without money to meet the many demands against them; but, as might be expected under such circumstances, their credit was at a low ebb. The uncertain operations previous, had caused those who had patronized us to abandon the mode of sending messages by telegraph, in consequence of our inability to do their business promptly. From these causes, the whole enterprise was falling fast into disrepute. My first duty was to make a thorough examination of the line from Washington to New Orleans, which I did, visiting all the intermediate offices. I found it in very bad repair; much of it so much out of order as to be nearly useless to the company. Many new poles had to be erected on different sections, and on one section forty miles had to be entirely re-set with new poles. The relay stations, too, had been injudiciously placed; some of these had to be removed to different places, in order to insure proper facilities to the transmission of business. I found the former mode of keeping the line in repair to be entirely inefficient; the heavy expenditures made for that purpose had proved to be of little or no benefit to the company. I determined to change the system of repairs, by letting it out in sections by contract; the contractor furnishing his own tools and watchmen, and binding himself in a heavy forfeiture for each and every hour his section might be out of working order; but as the company had no means, and its credit was so much injured from former bad treatment of those employed, I found it very difficult to procure responsible men to take contracts on this plan. I however succeeded in putting some of the most difficult sections under contract, and afterwards the whole line, except where it is kept in repair by contracts with the different railroad companies on their respective roads. I have found this plan to work generally well, and much to the interest of the company, although in many instances higher prices had to be paid than the same service might have been procured for, had there been cash in hand with which to pay, or had the credit of the company been good.

The months of July, August and September 1849, were spent in repairing the line and re-organizing the different offices; this was done with considerable expense, with but little increase in our receipts, although at the end of this time our line was in good repair, and we were prepared to do business promptly, by which we soon regained public confidence, as will be seen by the receipts of the line since the 1st of October last.

We have suffered many interruptions from business during the last winter and spring, from causes beyond human control, that have to some extent diminished the receipts of the line. Our contractors, when first putting up the line, in crossing the rigolets between New Orleans and Mobile, found it necessary to erect two masts at great expense, to elevate the wire above the reach of any vessels that might

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pass under it. On the 7th day of May last one of these masts was entirely destroyed by lightning, and a new one had to be built, which was not completed until the 22d of the same month, although our contractor on that section, A. M. Griffin, Esq., deserves great credit for the prompt and energetic manner with which he caused the repairs to be made; this interruption deprived us of the use of our line between those two important points for that space of time, and will account to you for the light receipts during the month of May. We have had many interruptions during the past year of less magnitude than this, but from causes equally unavoidable. These interruptions may be expected to occur occasionally in future, owing to the peculiar location of our line. At the meeting of stockholders in July last, I was instructed to put up a second wire between New Orleans and Mobile, as soon as I considered the financial condition of the company would justify the expenditure; the large indebtedness of the company has prevented me from incurring the expense the past year; yet a second wire is much needed between these two stations, and even to Montgomery, and it is for you to determine whether it shall be erected during the ensuing year.

At the first organization of this company a system was adopted to give to editors of newspapers all their despatches intended for publication, at a very reduced rate. I found this injurious, indeed ruinous, to the interests of the company. I could see no just reason why matter intended for publication should have preference over private messages. Our time was occupied in sending long documents for editors at a price that did not pay expenses, and that, too, to the exclusion of private despatches that would pay us four times the amount. The interest of the company required a change, and for that purpose I called a meeting of the directors, to be held at Washington on the 28th of September then ensuing. A meeting was held and a resolution passed, placing all who felt disposed to patronize us on the same footing, giving no preference to matter intended for publication. I have found this change to work greatly to the interest of the company. Previous to this meeting I had received the resignation of Henry L. Jewett, Esq., who had been elected secretary of this company at your last meeting; his resignation was accepted by the board, and Daniel F. Clarke, Esq., of Macon, Ga., was elected in his stead. He has proved to be an efficient officer, and I have found great benefit resulting from the location of the secretary near the centre of our very extensive line, in as close proximity to the different stations as possible, and at my head quarters, where I can at all times have access to the books and papers of the company.

In the report that was laid before you at your last annual meeting by Daniel Griffin, Esq., your former president, the indebtedness of the company was stated to be $19,214 03, and the available assets $1,690 14—this report not including the transactions of the month of June of that year, and many bills had not been presented for payment when that statement was made out. It did not present all the liabilities of the company at that time. We have had no means since then to ascertain the amount, but as the bills have been pre-

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sented and paid by the treasurer and operators, and the whole amount of the liabilities of the company at the commencement of the past year, as far as we have been able to ascertain, was $24,850 69.

It was the opinion of your former president that that officer should not be required to travel over the line. He considered his duties could be performed more efficiently by remaining stationary. This has not been my experience; nearly my whole time has been occupied in visiting the different stations and seeing the operations of our contractors from one extremity of the line to the other; and in no other way can the president give the attention to the business of the company that the peculiar location and vast extent of your line require.

You will see from the secretary's statement that the receipts of this company for eleven months, from the 1st of July last, (the statement for the month of June not appearing in it,) is $ 89,540 49; whole expenses of the company, including all repairs and other expenses, $ 57,867 61. Of this amount, $ 33,253 71 has been paid out at the different stations; deposited in New Orleans to my credit, as president, for the purpose of paying contractors, $ 8,314 99; refunded, on account of messages being mis-sent or delayed too long on the line, $2,893 60. It will be seen by an examination of the secretary's statement that nearly two-thirds of the whole amount was refunded in the month of July last, before we had time to repair our line and re-organize our offices. Deposited to the credit of the treasurer during the year, $40,585 77; for the disposition of which I refer you to his report, where a full and satisfactory statement is made. The money received for other lines you will also see in the secretary's statement.

The anxiety of the stockholders to receive some return for their investment they so liberally made in starting this enterprise, may well be imagined; and it gives me pleasure to state, that I see no reason why they may not look for a fair dividend from this time forward. It is true, the natural decay of timber will require some heavy expenses in repairs for the ensuing year; but this, in my opinion, will not interfere with a regular dividend. In the secretary's statement you will see a list of all the officers of the company, and their salaries, rents paid for offices, &c.

In closing this report, it gives me great pleasure to state, that the untiring efforts of our superintendent, Chas. S. Bulkley, Esq., has added much to the success of our operations; and the operators now in the employment of the company are entitled to the highest credit for their efforts in making the line useful. Their labors have been very arduous; often working sixteen, and sometimes eighteen hours in the twenty four; yet, they did this with as much cheerfulness and apparent interest as though each individual was the only one to be benefitted by the result. It gives me much pleasure, also, to state that, through the blessing of Divine Providence, they have enjoyed almost uninterrupted good health.

All of which is respectfully submitted.

ELAM ALEXANDER,
President Wash'g. & N. O. Tel. Co.

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VIRGINIA TELEGRAPH COMPANY.

NORFOLK, *Va.*, 29th Oct. 1850.

J. BROWN, JR., *Secretary*
Board of Public Works of Virginia.

SIR,

I duly received your favor of the 19th instant, and now hand you enclosed herewith the report of the Virginia telegraph company, embracing all the information specified in the law, (new Code,) with such other matter as our board deemed useful and interesting to the Board of public works, and which I hope will be satisfactory to them. I have not been able to find one of our directors, Mr. James H. Johnston, to get his signature to the report. Mr. John Tunis, a member of the convention, is also a director. I write him also, requesting him to call on you, examine and sign the report, if he approves it.

I am, sir,

Very respectfully,

Your obedient servant,

W. J. HARDY,
Pres't V. T. Co.

NORFOLK, October 21, 1850.

J. BROWN, JR., *Secretary to the*
Board of Public Works of Virginia.

An act of the general assembly of Virginia was passed on the 17th of March 1849, incorporating the Virginia telegraph company. During the spring and summer of 1849 subscriptions were obtained for the stock of the said company, and the subscribers contracted with Mr. D. McCann of Baltimore (who had purchased and held Morse's patent) to construct the line of telegraph from this city to Petersburg. The line was completed and transferred by Mr. McCann to the trustees for the subscribers on the 18th of October 1849, and on the 8th day of November following, the company was organized and received the line from the trustees.

The capital stock of the company, consisting of 235 shares, at $100 per share, is $23,500.

The gross receipts to the 30th Sept. 1850, are	3,002 62
And the expenses of maintaining the line to the same date are - - - - - -	3,347 68
Shewing an excess over the receipts of - -	$345 06

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The salary of $500 per annum allowed the president for his services as president and treasurer of the company is not embraced in the expenses here stated.

The following are the regulations adopted to insure the faithful discharge of the duties of the proprietors:

1st. There shall be a general meeting of the stockholders of this company annually, on the second Thursday in November; and in case a majority of the stock should not be represented on that day by the said stockholders, either in person or by proxy, the meeting shall stand adjourned from day to day until such majority shall be so represented.

2d. The management of this company shall be entrusted to a president and four directors, to be appointed annually by the stockholders at their general meeting; the president to be appointed by the directors at their first meeting after each general meeting to hold their offices until the appointment and meeting of their successors, and to meet at such time and place as the president may appoint.

3d. The president of this company shall also act as treasurer, and shall receive the sum of dollars annually for his services, and keep a correct account of the receipts and disbursements of the line; make returns thereof at every annual meeting of the stockholders, and also make return thereof to the Board of public works of Virginia, as required by act of assembly, passed 31st March 1848.

4th. The president and directors of this company shall be empowered to appoint and remove any and all of the operators, clerks, carriers, agents, &c. necessary to the good conduct and management of the line, to pay them such salaries as they may deem expedient, and to rent or provide offices for the line throughout, and to purchase materials and employ agents and laborers for all necessary repairs of the line, and to adopt such rules and regulations as they may think proper for the good order and management of the line.

5th. No member of this company shall be held to any individual liability beyond the amount of capital stock subscribed or held by him. No trustee or agent of the company shall be authorized to contract any debt or obligation creating a charge upon the members individually, or upon any other fund than the capital stock, property and income of the company.

6th. The line or lines of magnetic telegraph which have been or may be constructed by this company, shall be open alike to all men and all public authorities, who shall tender and pay the regular charges which may be fixed upon for its use. And the first to come shall be the first served, without regard to sex, wealth or station, subject to such reasonable limitations as to time as the president and directors may prescribe, except that a preference may be given to the government in great public emergencies, and to promote the arrest of fugitives from justice, and to prevent the commission or consummation of crimes.

All which were unanimously adopted.

On motion, it was determined that the blank in the regulations proposed by Mr. Hardy for the president's salary, and adopted by the company, be filled with $500.

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On motion, it was

Resolved, That the person filling the offices of president and treasurer be required to give bond with approved security in the sum of ten thousand dollars, for the faithful discharge of his duties.

On motion, the following resolutions, proposed by Mr. J. W. Hardy, were unanimously adopted:

1st. *Resolved*, That the subscribers now present in person and by attorney do proceed to organize, and do hereby organize the Virginia telegraph company, by the acceptance of the corporate rights, powers and privileges conferred upon the same, in and by an act of the general assembly of Virginia, incorporating the Virginia telegraph company, passed on the 17th of March 1849, entitled "An act incorporating the Virginia telegraph company," and subject to the duties and responsibilities in the said act referred to.

2nd. And whereas by the articles of subscription it is provided that upon the organization of the said Virginia telegraph company, the line of magnetic telegraph constructed under said articles of subscription, with its appurtenances, and the management and exclusive control thereof, shall at once fall to the said company by virtue of the said articles of subscription; and the powers, duties and liabilities of the trustees therein mentioned shall thenceforth cease and determine: Be it

Resolved, That the said corporation, now organized, accordingly hereby assume the said line and its appurtenances, and the management and control thereof, and do relieve the said trustees of their powers, duties and liabilities aforesaid.

On motion of E. C. Robinson, Esq., the following resolutions were adopted:

1. *Resolved*, That no communication passing on the telegraph shall be divulged by the operator or operators, or any other person employed by the company, to any person whatever, except the party or parties to whom addressed, within forty-eight hours after its receipt, and then only for the purpose of properly conducting the business of the company, under the penalty of removal from office.

2. *Resolved*, That the president and directors be authorized to pass such by-laws as they may deem necessary for the proper government and management of the line.

On motion, the meeting proceeded to elect five directors for the government of the company; and on counting the ballot, the following gentlemen were found to be elected: W. J. Hardy, 161 votes; Richard Dixon, 153 votes; John Tunis, 149 votes; J. M. Smith, 156 votes; and J. H. Johnston, 159 votes.

The length of the line from Norfolk to Petersburg, as agreed upon by the inspector for the subscribers to the stock and the contractor, is 94 miles. The amount of capital, as herein before stated, $23,500, was paid to Mr. McCann, for the construction of the line and Morse's patent right. No part of it was received by the patentee or inventor, Mr. McCann having himself secured the patent right of the patentee. Before the completion of the line, it was ascertained that the whole of the stock could not be obtained by subscriptions from individuals, Mr. McCann therefore took 87 shares at par value, $100 per share,

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in part payment, but sold soon after, and the whole of the stock is now held by citizens of this state.

At a meeting of the board of directors, on the 31st Dec. 1849, the following rates were adopted:

From Petersburg to any office on the line, or from any office on the line to Petersburg, fifty cents for the first ten words, and four cents for each additional word. Between Norfolk and Suffolk, between Suffolk and Smithfield, and between Smithfield and Cabin Point, twenty-five cents for the first ten words, and two cents for each additional word. Between Norfolk and Smithfield and between Suffolk and Cabin Point, thirty-seven and a half cents for the first ten words, and three cents for each additional word.

During the construction of the line, application was made to the lessee of the Norfolk draw bridge, for permission to attach the wires to the bridge in crossing the eastern branch of Elizabeth river, free of charge, which was refused; subsequently, however, Mr. McCann, the contractor, stated that the lessee had given his consent, and he accordingly crossed the river by attaching the wires to the bridge. The southern branch of the Elizabeth river, the Chuckatuck river at Reid's ferry, and the river at Smithfield, were crossed by submerged wires covered with gutta percha. In January 1850, the lessee of the Norfolk draw bridge, presented a bill for $25 for one quarter's rent, which was not paid. He afterwards presented a bill for $50 for two quarters' rent, which he said would be due him on the 1st of April 1850, and informed the directors that unless it was paid on the day it was due, he would on the 2nd day of April remove the wires from the bridge. Believing it would require the strictest economy to sustain the line, the board of directors did not feel willing to submit to this onerous exaction, and declined to pay the bill. The wires were therefore removed from the draw bridge by the lessee on the 2nd of April, as he had threatened. At this time the gutta percha wire across the southern branch of the Elizabeth river had been so frequently broken, and parts of it lost by casualties incident to the navigation, that the board of directors were compelled to work the line from Portsmouth, keeping an office open in Norfolk for receiving and distributing messages. The inconvenience is but slight, as the office in Norfolk is kept on the wharf, where our steam ferry boats land and receive passengers from and for Portsmouth.

It is hoped, however, that if the business of the company should justify it, some practicable method of crossing the southern and eastern branches of the Elizabeth river may be devised, and the wires brought again to Norfolk. It is ascertained that gutta percha wires will not answer without being frequently renewed; and being expensive, the board of directors contemplate masting the wires over the Chuckatuck river at Reid's ferry; they are already attached to the bridge across the river at Smithfield. Soon after the company had organized, the directors were compelled to employ a man to go over the line to put it in better order and re-adjust the instruments, at considerable expense. The then existing intermediate offices were at Suffolk and Smithfield, but it was deemed important by the directors to have an

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office at Cabin Point, between Smithfield and Petersburg, which was accordingly established. It was expected that all the intermediate offices would pay their own expenses, but this they have failed to do. The business of the line appears to be increasing gradually, and hopes are entertained that it may be sustained, if it cannot be made profitable to the stockholders.

W. J. HARDY, *President.*
J. MARSDEN SMITH,
RICHARD DICKSON,
JOHN TUNIS,
} *Directors.*

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CHESAPEAKE AND OHIO CANAL COMPANY.

TWENTY-SECOND ANNUAL REPORT

Of the President and Directors to the Stockholders, June 3, 1850.

To the Stockholders of the Chesapeake and Ohio Canal Company, in General Meeting assembled.

GENTLEMEN,

We had flattered ourselves with the hope that at the present annual meeting we should be able to communicate to you the gratifying intelligence of the entire completion of the canal, and the opening of the navigation to Cumberland. Owing to causes, however, which we could not control, our expectations in this regard have been disappointed. It affords us much pleasure, nevertheless, to have it in our power to state that the work is so far finished that the water will be admitted into the first ten miles of the canal, from Cumberland to lock No. 72 below the Narrows, early next week, and that, if no unforeseen accident occurs, the entire line of the canal between dam No. 6 and Cumberland will be finished by the time to which your annual meeting usually adjourns for the transaction of business. Under these circumstances, we will defer until then some views and reflections relative to this subject, which we would otherwise make on the present occasion.

In the Appendix, marked No. 1, will be found the chief engineer's report, giving an account of the operations on the line under the contract for the completion of the canal during the past year. To that paper we respectfully refer you for information on this subject.

The total amount of bonds issued and paid out under and pursuant to the provisions of the contract, up to and including the payment in full of the estimate for the month of May, is one million five hundred and fifty-seven thousand five hundred dollars, as follows, viz:

As for work done per estimates of chief engineer,	1,396,000
For same amount of current money paid trustee for the use of the company, - - - -	100,000
For interest on bonds paid July 1848, January and July 1849, and January 1850, - - -	61,000
Total, - - -	$1,557,500

Of this aggregate, bonds to the amount of three hundred thousand dollars have been endorsed with the guaranty of the state of Virginia, under the act passed by that state on the 8th day of March 1847, the

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same being the whole amount authorised to be guarantied by said act. Deduct the aggregate amount paid out under the provisions of the contract as above shewn, viz: $1,557,500—from the total consideration specified in the contract, viz: $1,625,000—and the balance remaining will be $67,500. From this balance the board have yet reserved the right of withholding the sum of $10,000 on account of the weigh lock at Cumberland, which the contractors will not be required to construct.

The total work remaining to be done on the 1st instant to complete the canal to Cumberland, after making due allowance for the omission of certain specific works and changes of plan which have been authorised, is estimated by the chief engineer at $49,227, in current money. About $9000 of this work may be executed after the admission of the water. The force at present employed on the line of the work, consists of 37 bosses, 7 blacksmiths, 70 carpenters, 22 quarrymen, 10 stone-cutters, 20 masons, 33 mason tenders, and 414 laborers, making the aggregate of all classes 613 men. There are also 104 drivers and 215 horses, together with the requisite carts, wagons, &c., for such numbers. The chief engineer is of opinion that it will be necessary for the contractors and assignees to increase the above-mentioned force about fifty per cent., to enable them to complete the canal for the admission of the water from Cumberland to dam No. 6 by the 1st of July, and that with the present force it may be done by the middle of that month. In consequence of the frequent and heavy rains, the past season has been exceedingly unfavorable for the prosecution of the work, both as regards its execution and cost. As we may now expect more propitious weather, the work can be pressed forward to more advantage, and with greater efficiency than heretofore, until it is finished. We feel assured that Mr. Hale, who, as one of the agents and assignees of the contractors has the immediate management of operations on the line, is earnestly endeavoring to bring it to a conclusion at the earliest practicable period. In the Appendix No. 2 will be found a brief communication from him, which reached us this morning, in which he expresses a confident opinion that the navigation may be opened from Cumberland to dam No. 6, by the close of the present month.

The trust fund provided for the payment of the land claims and other incidental expenses appertaining to the completion of the canal, having become exhausted in consequence of the prolongation of the work beyond the time we anticipated, (with the exception of $1000 remaining in the hands of the trustee and claimed by him as compensation for his services,) the board have found it necessary to require the contractors to cash, at par, an additional amount of the bonds to meet the expenses of the engineer department. In March last bonds to the amount of $5000 were accordingly delivered to their agents and attorneys, to be cashed for that purpose. Three thousand dollars of this amount have been paid by them, in current money, to the company, and disbursed by it in the payment of the engineer corps. The residue yet remains to be paid.

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Shortly after the last annual meeting the company purchased a small mill property in Alleghany county from Amos P. Sheppard, for the purpose of being enabled thereby to dispense with the construction of a culvert, which is a species of work very liable to damage, and of securing the water from the small stream which supplies the mill, for the use of the canal in times of scarcity. The cost of the property was $7000 in the bonds of the company, and with a reservation of the privileges and benefits above mentioned, the board are advised that about the same amount in money may be obtained for it.

The board have also, by agreement, obtained a legal title to six acres, three roods and twenty-eight perches of land, occupied by the canal near Fifteen Mile creek in Alleghany county, from the heirs of Christopher Vanzandt, for the sum of $500 paid to them in a bond of the company of that denomination. The deed for this parcel of land was executed and delivered to the company in March last. Although the portion of the canal which passes through this slip of land was excavated many years ago, no title to it had previously been obtained.

To the aggregate amount of bonds, then, issued and paid out under and in fulfilment of the provisions of the contract, as first hereinbefore exhibited, are to be added the $5000—delivered to be cashed for the engineer's department—the $7000 paid for the mill property purchased from Sheppard—the $500 paid to the heirs of Vanzandt—and the $5000 paid to Luther M. Cresap, under the arrangement mentioned in our last annual report, making the total aggregate amount of bonds issued by the company under and pursuant to the provisions of the Maryland act of 1844, ch. 281, and paid out to this date, $1,575,000. The amount authorized to be issued by the act, of the class in question, is $1,700,000; which shews that there is a balance yet remaining unissued, of $125,000—applicable to the completion of the Chesapeake and Ohio canal to Cumberland, the payment of the expenses of the engineer department, and the payment of the July instalment of interest. The sum required to pay the July interest on the bonds will be $43,622; and for the expenses of the engineer department about $10,000—making the total amount necessary for these purposes, in round numbers, say $54,000, in current money. Under the provisions of the contract, the contractors are bound to cash for the company, at their *par value*, the amount of bonds authorized to be issued by the act, over and above the amount stipulated to be paid to them for the completion of the canal; and to enable the company to meet the above mentioned demands, they have been accordingly notified to do so, to the extent of $54,000, on or before the 20th of this month.

In the appendix to our last annual report we presented a communication from the agents and attorneys of the contractors, in which these gentlemen expressed the opinion, that unless prevented by some adverse event of unusual occurrence, the canal would be in readiness for the introduction of the water between dam No. 6 and Cumberland by the 1st of October last. The high character and standing of the parties afford sufficient assurance that the opinion thus formally pre-

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sented was honestly entertained by them; but the work then remaining to be done proving heavier than *they* anticipated, and an inadequate force being consequently employed, they failed to fulfil the promise thus made.

The Maryland state agents and the board then found it necessary and expedient, by an amendment of the contract, to extend the time, first to the 25th of December 1849, and subsequently to the 1st of April 1850, for the admission of the water, and to the 1st of May for the entire completion of the canal. The work thus continued to be regularly prosecuted until the 11th of March, when it was suspended in consequence of the pecuniary embarrassments of Hunter, Harris & Co., and their inability to meet their engagements with the laborers on the line. The suspension, however, only continued for three or four days, as Mr. Hale, one of the agents and attorneys of the contractors, immediately proceeded to Cumberland and the other points where the laborers were abiding, and by an arrangement with them, succeeded in bringing about a resumption of the work. In consequence of these difficulties, Hunter & Co. made an assignment to Messrs. Hale and Allen of their interest in the contract, for the benefit of their creditors, and since that period, with but little intermission, Mr. Hale has given his personal and undivided attention to the prosecution of the work. At a meeting of the Maryland state agents and the board, which took place on the 20th of March last, the contract was again modified, on the application of the parties, by recognizing Nathan Hale and Horatio Allen, Esqs., as assignees of Hunter, Harris & Co., by providing for the further necessary extension of time for the completion of the canal, and by authorizing payments of bonds to be made from time to time during the progress of the work, in such amounts as the chief engineer may certify can be safely made in further part payment of the consideration of the contract; such payments to be charged upon the monthly estimates of the chief engineer, after the close of the month in which they may be respectively made. Since that period the payments have been made weekly upon the chief engineer's certificates, and charged upon the monthly estimates according to the above-mentioned provision. The contractors have also made their payments to the laborers, &c., in a similar manner.

With a view of obviating all future differences between the company and the contractors, and of extending to them such relief in their difficulties as could properly be afforded, the board, by virtue of a power conferred upon them by the contract, have agreed to waive any deduction from the general consideration on account of certain works dispensed with and changes of plan authorized with a view of saving cost and facilitating the completion of the canal, saving and excepting the sum of ten thousand dollars, which is reserved from the estimate of cost of the weigh lock at Cumberland, on the condition (which is annexed out of abundant caution) that such waiver shall be held and considered as a full satisfaction for any claim or supposed claims the contractors have or might have against the company on account of increased cost by reason of any changes of plan, or any extra work or expenditure whatsoever.

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In our last annual report, we explained the provisions and purposes of the act passed by the legislature of Virginia, on the 15th of March last, entitled "An act to aid the Chesapeake and Ohio canal company in certain repairs of their works, and for other purposes," and exhibited in the appendix of the report a certified copy of the act. We also stated, that in consequence of some of the conditions of the act, the company had not, at that time, succeeded in making it available; but the opinion was expressed, that all difficulties would be removed or surmounted, and that the assistance intended to be afforded by the state of Virginia by the passage of the act would be realized. We now have the gratification to state that these expectations have been fulfilled. One of the obstacles interposed, which, though not mentioned in the report, was fully made known to the gentlemen who, under the appointment of the legislature, represent and have charge of the state's interest in the company, was a letter received from the governor of this state, under date of the 25th of May last, intimating a doubt as to the authority of the company to avail of the provisions of the act, a copy of which had previously been furnished to him at his request. He however stated that, "as it was a matter of very great interest both to the state and the canal company," he would submit the question to the attorney-general for his opinion and advice; and to this end desired information on certain points which he specified. On the same day, in the hope that a definite conclusion would be arrived at before the annual meeting of the company which was near at hand, the president of the company replied at length to the enquiries of the governor, and said, "that however highly important to the interests of Maryland and all concerned in the success of the company, the procurement of adequate means to put the canal in complete condition and repair may now be considered, the company would not be disposed to do any act, even to accomplish that object, which is not just and fair and within the scope of their authority." The sentiment was also expressed, that, as the question of authority had been raised, it was important that it should be settled before any final steps were taken in the matter, and the propriety of submitting it to the attorney-general was concurred in. So the matter stood until the 4th of July last, when a brief note was received from the governor, accompanied by the opinion of the attorney-general on the subject. A copy of the note and opinion will be found in the Appendix marked No. 3. By reference to the opinion it will be seen, that this distinguished law officer of the state is clear and decided on the question of authority, and he also fully sustains the company in every step intended to be taken by it in carrying the act into effect. Upon the receipt of this opinion, the board proceeded to make the necessary arrangements, which were soon satisfactorily concluded. The whole subject was then, in accordance with the provisions of the act, submitted to the Board of public works of Virginia, who thereupon released the company from the obligation to construct the lock opposite the county of Berkeley, which we had objected to for the reasons stated in our last annual report, and authorised the treasurer of that state to affix the guaranty of the state of Virginia to the company's bonds issued under

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and for the purposes indicated in the act, from time to time, when called upon to do so. (See Appendix No. 4.)

We will here remark in passing, that, according to the terms of the act, "the proceeds of the bonds are required to be applied only to the repairs and improvements of the canal below dam No. 6." The Board of public works of Virginia have, however, very recently passed and transmitted to us a resolution imposing a further restriction, and requiring that no part of the proceeds of the bonds shall be applied to the repairs below the Alexandria aqueduct, until after the completion of the repairs above that point. (See Appendix No. 5.) We have appealed to them to reconsider and rescind this resolution, and hope they will do so. Under this belief we will forbear making any comment upon it in this place.

Immediately upon being notified of the favorable action of the Board of public works of Virginia, in August last, giving effect to the law, we commenced the prosecution of the repairs. The whole amount of bonds issued by the company and guarantied by the state of Virginia under the act of the 15th of March 1849, of which we have spoken, is, at this time, $150,000, which have been issued in denominations of $1000 and $500. They are disposed of from time to time as the money is needed for the repairs. The amount sold to this date is $125,000, which have realized the nett sum of $125,395 65. No bond has been sold for less than its par value, and in some instances a premium has been obtained in the sales. The amount paid out to the superintendents for disbursements to this date is $107,000, leaving a balance in the treasury of $18,395 65, from the proceeds of sales to this time.

The necessity for the repairs, to avoid and guard against heavy losses from freshets and cheapen the cost of transportation, and the policy of making them cotemporaneously with the completion of the canal to Cumberland, are matters so well known to all who have been acquainted with the condition of the work for many years past, and have been so frequently adverted to in our reports, that we shall not again dwell upon them.

It is a subject of regret that in consequence of the difficulties interposed, the company was deprived of the most favorable portion of the last year for the prosecution of the repairs. Since their commencement, however, they have been pressed forward as rapidly as the weather and other circumstances would permit. On the 9th of January the water was withdrawn from the canal to facilitate the operations, but in consequence of the numerous appeals made to the company by persons who desired to forward their flour and produce to market, which had been accumulating during the winter in the warehouses on the line, and from a desire to secure to the company the revenue that would result from the transportation of the same, the navigation was restored on the 10th of March, and before the repairs in the bottom of the canal had been completed. The water was again drawn off from Harper's Ferry upwards on the 18th ult., and along the residue of the line to Georgetown on the 1st inst., and will probably be kept out until about the middle of July, by which time it is

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hoped that the new portion of the line above dam No. 6 will have been finished, and the navigation opened on the entire line between Georgetown and Cumberland. Very decided and marked advantages have resulted from the repairs that have already been made.

We have been visited with no breaches of any consequence since your last annual meeting. The capacity of the canal for the transportation of tonnage has been sensibly increased, and during the present spring a single boat carried down eleven hundred and ten barrels of flour, which is equivalent to 105 tons of 2240 lbs., from Mercerville to Georgetown. The revenue from tolls, accrued between the 1st of January and the 31st ultimo, amounts to $26,724 71, which is $1,107 65 more than was collected during the corresponding period of last year, notwithstanding the interruption of the trade, resulting from the withdrawal of the water for about two months and a half of the time this year, as we have before shown. Upon the completion of the canal and the opening of the navigation to Cumberland, which is now soon to take place, we may reasonably calculate upon greatly increased receipts. The coal companies are making their preparations for the important event, and we hear from various quarters that the transportation companies are getting their boats in readiness for the expected trade. As it will now in a brief time be the privilege of the company to record realities, we will forbear for the present from entering into any speculations as to the amount of tonnage that will be monthly transported. We do not, however, and never have anticipated a very heavy trade immediately upon the completion of the work, but we have an abiding confidence that its growth will be rapid, and that in a few years it will attain an importance that will convince the most incredulous of the utility and productiveness of the Chesapeake and Ohio canal.

In fulfilment of the intention expressed in our former report, we have during the last year, with the assent and concurrence of the Maryland state agents, made some modifications in our tariff of tolls and caused the entire table of rates, adapted to the whole line from Georgetown to Cumberland, to be printed for distribution among the boatmen and traders on the canal. But few changes have been made since our last annual report, and these related to articles of secondary importance. The board thought it best to make no material alterations under existing circumstances, nor to do so hereafter unless experience should indicate their expediency.

The ordnance department of the general government having advertised for sale the magazine lot, containing four acres, situated a few miles above Georgetown, and through which the canal passes, the board put in a written proposal to purchase it for $500, which was accepted. The money was accordingly paid, and the deed executed by the secretary of war, under the provisions of an act of congress, on the 18th ult. Besides other advantages secured by this purchase, the company will now have a convenient place on the first division of the canal, for the safe keeping and preservation of the tools and implements belonging to it, as the magazine building on the lot will suit well for this purpose. Some loss has heretofore been sustained from not having such a depository.

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In the Appendix, marked 6, 7, 8, 9, &c., will be found the usual statements of the clerk and treasurer.

The amount of tolls accrued during the year ending the 31st of December is $61,823 17, which is the largest amount that has ever accrued in any year since the organization of the company. It exceeds the amount accrued in 1848 by the sum of $7,676 96. There were transported to and from various points on the canal during the last year, among other articles, 236,620 barrels of flour, 240,073 bushels of wheat, and 244,281 bushels of corn. The aggregate articles transported during the year, according to the statement of the clerk, was equivalent to 102,041 tons, which is an increase of 15,601 tons over the tonnage of 1848, and of 30,601 tons over the tonnage of 1847.

The total ordinary revenues accrued during the year 1849, consisting of the tolls, water rents, &c., amounted to $65,438 03, and the total expenses incurred, apart from those appertaining to the completion of the canal and the repairs under the Virginia act, amounted, according to the treasurer's statement, to $50,889 03, shewing a surplus of revenue over ordinary expenses during the year to the amount of $14,407 75. The company has never before been able to present so favorable a result as this. The above-mentioned surplus has been absorbed in the payment of arrears due on the several divisions from 1848, and loans for repairs obtained in that and the preceding year, with the exception of a small balance that remained in the treasury on the first of the present year and which is now embraced in the general statement.

The debts due and in arrear for repairs and officers' salaries at the time of the passage of the Maryland act of 1844, ch. 281, and therein referred to, have nearly all been adjusted in the mode mentioned in our twentieth annual report, and certificates of debt payable at the pleasure of the company, with interest thereon payable semi-annually, have been issued to the parties respectively entitled. The aggregate amount of certificates now issued in settlement of these claims is $40,879 44. In the same report we suggested the expediency of consolidating or funding upon some equitable basis the scrip and outstanding debts and judgments for construction, arising from the prosecution of the work prior to the year 1843, and at a time when the company was without the means to meet its engagements. We are still satisfied of the policy and justice of this measure, and steps should be taken in convenient season to present the subject to the consideration of the next legislature of Maryland, whose assent will be necessary to give due efficacy to the plan. After the canal shall have been finished and in successful operation, we entertain the belief that the state of Maryland will concur in any fair and just mode of arrangement that may be recommended in this regard.

We have now rendered you an account of the proceedings of the company during the last year. Notwithstanding the disappointments to which we have been subjected in regard to the work above dam No. 6, there is reason to be well satisfied with the present aspect of affairs and the prospect before us. The canal is on the eve of com-

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pletion to Cumberland. The repairs and improvement of the finished portion of the line below dam No. 6 are rapidly progressing, and the company has secured an ample provision for the accomplishment of these long desired and very important objects. The means are in the treasury, or at command, to meet all the demands for interest on the "*bonds for repairs*," and "*bonds for completion*," that will become due and be payable in July next, and the credit of the company in regard to current transactions is fairly re-established. We therefore indulge the hope that the company has at length emerged from the difficulties by which it has been so long surrounded, and that a more propitious future is before it.

By order of the board.

J. M. COALE,
Prcs. Ches. and Ohio Canal Co.

APPENDIX.

[1.]

CHIEF ENGINEER'S OFFICE OF THE CHESAPEAKE AND OHIO CANAL, *Cumberland*, June 3, 1850.

To the President and Directors of the Chesapeake and Ohio Canal Company.

GENTLEMEN,

The amount of work *done*, and *to be done*, on the 1st instant, under the contract of Messrs. Hunter & Co., for the completion of the canal, at the prices of the "August 1845 estimate," were as follows, viz:

Amount *done*, - - - - -	1,107,770
Amount *to be done*, - - - -	49,227
Total, -	$1,156,997

The amount of the "August 1845 estimate," which was the one upon which Messrs. Hunter & Co. undertook the completion of the canal, was,

For work, proper, - - - -	1,221,279
For contingencies beyond those specifically provided for in the estimates for individual works, -	83,192
Total, -	$1,304,471

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The amount of work *done*, therefore, and *to be done* by Messrs. Hunter & Co., is, at the August 1845 prices, considerably less than that of the estimate upon which they undertook the completion of the canal. This arises, in part, from the general contingent item in the estimate having been found higher than the actual construction of the work required; in part, from the substitution in many cases of less for more costly plans of construction; and in part from several works embraced in the estimate having been altogether dispensed with. There has been for instance a substitution of the composite plan for masonry in the construction of five lift-locks—of wooden for stone coping, to a considerable extent, upon the composite locks—along the tunnel tow-path, and upon several of the wastes—and there have been two culverts, a bridge and forebay over the canal, one stone and one wooden waste weir, and one lock-house, with much other work altogether dispensed with. In some few cases there has been, it is true, an increase of cost, in consequence of an increase of quantities—but this has occurred to a very limited extent, and has been more than made up by the diminished quantities in other cases; and the result is, as already stated, that in the aggregate, the work required of the contractors has been considerably less in amount than that specified and described in the estimate made when the engagements of Hunter & Co. were entered into with the company. So also in the aggregate the character of the work done, and its style of execution, are not superior to the requirements of the specifications referred to in, and that in fact form a part of, the contract of Messrs. Hunter & Co. All this will plainly and distinctly appear in a report that will be submitted to the board after the completion of the canal, shewing the *actual* quantities of each description of work done, in comparison with the *estimated* quantities—and the character and style in which the work has been executed, as compared with the requirements of the contract.

I have thought it proper to make these few remarks in relation to the character and amount of work done, in advance of those I shall deem it my duty to make hereafter, as, for want of correct information no doubt, an impression seems to have got abroad, that the embarrassments of the contractors, in the prosecution of their work, were occasioned by extra work imposed upon them.

In my report of the 2d June 1849, I say—"To guard against misapprehension, when comparing the amount of work done, as herein given, with the payments therefor by the company, I would state that the prices of the 'August 1845 estimate,' *cash* prices, are not those of Hunter & Co., they being paid in *bonds*. The latter prices exceed the former, but by what precise per centage it is impossible to say until after the completion of the canal, for the reason that the contractors have undertaken to do for a fixed sum, many things which, to some small extent, must remain uncertain as to their cost and amount until the contract is entirely executed. For the present, it is assumed, that the prices of Messrs. Hunter & Co. exceed those of the 'August 1845 estimate' at least twelve and a half per cent., and the monthly estimates of work done and payments therein are made accordingly."

The remarks here quoted in relation to the statements of work done

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and payments therefor in June 1849, may be repeated as equally applicable to the like statements at this time presented, and payments by the company for work done,—except that, partly in consequence of the diminished amount of work required of the contractors, there is reason to think that the *bond* will exceed the *cash* prices by about 25 instead of 12½ per cent.; and it will accordingly be found that the payments, *in bonds*, for work done to the 1st instant, exceed, in about that ratio, the *cash* estimate therefor.

There were upon the work, at the date of the last semi-monthly return of force, the 25th of last month, 37 bosses, 7 blacksmiths, 70 carpenters, 22 quarrymen, 10 stone cutters, 20 masons, 33 masons' tenders, and 413 laborers. Total of all classes, 613. Also 104 drivers and 215 horses, with 147 carts, 14 two-horse railroad cars, 4 three-horse railroad cars, and sundry wagons, ploughs, &c.

In one week from this time, at the present rate of working, the water may be admitted into the upper ten miles of the canal. In three or four weeks, it ought to be admitted for an additional distance of twenty miles; and by increasing the present force fifty per cent., all the work necessary for the admission of water into the entire line of the unfinished canal, may be done by the first of next month; but without an increase of force, it cannot be accomplished earlier than by the middle of that month.

The time for the opening of the navigation to Cumberland is now so near at hand—when the full and detailed report to which I have alluded will be made, exhibiting all matters of interest connected with the completion of the canal, so far as the same may have been under the control and management of the engineer department—that I have supposed the above general view of the present condition of the unfinished work above dam No. 6, will be all that the board would desire from me at this time.

In conclusion, I beg leave to say, that in the report to be made after the completion of the canal, I shall, with the permission of the board, present a condensed view of the several estimates that have, from time to time, been made of the cost of the Chesapeake and Ohio canal, both prior and subsequent to its commencement, and throughout the whole period of its prosecution to completion. A naked statement of facts, without one word of comment, would shew that there probably never were estimates made of any work, which were more misrepresented, and apparently misunderstood by the public.

Respectfully submitted.

CHARLES B. FISK,
Chief Engineer.

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[2.]

To Gen. JAMES M. COALE,
President of the Chesapeake and Ohio Canal Company.

SIR,

For the information of the Chesapeake and Ohio canal company, at their approaching annual meeting, I beg leave respectfully to report, that since the date of the assignment of the contract of Messrs. Hunter, Harris & Co., to Mr. Allen and myself, two of the trustees for disposing of the bonds stipulated to be issued in execution of the said contract, which assignment was made on the 9th of March last, for the purpose of enabling us to fulfil our obligations under that trust, I have given unremitted attention to the prosecution of the work for the completion of the canal from dam No. 6 to Cumberland.

I have found that much more work remained to be done, at the date of the assignment, than I supposed, on entering upon the duty, and it has been attended with obstacles which I had not anticipated. During several weeks, since the date of my taking charge of the work, more than a thousand workmen have been employed, a large portion of whom were mechanics, for the purpose of bringing it to as early a completion as possible. But the season has proved extremely unpropitious for the successful prosecution of the work. Much of the work which remained to be done, consisted of excavation in low bottom lands, (consisting in great part of clay,) which could not be prosecuted advantageously in wet seasons. It unfortunately happened that the months of March, April and May, of the present year, have been marked by a much more frequent succession of storms of snow and rain, than usual, even at this inclement period of the year, and the prosecution of the work has in consequence been not only retarded, but rendered much more expensive than would have been, had the weather proved more favorable. The expeditious execution of the work has also been much impeded by the difficulty of obtaining in the immediate vicinity of the canal a sufficient supply of some classes of workmen, or of teams, and also of some of the necessary materials. It was reasonable to anticipate, without foreseeing these impediments, that the work would be completed before this date; but under the embarrassments which have existed it has been impracticable to prosecute it more efficiently than it has been done, without more ample resources than have been at my command.

A small amount of work, compared with what was unfinished at the date above mentioned, now remains to be done. It is already so far completed, that I feel confident that the water may be introduced into some of the upper levels early in the ensuing week, and that the navigation may be opened, from Cumberland to dam No. 6, before the end of the present month.

I deem it superfluous to attempt a detailed description of the present state of the work, or to describe the portions of it which remain unfinished, as your chief engineer is possessed of the means of doing this with much greater accuracy than it is in my power to do it.

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It only remains for me to give, through you, to the canal company, the assurance of my best efforts to bring the work to a speedy conclusion, that the public may be enabled to enter, with as little delay as possible, upon the enjoyment of the anticipated benefits of this great enterprise.

Very respectfully,

Your obedient servant,

NATHAN HALE,
In behalf of the assignees of Hunter, Harris & Co.

Cumberland, June 1, 1850.

[3.]

(Copy.)

State Department,
Annapolis, July 4th, 1849.

My Dear Sir,

Herewith enclosed, you will receive a copy of the opinion of the attorney-general of this state, in reference to the right claimed by the Chesapeake and Ohio canal company to issue its bonds in anticipation of revenue to raise money for the purpose of repairs and improvements. The several topics discussed in the paper, were submitted to the attorney-general on the 28th of May last, and immediately after the receipt of your letter of the 25th of the same month. The opinion, although dated 28th of June, was not received here until yesterday, and I hasten to enclose you the accompanying copy.

I am, with great respect,

Your obedient servant,

(Signed,) PHILIP F. THOMAS.

James M. Coale, Esq.

Baltimore, June 28th, 1849.

Sir,

I had the honor to receive from you some time ago a communication covering certain papers, from the examination of all of which, I perceive that it is the intention of the president and directors of the Chesapeake and Ohio canal company to borrow on their own bonds, endorsed by the state of Virginia, and secured by a pledge of the revenues of the company, the sum of two hundred thousand dollars, for the purpose of *repairing* the canal below dam No. 6; and the questions to which I understand you desire an answer, are—1st, Whether, considering the relations which exist between the state and that com-

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pany, the president and directors have the right claimed; 2nd, If they have the right to borrow, whether they can effect the loan under the conditions of the law of Virginia, proposing to guaranty their bonds; the third question is, whether the president and directors can reduce the tolls of the canal since the act of 1844, ch. 281.

I have examined these questions with all the care their importance demands, and am of the opinion—1st, That the president and directors have the right to borrow money for the purpose mentioned; that they can issue their bonds for the same; and farther, that they can pledge the revenues of the company for the payment of the bonds, with the interest.

In the original charter of the company no specific power to borrow money is given, but by the third section of the act of 1843, ch. 124, it is provided, that "the president and directors of the Chesapeake and Ohio canal company, or a majority of them assembled, shall have full power and authority to borrow money from time to time, to carry into effect the objects authorized by the charter of said company, to issue bonds, or other evidences of such loans, and to pledge the property and revenues of the said company for the payment of the same, and the interest to accrue thereon, in such form and to such an extent as they may deem expedient." It is understood that this act has been assented to by all the necessary parties. Here then are full power and authority given to borrow money, issue bonds, pledge property, &c., "to carry into effect the objects authorized by the charter of the company." One of the objects mentioned in the fourth section of the original charter, is *to repair and keep in order* the said canal. There can then be no doubt, independent of the considerations hereafter mentioned, that the right to borrow and pledge for the purpose named exists. The difficulty is, however, supposed to be found in the adverse rights of the state of Maryland, arising from liens and mortgages in her favor on all the work and its profits, to secure her against large loans and subscriptions to the capital stock of the company. The most important of these liens was given under the 7th section of the act of 1835, ch. 395; and by the contract under that section, the company stipulated with the state to pay her, out of the profits of the work, six per cent. semi-annually, on the whole amount of money which should be paid to the company under and by virtue of the act. The contract is to pay out of the *profits*, and whatever might have been said to the meaning of that word, and whether there could properly be *any profits*, until all necessary repairs were made, and therefore whether even after the contract, the right to *borrow* and *pledge* for *repair* did not exist, it has received a judicial construction and is not now an open question; for the court of appeals, in the case of the state *vs.* the Baltimore and Ohio railroad company, has decided that the pledge of the railroad to the state under the 9th section of the same act (of which the language is identical with that of the 7th section) of the *profits* of the road to indemnify the state, meant (to use the language of the court,) "the *gross profits*." The receipts of the canal company are therefore pledged to the state, and the president and directors have no right to divert them from her use without her consent;

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and accordingly it will be found that in a proviso to the third section of the act of 1843, ch. 124, when the power to issue bonds, to borrow money, pledge property, &c., is given, the legislature say, "that nothing herein contained shall be construed to impair the prior rights or liens of the state of Maryland under the mortgages heretofore made and executed by the Chesapeake and Ohio canal company to the said state, but the same shall be held binding, and be accordingly respected, except so far as the same may hereafter be waived, deferred, or postponed by the legislature of said state."

The only question is, whether the state has, as against *repair*, waived, deferred, or postponed her lien. If she has, it would seem to me to follow as a necessary consequence, that all the right, given under the preceding part of the section for the purpose of accomplishing that object, necessarily arises. Adopting the rule of construing all acts upon the same subject matter together, it is the same as if against *repair* no lien had ever existed.

Has the state then, for the purpose of *repair*, waived her lien upon the receipts of the company? This is too clear to be doubted. The act of 1844, ch. 281, which authorizes the company to issue bonds to the amount of seventeen hundred thousand dollars for the completion of the canal, and defers the lien of the state for their payment, and interest thereon, provides that, even as to them, the company shall not pledge the entire resources of the work, but enacts, in the second proviso to the 2d section, "that the president and directors of said company shall, from time to time, and at all times hereafter, have the privilege and authority to *use* and *apply* such portions of said revenues and tolls as, in their opinion, may be necessary to put and keep the said canal in good condition and repair for transportation." Here then is not only a waiver of her own lien to the extent of "*putting* and *keeping*" the canal in good *condition* and *repair*, but, in effect, a prohibition against the company's depriving themselves of *that power*, by pledging the revenues of the work to too great an extent for the benefit of the bonds they were about to issue.

Upon the whole it appears clear, by the construction of the various acts of assembly referred to, that the president and directors of the canal company have the right to issue their bonds, and pledge the tolls of the work for the purpose of *raising* money "to *put* and *keep*" the canal in good condition and repair. If this be the true construction of the power of the company in this behalf, certain propositions would follow as corollaries which will suffice as an answer to the second enquiry.

1st. That the revenues of the company are pledged to the state of Maryland.

2d. That she has waived her lien thereon (as far as this matter is concerned,) to no *other* or *greater* extent, than "in putting and keeping" the canal in good repair and condition.

3d. That all the money borrowed must be used for that purpose.

4th. That in making the loan, no condition is to be attached by which any part of the money obtained by it, or any portion of the re-

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venues of the company are to be used for any purpose which will diminish the amount which the state ought to receive under her lien.

5th. That the president and directors of the Chesapeake and Ohio canal company have no right to pay or stipulate to pay any money as a condition of obtaining said loan, on the guaranty of the state of Virginia, whereby the rightful payments to the state of Maryland will be in any degree deferred or diminished.

6th. That the canal, its lands, and *all the water-rights thereunto appertaining*, under the acts of 1834, ch. 241, and 1844, ch. 281, are mortgaged to the state of Maryland; and the president and directors of the company can therefore make no contract or bargain in relation thereto, or grant any privilege in the same as a condition of the said loan or guaranty.

The third question relates to the right of the president and directors to reduce the tolls on the canal since the act of 1844. By the charter this power is conferred in the following language: "The said president and directors shall have full authority, subject to the direction and control of a majority in interest of the stockholders represented in any general meeting, to regulate and fix a tariff of tolls not exceeding an average of two cents per ton per mile." The power to *fix* the tolls necessarily implies the right to change them; and I have carefully examined all the acts relating to liens and mortgages to the state, and can find nothing by which, exercising a sound discretion, they have divested themselves of this right. It can, however, only be done under the direction and control of a majority of stockholders in interest.

The state holding that relation to this work, her agents must have assented to the act, because it could not have been legally done without their sanction.

I have the honor to be

Your obedient servant,

(Signed,)

GEO. R. RICHARDSON,
Attorney-General of Maryland.

To his Excellency PHILIP F. THOMAS,
Governor of Maryland.

[4.]

At a meeting of the Board of public works, held at the capitol, in the city of Richmond, August 7th, 1849, it was

Resolved, That in the judgment of the Board of public works, the facilities already afforded to the passage of boats into and out of the Chesapeake and Ohio canal are sufficient for the accommodation of the trade of the county of Berkeley, and they do, therefore, by virtue of the authority vested in them by the 6th section of the act, ch. 128, passed 15th March 1849, to aid the Chesapeake and Ohio canal company in certain repairs of their work, and for other purposes, hereby

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release the said company from the obligation to construct the lock designated by the 5th section of said act.

Resolved, That it is hereby certified and made known to the treasurer of the commonwealth, that the Board of public works are satisfied that the payment of the principal and interest of the bonds of the Chesapeake and Ohio canal company for $200,000, according to the terms thereof on which the said treasurer is required by the 1st section of the act passed March 15th, 1849, ch. 128, to underwrite or endorse the guaranty of the commonwealth, is sufficiently secured.

Resolved also, That it be further certified to the treasurer of the commonwealth, that, in the opinion of the Board of public works, the several other pre-requisites to said guaranty required on the part of the said Chesapeake and Ohio canal company by the act aforesaid, have been given and complied with by said company, and that he may proceed from time to time, when thereto required by the proper authorities of said company, to affix the said guaranty to the bonds aforesaid.

SECOND AUDITOR'S OFFICE,
Richmond, Va., August 7, 1849.

I do hereby certify that the foregoing resolutions are true copies from the minutes of the proceedings of the Board of public works of the state of Virginia.

Witness the seal of the said board and my signature.

(Signed,)

J. BROWN, Jr., [L. S.]
Sec. Aud. and Sec'y B. of P. W. of Va.

[5.]

At a meeting of the president and directors of the Board of public works, held 5th March 1850, it was

Resolved, That the money arising from the bonds of the Chesapeake and Ohio canal company, authorized to be guarantied by the treasurer of Virginia, under the act of March 15, 1849, for the purpose of effecting certain repairs on the canal of said company, be expended in completing the repairs of that portion thereof lying between dam No. 6, and the point at which said canal intersects with the Alexandria canal, previous to the expenditure of any of said money on any other portion of the said Chesapeake and Ohio canal.

Resolved, That the second auditor transmit a copy of the foregoing resolution to the president of the Chesapeake and Ohio canal company.

A true copy from the minutes.

J. BROWN, JR.,
Second Auditor.

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[6.]

Statement exhibiting the amount of Tolls which accrued to the Chesapeake and Ohio Canal Company in each month during the year ending the 31st December 1849.

	Ascending.	Descending.	Total.
January,	4 35	553 61	557 96
February,	99 21	759 85	859 06
March,	771 65	7941 05	8712 70
April,	1275 98	6385 23	7661 21
May,	1122 50	6703 63	7826 13
June,	1022 85	5916 14	6938 99
July,	221 26	1480 57	1701 83
August,	279 50	739 95	1019 45
September,	1198 74	4440 74	5639 48
October,	1309 77	5358 45	6668 22
November,	1157 47	6900 39	8057 86
December,	725 56	5454 72	6180 28
	$9188 84	52634 33	61823 17

WALTER S. RINGGOLD,
Clerk of Ches. and Ohio Canal Company.

Office Chesapeake and Ohio Canal Company,
Frederick, January 10, 1850.

List of Articles transported on the Chesapeake and Ohio Canal during the year ending the 31st December 1849.

Ascending from Georgetown and intermediate places to various points on the canal:

Salt fish, barrels,	3,995
Salt, tons,	2,019
Plaster, tons,	6,[illegible]99
Coal, tons,	1,236
Coke, tons,	2,854
Shad and herring, (fresh,) tons,	434
Lime and cement, tons,	140
Iron ore, tons,	4,025
Manures, tons,	324
Bricks, number,	42,000
Lumber, (board measure,) feet,	1,617,000
Dry goods, groceries, and sundry articles not enumerated, tons,	946

Equivalent to 20, 778 tons.

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List of Articles transported on the Chesapeake and Ohio Canal during the year ending the 31st December 1849.

Descending from various points on the canal to intermediate places and to Georgetown, D. C.:

Flour, barrels,	236,620
Wheat, bushels,	240,073
Corn, bushels,	244,281
Corn meal, bushels,	7,225
Rye, bushels,	1,795
Oats, bushels,	13,200
Offal, bushels,	45,423
Flax and other seed, bushels,	1,643
Potatoes, bushels,	1,440
Apples, bushels,	12,970
Whiskey, barrels,	2,674
Cement, barrels,	1,382
Limestone, perches,	8,662
Stone, (rough,) perches,	17,750
Lime, tons,	723
Coal, (bituminous,) tons,	5,224
Iron, tons,	1,351
Hay, tons,	147
Tobacco, hhds.,	200
Nails, kegs,	3,682
Wood, cords,	5,083
Bark, cords,	1,076
Lumber, (board measure,) feet,	1,560,956
Shingles, staves, laths, hoop-poles, &c., number,	783,800
Rails, number,	3,906
Bricks, number,	39,000
Manures, tons,	324
Sundry articles not enumerated, tons,	747

Equivalent to 81,263 tons.

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[7.]

Total Expenses of the Chesapeake and Ohio Canal Company for the year ending 31st December 1849, exclusive of Costs and Charges for completion.

	Construction.	Repairs, ordinary.	Repairs, Gen. Va. act.	Pay to superintendents, collectors and lock-keepers.	Aggregate.
January,	–	1639 74	–	987 43	2627 17
February,	–	1283 05	–	987 50	2270 55
March,	–	2226 26	–	987 58	3213 84
April,	–	3048 68	–	987 41	4036 09
May,	–	3280 25	–	987 51	4267 76
June,	–	3349 74	–	987 58	4337 32
July,	–	3548 35	776 01	987 41	5311 77
August,	53 86	554 87	4449 57	1084 59	6142 89
September,	–	477 65	8101 25	1004 24	9583 14
October,	–	1538 96	8310 44	999 91	10849 31
November,	–	487 41	13902 32	999 95	15389 68
December,	–	3112 39	10595 84	1000 14	14708 37
	$53 86	24547 35	46135 43	12001 25	82737 89

Add:

Pay of officers,	5,976 77	
Interest,	5,146 57	
Postages,	109 23	
Printing and stationery, Virginia bonds included,	285 12	
Law expenses, including standing counsel,	834 21	
Engineer expenses,	909 42	
Contingent expenses,	1,025 25	
		14,286 57
		$97,024 46

L. J. BRENGLE,
Treasurer and Accountant.

Office of the Chesapeake and Ohio Canal Co.
Frederick, January 6, 1850.

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[8.]

Abstract of the Receipts into, and payments from, the Treasury of the Chesapeake and Ohio Canal Company, for the year ending 31*st December* 1849.

The receipts arise from the following sources, viz:

1849.			
Dec. 31—Tolls,		61,926 79	
Water rents,		2,617 69	
Rent of houses and lands,		521 17	
Contingent expenses received from blacksmithing,		231 13	
Hunter, Harris & Co., contractors,		57,555 00	
Bonds for general repairs, (sold,)		45,000 00	
Profit and loss, premium on bonds sold,		64 00	
			167,915 78
Balance from Dec. 31st, 1848,			11,796 25
			$179,712 03

The disbursements are charged as follows, viz:

1849.			
Dec. 31—Construction for ordinary repairs,		45,506 25	
Acquisition and condemnation of lands,		19,569 36	
Engineer department,		23,372 95	
Pay of officers,		4,339 69	
Contingent expenses,		1,000 00	
Interest,		5,164 98	
Printing and stationery,		285 12	
Coupons payable by contractors,		26,908 34	
Repairs general under Virginia act,		46,000 00	
Law expenses,		893 49	
Postages,		109 23	
Temporary loans,		3,000 00	
Rent of houses and lands, (taxes,)		29 66	
Special contingent expenses,		500 00	
			176,679 07
In the treasury, &c.,			3,032 96
			$179,712 03

L. J. BRENGLE, *Treasurer.*

Treasurer's Office Chesapeake and Ohio Canal Co.,
Frederick, Jan. 6, 1850.

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[9.]

Abstract of the Receipts into, and Payments from, the Treasury of the Chesapeake and Ohio Canal Company from the 1st of January to 31st of May 1850.

The receipts are as follows, viz:

1850.			
May 31—Tolls,		20,805 93	
Water rents,		1,360 83	
Rent of houses and lands,		193 73	
Bonds for repairs guarantied by Virginia,		80,000 00	
Interest accrued on do.,		331 65	
Blacksmith shops,		135 06	
Hunter, Harris & Co.,		33,910 00	
			136,737 20
Balance from 31st December 1849,			3,032 96
			$139,770 16

The disbursements are charged as follows, viz:

1850.		
May 31—Repairs general under the Virginia act,	61,000 00	
Interest,	3,003 97	
Pay of officers,	3,952 00	
Construction for repairs ordinary,	14,272 65	
Law expenses,	138 99	
Printing and stationery,	90 09	
Engineer department,	3,000 00	
Contingent expenses,	200 00	
Postages,	27 24	
Coupons payable by contractors,	29,707 50	
Taxes,	23 95	
Acquisition of lands,	1,222 23	
		116,638 62
In the treasury, &c.,		23,131 54
		$139,770 16

L. J. BRENGLE, *Treasurer.*

Treasurer's Off. Ches. & O. C. Co.,
Frederick, June 1st, 1850.

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General Statement of the Chesapeake and Ohio Canal Company.

Capital stock, - - - -		8,226,190 39
State of Maryland loan, -	2,000,000 00	
Interest on same to Dec. 31, 1849,	1,255,000 00	
For interest paid in London, &c. on $4,375,000 bonds, - -	663,611 94	
For guarantied dividends to 31st Dec. 1849, payable out of nett profits of the canal, - - -	1,968,750 00	
Premium charged for converting paper into coin, - -	9,975 00	
		5,897,336 94
Post notes bearing interest outstanding, of various issues, - - -		458,003 75
Bonds issued in payment of post notes,		6,928 00
" " to creditors, - - -		235,363 48
Bonds issued for repairs guarantied by the state of Virginia, - - -		125,000 00
Bonds issued to creditors of Potomac Company, - - -	56,896 48	
Interest in arrear added to 31st Dec. 1845, - - -	19,150 55	
		76,047 03
Bonds issued for temporary loans, -	-	36,500 00
Acceptances to creditors, - -	-	153,097 50
Certificates for repairs, &c. prior to 1845, - - - - -	-	40,879 44
Preferred bonds issued for completion, -	-	1,575,000 00
Chesapeake Bank of Balt. overdrawn, -	-	4,113 38
Balances due to contractors, - -	-	89,739 38
Balances due to officers for salaries, &c., - - - - -	-	2,932 35
Balances due on super'cies prior to 1845, - - -	5,617 20	
Balances due for repairs, &c. since,	6,192 76	
		11,809 96
Revenues accrued, viz:		
Tolls, - - - -	815,977 11	
Water rents, - - -	27,706 55	
Rent of houses and lands, -	13,208 49	
		856,892 15
		$17,795,833 75

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Construction of the canal, -	8,637,736 27	
" under contract for completion,	1,396,000 00	
		10,033,736 27
Repairs ordinary, - -	466,312 26	
" extraordinary, - -	273,347 69	
" general, under Virginia act,	94,698 41	
		834,358 36
Lands, - - - - -		424,723 91
Pay of officers, - - - -		177,064 42
Pay of superintendents, collectors and lock-keepers, - - - -		213,065 56
Pay of engineer department, - - -		418,441 94
Contingent expenses, - -	41,240 67	
" " of commissioners,	1,348 06	
" " applicable to completion,	2,103 22	
		44,691 95
Law expenses, - - - -		35,882 25
Incidental damages, - - - -		28,870 09
Printing and stationery, - - -		20,882 19
Postages, - - - - -		3,130 12
Western section, - - - -		9,483 21
Expenses of Maryland loan, - - -		10,594 00
Interest account, - - - -		4,584,190 78
Profit and loss, - - - -		817,035 49
Potomac company, - - - -		33,706 20
Swan, Gittings & Gunton, - - -		56,192 62
Maryland 5 per cent. sterling bonds, - -		2,111 12
Preferred bonds in the hands of the agents of Hunter, Harris & Co., to be cashed at par, - -		2,000 00
Balances due on land sales, - - -		5,757 00
" " for rents, - - -		1,104 86
Balances due from superintendents, collectors and agents, - - - - -		17,781 99
Balances due in bank, &c., - - -		21,020 42
		$17,795,833 75

J. L. BRENGLE,
Treasurer and Accountant.

Office Ches. & Ohio Canal Co.,
Frederick, May 31, 1850.

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BALTIMORE AND OHIO RAILROAD COMPANY.

Extract from the Twenty-fourth Annual Report of the President and Directors to the Stockholders of the Baltimore and Ohio Railroad Company.

III. OF THE EXTENSION TO THE OHIO RIVER.

The report of the chief engineer, herewith annexed, will shew in detail the progress of the company's operations west of Cumberland. No efforts have been spared to place the road under contract, and to press the work forward with the least practicable delay. The board have to regret that a scarcity of labor has prevailed during the greater part of the year just ended, and complaints continue to be made upon the three first sections of the road, extending from Cumberland, 103 miles, to the Tygart's Valley bridge. Should this state of things continue, the board will find it necessary to take prompt measures to prevent any delay from this cause.

The board of engineers appointed by the executive of Virginia, under the act of 21st of March, have decided in favor of the Grave creek route, as "the true and proper route under the law of 1847 and agreement with the city of Wheeling;" and their decision being final, the board have directed the chief engineer to place the same under contract as soon as proposals can be issued and the necessary arrangements made. The board are not apprized of the ground on which this decision has been based, or to what extent, if at all, the estimates of the chief engineer have been called in question.

By reference to the chief engineer's report it will be seen that 167 miles of the road are now in various stages of advancement, and that the commencement of laying the rails will take place early in the ensuing spring, when the line will progress without interruption to the Ohio river.

There are now employed upon the entire line 3500 laborers and 700 horses, and the value of the work done, up to the 30th of September, under the various heads of graduation, masonry and bridging, was $992,112 40.

Final estimates have been handed in upon the 3rd, 6th, 7th, 8th, 10th, 31st, 35th, 42d, 52d and 95th sections; 24 additional sections will be finished by the 1st of May next, and the line from Cumberland to the "Piedmont station," near Westernport, say 28 miles, is expected to be opened about the 1st of June.

All the heavy sections upon Savage river and Crab Tree creek are progressing with commendable rapidity, and with every prospect of completion during the coming spring and summer.

The work at the Kingwood tunnel has advanced more rapidly than could have been anticipated—its total length is 4100 feet—fifteen hundred feet of the heading have been driven through in a period of five months, being more than one-third of the entire distance.

This work, it is now certain, will be completed within the limit of the engineer's estimate.

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The bridge masonry upon the whole line is in a state of rapid progress, and will offer no obstacle in the opening of the road.

The chief engineer expresses much confidence in his ability to meet the expectations of the stockholders in the prompt completion of the work, should no unforeseen accident occur to retard his progress.

If the laying of the rails should progress without interruption, and according to the plan proposed by him, a junction will be formed with the Northwestern turnpike at Tygart's valley bridge early in the spring of 1852.

At this point, the transit from Parkersburg to Baltimore, *via* the Northwestern turnpike, would not exceed 29 hours. The state of Virginia has made large appropriations for macadamizing this great thoroughfare, and it cannot fail to prove a most important feeder to the road, even after it shall have been completed to the city of Wheeling. Roads are in progress and completed from Beverly, the county seat of Randolph; Weston, the county seat of Lewis; Sutton, the county seat of Braxton, and Philippi, the county seat of Barbour—all connecting with the Northwestern turnpike.

From Fairmont a turnpike is also projected, and is now in the hands of contractors to Fishing creek on the Ohio river, a distance of 55 miles.

VIRGINIA AND TENNESSEE RAILROAD COMPANY.

OFFICE OF THE VIRGINIA AND TENNESSEE
RAILROAD COMPANY, Nov. 27, 1850.

To the Stockholders of the
Virginia and Tennessee Railroad Company.

GENTLEMEN,

It affords us sincere gratification to be able to report to you, at this your third annual meeting, the highly prosperous condition of the work under our direction. It is believed that the operations of the past year may well encourage and animate the friends of this great scheme, and give them ample assurance of complete and speedy success.

At the period of your last meeting, the whole amount of capital that actually appeared on the books of the company, was $550,800. Shortly thereafter the subscriptions made by the Southwestern counties were officially reported, and swelled the private stock to something over $750,000, the amount which authorized a call on the Board of public works for a subscription on the part of the commonwealth of $900,000. This was accordingly done, and early in January the state became a stockholder to that amount. At the same period, the work from Lynchburg to Salem had but recently been put under contract. This work has progressed with unexampled rapidity, and in such a

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manner as to give general satisfaction. It is believed that a greater amount of work was never done in the same period on any road in the country—certainly on none in the Southern states. The skill and fidelity of the contractors, as a body, entitle them to our warmest commendation. It may be considered as quite remarkable, that, in the execution of so large an amount of work, not one case of failure has occurred, and not one dollar has been lost to the community by irresponsible contractors. They have all gone on to perform their work in a quiet but energetic manner, which proves that they deserved the trust reposed in them at the time when that work was placed in their hands.

There are now about 45 miles out of the 60, *actually graded*, and the unfinished points will be completed in ample time for laying the rails over the entire distance to Salem next year.

An effort was made to carry out the policy recommended in your eighth resolution, in relation to the manufacture of iron rails at home, but it was found that the difference between the cost of foreign and domestic iron was so great, that the board did not feel themselves authorized to incur the additional expense. A contract was made with Messrs. Crutwell, Allies & Co. of the Cwm Celyn and Blaina iron works in Wales, through their agent, Mr. James Dunlop of Petersburg, for 6000 tons of rails, of best iron, of the U or bridge pattern, weighing 60 pounds per lineal yard, which are to cost $40 50 per ton, (of 2240 lbs.) deliverable at Port Walthall or City Point, free of any other charge, and subject to inspection at the manufactory by an inspector appointed by this board. The delivery of these rails was commenced and will be continued to probably some time in June. The manufacturers represent the quality as equal, if not superior, to any ever sent from their works, and the appearance of the rails confirm this assertion.

In May last, the resignations of F. B. Deane, Jr., and B. F. Wysor, Esqs., were received by the board, with sincere regret. The vacancies thus created were filled in the manner prescribed by the charter, by the appointment of John R. McDaniel of Lynchburg and James W. Sheffey, Esqs. of Smyth county.

The vice-president, from his position and intimate acquaintance with all subjects connected with the interest of the company, rendered services which entitle him to our gratitude.

The present condition of the finances of the company may be seen from the report of the secretary and treasurer, herewith submitted, (marked A and B.) From this it will be seen that the whole number of shares held by individuals is 7895, and by the commonwealth 9000, amounting in all to $1,689,500.

The balance reported in the treasury at the last annual meeting was $1473 28. The amount since received, in cash and 6 per cent. bonds, is $391,077 11. The disbursements of the current year amounted to $305,285 04—leaving in the treasury a nett balance, in available funds, at the end of the fiscal year, of $87,265 35.

To meet the heavy payments for the large amount of work done during the past year, and the purchase of iron, instalments have been

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called, from time to time, amounting in all to $35 per share, $4 of which were called in 1848.

A communication from the second auditor, urging the expediency of changing the annual meetings to some early day in October, is herewith transmitted, (marked C.)

To make our system conform to the one adopted by the Board of public works, it is deemed advisable to make a change in the period when our fiscal year is to cease. The 30th of September is the time at which we are required to make out the balances for them, and this arrangement will not allow too much time, when the business of the company increases, as it must do within the next year. Moreover, the present system imposes a double task on officers whose time is already fully occupied.

Constant exertions have been made to obtain additional subscriptions to the stock of the company. It is confidently believed that these exertions will result, at a very early day, in the increase of the aggregate amount of private subscriptions to $950,000, which will entitle us to an aggregate amount of $1,140,000 from the state, swelling the available capital of the company to $2,090,000.

The board have uniformly kept in view the policy of promoting home manufactures wherever it could be done without a sacrifice, believing that this course will add to the business of the road, while it will build up work-shops around us, which will economise the future operations of the company, by reducing the cost of repairs, and keeping up their machinery. In accordance with this view, a contract was made in October last with Mr. F. B. Deane, Jr., for the chairs and spikes to lay the track and for the passenger and burthen cars to stock the road to Salem. The prices paid him are exactly the same paid for work of like quality in the state of Massachusetts, and he is to receive fifteen per cent. of the whole amount of his contract in the stock of the company. This contract is to apply to the whole line, unless the board of directors shall elect to suspend it after the completion of the road to Salem, of which a stipulated notice must be given to the contractor. An arrangement has also been made, on certain conditions, with Mr. Joseph R. Anderson of Richmond, to manufacture nine locomotives, ten per cent. of the value of which he is to take in the stock of the company. At your last annual meeting, the state had not become a subscriber in our company, of course was not represented in that meeting, nor possessed any right to appoint any portion of the directory; and, according to the provisions of the general railroad law by which we are governed, no director appointed by the state could take a seat at the board until after the close of the present meeting. The board have received information, though not officially, that the Board of public works has appointed three directors, who are to act from the present time. While the board would duly respect and faithfully protect the rights of the state in this company, they feel constrained to inform the stockholders, that the appointment of a third director on the part of the state cannot be justified from the present amount of its subscription, and is not authorized by law. A case precisely similar in all its features, occurred in the

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organization of the board of directors for the Richmond and Petersburg railroad company in 1849; that company refused to submit to the power claimed by the Board of public works, under the advice of John M. Patton, Esq., and we are informed that the legislature confirmed the action of the company in the premises. Since your last annual meeting the new Code of Virginia has gone into operation, and contains important modifications in the general railroad law. The charter of the Virginia and Tennessee railroad company having been granted, subject to the provisions of the general railroad law of 1837, and therefore subject to be altered, amended or modified by the legislature, it is believed that, even without a resolution of assent on the part of the stockholders in general meeting, pursuant to the 19th section of the 66th chapter of the new Code, the said company is entitled to the full benefit of its provisions, so far as the same may be applicable to the charter of the Virginia and Tennessee railroad company. But out of abundant caution, it is recommended that the stockholders, at the present meeting, amongst their first acts, adopt such a resolution of assent.

Herewith is submitted a communication which has been received from the Board of public works, (marked D,) covering a copy of a resolution, "requesting the state directors in the Virginia and Tennessee railroad company to propose for adoption by the president and directors of said company, a resolution requiring a thorough survey to be made, with a view of ascertaining the best practicable route for the extension of said railroad west of New river; also a resolution directing that no farther contracts shall be entered into until such survey shall have been made and reported to the said company; and the state directors are requested to vote for such resolutions," which were adopted by said board, founded on the proceedings of a public meeting held at Tazewell courthouse. In relation to this survey, we are of the opinion that their views have substantially been carried out, and we doubt not that the reasons assigned for our action will be entirely satisfactory to the Board of public works. Our action and the data on which it was based, will be found fully set forth in the appendix, (marked E.)* It was believed by the board that a suspension of the work, without good and sufficient reasons, would have deserved your censure. A suspension at that time would have been tantamount to a suspension for another year, as labor for the work could not be procured after the commencement of the coming year. If this work, after its glorious beginning, was arrested in its progress for a whole year, it would disappoint the public, and discourage its friends, so as probably to retard for years the completion of the enterprize. That the stockholders might have an opportunity to pronounce an opinion on the course of the board in this matter, a day subsequent to your meeting was fixed on for letting the work to contract. On the 4th of December, unless otherwise instructed by the stockholders, the board will proceed to put under contract such amount of work as the state of their finances may warrant.

* The opinion of Mr. Patton, here referred to, will be found in Doc. 10 of the house of delegates, page 613, session 1848–49.

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It has been the policy of the board to hold out every inducement to expedition in the completion of the road; with this view, a promise had been made to the contractors, that those who finished their work before the end of the year should have employment. Accordingly, in August last, the board authorized the president to let about ten miles of comparatively light work above Salem for this purpose, which was done soon after that time. The surveys had shewn that for this distance no change would be made going westwardly, either by the north or south branch of the Roanoke, it being the main stem to both routes.

In accordance with the spirit of the fifth resolution, passed at your last general meeting, a party of engineers has been engaged the whole year in making the surveys for the second and third divisions of the road. The most important object kept in view, was the necessity of a connection with the line of roads extending through Tennessee, as on that mainly depended the eventual success of the scheme as a profitable investment of capital. In the selection of the route by which this point was reached, regard was had to all the elements of profit in a railroad, and the board have adopted that line which was found to possess recommendations of the greatest number and highest value.

At the meeting of the board in the present month, the location of the general route of the road from Salem, by way of Jacob Kent's, Crab creek, Pepper's road, Martin's, Wytheville, Middle fork and Abingdon, to the Tennessee line at Rev. James King's, was adopted. The report of the chief engineer is herewith submitted. The reasons which influenced the board in adopting the route selected, may be seen there in full, and cannot fail to satisfy the stockholders.

We would invite particular attention to the result of a survey for a branch to the salt works. The transportation of salt and plaster will afford a very heavy trade to the road, and confer great advantages on the country. So much importance is attached to this trade, that the board do not hesitate to recommend that this branch shall, at the proper time, be constructed by the Virginia and Tennessee railroad company. The capacity of the salt works of Washington and Smyth counties is certainly equal to that of the Salt springs in Onondaga county, New York, whose yield for the year 1849, was 5,083,369 bushels. In fact, the salt of Washington county is more abundant, and more free from impurities than that of New York. While this large amount of salt was produced at home, the foreign salt imported into the United States for the year ending June 30th, 1849, was 11,622,163 bushels. These references are made to shew the importance of the salt trade. It will not be attempted to estimate the amount which may be sent over this road, but enough has been shewn to prove that the amount will be very great. The plaster, though of a lower intrinsic value, will be of greater importance to the interest of the company, than the salt. It is well known that in consequence of its freedom from impurities, the plaster of Washington and Smyth is much more efficacious than that of any other known deposit. The use of this plaster on the line of the road would increase the product of the lands, so as greatly to add to the tonnage to be transported over the road.

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Future investigations may suggest other interests which may be accommodated. This improvement goes through a rich mineral region; and whenever the working of these ores can throw a sufficient amount of tonnage on any one branch, it may be the policy of the company to make it. The lead mines of Wythe may one day be sufficiently productive to require a branch, especially if other ores are worked in the same vicinity.

We cannot conclude this communication without availing ourselves of this occasion to return our thanks for the high honor which you have conferred on us. We have endeavored faithfully to discharge the trust reposed in us, and invite a full examination of the proceedings of the present year, and we feel confident that they will meet your approbation.

All which is respectfully submitted.

O. G. CLAY, *President.*

[A.]

A STATEMENT

Of the Affairs of the Virginia and Tennessee Railroad Company for the Fiscal Year ending 31st October 1850.

Capital stock authorized by the charter, $3,000,000.	
Subscribed by others than the state 7895 shares, at $100 each,	789,500 00
Subscribed by the commonwealth, 9000 shares, at $100 each,	900,000 00
Received for rents, from commencement of the work to date,	187 50
Amount to credit of agent, for which no return was made,	1,946 00
Received for interest, over and above amount paid,	375 73
	$1,692,009 23

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Amount of commonwealth's subscription unpaid,	705,000 00	
Amount of other subscriptions than the state unpaid,	582,162 90	
Amount expended in construction of work from commencement to date:		
Graduation,	203,112 95	
Masonry,	26,798 65	
Superstructure, (for iron,)	6,049 65	
Amount expended in land damages, same time,	10,016 35	
Amounts expended on other accounts, same time:		
Real estate, for depot purposes,	31,104 00	
Contingent expense,	1,338 66	
Engineering expense,	29,352 71	
Office expenses,	797 95	
Personal property account,	2,098 53	
Repairs,	42 34	
Printing,	629 16	
Salary account,	4,470 65	
Amounts in the hands of agents, to be accounted for,	1,429 38	
Amounts due from individuals, for property sold, &c.,	340 00	
Amount of cash on hand, per statement marked B,	87,265 35	
		$1,692,009 23

E. E.

F. G. MORRISON,
Treasurer and Clerk.

[B.]

STATEMENT

Of the Receipts and Disbursements within the year.

Balance of money on hand, per last annual report,		1,473 28
Receipts during the year, viz:		
For capital stock:		
Amount received from others than the state,	176,286 70	
Amount received from agents, for collections on instalments,	17,810 23	
Carried forward,	$194,096 93	1,473 28

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Brought forward,	194,096 93	1,473 28
Amount received from Board of public works, - - - -	195,000 00	
Amount received for rent of lumber-house,	187 50	
Amount received for personal property sold, viz:		
1 negro man, - -	500 00	
2 horses, - - -	130 00	
Amount received for interest on instalments, - - - -	847 05	
Amount received from citizens, for printing, - - - -	15 50	
Amount received for office expenses,	0 13	
Amount received of M. Davis, Jr.,	300 00	
Total receipts, -	———	391,077 11
		392,550 39
Deduct disbursements during the year:		
Paid for repairs of stable on depot lot,	42 34	
Paid for construction, viz:		
Graduation, - - -	202,365 24	
Masonry, - - -	26,246 44	
Superstructure, (for iron,) -	6,049 65	
Paid for salaries of officers, -	3,059 55	
Paid for printing, - - -	45 50	
Paid chief engineer, for engineering expenses, - - -	18,650 00	
Paid for real estate, for depot purposes,	31,100 00	
Paid treasurer and clerk, for office and other expenses, - - -	130 00	
Paid for office expenses, viz: rent, fuel, lights, &c., - - -	302 48	
Paid for land damages, - -	10,164 85	
Paid for contingent expenses, -	614 19	
Paid for interest upon advanced payments on stock, - -	476 65	
Paid for engineering expenses, -	5,738 15	
Paid M. Davis, Jr., (in error,) -	300 00	
Total disbursements,	———	305,285 04
Balance of money on hand, -		$ 87,265 35

E. E.

F. G. MORRISON,
Treasurer and Clerk.

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[C.]

CIRCULAR

To the Boards of President and Directors of Internal Improvement Companies in which the State is interested.

SECOND AUDITOR'S OFFICE,
1S5

GENTLEMEN,

I have been instructed by the Board of public works to urge upon you the propriety of taking into consideration, at the first annual or general meetings of your companies, the expediency of changing the periods fixed for their respective annual meetings to some early day in October, in cases where that period is not already fixed upon.

The change proposed will enable the boards of directors of such companies to combine and embody in one annual report all the documents, details and information respecting each improvement, for the previous year, ending on the 1st day of October, that may be necessary for the information and consideration of the stockholders, and at the same time comply with the requirements of law in regard to the contents of the annual reports of such companies to the Board of public works, thus avoiding the necessity of preparing more than one detailed and troublesome report annually.

Very respectfully,
Your ob't serv't,

J. BROWN, JR.,
Second Auditor.

[D.]

(No. 1.)

SECOND AUDITOR'S OFFICE,
November 2, 1S50.

SIR,

I transmit to you herein, by direction of the Board of public works, a copy of a communication addressed to that body by the committee of a convention which lately assembled at Tazewell court-house, together with a copy of a resolution founded on said communication and adopted by said board, addressed to the state directors in the Lynchburg and Tennessee railroad company.

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A copy of said resolution has been forwarded to each of the state directors, but not accompanied by the communication of the committee, want of time and the pressure of business preventing.

Very respectfully,

Your obedient servant,

J. BROWN, Jr.,
Second Auditor.

Gen. O. G. Clay,
Pres't L. & T. R. Co.,
Lynchburg.

(No. 2.)

At a meeting of the Board of Public Works, held Nov. 1, 1851:

It was resolved, That the state directors in the Virginia and Tennessee railroad company be requested to propose, for adoption by the president and directors of said company, a resolution requiring a thorough survey to be made, with a view of ascertaining the best practicable route for the extension of said railroad westward, by way of New river, as advocated in a communication this day submitted to the Board of public works, from a committee of a convention of delegates from the counties of Washington, Smyth, Tazewell and Giles, which lately assembled at Tazewell courthouse; and also a resolution, directing that no further contracts shall be entered into until such survey shall have been made and reported to the said company; and the state directors are hereby requested to vote for such resolutions.

A true copy from the minutes.

J. BROWN, Jr.,
Second Auditor.

(No. 3.)

Office of the Va. & Tenn. R. Co.
Lynchburg, November 9, 1850.

Dear Sir,

I transmit to you, by order of the board of directors, a copy of the report of the chief engineer, in regard to the survey of a route designated by the convention held at Tazewell courthouse, together with a copy of a resolution adopted by said board, founded on

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a communication addressed to the president and state directors of the Virginia and Tennessee railroad company, from the Board of public works.

Very respectfully,

Your obedient servant,

O. G. CLAY,
Pres't Va. & Tenn. R. Co.

To JOHN B. FLOYD, Esq.,
Pres't of the Board of P. Works,
Richmond, Va.

(No. 4.)

At a Meeting of the Board of Directors of the Virginia and Tennessee Railroad Company, held at their office on Thursday the 7th day of November, 1850:

It was resolved, That the chief engineer be directed to furnish to the president of this company a copy of the report of the principal assistant engineer, and such other facts and information as he may possess, to satisfy the Board of public works that there has been a substantial compliance with the request of that board, and of the convention held at Tazewell courthouse, for a survey as designated in the resolutions of said convention, and that there is no necessity for delay in the location and letting to contract of the work, and that the president communicate the same to the Board of public works.

A true extract from the minutes.

F. G. MORRISON,
Secretary pro tem.

(No. 5.)

ENGINEER'S OFFICE VA. AND TENN. RAILROAD,
Lynchburg, Oct. 1st, 1850.

Col. C. F. M. GARNETT,
Chief Engineer Va. and Tenn. Railroad.

SIR,

Pursuant to your instructions, I have made such examinations of the proposed Poor valley route as enables me to make the following report: Before commencing a description of this route, it is proper to state the reasons which have governed us in the prosecu-

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tion of the surveys west of New river, and which have caused the delay of the examination of the route until the present time. Upon the commencement of the surveys and explorations west of Salem, in January 1850, having placed a party upon the line at that point, I started to make a reconnoissance of a route through the region of the Walker's creek valley. Upon my arrival at Major James Kent's, I found a copy of a report made to the Board of public works by James Herron, Esq., describing in detail several surveys which he had made with a view to obtain a route for a railroad from the North fork of Roanoke, crossing the Alleghany to New river; the result deduced from which survey was, that a route independent of stationary power was impracticable. I now determined to defer the examination of this valley until an instrumental survey of the passes of the Alleghany could be accomplished. Upon my return through Christiansburg, through the politeness of Capt. James Preston, I obtained a copy of a letter from Capt. Crozet, the former chief engineer of the state, dated Romney, October 6th, 1831, addressed to Gen. Richard S. Dunlap, in which, describing the route necessary for a railroad from Lynchburg to Tennessee, he says:

"Our new surveys establish the fact that New river must be struck somewhere near the mouth of Little river."

I also obtained possession of a report made by Capt. Crozet to Henry Davis, Esq., chairman of the board of commissioners of the Lynchburg and New river railroad, in which occur the following remarks:

"That New river must be struck somewhere near the mouth of Little river, results not only from the fact that the extension of the railroad to Tennessee must pass up the valley of Reed creek, but also from the inferiority of the other routes over the Alleghany.

"A survey was made of the North fork of Roanoke, and down Strouble's creek, which shews their valleys to be both crooked and rapid for several miles. From the top of the Alleghany towards Roanoke, the fall here is 230 feet in the first mile, 190 in the second, 120 in the third, and 60 in the fourth." I also learned from the report of Lewis M. Prevost, Esq., to the president of this company, that he made an unsuccessful effort to reach New river by the way of Connelly's branch.

In view of the light afforded by the reports of these experienced and reliable engineers, I deemed it proper not to expend time and labor in any attempts to reach New river north of Little river, until routes were examined and surveyed which were free from the objectionable feature of having been, after an instrumental examination, pronounced impracticable by so competent authority. Having completed the survey of a route from Salem to the Tennessee line, and another survey from Mount Airy to the mouth of Little river, in August the whole available engineering force which could be spared from other duties, were employed upon surveys of lines to cross New river north of Little river. Several lines were traced, with the view of crossing from the North fork of Roanoke to New river, without success. A line was obtained, reaching New river by the way of Con-

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nelly's branch, and another line crossing the dividing ridge between the waters of the North and South forks of the Roanoke, near Capt Kent's, was found practicable; but it was not until much time was expended upon this very rough mountain section, that it was deemed, in consideration of the value of the distance saved, advisable to adopt it.

During the progress of these latter surveys, I left the parties, and made the examination of the Poor valley route, which may be described as follows: The Poor valley route would leave the present line one mile north of Christiansburg; thence following a northwesterly course to a point near Major James Kent's; thence along and crossing New river, up the Dry hollow, to Capt. Shannon's; thence through the Poor valley to Saltville.

From the best information I have been able to obtain, in connection with my own estimate, the distances are approximately as follows:

From Montague's summit, near Christiansburg, to New river, near James Kent's,	20	miles.
Kent's to mouth of Dry hollow,	5	"
Mouth of Dry hollow to Capt. Shannon's,	9	"
Shannon's to Saltville,	75	"
Saltville to Abingdon,	18	"
Abingdon to Tennessee line,	14	"
Add distance from Salem to Montague's summit,	25	"
Total distance from Salem to state line,	166	"

This is 19 miles longer than the shortest route instrumentally surveyed. The most serious physical obstacle to be anticipated is the summit of the Dry hollow. I believe that this summit can be passed only by a tunnel of considerable length, or by leaving the river some three or four miles before reaching the mouth of the hollow, and working up the rugged and rocky side of the mountain. With the exception of this section of about ten miles, my opinion is, that the average cost of graduation and masonry would not materially vary from that of the shortest line alluded to until reaching Saltville. From Saltville to Abingdon, the surface of the country is irregular, with no favorable leading valleys. About three miles east of Abingdon, the line would intersect the main route to the Tennessee line. Should the line leave the surveyed route at the mouth of Little river, and be carried along New river to Major Kent's, the distance would be approximately as follows:

Measured distance from Salem to the mouth of Little river,	43¾	miles.
Distance from mouth of Little river to Major Kent's, (from Böye's state map,)	18	"
Major Kent's to state line,	121	"
Total distance from Salem to state line,	182¾	"

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Being an excess of 34¾ miles over the shortest line instrumentally surveyed. The total distance *via* Connelly's branch would be 177$\frac{6}{10}$ miles.

All of which is respectfully submitted.

ANDREW ELLISON, Jr.,
Principal Ass't Engineer.

[No. 6.]

Engineer's Off. Va. & Tenn. Railroad,
November 6th, 1850.

O. G. Clay, Esq.,
Pres't Va. and Tenn. Railroad Co.

Sir,

I communicate herewith the report of Andrew Ellison, Jr., Esq., principal assistant, and submit therewith certain views which had induced me to consider the instrumental survey of the Poor valley route unnecessary. In the first place, I must state, that during the summer I was very anxious to make the survey, as you are aware, but was prevented by the reasons then given to you. But at that time it could have been made only for the gratification of the friends of the route, as the following facts will shew:

1st. A careful survey had been made of the North fork of Roanoke, and the route had been found clearly impracticable. In this survey, several distinct lines were traced with the view of crossing the ridge from the North fork, extending the examinations beyond and north of Blacksburg. Other surveys, heretofore made by authority of the state, were equally unsuccessful.

2d. It was not then known that any line could be obtained north of Elliott's creek and Little river, from which last a route through the Poor valley would have evidently required too great a detour. Not until September was it ascertained that a route could be obtained rising from the South fork, and passing through a depression one mile north of Christiansburg. It required very minute and laborious surveys to establish the feasibility of this route; but it was believed, as has been since proven, that the saving of distance would justify the time and labor bestowed on this line. Assuming that there was to be any work put under contract in the present year, there was not time to make the surveys above referred to and a location, without an increase in the corps of engineers. Before doing this, it was thought proper to investigate the claims of the Poor valley route more closely.

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An examination of the map indicated an increased distance, which would require very strong counterbalancing considerations to bring that line in competition with others. Mr. Ellison was sent to collect information on the subject, which information is embodied in his report. From the most accurate intelligence he could obtain, the Poor valley route was found to be 19 miles longer than the shortest route. As a farther corroboration of this, an examination of a large and accurate map of all our surveys will shew, by stretching a string from a point on the line opposite to Christiansburg to Abingdon, that the shortest route surveyed is never more than four and seldom more than one and a half miles from a straight line. This is a distance of 108 miles, being an excess of 17 miles over a perfectly straight line, or a loss of 18 per cent., while the Poor valley route is 15 miles from this line.

Few roads have been made in the United States with so small a loss of distance.

On the Richmond, Fredericksburg and Potomac road the loss of distance is 32 per cent.

On the Baltimore and Ohio road to Cumberland it is 53 per cent.

With regard to relative cost, the shortest line will cost, for graduation and masonry, leaving out superstructure, $6,712 per mile. It is not believed that the Poor valley route could be made for less per mile than this; and there would be the cost of 19 miles against that line, which, including superstructure, is $241,528. But the loss of 19 miles of distance, in a road which must contend for the great Western trade and travel, would be a disadvantage of a very serious nature.

The value of distance saved is variously estimated on the different roads in the United States, at from $20,000 per mile to $52,800 per mile, depending on the business expected on the road. Taking the lowest sum indicated, there would be $380,000 against the Poor valley route, on account of increased distance.

It has been assumed that the success of our road required a connection with the East Tennessee and Virginia road, now in course of construction.

This would require the two routes which we have been comparing to join at Abingdon.

I have now given the reasons which induced me to believe that a further survey of the Poor valley route was not necessary, and I do not believe it could be made now, if we are to put any work under contract this year.

I am, respectfully, your obd't serv't,

CHAS. F. M. GARNETT,
Chief Engineer.

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[F.]

ENGINEER'S OFFICE VA. AND TENN.
RAILROAD, Nov. 26th, 1850.

To the President and Directors
Va. and Tenn. R. Company.

GENTLEMEN,

It becomes my duty once more to report to you the progress of the work committed to my charge.

The first grand division of the road, of 61 miles, between Lynchburg and Salem, which was under contract at the date of the last annual meeting of stockholders, has progressed rapidly. A very large proportion of the distance will be finished by the close of the year. A few points of very heavy work, and the tunnel, will require four or five months more for their completion. These, however, can be done in such time as not to interfere with the laying of the iron for the whole distance during the next year.

It was thought expedient to arrange this work in two divisions, over each of which an engineer of skill and experience should be placed, and these again are subdivided into distances, which are placed under assistants of less experience. Mr. W. S. Ellison and Mr. M. Lynch were selected as the assistants to take charge of these two larger divisions. The gratifying manner in which the work has progressed reflects credit on all the engineers engaged in its superintendence.

From a careful estimate of the work, much of which is now finished, and the remainder in a state of forwardness, there seems no reason to doubt that the work from Lynchburg to Salem will be completed for the amount reported to your last meeting.

The 61 miles finished will cost one million of dollars, exclusive of the cost of depots, cars and locomotives. These will amount to about two hundred thousand dollars more, to equip the road fully, though a smaller expenditure will be equal to immediate wants.

Under the instructions of the board, a contract has been made with F. B. Deane, Jr., Esq., for the cars necessary to equip the road to Salem, as well as the chairs and spikes required to lay the track. It is considered as a circumstance peculiarly fortunate, that these articles can be manufactured here under our own inspection, and of materials of a quality superior to any ever used on a railroad before, and at Northern prices. By this arrangement, the company not only secures economy on the first cost, but permanency and safety in the future use of all their machinery.

The terms which were offered to Mr. Joseph R. Anderson of Richmond, for the manufacture of nine locomotive engines, have been accepted by him, and these also will be made in Virginia of the best materials.

The value of good materials and good work, in the equipment of a road, can scarcely be too highly estimated. A single accident, result-

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ing from defective machinery, may often result in a loss greater than the difference of cost which would have afforded perfect security against such accidents.

The ten miles of road above Salem, which was let by your instructions, will be completed at an early period of next year, and with the simple addition of the cost of the iron, ten miles of additional distance can be brought into use at the same time with the road to Salem.

Very laborious surveys have been made under the immediate charge of the principal assistant engineer, Mr. Andrew Ellison, Jr., of the whole country between Salem and the Tennessee line, which has resulted in the recommendation of the route adopted by the board at their last meeting.

The exploring party have completed an amount of surveys, under circumstances of peculiar difficulty, which entitles them to commendation. Mr. R. L. Owen, who was the senior assistant in that party, has discharged the duty in a most satisfactory manner.

The route selected leaves Salem at Pitzer's mill, and after passing Walton's mill, it runs in a straight line of three miles, lying on the south side, and a short distance from the turnpike, to near Deyerle's distillery. Thence following the Roanoke, to a point on the opposite side of the river at Thomas' tavern, it passes along and near the turnpike to Barnett's big spring branch. Here the line crosses the river, and the ascent of the mountain commences. It then keeps parallel to the general direction of the turnpike, and within a quarter of a mile of it, to near Capt. Kent's. Three miles above Capt. Kent's the line leaves the turnpike, and, with a tunnel of about 600 feet, crosses the dividing ridge between the waters of the North and South forks of Roanoke river, at a point near Sublett's, about three miles from Evans' mill on the North fork. It then passes through the Den and Kettle hollow to the summit of the Alleghany, on the land of Mr. Montague. Thence down Crab creek, crossing the main road from Christiansburg to Blacksburg, three quarters of a mile from the former and 7¼ miles from the latter. New river is reached at the mouth of Crab creek; the line then passes up New river, and crosses about two miles below English's bridge. It passes thence by Heloy's branch and Morgan's, up Morgan's draft, striking the Pepper's ferry road about three miles from New river. Thence along Pepper's ferry road to Trullinger's, by Vermillion's, to Pierce's on Peak creek; and thence by Martin's, up Peak creek, to the mouth of Indian Grave branch; thence up that branch by Clark's, crossing the dividing ridge between the waters of Peak and Reed creeks at the Pepper's ferry road, half a mile west of Clark's. Thence to Reed creek at Mrs. McGavock's, and up Reed creek to Kent's mill, and to a point one half a mile south of Wythe courthouse.

Thus far an approximate location has been made. The line adopted by the board then passes down the Middle fork of Holston, and by Abingdon, to the state line near the Rev. James King's.

A tabular statement is given of the characteristics of seven of the lines run, and another table, comparing three of those lines with reference to the influence of the grades and curvature on the value of each line.

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The only costly part of the line adopted is about twelve miles ascending the mountain by Capt. Kent's. But the distance saved on this line will fully counterbalance the cost. In fact, the line up Elliott's creek, and down Meadow creek and Little river, presented features which would have seriously impaired the value of the road. Aside from the extraordinary expense of keeping up 3400 feet of bridging, and the risk from freshets, there would have been curvatures to encounter on that line which should be avoided at any reasonable cost. On Elliott's creek and Little river, curves of 600 feet radius had to be resorted to frequently. On the other line, the general limit is 955 feet, and only for a very short distance was a radius of 810 feet used.

When it is remembered that the maximum grade was required nearly all this distance, it will be seen that curves of 600 feet radius would have diminished the effective power of a locomotive to an extent most injurious to the road.

After passing the summit of the mountain by Christiansburg, there is not, in the world, over a mountainous country, a cheaper line of railroad. It is believed that the graduation, masonry and bridging of the line from Christiansburg to the state line, will not exceed $6700 per mile, if it reaches that sum.

It will be seen from the tabular statement that the estimated cost of the road from Salem to the Tennessee line is $2,194,162. This, of course, is an approximation, though it is believed that the estimate will prove to be a full one.

The cost of the road will not exceed the original estimates laid before the legislature at the time when the state's subscription was made, though subsequent examinations, as was to be anticipated, have greatly improved the character of the line in many respects.

The Virginia and Tennessee railroad will compare most favorably with any of the great lines leading from east to west. It is without a rival, being defended by natural barriers against all competition. Not one of these great lines passes through a country of such great and invariable fertility. The climate is most favorable to agricultural pursuits. No part of the Union is so remarkable for all the characteristics which are essential to a healthy country. Mineral deposits, of the greatest variety and value, abound through nearly the whole extent of the line. The traveller will be attracted by the beautiful scenery which every where meets the view.

The cost of this road will be very little over one-third of the cost of all the routes north of Virginia, and with the same amount of trade, having a smaller capital on which to divide, this company can make much larger dividends.

There is another point in which this road possesses a great superiority over many others. The greatest rate of ascent on any part of the line is 68 feet per mile, and this is, in all cases, in favor of the heavy trade. The highest grade opposed to the heavy trade is 60 feet per mile.

It is a consideration of the highest importance that these rates of grade will be nowhere exceeded between the Chesapeake bay and

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Memphis. Indeed it is probable, that on no other part of this great route will these grades be equalled.

The grades on the road from Albany to Boston are 83 feet per mile, and it is now proposed to construct a new and costly work, called the Boston and Troy railroad, on which there will be one tunnel of four miles in length to reduce the grades to 68 feet per mile, and to shorten the distance 18 miles.

A survey was made for a branch to the salt works, which may be reached in a distance of $6\frac{4}{10}$ miles, at a reasonable cost. This was done because it was believed that this interest was one of sufficient importance to demand the construction of such a branch by the time that the road reaches that vicinity.

It should clearly be the policy of the company to construct branches for the accommodation of this and similar objects in preference to lengthening the main line of a road which is to bear the commerce of the world.

There is a feature of peculiar value in the character of this road. It has always been a subject of regret that the amount of capital subscribed was not sufficient to authorize the immediate construction of a double track. No doubt is entertained that the commerce of this road will be greater than a single track could accommodate.

But it is believed that by doubling the track over the cheapest portions of the road, whenever the amount of business shall render it expedient, the necessity of grading the most expensive parts of the line may be avoided. This would add little more than the cost of a new superstructure to the company's expenditures. About six miles in one place and twelve in another in Bedford county, the whole distance through Roanoke, and the distance from Christiansburg to the state line, may be thus doubled at a comparatively small expense. It might be advisable to restrict the contractors in borrowing or wasting earth on one side of the road where such a plan is contemplated. It would also be desirable to construct the bridge over New river for a double track, as that would be the only expensive piece of masonry on a long stretch of cheap road.

The masonry of this bridge should be let at this time, if possible, together with a certain portion of the work on each side of the river. The stone taken out of the excavations can be used economically in the construction of the bridge.

With this exception, and about four miles of heavy work near Clark's, there is no immediate necessity for letting any of the work between New river and Wytheville. The object should be to complete all the sections at the same time, and the remainder of the work for this distance is so very light, that it would not require more than one-fourth of the time necessary to finish the heavy sections east of the summit of the Alleghany. To complete this work now, would involve a loss of interest as well as subject the work itself to deterioration, from exposure to the weather before it is needed.

By the route which has been adopted by the board, the length of the Virginia and Tennessee railroad is 207 miles, being a saving of 25 miles over the experimental survey, which made the distance 232

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miles. This improvement in the location is a matter of the highest importance to the success of the enterprise. Its value to the company, under all the circumstances, cannot be estimated at less than one million of dollars.

The value of the distance saved has been variously estimated, on the different roads in the United States, at from $20,000 per mile to $52,800 per mile, depending on the amount of travel and tonnage which is to pass over the road. To illustrate this more fully, it has been assumed that the value of a mile saved, is that capital sum which will produce an annual interest sufficient to cover the annual cost of transporting the whole tonnage and travel of the road over that mile, and keeping the same in repair. All the railroad companies in the Union are in the habit of keeping an accurate account of their annual expenses, from the salaries of their officers down to the oil used to grease a locomotive, including the cost of repairs to the track; then this whole aggregate is divided by the number of miles run by all the engines. It has been found that these two items bear a relation to each other remarkably uniform.

The following list will shew the result of this calculation on eight of the principal roads in the country.

Comparison of the cost of operation upon eight of the leading railroads in the United States:

Name of Road.	*Cost per mile run.* Cents. 100dths.
1. Boston and Lowell, and branches,	105.44
2. Boston and Providence, and branches,	66.89
3. Boston and Worcester, and branches,	87.97
4. Eastern railroad,	62.45
5. Western railroad,	80.54
6. Georgia railroad,	63.95
7. Boston and Maine, and branches,	66.77
8. Baltimore and Ohio railroad,	54.95

It will be seen that 55 cents per mile run is the lowest, and that might have resulted from peculiar circumstances, as no other case is known of the cost of transportation and repairs on a road falling below 60 cents per mile run. The value of distance saved increases of course with the increase of this cost. Take the lowest sum in the above table, and suppose six trains to pass over each mile daily for 365 days, and we have $1204 50, which being the interest on $20,000, this last is the value of one mile saved on a road which has three trains each way daily.

These are the data which have been assumed to govern the location of the Virginia and Tennessee railroad, not because it was believed that no more than three trains each way daily would be required for the business of the road, but because the difficulty of raising the capital necessary to complete the work made it imprudent to go higher. But if there were six trains each way daily, and there are now more than that number on the Baltimore and Ohio road, the saving of a mile of distance would be worth $40,000.

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That the business of this road will eventually be greater than that of the Baltimore and Ohio road at present, may be confidently predicted; and the value of distance saved will be correspondingly increased.

As a farther confirmation of the correctness of the principle, on the Central railroad of Pennsylvania, between Pittsburg and Philadelphia, which is in reality the rival of the Virginia and Tennessee railroad for the Southwestern travel, it has been established as their invariable rule to expend $ 52,800, wherever, by so doing, a mile of distance can be saved.

It is therefore clearly proven that, on the simple principle of estimating an equivalent for the annual cost of repairs and expense of transportation on one mile of road, the intrinsic value to the company of the 25 miles saved in the location of the Virginia and Tennessee railroad, is fully one million of dollars.

But there is still another element of value in the saving of distance. The shorter the road, and the lower the charges on it, the greater will be the area of country rendered tributary to that road by means of wagons or other modes of transportation. It will not be doubted that the saving of 25 miles in the length of this road will extend its influence at least 4 miles on each side of the extreme end. This influence will gradually diminish until it becomes nothing at Lynchburg.

The area of tributary country thus acquired will therefore be an average of two miles on each side of the road, for its whole length of 207 miles, or an area of 828 square miles. This same principle applies equally to the country adjacent to the extension of this road through Tennessee, as far as the trade of that country seeks a market in this direction, and would embrace 880 square miles, without calculating any thing beyond Knoxville.

These reasons might be deemed satisfactory, but in the present case there are circumstances of vast and peculiar importance, which should urge the carrying out of this principle to its utmost limit.

First. This company has to compete with Charleston for the tonnage which is brought by various lines of road to Chattanooga. In this comparison it will be assumed that Richmond and Charleston are on the same footing; for although the latter is more immediately on the seaboard, it is believed that the aid of the canal from Lynchburg will compensate for this disadvantage. The point of equal distance from Charleston and Richmond, is on the Georgia and East Tennessee railroad, 55 miles from Chattanooga, and 60 miles from Knoxville. As this point gives in favor of the Richmond line rather more than half of the road, that company becomes interested in directing trade this way. Such an influence from the company holding the road, one of whose termini is at the point of competition, is of great importance.

Chattanooga being the point where the trade must separate, we have to contend against an increased distance of 55 miles. This may be done by aid of the influence of the local trade, and the advantages of the Virginia markets in sending merchandize to that country. But when such a prize is at stake, it is the imperative duty of this company to leave nothing undone which can secure it. If this road

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had been 25 miles longer, bringing the dividing point near to Knoxville, the Georgia and East Tennessee railroad company would not have found it so much to their interest, as at present, to direct trade this way. It will require all the advantages we possess to compete with Charleston successfully at Chattanooga.

Secondly. Atlanta is now the point where the travel from Alabama, West Florida, Louisiana and Texas now passes, except that portion which goes up the Mississippi river. With the line as now located, the Virginia route is 44 miles shorter to Richmond than the line through South Carolina. But the influence of the companies, whose roads join at this place, will be against us. The greater part of the stock in the two railroads extending from Atlanta through West Point to Montgomery in Alabama, is owned in Augusta, and it would be to their interest to discriminate in favor of the travel going through their own city. It is therefore of the utmost importance to preserve all the advantage in distance that we now possess, in order to compete successfully, with the road through Augusta, for this travel.

At Memphis, again, we have to compete with the river and the Pittsburg and Philadelphia route. Here we have 407 miles the advantage over the river and the Pennsylvania road. This is probably sufficient security, but we cannot err in being too secure, when we remember the vast region, including even Texas and California, whose travel is to concentrate on this point.

There is another point of far greater importance. The Mobile and Ohio road crosses the Memphis and Charleston road 90 miles from Memphis. From this place to Cairo is 186 miles. By this line, the distance from Cairo, through Lynchburg and Richmond, to Philadelphia, is 66 miles less than it is by the river to Pittsburg, and thence to Philadelphia. At Cairo, being the junction of the Mississippi and Ohio rivers, there must come, by the former, from St. Louis and other places, an immense tide of travel, destined for the Eastern cities. But the railroads through Illinois and Ohio to the lakes will take off a part of this travel, and the importance of our having as short a line as possible from that point to Philadelphia, cannot be too highly appreciated.

Thus it will be seen that there are three important points in the West, where the line of railroads through Lynchburg must enter into competition with other lines for travel, and one point where a competition for tonnage will be encountered—in all of which, every mile saved in the length of the Virginia and Tennessee railroad will be of inestimable value. However secure we may now feel in the merits of this route, it is necessary to adopt every precaution to guard against the effect of future improvements in other lines, which may deprive us of the advantage we possess at some one of these great points of competition.

These views will shew more fully the reasons which influenced the recommendation of the route adopted by the board. The route proposed through Tazewell is 19 or 20 miles longer than the preferred line, and the extreme southern route up Cripple creek is 19 miles and 4920 feet the longest.

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But the shortest line in this case is actually the cheapest, except for a short distance, in crossing the mountain by Christiansburg, where a partial change would have lessened the cost, while it would have greatly increased the distance. The two lines thus compared would have joined again a little beyond New river.

In conclusion, a take great pleasure in bearing testimony to the able and efficient services of Mr. Andrew Ellison, Jr., the principal assistant engineer.

All which is respectfully submitted.

CHAS. F. M. GARNETT,
Chief Engineer.

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TABLE

Shewing the Length and Cost of Construction of the several lines surveyed from Salem to the Tennessee Line.

		Length.		Cost of construction.
		Miles.	*Feet.*	
1	Sandford & Prevost's line, via Elliott's creek, Little river, New river, Cripple creek and South fork of Holston, - - -	165	4920	$2,392,481
2	Route via Elliott's creek, Foundry, Cripple creek and South fork of Holston, - - - - -	160	2200	2,284,503
3	Do. do. do. Reed creek, Middle fork of Holston, - - - -	157	1640	2,248,958
4	Do. do. Little river, Dublin hollow, Martin's, Wytheville and Middle fork of Holston, - -	152	380	2,171,361
5	Do. do. Connelly's branch, Pepper's road, Martin's, Wytheville and Middle fork of Holston, - -	151	3860	2,089,915
6	Do. Capt. Kent's, Crab creek, do. do. do. do	146	-	2,194,162
7	Do. Elliott's creek, Little river, New river, Reed creek, Porter's and Middle fork of Holston, - - -	163	240	2,458,253

TABLE

Shewing the Measured and Equated Distances on Routes Nos. 1, 4 *and* 6, *from Barnett's to Byers', with the estimated Cost of Construction, and the capital requisite at* 6 *per cent. to provide an annual sum for the maintenance and operation of each Line.*

	DESCRIPTION OF ROUTE.	Measured distance in miles and decimals.	Equated distance in miles and decimals.	Cost of construction.	Equivalent capital to maintain.	Equivalent capital to work.	GRAND TOTAL.
1	Sandford & Prevost's line from Barnett's to Byers', - - -	121.16	215.76	$1,827,740	$1,009,666	$2,876,800	$5,714,206
4	Route via Elliott's creek, Dublin hollow and Wytheville, - -	106.50	209.66	1,606,619	887,500	2,795,466	5,289,585
6*	Do. Capt. Kent's, Crab creek, Pepper's road and Wytheville, -	102.23	206.91	1,629,421	850,250	2,758,800	5,238,471

* 3400 linear feet of bridging less on 6 than on 4.

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[G.]

VIRGINIA AND TENNESSEE RAILROAD.

Meeting of the Stockholders.

At the third annual meeting of the stockholders of the Virginia and Tennessee railroad company, held at the Masonic hall, in the town of Lynchburg, on Wednesday, the 27th day of November 1850:

The meeting was organized by the appointment of Hon. Daniel A. Wilson, chairman, and F. G. Morrison and J. Newton Gordon, secretaries.

The roll of stockholders was then called, and there were found to be present in person and by proxy four hundred and four stockholders other than the state, owning six thousand one hundred and six shares, and the commonwealth of Virginia by her proxy, owning nine thousand shares, entitled to one thousand and twenty votes—being a majority of all the votes which could legally be given upon all the stock which had been subscribed—whereupon the meeting proceeded to business.

The chairman then appointed Messrs. Chiswell Dabney, Wm. M. Burwell and Robert J. Davis a committee under the 8th by-law, to examine the proxies, who, having performed that duty, made a report declaring that a large majority of them were regular, and rejecting as informal several of them; whereupon, a motion was made to disagree with the committee in their report so far as it declared the said proxies informal, which motion prevailed—and then the report was adopted.

The reports of the president and chief engineer were then presented and severally read; and

On motion of C. L. Mosby, Esq.,

Resolved, That the communication of the president, with the accompanying documents, be referred to a committee of eleven, with instructions to consider the same, and to make report to this meeting of such measures as they may deem proper and expedient to be adopted; whereupon

The chairman appointed Messrs. C. L. Mosby, F. B. Deane, Jr., Major Jas. R. Kent, John G. Meem, M. Langhorne, Jr., Robt. S. Payne, Robert J. Davis, David Graham, Jos. R. Anderson, Alexander Liggatt and Wm. M. Burwell to constitute said committee.

The committee appointed at the last annual meeting, as required by the 8th by-law, made their report, which was read and received, and is in words following, to wit:

To the Stockholders of the Virginia and Tennessee Railroad Company.

The committee appointed at your last annual meeting, to examine the books, accounts, state of the funds, the vouchers for all moneys received and disbursed, and all transactions of the company from their appointment up to the end of the current year, including official bonds, beg leave, respectfully, to submit the following report, viz:

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Your committee have carefully performed the duties assigned them, and found the books to have been neatly and accurately kept, and each item of disbursement to be supported by a satisfactory voucher. The official bond of the treasurer is in proper form, and the security satisfactory. Your committee beg leave to submit the accompanying synopsis, marked A, prepared by the clerk, which presents a true statement of the condition of the company, up to the 31st of October 1850, the end of the current fiscal year. Also statement B, exhibiting the receipts and disbursements of the company up to the same period of time, both of which correspond with the balances, in detail, standing upon the books as of that date.

DAVID R. EDLEY,
DAVID RODES,
CHARLES W. CHRISTIAN,
JAMES L. CLAYTOR,
J. H. TYREE,
JAMES M. BOYD.

Lynchburg, Nov. 26th, 1850.

On motion of Mr. Mosby,

Resolved, That when this meeting adjourns, it adjourn to meet at 9 o'clock to-morrow morning.

On motion of Mr. Yancey, the meeting then adjourned.

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9 *o'clock, Thursday morning*,
28th November 1850.

The meeting convened pursuant to adjournment on yesterday, and a quorum being present in person and by proxy, was called to order by the chairman.

The proceedings of the meeting of yesterday were read and approved.

Mr. Mosby, chairman of the committee appointed to consider and report upon the president's report and accompanying documents, submitted their report, and recommended the following resolutions, which were severally voted upon and unanimously adopted, except the 4th resolution, to which there were a few dissenting voices, and are as follows:

1. *Resolved*, That the stockholders do, in accordance to the recommendations of the president and directors, hereby accept the amended provisions of the general railroad law, to be found in the new Code of Virginia, so far as the same may be applicable to the charter of the Virginia and Tennessee railroad company.

2. *Resolved*, That the financial affairs of this company appear to have been prudently and efficiently administered during the past fiscal year.

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3. *Resolved*, That, in accordance with the request of the Board of public works, the fiscal year of this company shall, in future, terminate on the 30th day of September in each year.

4. *Resolved*, That whilst they disclaim any purpose to come in conflict with the authorities of the state, the stockholders are constrained to differ with the Board of public works in the construction of the 15th section of the 66th chapter of the Code of Virginia; and not considering that the subscription on behalf of the state authorizes the said board to appoint more than two directors, this meeting will proceed to elect three directors on behalf of the stockholders, other than the state, for the ensuing year.

5. The president and directors having communicated the following request, received from the Board of public works, *i. e.*, "that a thorough survey be made with a view of ascertaining the best practicable route for the extension of the said road west of New river,"

Resolved, That the stockholders approve of the action of the president and directors in relation to the said request, and are confident that the reasons adduced in the report of the president and chief engineer will satisfy the said board that the object of their request has been substantially complied with.

6. *Resolved*, That we approve of the entire location of the road to the Tennessee line, as adopted by the board of directors.

7. *Resolved*, That we approve of the letting to New river and Wytheville, as advertised to take place on the 4th of December, and are of opinion that, in accordance with the policy indicated by the 5th resolution of the stockholders at their last annual meeting, the president and directors ought in their discretion to apply the resources of the company, so as to extend the road as rapidly as practicable to its terminus on the Tennessee line.

8. *Resolved*, That the reports made to the stockholders indicate that the affairs of the company are in a prosperous condition, and that the president and directors, the principal engineer and corps of engineers, are entitled to the thanks of the company for the ability and fidelity with which they have discharged the trust confided to them.

On motion of C. L. Mosby, Esq.,

Resolved, That along with the proceedings of this meeting, five thousand copies of the reports of the president and chief engineer, with the accompanying documents, be printed in pamphlet form for circulation, and that a speech recently delivered in the city of Richmond, by the chief engineer, be added thereto.

Resolved, That a committee of four members be appointed to communicate to the Board of public works the reasons of this meeting for the adoption of the 4th resolution.

The chairman appointed Messrs. C. L. Mosby, Wm. M. Burwell, Joseph R. Anderson and John M. Speed, to be of said committee.

On motion of Mr. Deane, the chairman of this meeting was added to the committee.

On motion of C. Dabney, Esq.,

The meeting then proceeded to elect a president and three directors

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for the ensuing year; when Gen. ODIN G. CLAY was unanimously elected president, and Messrs. *Henry Davis, John Robin M'Daniel* and *Thomas J. Boyd*, were unanimously elected directors on the part of the stockholders.

On motion of F. B. Deane, Esq.,

Resolved, That the board of directors be requested to raise the salary of the treasurer and clerk to twelve hundred and fifty dollars per annum.

Resolved, That the official bond of the treasurer and clerk be fixed at ten thousand dollars.

The chairman then appointed Messrs. Samuel Garland, David R. Edley, Anderson H. Armstead, David Rodes, John H. Tyree, James M. Boyd, Charles W. Christian, James L. Claytor and Henry Dunnington, a committee "to examine the books, accounts, state of the funds, the vouchers for all moneys received and disbursed, and all transactions of the company, from their appointment up to the end of the current fiscal year, including official bonds," as required by the 8th by-law.

On motion of C. L. Mosby, Esq.,

Resolved, That the proceedings of this meeting be published in the newspapers published in the towns of Lynchburg, Liberty, Wytheville, Abingdon, and Jeffersonville in the county of Tazewell, Va.

Resolved, That the thanks of this meeting be tendered to the chairman, for the dignified manner in which he has presided over it during its deliberations.

On motion the meeting then adjourned.

DANIEL A. WILSON, *Chairman.*

F. G. MORRISON,
J. NEWTON GORDON, } *Secretaries.*

[H.]

SOUTHWESTERN RAILROAD.

Substance of the Remarks made by C. F. M. Garnett, Chief Engineer of the Virginia and Tennessee Railroad, at a Public Meeting held in Richmond, 19th October 1850.

GENTLEMEN,

The object for which this meeting has been called is one of incalculable importance to the city of Richmond and the state at large. You have been assembled together to consider the propriety of aiding in the construction of the Virginia and Tennessee railroad; the completion of which will be attended with consequences only secondary in importance to those which followed our declaration of independence.

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The one gave us political and religious liberty—the other will secure to us commercial and social independence. No man could now venture to predict, nor would he be believed if he did predict, the prosperity to our agriculture, commerce, manufactures, and every other industrial pursuit, which would result from the construction of this grand line of communication through our state.

Hitherto the Virginia and Tennessee road has progressed with unexampled rapidity. The surveys were commenced about the close of June 1849. Laborious and minute surveys have been made, extending to the state line; and sixty miles, constituting the heaviest portion of the work, have been placed under contract. The graduation of this sixty miles is now more than half done. The whole graduation will be completed in time to lay the rails as soon as the weather will permit next spring. For this distance iron has been purchased on the most favorable terms, and before the close of the ensuing year the cars will be running to Salem, and the country will begin to feel the beneficial effects of the improvement. Very recently, ten miles of very light work have been let above Salem, but no iron is provided for this additional distance.

The board of directors earnestly desire to prosecute the work with the same spirit and energy which has hitherto marked their action; and, in accordance with this view, they wished to put 70 miles more under contract this fall—leaving but 70 miles to let the ensuing year.

To warrant this, it is necessary to increase the private subscription by $200,000, which, together with the state's quota, will add $440,000 to the available resources of the company.

The principle on which the board have acted, up to this time, has been, not to let any more road than the capital actually subscribed will finish, and the sum above named is necessary to complete the road to some point in Wythe county. The aid, to be effective, must be immediate; for experience has proven that, in a slave state, little good is accomplished by letting work at any other period than near the close of the year. This enables the contractors to hire their hands and make all the necessary preparations for another year. Without this, they suffer many disadvantages which are not felt in the free states, and they lose the benefits which are to be derived from the use of the peculiar labor of the South. If, therefore, the letting cannot be made in November, it will effect but little to make it before the latter part of 1851. Indeed, the inconveniences above mentioned would be felt in the prices at which the work would be taken.

Should this delay be found necessary, it will damp the ardor and paralyze the energies of our friends. It would delay, for an indefinite time, the completion of the work; and, during this delay, the stockholders will be deprived of the revenue from the work, and the country would be deprived of the benefits to be expected from it. But this is not all. It will be shewn presently that this is but one link in a great chain of roads uniting Memphis, on the Mississippi river, with the Chesapeake bay. Every company in this line is organized, and each has its own difficulties to struggle with, against which it is battling manfully.

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The eyes of all are turned on us with intense anxety. They know that the complete success of each part is dependent on the success of every other part of the line. They feel that their own exertions may be rendered comparatively fruitless by the supineness of others.

If we hesitate now, if we falter, it will dishearten and discourage all our friends. By our energy and public spirit we have established a leadership in this great line of confederate railroads. Virginia still has some character abroad for intelligence and patriotism, much as she has lost by her lack of enterprise. If our friends should find that Virginia, with all her intelligence and all her patriotism, is either unwilling or unable to contribute the small aid now required to secure so important an object, they will lose half their motives for exertion—and will be unable to meet the arguments of those who are found every where opposing every thing that can promote the progress of the human race.

If, on the other hand, we are enabled to fulfil the promises we have made to the world, by pushing this work with all possible energy, and thus convincing the public that it will be promptly finished, we strengthen the hearts and nerve the arms of our friends, and give their exertions a life and spirit which must command success.

If this line of railroads possesses but half the importance which its friends believe it to possess, what a deep interest the city of Richmond should feel in its success. It may not be amiss to allude here to the attitude which your city has assumed towards Lynchburg and the Southwest. There has been growing up in that country some feeling of resentment against Richmond for her supposed indifference towards a great state work, in the benefits of which she was herself to participate so largely. This feeling was considerably allayed by the presence and action of your delegates to the Wytheville convention. That convention, as you are aware, was called to take measures for raising the sum required to carry on the work. Your delegates pledged Richmond, as far as they had the power to do so, and fully pledged their own personal exertions to raise half the amount in Richmond, provided the Southwest should raise the other half. In other words, they pledged themselves to raise $100,000 in Richmond, provided a like amount should be raised in the Southwest.

This liberal proposition was hailed with enthusiasm, and the delegates of the Southwestern counties immediately promised to do their part. The seed was thus planted of a lasting bond of friendship between this city and that whole country. If now these seed shall ripen into action, and you should confirm the pledges made by your delegates, becoming the first Eastern city to extend aid to us, you secure the good will of that country forever, and adopt the very best means of securing to yourselves the lion's share of the valuable trade which that railroad must pour out upon our Eastern border.

Fellow-citizens of Richmond, what will you do? Will you refuse to sanction the pledges made by your delegates? It is true they stated that they had no authority to give any pledge that could bind you. They only said what they believed you would do, and pledged their own influence and exertions to have it done. I am sure you will

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not thus tell the Southwest that you cannot fulfil these pledges, and that they must go elsewhere for sympathy and aid.

It is very little that you are asked to do, and even if you depended on the canal alone, you must receive compensation, ten times over, for your investment.

The benefits which the commerce of Richmond would derive from the construction of the Virginia and Tennessee railroad, through the canal alone, would probably be almost as much annually as the sum which you are asked to subscribe.

But there is another view of this subject—the benefit that you are to derive as stockholders in the James river canal. It is conceded that the canal may carry the agricultural and mineral tonnage at one cent per ton per mile. It is not extravagant to suppose that the railroad will bring to the canal at Lynchburg 45,000 tons annually. This would pay the canal a revenue of $65,700 per annum. What effect would this have on the value of the stock; the very anticipation of the railroad has already raised that stock ten dollars per share. If it should add $20 per share to the value of the stock, it would give the city of Richmond, on her investment in that canal, $60,000 more than you are now asked to subscribe.

I would ask gentlemen to consider for one moment what we are struggling for. It is the trade of the great West—that trade, to secure which, our intelligent and enterprising fellow-citizens of the North have poured out their treasures like water.

That trade has created the Welland and the St. Lawrence canals, through which vessels carrying 3000 bbls. of flour can pass. That trade created the Erie canal, and the line of railroads between Albany and Buffalo. These two works brought such a commerce to Albany that Boston was induced to construct a road 200 miles long, at a cost of nearly $15,000,000, to enter into competition with the Hudson river and the city of New York. So successful was Boston in this competition, that New York was forced to make the New York and Erie railroad. Thus it will be seen that there are four works extending from the Eastern waters to Lake Erie, and competing with each other for the great Western trade.

New York and Boston have expended $60,000,000 in their efforts to reach that trade. If we add Philadelphia and Baltimore, we will find that $100,000,000 have been expended for an object similar to that for which we ask your aid. There is another scheme in which Boston has recently embarked, to which I would call particular attention. Boston has already paid some $15,000,000 for a road to Albany. She is now about to construct another line, which is to be a rival to this line; and for that purpose they will have to expend many millions more, and construct a tunnel four miles long. And what will she gain by this large expenditure and this difficult undertaking? She will save 18 miles of distance in reaching the Western trade, and instead of grades of 83 feet per mile, she will secure grades of 68 feet per mile. This last happens to be the highest rate of grades ever used on the Virginia and Tennessee railroad, and even that is only used when it is in favor of the heavy trade; 60 feet per mile being the limit of graduation opposed to that trade.

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It may be asked, whether so many competing lines can be profitable? It is a sufficient answer to say, that the line of roads between Albany and Buffalo paid for the year 1849 an average dividend of twelve and two-tenths per cent.

These lines have been mentioned particularly, because they are the great lines of the country connecting east and west. It may be stated that the railroads in New England, as a whole, divide 7 and 8 per cent.; and the roads there are so numerous that they must greatly diminish the profits of each other. In Massachusetts, especially, where the roads have been uniformly profitable, the state is checkered over with roads so as to give her map very much the appearance of Johnson's definition of net-work.

I will have occasion to allude to this presently.

It has been said that these roads will not be as profitable in the South as they are in the North. Wherever this experiment has been fairly tried, this doubt has been refuted.

In Georgia and South Carolina both, all the railroads have been profitable. In Georgia, especially, their success has been most complete. It so happens that by a rare good fortune a system was laid out in Georgia—a system by which each road was made to contribute to a general plan, all parts of which were calculated to contribute to one general result. Another feature in their plan was, that the greater part of the work was left to individual enterprise. The state constructed one work, 140 miles in length, leaving to private capital to fill out the system.

That state has now 646 miles of finished road, and there are at least 200 miles more in course of construction. All their roads are profitable, and the Georgia railroad divides about 10 per cent. on its cost.

The effect of these Georgia roads has been remarkable. Every branch of industry has received a new impulse; life and health have been instilled into her agriculture, commerce and manufactures. Her villages and towns have all been enlarged.

Augusta, which is on the Savannah river, having a river to lead to the city of Savannah, and a railroad to lead to Charleston, has prospered eminently. Property in Augusta has doubled in value within a few years. Manufactures of cotton, wool and flour have sprung up. Her trade has acquired a degree of soundness, as well as activity, truly astonishing. The trade of Augusta for the year ending June 1849 was greater than it had ever been except in 1837. During the year 1837 the extraordinary inflation of the currency gave rise to a large but unsound trade. It has been said that Augusta lost half the debts made that year; but for the year ending June 1849 there was not a dollar lost by any bad debt. This was in consequence of the general prosperity of every interest in the country, produced by the railroads, which opened a market to the back country, and enabled every man to secure a reasonable profit for his labor.

At the same time the interior towns and villages of Georgia flourished, without exception. Property in the villages, as well as

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country, doubled, and sometimes quadrupled, in value. While the value of property in Marietta rose to four times its former price, a new village grew up at Atlanta, only twenty miles distant. In 1842 Atlanta was commenced, and in 1845 it was composed of only a few houses; now it contains nearly 3,000 inhabitants.

These results did not take place in Georgia until the roads had penetrated a grain country.

In 1842 the Georgia railroad was in use only 104 miles, and the Central railroad about 90 miles. The chief article of export by these roads at that time was cotton. The companies were making no dividends, and the country had felt no great impulse of prosperity. The spirit of internal improvement was as dead in the state of Georgia then as it was in Virginia. It was with great difficulty that the bill for completing the state work, the great trunk from which all the others were to be fed, could be passed through the legislature. And during that and the two following sessions this bill was passed by very few votes. In 1845, the Georgia railroad joined the state road, and it was some time later that the line from Savannah through Macon reached the same point.

It was then that Augusta, as well as the interior of Georgia, began first to feel the real benefits of these roads, and the companies begun to realize some profit. These results happened when the exportation of grain commenced. It is remarkable that no city or town on the seaboard of the United States has prospered much until it became a market for breadstuffs.

The effect on the city of Charleston, of the opening of their line of roads penetrating Georgia, was truly astonishing. As the work progressed, each extension of the line had a decided effect on the prosperity of Charleston; but it was not until near the close of 1845, when the road had been finished for 357 miles from the city, that the greatest effect was produced.

From this time to 1847, during which period the road was extended to Dalton in Georgia, 400 miles from Charleston, the business increased with a rapidity certainly never before witnessed in the Southern states. Each season the wholesale merchants would lay in large supplies to meet the increasing demand, and each year these supplies would be exhausted before the season was half over. The hammer might be heard in every store in Charleston, throughout the night as well as day, nailing up boxes of goods for the merchants of the interior. At the end of the season, both merchants and clerks would be thoroughly worn down and exhausted, although the number of clerks would be periodically increased to meet the increased labor. Charleston is now marching steadily on in a course of prosperity which bids fair to declare the commercial independence of South Carolina. Savannah, too, although not more than ten hours distant by steamers, is making rapid strides, and has already attained a degree of sound and rapidly increasing prosperity, the just reward of her zeal, enterprise and patriotism, which is truly worthy of what is now justly called the empire state of the South.

And what has given glorious Georgia this noble title but her well-

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planned and well-executed system of internal improvement? Why may not Virginia, with better climate, richer soil, and all the elements of national wealth in greater abundance, secure to herself even a higher and prouder eminence among the states? We must cease to dream of our past greatness; follow the example of Georgia, and do what is necessary to develope the vast resources of the state.

And here I would call particular attention to one fact. Augusta, Charleston and Savannah are all three in a condition of great prosperity; and yet the greatest distance between any two of these cities is 136 miles. And yet the towns of Virginia, which, if they do justice to themselves, are to be the marts of an empire, must let this boundless wealth be locked up in mountain fastnesses, lest one town should get the start of another. There are eighteen millions of acres of land between Lynchburg and Knoxville which *must* find their outlet by the Virginia and Tennessee railroad. For my part, I do not profess to be the peculiar friend of one town or city; I wish and expect to see them all prosper. There is not one pulse in my whole frame that does not beat high for Old Virginia—her welfare is now, and ever has been, the dearest wish of my heart. I wish to see the great stream of wealth, which is to be poured along the course of the Virginia and Tennessee railroad, brought through the very heart of the state to enrich our Eastern markets.

I do not hesitate to say that the natural channel for that trade is by the south side of James river, and trade will follow its natural channel unless diverted from it by some powerful force. You must have it unless you drive it from you. You have nature for your colleague, and nothing but your own supineness, aided by the activity of others, can deprive you of the richest harvest the world ever saw.

Let us examine for a moment the claims of Richmond to become a great grain market, which I have already stated to be the great cause of the growth of a seaboard town. Here again, nature has been bountiful to you. It is a well known fact, that the flour sent from James river is the only flour that can bear the voyage around Cape Horn, and that Richmond city flour will command in the South American markets 75 cents per barrel more than any other flour. This is an advantage which can scarcely be too highly appreciated. And yet with this fact in your favor, the *increase* alone of the flour trade of Baltimore, brought by the railroad since its completion, is greater than the whole flour trade of Richmond.

It was shewn by Mr. Deane, in his speech at Wytheville, that this increase, since the opening of the road to Cumberland in 1842, has been 235,730 bbls.

The average inspection at Richmond from '39 to '49, was 233,328 bbls., shewing that the increase in Baltimore was greater by 2402 bbls. annually than the whole average inspection of Richmond.

Now suppose the Virginia and Tennessee road to be finished. From Norfolk, by way of Richmond, to the Tennessee line, a distance of about 450 miles, is the finest wheat country in the Atlantic states. There is scarcely an acre in that distance that is not adapted to the culture of wheat and corn. Can this grain go to market by railroad?

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Wheat is now carried from Atlanta to Augusta, 171 miles, for 8 cents, and corn for 7 cents per bushel.

I believe the proper charge for wheat would be about 7 cents for 100 miles, and 10 cents for 200 miles. Therefore, the grain of this country can be carried to market by railroad, and Virginia can become one of the best grain markets in the Union.

Her geographical position gives her peculiar advantages in this respect. From Charleston to the commencement of the grain region, is 357 miles. Buffalo, where the Western grain is collected by an average water transportation of 200 miles, is 526 miles from Boston, and 476 from New York.

New Orleans cannot come in competition with the Atlantic markets, because it can never ship grain and flour in a condition to stand a long voyage. The heat and dampness of the climate, and the condition in which grain is brought there by the river, make it absolutely impossible that it should be shipped in a perfectly sound condition. Indeed, there is no mode of conveyance by which grain can reach a shipping port, which delivers it in so good a condition as a railroad. By this mode alone can it be delivered to the ship in the same order in which it leaves the granary of the farmer. In proof of this, it may be stated, that the difference of price paid in New York, for flour brought by railroad and canal and that brought by sea, would pay the whole cost of transportation on a barrel of flour from Memphis to Norfolk by railroad.

It is a remarkable fact that there is no sufficient bread market in the United States—no port where the supply reaches the demand. There is certainly none north of Norfolk; for Nova Scotia and New Brunswick now import their flour from New Orleans, and wheat grown in the valley of the Mississippi, is now shipped from St. Louis for New Brunswick, and ground into flour at the mills of St. John.

This fact, viewed in connection with a large amount of grain annually shipped from the lakes, may give some idea of the demand for breadstuffs in the Atlantic ports.

There arrived in Buffalo in 1847, 1,887,000 bbls. of flour, 6,489,100 bushels of wheat, and 3,373,087 bushels of corn, oats and rye, to be shipped to the Eastern markets. And to this must be added the great quantity of breadstuffs shipped by the Welland and St. Lawrence canals.

In short, it has been clearly ascertained that the whole Atlantic slope makes no grain for export, and the facts above stated prove that the supply from the West is wholly inadequate.

It being assumed that the Chesapeake bay is to be the great outlet for the grain of this vast region, Richmond has, in her unlimited water power, a peculiar advantage in the competition for this grain. Indeed, that Richmond has great natural advantages in position, is proved by the great increase in her wealth and population since 1830, without doing anything to produce such an effect.

The way in which towns generally increase, is by enlarging the area of back country tributary to them; but the back country of Richmond has not been much increased for many years. The James

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river canal has had less effect in that way, in consequence of the high tolls. Until within three years, the cost of transportation by that canal was little less than it had been by the river. Even now the tolls are much too high to confer on Richmond, and the country along the line, such benefits as have resulted from similar works in the North. For this I do not blame any of the managers of the canal. The state has so regulated the terms of the aid extended to this canal, that they are compelled, during the construction of the work, to pay interest on a large proportion of what should have been their capital. The canal between Lynchburg and Richmond is obliged to pay interest on the state loan, and must keep up the tolls in consequence. This is an evil which will be remedied by the construction of the railroad, which will bring to the canal an amount of trade which will enable them to lower their tolls. If Richmond, without any material increase of her back country, has increased so rapidly, what may be expected when cheap transportation is established between her and the Mississippi valley.

But I have as yet discussed this question solely with reference to the effect of the road on the prosperity of Richmond. And you have been asked to subscribe $100,000 to secure benefits for which you might well afford to pay ten times that sum.

I will now proceed to shew you that the stock itself will be a valuable investment. It is a safer investment than any road in Massachusetts—for in that state the roads are now almost too numerous, and new ones are constantly springing up, and yet those roads divide 7 and 8 per cent. generally, and in some cases even more. It is more secure than the lines of improvement draining the trade of lake Erie, because there are now three lines, and will soon be four, competing for that trade. And yet the line of railroads from Buffalo to Albany divided for the year 1849, twelve and two-tenths per cent. The Georgia railroad is making about ten per cent. profit on its cost. On that road, 171 miles long, there are not ten miles of rich land, and with that exception, there is not one acre equal in fertility to every acre of land lying between Lynchburg and the Tennessee line. I believe it to be a clear truth, that any railroad 100 miles long, passing through rich land, can support itself, even without any great feeders at its termini. The Georgia road is without mineral deposits along its line; ours has an unlimited amount of iron, coal, salt and plaster, besides rich deposits of lead and copper. The Georgia road has a formidable rival in the line of roads passing through Macon to Savannah —the "Macon and Western" and the "Central road." Finally, our road will actually take off a part of the travel which now goes by the Georgia road.

But let us compare our road with the Baltimore and Ohio railroad. That road has not yet reached any great feeder, but depends upon wagon transportation to connect it with the Ohio river. That road had for the year ending September 30th, 1850, a gross income of $1,343,805, yielding a nett revenue of $734,216, which was a profit of something more than 9½ per cent. on the capital represented in the road. It is worthy of remark, that more than two-thirds of the ag-

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gregate receipts of the company was from freights, and that the increase of income this year over the last, was $102,599. As long as the road extends no farther than Cumberland, the amount of freight must depend chiefly on the adjacent country, and any increase must result from the gradual development of the resources of that country, produced by the railroad itself. This road traverses a poor country for the first 50 miles; for the next 50 miles the soil is rich, and after that it becomes poor again. After leaving Berkeley county, Virginia, the land is poor until you reach within 30 miles of the Ohio river; and the greater part of that 30 miles, though the land is fertile, consists of mountain slopes.

For one-half the length of the Baltimore and Ohio road, below Cumberland, it has the competition of the Chesapeake and Ohio canal, and the great state work of Pennsylvania, from Philadelphia to Pittsburg, runs within 75 miles of Cumberland.

The road has cost $42,830 per mile, or $7,623,606 to its present terminus; and on this sum, the profits of the road must be used to declare dividends.

I have given you the present condition of the Baltimore and Ohio road, and will now state in contrast, that the Virginia and Tennessee railroad, for its entire length, passes through a fertile region; that it can have no competitor, and that it will cost very little over one-third per mile of the cost of the Baltimore and Ohio road. Taking the difference of cost, which constitutes the capital on which we are to make dividends, into consideration, the same amount of nett earnings which they receive, would enable us to make nearly three times the dividend made by them.

This last has *not one point* of superiority over our road; and when the two are completed, the contrast will be still greater. Before the Baltimore road reaches the Ohio river—a river of uncertain navigation—it has to encounter a grade of 117 feet per mile for 12 miles, while our road never exceeds 68 feet per mile in favor of the heavy trade, and 60 feet per mile opposed to it.

In comparing our road with every road north of Virginia, we have two great advantages, our comparative freedom from competition, and the smaller cost of the work. The Massachusetts roads cost about $ 60,000 per mile, and the Northern roads generally cost about $45,000 per mile. Our road, costing about one-third of that sum, will be able to make a greater per cent. on our capital, with the same gross receipts, than the Northern roads.

But the most important view to take of this work, is to consider it as one link in a great chain of railroads connecting the Mississippi at Memphis with the Chesapeake bay. In this point of view it assumes a national importance, far beyond any local value it may possess as an isolated work.

From Memphis to Richmond is 880 miles, a distance which will be travelled by passenger trains in 30 hours, but call it 36. The journey from Richmond to Boston is now performed in less than 36 hours. Therefore, the journey from Memphis to Boston, by Richmond, will not require more than three days, and may be accomplished in less

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time. No route can ever compete with this. If a traveller at Memphis wishes to go to Philadelphia, he will find it shorter by 407 miles, to go through Lynchburg and Richmond, than to go up the Ohio river to Pittsburg, and thence to Philadelphia; and if the uncertainty of navigation in the Ohio river is considered, our route will be found to possess a vast superiority over the other.

If a passenger starts from Atlanta in Georgia, where all the travel from New Orleans, Mobile, Montgomery, &c. now convenes, he will find it 44 miles nearer to go by Dalton, Knoxville and Lynchburg, to Richmond, than the route through Charleston, S. C.

Thus it will be seen that all the travel from Texas, Louisiana, Alabama, part of Georgia, Arkansas, Mississippi, parts of Missouri and Illinois, and a portion of Tennessee, will find its shortest way to the Eastern cities through the Virginia and Tennessee railroad.

Nor is this all; for though the extension of the railroad from Memphis to California may be delayed many years, there will probably be a road at a much earlier date connecting the Gulf of Mexico with the Pacific by the Tehuantepec route. The terminus of this route on the gulf lies five degrees west of the mouth of the Mississippi. It is evident, therefore, that a traveller from the Tehuantepec railroad, desiring to reach Washington city, could come by ocean steamers to New Orleans, by river boats to Memphis, and thence by our line of railway.

In this way the communication between our seat of government and California would be by the line of railroads from Washington to Memphis.

It would be scarcely possible to estimate the amount and value of this travel, and there is no possible route to compete with it. This road is defended by mountain barriers against all competition.

Now what is the prospect of having all this line completed? You already know the chance of finishing the Virginia and Tennessee railroad, which extends from Lynchburg to the state line, 210 miles. The East Tennessee and Virginia road thence to Knoxville, 110 miles long, is now under construction. Seven hundred thousand dollars have been subscribed by private individuals, and a considerable distance has been put under contract. There is every reason to believe that the state will subscribe to the work if it is desired. Next comes the Georgia and East Tennessee road, which now runs to Dalton in Georgia, a distance of 115 miles, leaving 40 miles to reach Chattanooga, by the state road of Georgia. This distance will hereafter be saved by leaving the Georgia and East Tennessee road at Cleveland, and running direct to Chattanooga, which is the same distance from Knoxville that Dalton is.

This road is in a rapid course of construction—even the iron, locomotives and cars have been purchased. In this road the state of Tennessee holds a large interest. From Chattanooga we will use 40 miles of the Nashville and Chattanooga railroad, which is under contract. Then comes the Memphis and Charleston railroad, 280 miles long. For this road, $1,500,000 have already been subscribed by individuals, and the aid of the state can be obtained if necessary. But

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the citizens of that country have already displayed a degree of enterprise and public spirit which gives assurance of success. Some idea may be formed of the favorable direction of this route, from the fact that, in the 320 miles from Chattanooga to Memphis, there is not a variation in latitude of more than 30 miles. The whole variation between Richmond and the farthest southern extremity of this line of roads will be only 2¾ degrees of latitude. By a glance at the map, the remarkably favorable direction of the whole route from Memphis, by way of our road, to Boston, cannot fail to strike any one who will take the trouble to examine it.

The travel alone would pay a good dividend on the stock of the Virginia and Tennessee road. As to other sources of profit, the whole export trade of the country from Lynchburg to a point 55 miles west of Knoxville, must come this way for the nearest market. Beyond that point, Charleston and Savannah may be competitors for the heavy trade in agricultural products.

But there must be a very large local trade along this railroad. Virginia will send her wheat, salt, plaster and manufactured tobacco West, and North Albama will send her cotton to supply factories in this state. There are 109,000 bales of cotton raised in the Tennessee valley, above the Muscle Shoals and below Chattanooga. Tobacco in hogsheads will also come from Memphis to Richmond.

By this and other lines connecting with it, Richmond and Lynchburg will send their manufactured tobacco to every part of South Carolina, Georgia, Alabama and Tennessee. According to the principle already laid down, the local trade of this whole line of railroads would support them. The entire distance of 750 miles from Lynchburg to Memphis, with scarcely an exception, is rich land, and much of it not surpassed in fertility by any country in the world.

With regard to the import trade of this whole line, Richmond and the other towns of Virginia may easily compete for it with Charleston and Savannah, their only rivals. The small difference of distance would be nothing if we could offer other inducements to the Western merchants.

It remains to view this road as one in a system of national defence. By railroads now made or projected, Memphis will be connected with the Chesapeake bay, with Charleston, Savannah, Mobile and Pensacola. Thus will the Valley of the Mississippi be connected with all the important ports on the South Atlantic coast and on the Gulf of Mexico, and form a system of national defence which no human skill could improve. Men and munitions of war can be collected from the great West and thrown upon our coast at any point, within 48 hours after the necessity arises.

But enough has been said to shew that Richmond has an interest in this work which should induce her to give a far greater amount of aid than that which she is asked, and I now call upon you to determine whether you will secure to yourselves a large portion of the benefits which must arise from it. This is a crisis in the history of the Virginia and Tennessee railroad, and I feel most confident that if we are now enabled to press on with vigor, we will never again encoun-

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ter the least difficulty. If one-third of this work were completed, as it will be in another year, the public would begin to see its importance and appreciate its value.

Gentlemen of Richmond, it remains with you to say whether you will lend your aid to promote these great results, which will be felt, not only by you, but by our whole state, spreading wealth and prosperity through the land, and restoring the commercial and political importance of the good Old Dominion.

Proceedings of a Convention held at Tazewell Courthouse, Oct. 1850.

TAZEWELL C. H., 18th October 1850.

To his Excellency Governor J. B. FLOYD,
Chairman of the Board of Public Works.

SIR,

At a convention held at this place yesterday, for the purpose of considering the best practicable route for the extension of the Virginia and Tennessee railroad westwardly of New river, which convention was composed of delegates from the counties of Washington, Smyth, Tazewell and Giles, it was made our duty to communicate to the Board of public works the resolutions adopted unanimously by the convention, which are enclosed herein, and to urge upon your board the adoption of such proceedings as might most certainly secure the granting of the request for a thorough survey of the route indicated therein, by bringing to the notice of your board such considerations as appear to us to render the line proposed by the convention preferable to any of the routes hitherto surveyed, and at any rate to entitle the citizens of the counties represented in convention to the survey asked for.

In the performance of our duty we are unwilling to dwell at tedious length upon all the advantages which might be expected to accrue to the whole country from the selection of the line proposed in the resolutions of the convention, but we would mention in as brief terms as possible, those considerations which appear to us of most weight and importance, being convinced that the board will readily apprehend their force, and will promptly deduce those further inferences which may be drawn from a concise statement of the principal benefits anticipated.

The line proposed will in our estimation be found considerably shorter than any other hitherto contemplated, and at the same time it is at no point intersected by mountains and hills, as wherever these might otherwise have opposed obstructions to the execution of the work, they may be passed at gaps forming the channels of the various streams which the line follows. The country rises slowly and gradually from New river to the head of Hunting Camp creek, and falls by an easy descent from the head of the Poor valley to the Ten-

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nessee line. The Alleghany, in the vicinity of Blacksburg or Christiansburg, would be the only mountain in the whole distance from Salem which it would be necessary for the railroad to surmount, and the advantage thus gained would not be counteracted by making long detours in other places, as the directness of the water-courses dispenses with the necessity of any considerable deviation from a straight line at any point after leaving New river. On this line very few bridges would be required, as it would be rarely necessary to cross any of the streams, and where necessary, small bridges or substantial culverts would alone be wanted. There would be need for but few embankments, and rarely for any excavation, as the gradual ascent of the country from New river, and its gradual descent from the head of the Poor valley, scarcely presents at any point a grade too high to be readily overcome by a locomotive of ordinary power. Under these circumstances, we entertain a confident belief that a railroad could be constructed at a considerably less expense per mile along this route, than on any other line proposed. We have indeed some reason for the belief that the cost would be $4,000 or $5,000 less on the average, per mile, than on any of the other routes.

The soil along the whole line indicated is admirably adapted for the construction of a good and permanent railroad bed, while stone, iron and coal, with the timber, and nearly every thing else requisite for the superstructure, could be readily obtained, without other cost than that of working, throughout the whole line.

Another advantage, tending materially to diminish the cost of construction, is, that the land necessary for the road and its depots can be obtained at a very low price, and during the greater part of its length entirely without charge.

The country through which the road would thus pass, though much of it is now in woods, and all of it with its resources very imperfectly developed, is nevertheless capable of very great improvement, and would at an early day contribute largely to the business of the road. It would pass in the vicinity of the most fertile lands in Western Virginia; would traverse much which is of the very best quality; and the rest of its course would be through valleys well adapted for the cultivation of all sorts of grain. Nothing but convenient access to market is wanting to render the region of country indicated one of the most valuable and productive in the state.

The mineral wealth of this whole region is inexhaustible. To say nothing of the plaster banks and salt works, of which much has been said on other occasions, the road, before reaching that point, would pass through a country whose mountains and hills are teeming with coal, iron, marble, manganese, and it is supposed lead. Moreover the water-power is so ample in these and the adjacent valleys, as to be sufficient to supply the motive power for factories numerous enough and adequate to furnish all the manufacutures of the United States; a respectable portion of which would be soon concentrated in this region, in the event of the railroad pursuing the line which is now asked to be thoroughly surveyed.

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A further advantage which would be obtained by the adoption of the route indicated, would be a direct connection with the plaster banks throughout their whole extent, and with the salt works, at present the two most important interests of the Southwest. The other route, which, as we are informed, is at this time considered most favorable, is obliged, in order to diminish the difficulties of construction, and the distance between the extremities of the line, to neglect nearly all the great mineral interests of the country, leaving the lead mines and iron works of Wythe at a considerable distance on the one side, and the plaster banks and salt works also at a distance on the other.

It is further confidently believed that a larger amount of stock would be subscribed for along the line now suggested than has been taken, or is likely to be taken, on any of the other routes, provided the road should be located on the line proposed.

We deem it but right to call the attention of your board to the vast extent of rich and fertile country lying to the west of the line whose resources would be developed, and whose valuable lands would be rendered accessible by the adoption of the new route.

The convention whose views we represent is, however, disposed to leave the selection of the route to be adopted to the free judgment of the board of directors, whenever they are sufficiently possessed, by competent surveys, of the requisite data for the formation of their decision. It asks only for a thorough survey of the line, in order that its merits may be fairly exhibited in competition with those of other routes. It was desirous that the general interests of the whole country might be subserved as effectually as possible; but it is unwilling to forego the advantages which would accrue to the country which it represented, if those advantages should be found coincident with the general interests of the state. For these reasons, it desired and it asked that it should not be so far neglected as to be denied the benefit of a thorough survey of the line specified, when it was believed that such line would be found to be also the best, in every point of view, on which the Virginia and Tennessee railroad could be located.

We have thus endeavored, briefly and very imperfectly, to discharge the duty assigned to us. Much which might have been said we have designedly omitted; much which ought to have been said has doubtless escaped us; and all which we have said is represented in an unfavorable point of view by the extreme conciseness at which we have aimed. We deem, however, these few remarks sufficient to induce your board to comply with the wishes of the convention, by giving such directions to the state proxies in the board of directors as will ensure the survey asked for, and the suspension of all further contracts until such survey has been made, the merits of the line fully tested, and reported upon.

We have addressed you as chairman of the Board of public works, and would request you to communicate this letter to that body.

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We have the honor to subscribe ourselves, with assurances of profound respect, esteem and regard,

Your excellency's very ob't serv'ts,

G. W. G. BROWNE,
W. BARNES,
MADISON ALLEN,
H. D. POSTON,
G. F. HOLMES,
H. GEORGE,
W. COX,
J. H. GILMORE,
Committee.

OPINION OF THE ATTORNEY-GENERAL,

For the Board of Public Works.

In the year 1845 the legislature incorporated the Lynchburg and Tennessee railroad company.

The second section of the act, (see acts of 1847-8, p. 185,) incorporates the company, subject to the provisions of the general railroad law as they then were, and the amendments that may thereafter be made thereto.

In the year 1849 the legislature incorporated the Virginia and Tennessee railroad company, by enacting that the name of the Lynchburg and Tennessee railroad company be changed to the Virginia and Tennessee railroad company; that all subscriptions to the stock of the former company, and all transactions of the company were to be unimpaired by the change, and all provisions of the first act, not inconsistent with the act of 1849, were to continue in full force. (See acts 1848-9, p. 101.)

I have examined the act of 1849, and find no provision in conflict with the provision putting the company under the terms of the railroad law, and the amendments thereto.

The new Code contains the changes made in the provisions of the railroad law in several parts of the Code.

So much as refers to corporations generally, is to be found in chapter 56.

So much as relates to joint stock companies, will be found in chapter 57.

So much as relates to matters of internal improvement, not embraced in other parts of the Code, will be found in chapter 61.

So much as relates to the powers of the Board of public works in these companies, will be found in chapter 66.

By comparing these several chapters, and extracting from them so much as is applicable to railroad companies, the present charter of this company may be ascertained.

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It is stated to me by the Board of public works that the state owns in this company six-elevenths of the stock, and individuals own five-elevenths; and I am asked what proportion of directors the state is to appoint?

As the new Code on this subject regulates the power of the board, we must look to that to answer the question.

The 12th section, chapter 57, enacts, there shall be for every company a president and directors, who shall be a board to have all things done for the company, &c., and then enacts that the stockholders may in general meeting prescribe the number of directors by a by-law, &c., "but if a different number be prescribed, there shall be five directors *besides the president.*"

The directors, and where it is not otherwise provided, the president also shall be elected by the stockholders, in general meeting, with this exception only, that where the governor or Board of public works may on behalf of the state lawfully appoint a portion of the directors, the residue shall be appointed by stockholders other than the state.

On this section the question arises, how many directors are to be appointed for this company, and whether the president is a director of the company? The number not being regulated by a by-law under this act, there must be appointed five directors besides the president. We have then the number of five besides the president, which makes six, including the president. If the president be a director of the company, the number is certainly six. Is the president then a director? The act says there shall be a president and directors, who shall be a board.

The board is to act as a board. There is prescribed no other legal mode of action. They order the things that are proper to be done, and authorize the transactions of its business as a board. No member of the directory has power as such to regulate or control the business of the company. His power is to be exercised at the board, and as a constituent member of the board. The president is as fully a constituent member of the board as any one of the directors. His presence is as necessary to form the board, and when formed, he must have as full and perfect a right to vote as any member of the board. This necessarily results from his being a legal member of the board, unless there be something in the law which, after making him a member of the board, disqualifies him from performing the duties or exercising the powers of a member of the board. I can see nothing in the law which has this effect. On the contrary, the provision which restricts the number of directors to five *besides* the president, necessarily calls the president a director.

The president being then as fully empowered to act and vote as a director as any other member of the board, we must regard the number of directors as six, viz: a president and five other directors.

The 15th section, chap. 66, enacts, "In every company to the stock of which the board has subscribed or may subscribe on behalf of the state, the said board shall appoint such portion of the directors as shall bear to the whole number of directors of such company the same proportion, as nearly as possible, that the stock held on behalf of the company bears to the whole capital stock thereof."

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It cannot be doubted that the design of this law was to secure to the state in the transaction of the business of the company an influence and control proportioned to her subscription. This control she exercises, by reserving the appointment of such portion of the board of directors as will give her her fair influence and control in the business of the company. She waives her claim to the appointment of president, but retains the right to the appointment of such number of directors as will give her this control. In ascertaining, then, what number she is to appoint to preserve this control, we must look to the number of votes that may be given at the board; for it is by the action and agency of the board the affairs of the company are to be controlled. In the view above presented, it is shewn that the president is to all intents and purposes a director; that he must act and vote as a director as fully as any member of the board.

There are then six votes to be given. How many of the persons giving these six votes has the state the right to appoint? The state owns six-elevenths of the stock. Individuals own five-elevenths: the proportion is six to five. If there were eleven votes, it cannot be doubted the state should give six, that being the exact proportion. But there are only six votes to be given. What proportion then is the state to give? I answer, as near six-elevenths as she can come. Three directors out of the six is as near as she can come. Four would throw too great disproportion on the individuals stockholders. Two would give the state only one-third of the control of the business, while she owns a majority of the stock. Three, therefore, seems to me to be the true number of votes to give, and the amount of control in the business of the company the law intended her to exercise.

S. S. BAXTER.

Dec. 21, 1850.

COMMUNICATION

Addressed to the Board of Public Works by the Committee appointed by the Stockholders on the subject of the Number of State Directors in the Virginia and Tennessee Railroad Company.

To the Board of Public Works.

At the recent meeting of the stockholders of the Virginia and Tennessee railroad company, a resolution having been adopted, declaring the right of the private stockholders to elect *three* out of the *five* directors of the company, and that number having been accordingly elected, the meeting appointed the undersigned a committee to communicate to the Board of public works the reasons of their said proceeding.

The performance of this duty has been unintentionally but unavoidably delayed longer than was contemplated, by causes not necessary

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to be mentioned, but which could not be controlled. The undersigned beg leave now most respectfully to submit to the Board of public works the following, as the grounds on which the action of the stockholders in the premises was based.

By an act of the general assembly, passed the 24th March 1848, (see Sess. Acts of 1847-8, p. 184,) entitled "An act to incorporate the Lynchburg and Tennessee railroad," it is provided, that whenever 1,200 shares of stock shall have been subscribed, the subscribers, their executors, &c. shall become a body politic and corporate, under the name and style of the Lynchburg and Tennessee railroad company, and "shall be subject to all the provisions of the act prescribing certain general regulations for the incorporation of railroad companies, passed March 11th, 1837, and the amendments thereto."

Shortly after the passage of this act, the requisite number of shares having been subscribed, the stockholders convened in general meeting and accepted the charter, whereby they became a body corporate, subject to all the burdens and entitled to all the benefits conferred by the said act of March 11th, 1837, and the amendments thereto.

By the 6th section of the act of 1837, it is declared, "that the subscribers, at their general meeting aforesaid, and the proprietors of the stock, at *every annual* meeting thereafter, shall elect a president and *five directors*, who shall continue in office until the next annual meeting after their election, and until their successors shall be elected."

In the exercise of the power conferred, the stockholders, at their first meeting, elected a president and *five directors* and other officers; and the company now having a perfect legal existence, proceeded to its work, and actually commenced the construction of its railroad *before the close* of the year 1848.

In this state of things, by an act of assembly passed 6th March 1849, (see Sess. Acts of 1848-9, p. 101,) it was declared, that the name of this corporation should be so changed, that thenceforth it should be styled "the Virginia and Tennessee railroad company," *with a proviso*, "That all subscriptions made to the stock of said company, and all proceedings, actings and doings whatsoever, in pursuance of any of the provisions of the above-recited act prior to the passage of this act, shall in no way be impaired or affected by said change of name; and, *provided*, that all the provisions of the said above-recited act, not repealed by or inconsistent with the provisions of this act, shall be and continue in full force, and applicable to said company, with the change of name and style hereby made."

By the second section of the above-recited act, it is declared, that whenever the Board of public works shall be satisfied that 7,500 shares of stock have been subscribed for by solvent persons other than the state, "the said board is authorized and required to subscribe, on the part of the commonwealth, for 9,000 shares of the said capital stock;" and as often thereafter as additional *private* subscriptions should be made by solvent persons, the said board is authorized and required to subscribe further, on behalf of the commonwealth, *in like proportions* to the private subscriptions, until the whole amount of the capital stock shall be filled up.

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During the fall of the year 1849, a solvent private subscription to the stock of the Virginia and Tennessee railroad company, to the extent of 7,500 shares, having been made, that fact was officially communicated to the Board of public works; whereupon, in conformity to the act last quoted, they subscribed, on behalf of the state, for 9,000 shares of the stock, and *thus* the state became a stockholder in this company.

The whole amount of stock thus taken, by private stockholders and the state, was:

By private stockholders, - - -	7,500	shares
By the state of Virginia, - - -	9,000	"
Making an aggregate of - -	16,500	"

One equal fifth part of this aggregate stock is 3,300 shares. *Three-fifths* are equal to 9,900 shares. It is thus obvious that the state, though owning more than two-fifths, lacks 900 shares of owning three-fifths of the capital stock of the company. This proportion between the stock owned by the state and the private stockholders, *is fixed* by the act of 6th March 1849, and cannot be affected by any future subscriptions *under that act*. Indeed, it may be well questioned whether it can ever be changed by any *future legislation*, unless *by the consent of the private stockholders*.

The state having to this extent and in this manner become a stockholder in the Virginia and Tennessee railroad company, the question comes up, what power is it entitled to exercise in the appointment of directors? In other words, how many of the five directors (to whom by law the conduct of the company is given) may its accredited agent, the Board of public works, lawfully appoint?

It must be borne in mind, that *before* the state became a stockholder, this company had a full legal existence, and was actually engaged in constructing its road—that among other unquestioned powers of the private stockholders, was that of appointing *all the five directors* required by the charter, which power they had twice exercised—and that the act of 6th March 1849, under which the state became a shareholder, *expressly provided*, that all the provisions of the original charter, "not repealed by or inconsistent with the provisions of this act, (6th March 1849,) shall be and continue in full force," &c.

It follows, unquestionably, that the private stockholders have *now* the power to appoint *all the five directors*, if that power is neither repealed by nor inconsistent with the provisions of the act of 6th March 1849; or, in other words, they may appoint *so many* of the five directors as the state, by force of that act, has not acquired *the right to appoint*. The power of the private stockholders does not depend *on the amount of their stock*. It stands fixed by the original charter, and is a vested right, remaining in full force, except in so far as the state, under the act of 6th March 1849, may lawfully oust them of it.

This brings us to the enquiry, of what power in the appointment of directors does the act of 6th March 1849 oust the private stockholders? And how many of *the five directors* (all of whom the pri-

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vate stockholders had *before* the right to appoint) is the state authorized to appoint in virtue of its subscription aforesaid of 9,000 shares, under that act?

The power of the state, in the appointment of directors in this and all other internal improvement companies of which it is a member, is exercised by its agent, the Board of public works. This power (as far as known to the undersigned) is conferred by the several acts of assembly, presently stated, and must be exercised according to their true meaning and intent.

By the act of February 11, 1832, (see Sess. Acts of 1831-2, p. 72,) entitled "An act prescribing certain general conditions on which future subscriptions to the capital of joint stock companies shall be made on behalf of the commonwealth," it is declared in § 5, that "the Board of public works shall have the right to appoint such a number of the directors in all companies hereafter incorporated, to whose stock the board may subscribe, *as will be in proportion to the stock so subscribed*," &c.; and farther, that the proxy of the state shall vote on its stock in the election of all officers *except directors*.

The act of March 11, 1837, commonly called the general railroad law, makes no allusion to this subject.

But an act passed March 22, 1847, (see Sess. Acts of 1846-7, p. 78,) the act of February 11, 1832, was amended, by declaring "that all subscriptions to joint stock companies incorporated before as well as since the passage of the act aforesaid, which shall be hereafter made by the Board of public works, in pursuance of authority contained in existing or future laws, shall (except when otherwise provided in the acts authorizing said subscriptions) vest in the Board of public works *the right* to appoint such number of directors in each company *as will be in the proportion which the amount of the state subscription shall bear to the capital stock of the company*."

It will be observed, that according to the terms of the act of February 11, 1832, the Board of public works, in making *state directors*, seem to be absolutely required to appoint such number "*as will be* in proportion to the stock subscribed." This was a most indefinite guide; and frequently, as will be seen in the sequel, an impossible one. The evil was not remedied, nor attempted to be, by the amended act of March 22, 1847. By this last, the Board of public works *seem* still arbitrarily directed to appoint such number of state directors "*as will be* in the proportion which the amount of the state subscription shall bear to the capital stock of the company." To conform literally to either of these acts, and to appoint such a number of state directors in any company as would be *in exact proportion* to the state's subscription, is, in ninety-nine cases out of every hundred, an impossibility; and this, no doubt, led to a convenient and sensible change in the phraseology of the law on this subject, to be found in the new Code of Virginia.

The 15th section of the 66th chapter of the new Code, (p. 341,) which repeals the two last recited acts, and now furnishes the proper rule upon this subject, is in these words: "In every company to the stock of which the board has subscribed or may subscribe on behalf

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of the state, the said board shall appoint such portion of *the directors* as shall bear to the whole number of *the directors* of such company the same proportion, AS NEARLY AS POSSIBLE, that the stock held on behalf of the state in such company bears to the whole capital stock thereof."

The impracticable requirement of the acts of February 11, 1832, and March 22, 1847, to appoint such number of state directors *as will be* in proportion to the stock subscribed, &c., thus is discarded, and the Board of public works are *now* required to appoint *a number* bearing to the whole number of directors the proportion, *as nearly as possible*, that the stock of the state bears to the whole capital stock of the company.

When, therefore, the state is interested as a stockholder in any company, and the Board of public works essays to appoint *state directors*, the first enquiry will be, *is it possible* so to represent the whole stock of the state, in appointing directors, as that the *number* of state directors shall be to the *whole number* as the state stock is to the whole capital stock? If the answer be, that *this is not possible*, then (without exercising a greater power than the *law confers*,) the board can make no appointment at all. For instance: Suppose a company, with a total capital stock of 500 shares, of which 450 are held by private stockholders, and 50 *only* by the state. The proportion of the state stock to the whole capital stock is as *one* to *ten*. Now if the Board of public works shall "appoint such portion of the directors" of this company as bears to the whole number the *same proportion*, it must appoint *one-tenth of five directors*, or *one-half* of *one director;* but it will be conceded that *this is not possible*, and therefore, in the case supposed, it *is not possible* for the state to appoint at all; and this must be true, and the same consequences follow, whenever the state is owner of any other number of shares less than one full fifth of the whole capital stock.

It is obvious, then, that the state may have an interest in a company, (and it may be a very great one,) and yet, according to the law, be without the power to appoint directors—*since*, to exercise this power, she must not only have *an interest*, but such an interest as bears a *practicable or possible* proportion to the whole stock, in respect of the purpose for which the comparison is to be made, to wit: the appointment of a *fixed* number of directors.

If the number of directors was equal to the shares of stock, or if a director was a *unit divisible*, the question would be of ready and easy solution; but the number of directors is fixed and limited to *five;* and each director is a unit, incapable of subdivision. There cannot be a half, nor three quarters, nor ninety-nine hundredths of a director. The state must have the power to appoint a full director, or she can exercise *no power* of appointment.

To solve the problem we are now considering, we have only to adopt a rule, [to be found in an opinion of a distinguished jurist, on a kindred subject, printed in the legislative documents of 1848-9, (Doc. No. 10,) from which the undersigned have derived essential aid,] which is as follows: "In order to solve the problem, we must

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reduce the element of the proportion to be observed to similar denominations as far as possible. As the body of the directors is composed of five *integers*, and of integers which cannot be divided, and admit of no fractions, the stock, which is another element of the proportion, must be consolidated to the same number of *integers*. Thus alone can we determine the proportions with reference to the quantity of stock held by the state, from which we are to ascertain the number of directors, which bears the same proportion to the whole number of directors as the quantity of stock held by the state bears to the whole stock of the company.

"The stock, then, must be divided into *five* equal parts, of which each shall be an integer, and *then* the state will have a *right to appoint* a director for each of such integers of *stock held* by it. There is, then, no difficulty in determining the number of directors the state is entitled to appoint. Then, if the state owns less than *one-fifth* of the stock, it cannot appoint any director under the law. If it owns more than one-fifth, but *less* than two-fifths, it can appoint one director, no matter how *small* the excess over *one-fifth;* and it can appoint no more than one director, no matter how large may be the quantity, if *less than* two-fifths. But as soon as it owns a single share over two-fifths, it can appoint two directors.

"To prove this, suppose the whole stock in the company to be 500 shares, and the state owns 99 shares, it could no more appoint a director than if it owned only one share, for it has right only to appoint such a number of directors as will be in proportion to its stock.

"While the state then is entitled to appoint as many directors as its proportion of stock will entitle it to, as far as it is practicable, (or, in the language of the act quoted from the new Code, *as nearly as possible*,) in the nature of things, to give it its full proportion, it is equally plain that it has no right to appoint a number of directors *greater* than will be in proportion to its stock—and, as when the state owns 99 shares in the case put for illustration, it could appoint no director; so if it owned 199 shares, it could only appoint *one* director and no more, unless 99 parts of a director could be appointed by the Board of public works, and the remaining one part appointed by the stockholders, which is of course impossible and the argument is brought to a *reductio ad absurdum*.

"The fractions therefore of stock held by the state over any number of shares greater than two-fifths, (but less than three-fifths,) are necessarily lost, in reference to the number of directors to be appointed by the state. As they are not enough to give another director by the rule of proportion, they can give it on no other principle, for that is the rule prescribed by the law." *Vid.* Doc. No. 10.

Applying the foregoing views (in the correctness of which the undersigned have great confidence, and which seem fortified by reason and a just construction of the law,) to the question under consideration; and it seems to the undersigned clear, beyond doubt, that the state of Virginia being a stockholder in the Virginia and Tennessee railroad company, owning more than *two-fifths* and less than *three-fifths* of the capital stock, can only, through her agent, the Board of

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public works, appoint *two of the five directors*, to whom the conduct of the company is given by law; and as a consequence, that the private stockholders, in whom resided the power to appoint, all that the state did not acquire the right to appoint by the act of 6th March 1849, have now the unquestioned power to appoint *the other three.*

This construction of the law, applicable to the appointment of state directors in the Virginia and Tennessee railroad company, is believed by the undersigned to be conclusive of the respective rights of the state and the private stockholders on the question under consideration. If it needed confirmation, they respectfully submit, it is found in certain general views of the internal improvement policy of the state, to which they will briefly advert.

The undersigned understand from the past history of our legislation on this subject, that in numberless instances the legislature has practically declared against the policy of constructing works of improvement *on state account.* The settled policy of the state has been and is to construct her roads and canals on the joint stock principle—a principle deemed wisest and best, because it is supposed to combine individual care and watchfulness with the more substantial energy and credit of the commonwealth. It is against public policy and in violation of the *joint stock principle*, that the state, being a partner with individuals—her citizens, whom she is bound to protect and cherish, should so exercise her powers, as to impair or crush those of the private stockholders; and the undersigned believe our whole legislation on the subject of internal improvements may be searched without finding one instance in which the state has not acknowledged the justice and wisdom of this principle, and though generally the strongest party, magnanimously and WISELY made herself and her rights and powers, in an essential degree, subordinate to those of the individual stockholders—her partners. This is seen in bold relief in her connection with the Virginia and Tennessee railroad company. Her stock in this company is 9000 shares. The utmost vote she can cast as a stockholder in general meeting, *on the whole*, (according to the scale to be found in the 10th sec. of the 57th chap. of the new Code, p. 301,) *is but* 1120, and this is subjected to the proviso found in the section referred to, that it shall not exceed *two-thirds* of the private votes cast at the same time, while the private stockholders, owning but 7500 shares, MAY in all general meetings cast as many votes as *there are shares.*

The policy which thus so anxiously guards the rights of the private stockholders in general meetings, on all other questions affecting this great work, cannot be reconciled with the idea that the state, in the appointment of directors, intended to absorb all *practical power* and to make the improvement and the private stockholders alike tributary to *her and her views.*

It is easy to see, that if the rule acted on by the stockholders at their recent meeting be not sustained, the state may, against every view of general policy, acquire an absolute practical control of the work.

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The view which the undersigned have heard urged with most plausibility against that of the stockholders is this: It is said, that as the state has *two full fifths* of the stock, and a large fraction over a moiety of the *third fifth*, its claims to appoint a third director seem to be *just and equitable*. The ready answer is, *first*, that this is an exercise of a *greater power* than the law gives; for if she appoints the third director, then *her* number of directors bears to the whole number a *proportion greater* than her stock bears to the whole stock, and this is in the teeth of the law itself. It cannot be *just nor equitable* that the state of Virginia, whose legislature passed the law, shall claim from her own citizens and partners MORE than that law gives her.

But *again*, this argument, if true, proves too much. If it be conceded that when the state owns less than *one-fifth* of the stock, but *over* one moiety of one-fifth, she may equitably appoint a director; then it is easy to see how she, in exercise of this *equitable right*, may oust the private stockholders altogether, and appoint all five. Thus: Suppose the state owns *four-fifths* of the stock and *more than* a moiety of the remaining fifth, the balance being held by private hands—if the argument be true, then she will appoint not only (as properly she may,) *four directors*, by reason of her ownership of four-fifths of the stock, but by the exercise of her *equitable rights*, founded on the ownership of more than a moiety of the remaining fifth of the stock, she will appoint the fifth director also, and thus, *appointing all*, she plays the lion's part!

The undersigned will not prolong this statement. They beg leave, in conclusion, to say that the meeting of stockholders recently held, differed with the Board of public works on this question with sincere regret, and nothing will be more agreeable to them than that the difficulty be promptly and properly settled, without producing a jar in the progress of this great work, which they believe is rapidly being hastened to a result that shall build up our venerated commonwealth, and make her equal to what her fondest son, in his wildest dream, ever wished her to be.

Most respectfully submitted.

C. L. MOSBY,
WM. M. BURWELL,
J. M. SPEED,
JOS. R. ANDERSON,
Committee.

Lynchburg, Va., Dec. 18, 1850.

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EXTRACT

From the Proceedings of the Board of Public Works, respecting the number of Directors to which the State is entitled in the Virginia and Tennessee Railroad Company.

The Board of public works have had under their serious consideration the proposal of the president of the Virginia and Tennessee railroad company to submit to the arbitration of the executive council the subjects of disagreement between the said board and the private stockholders of the said company. This proposition they are compelled to decline, inasmuch as one of the members of the executive council entertains, and has already expressed, a decided opinion on the subject. They would suggest that the question in dispute be referred to the court of appeals, which could render its decision without much delay, as the case would be a privileged one, in consequence of the state being a party interested, and as there would be no occasion for any argument or discussion beyond what might be contained in the papers which would be submitted to the court. The Board of public works, however, hope that this reference to the court of appeals will be rendered unnecessary by a re-consideration of the question on the part of the private stockholders, and by the admission thereupon of the justice of the claims and the position of the board, after they have duly weighed the views which are herewith presented.

The single question in dispute is, whether the Board of public works has the right to appoint, in behalf of the state, two or three out of the five directors of the Virginia and Tennessee railroad company, under the special laws relating to that company, and the general laws relating to railroads. The same point was in discussion in a difference between the board and the Richmond and Petersburg railroad company; and it is perceived that the arguments employed by the distinguished counsel of that company are those principally relied on by the committee, &c. of the Virginia and Tennessee railroad company.

By an act passed 24th March 1848, (act ass. 1847–'8, p. 184,) the Lynchburg and Tennessee railroad company was incorporated, and at the same time declared to "be subject to all the provisions of the act prescribing certain general regulations for the incorporation of railroad companies, passed 11th March 1837, and the amendments thereto." In § 35 of the last specified act, it is enacted that "any part of any charter or act of incorporation granted agreeably to the provisions of this act shall be subject to be altered, amended or modified by any future legislature, as to them shall seem proper; except so much thereof as prescribes the rate of compensation or tolls for transportation: *Provided*, That the rights of property acquired under this act, or any other act adopting the provisions of this act, shall not be taken away or impaired by any future act of the legislature." Thus, by the general railroad law of 1837, recognized by

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and made portion of the act of 1848, incorporating the Lynchburg and Tennessee railroad company, no rights of any sort could vest in that company which the legislature was not competent to alter or modify at any subsequent time, with the exception of "the rate of compensation or tolls for transportation," and "the rights of property acquired" under these acts. Everything else remained, by the original conditions of the grant, perfectly pliant and plastic beneath the touch of future legislation, and any subsequent legislature could "alter, amend or modify" any other part of their charter or act of incorporation. In other words, no unalterable, absolute rights, with the exceptions mentioned, were vested in the company by the act of its incorporation; nothing was granted which could authorize the company, in the event of any changes being made, to assume the attitude of a party ceding a portion of its vested rights. The company was created by the legislature; it existed unchanged, if it did so exist, by its good pleasure; and it had bound itself, in the acceptance of its charter, to change its shape and all its incidents, except in the cases specified, according to the prescriptions of any subsequent legislature.

By § 32 of the act of 1837, above noticed, the right is also reserved to the state of subscribing for two-fifths of the stock of any company, under certain conditions.

By an act passed 6th March 1849, (act assembly, 1848–9, p. 101,) the name of the Lynchburg and Tennessee railroad company was changed to the Virginia and Tennessee railroad company, and the charter modified. In § 1 a proviso was inserted, confirming "all subscriptions made to the stock of said company, and all proceedings, actings and doings whatsoever, in pursuance of any of the provisions of the above recited act," (the act of 24th March 1849,) "prior to the passage of this act." Another proviso is also added, "that all the provisions of the said above recited act, not repealed by or inconsistent with the provisions of this act, shall be and continue in full force, and applicable to said company, with the change of name and style hereby made." The first proviso, it will be observed, applies exclusively to the time prior to the passage of the act of 1849, and does not admit of any more extended signification: the second proviso will require further consideration hereafter.

By § 2 of the act of 1849, the Board of public works was authorized "to subscribe on the part of the commonwealth for nine thousand shares" of the capital stock of the company, whenever it should "be satisfied that seven thousand five hundred shares have been subscribed for by persons solvent and fully able to pay, other than the state"—"and as often thereafter as additional subscriptions shall be made to the stock of said company by persons solvent and fully able to pay, other than the state, the said board is hereby authorized and required to subscribe further on behalf of the commonwealth, in like proportion to subscriptions by others than the state, until the whole amount of the capital stock shall be filled up." The conditions of the state's first subscription being complied with in the fall of 1849, by the subscription of solvent persons other than the state for 7500 shares of

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stock, the Board of public works subscribed for 9000 shares, and thereupon became a stockholder to that amount. The changes thus made in the constitution and component parts of the company were in strict accordance with the rights acquired by, and the obligations imposed upon, the Lynchburg and Tennessee railroad company by the act of 1848 and the act of 1837; under the joint operation of both of which acts it existed as a corporate body.

The proportion which the shares of capital stock owned by the state in the Virginia and Tennessee railroad company bore to the whole amount of the capital stock of the said company, is thus stated, 9000 : 16500=90 : 165=18 : 33=6 : 11—or the whole stock being divided into eleven equal parts, the state owned six-elevenths, leaving of course five-elevenths in the hands of the private stockholders. As in any subsequent additions to the stock of the company the subscriptions of the state and of private stockholders are to be made in like proportion with the above or first subscription, the ratios which the stock of the state and the stock of the private stockholders bear to the aggregate capital stock of the company will not be changed or disturbed by additional subscriptions in future.

The state having thus become a stockholder in the company, acquired under the general laws of the state a right to representation in the board of directors. By the authority of the same laws must also be determined the number of directors the Board of public works has the right to appoint in behalf of the state. It is unnecessary to consider the successive acts relative to this subject, because the provisions of the act of 1837, which were made obligatory on the Lynchburg and Tennessee railroad company, and consequently on its successor, the Virginia and Tennessee railroad company, reserved to any subsequent legislature the right to make alterations, amendments and modifications, except in certain specified cases, none of which are connected with the organization of boards, or the apportionment of directors. It is only needful, therefore, to regard the latest legislation on the subject. This is to be found in the new Code, § 15, chapter 66: "In every company to the stock of which the board has subscribed or may subscribe on behalf of the state, the said board shall appoint such portion of the directors as shall bear to the whole number of the directors of such company the same proportion, as nearly as possible, that the stock held on behalf of the state in such company bears to the whole capital stock thereof." This the Board of public works conceives to be merely a re-enactment, in terms perhaps more perspicuous and precise, at any rate less obnoxious to misapprehension, of the similar prescriptions in the acts of 1832 and 1847. They do not consider that in any of those acts, the word *proportion* is intended to imply an exact mathematical equality of ratios, but such an approximation to it as is familiar to the daily language of men, and is habitually contemplated by the law. The word seems not to be used in its technical mathematical meaning, but in a sense recognized by the dictionaries, and by the usages of English literature. This seems to be further indicated by the employment of the epithet *same* in all of these acts, which would be a senseless tautology, if a mathematical equality of

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ratios was contemplated. To establish a proportion, certainly to establish an approximate proportion, between the directors of the state and those of the private stockholders respectively, and the shares of the stock represented by each class, they do not see either the necessity of appointing fractional parts of directors, nor do they apprehend either the impossibilities or the absurdities which have so forcibly struck the committee on the part of the private stockholders. They conceive, moreover, that an approximate proportion is of easier apprehension, and not more difficult attainment, than the conception and realization of a practicable proportion.

The main object and intention of the acts of 1832 and 1847, as well as of the Code, in prescribing the proportionate rule in the appointment of directors, do not appear to the board to have contemplated an adjustment of their respective claims, mathematically exact, but to have aimed at giving the larger number of directors to the state or to the private stockholders, according as the one or the other owned the larger amount of stock; proposing further to increase the disproportion between the two representations with any signal increase in the disproportion between the respective amounts of stock to be represented. If, however, stricter accuracy is sought, it can only be obtained from a rigid interpretation of the letter of the law, which requires the Board of public works to appoint so many directors as may bear to the whole number of directors, as nearly as possible, a ratio equal to that which subsists between the shares of stock owned by the state and the aggregate amount of the whole capital stock. In determining what this number will be, there appears little reason for doubt, difficulty or disagreement.

The president of the company either is or is not a director. If he is, the Board of public works asks much less than is due to the state, when it claims three directors: if he is not, the private stockholders would obtain much more than their right, if they were allowed three.

The argument of the attorney-general, which accompanies the statement, seems to establish conclusively the fact that the president of the Virginia and Tennessee railroad company is, from the nature of his functions, also a director. It appears to be merely the utterance of a truism to say that the president of an incorporated company must be, unless expressly provided otherwise, *ex officio* a director. This view is, however, confirmed by the language of Judge Roane in the court of appeals of Virginia in the case of Currie's administrators *vs.* The Mutual Assurance Company, (4 Hen. & Munf. p. 315.) In that case the statute of 1805, by which the original charter of the company had been modified, declared "that in future there shall be only three directors, out of whom a president shall be chosen;" but the 24th section of the act authorized the society, in its general meeting, to increase the number of directors. Under this act a president and three directors had been elected. It was alleged by the plaintiffs in error that the president had not been legally appointed, as he had not been elected a director previous to his appointment as president. The objection was held to be invalid; Judge Roane intimating that the president was appointed a director *eodem flatu* that he was made presi-

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dent; and declaring, that "a previous election as director was not required by the act," inasmuch as "both characters (of president and director) are to combine in the same person." (4 Hen. and Munf. p. 353.) And this appears to be recognized as the established doctrine. (Angell and Ames on Corporations, p. 106.) But even if such were not his general principle of law, it certainly is made the rule with regard to the Virginia and Tennessee railroad company, and other chartered companies in this state, by the express terms of the Code, which enacts, c. lvii. § 12, that "unless a different number be prescribed, there shall be five directors besides the president."

If then the president be a director, the Board of public works certainly does not claim more than its due share of directors, when it asserts its right to appoint three, or one-half of the directors, to represent more than half of the capital stock of the company. It does, indeed, claim less—but it may waive a portion of its rights, or suspend their exercise, and at any rate, this is an objection which neither is taken nor can be jointly taken on the part of the private stockholders.

But, supposing the president not to be regarded as a director, still the claim of the Board of public works appears to be well founded, under the specific regulations of the Code.

There are then to be five directors, who are to be appointed by the Board of public works and the private stockholders, "as nearly as possible" in proportion to the amount of their respective stock. The ratio is, as has been shewn above, 6 : 5, and the 5 directors are to be apportioned "as nearly as possible" in this ratio. An exact equality of ratios cannot from the nature of the case be obtained, but the nearest possible approximation to it is all that is ordered by the terms of the Code. The law says that the Board of public works "shall appoint such portion of the directors as shall bear to the whole number of the directors of such company the same proportion, as nearly as possible, that the stock held on behalf of the state in such company bears to the whole capital stock thereof." The ratio in the case of the Virginia and Tennessee railroad company will be under this law, 6 : 11; and the exact proportion would be thus stated, 11 : 6=5 : 2.72+. As then 2.72 approaches more nearly to 3, (wanting less than .28 of it,) than it does to 2, (which it exceeds by .72—a number nearly three times as large as .28,) the number of directors to be appointed by the Board of public works under the regulation of the Code is three rather than two.

A like result is of course arrived at by applying the same calculation to the stock of the private stockholders. In this case, the proportion stands 11 : 5=5 : 2.27+. This exceeds 2 only as much as the exactly proportionate share of the direction belonging to the state falls below 3. It exceeds 2 by only .27+, while it falls below 3 by .72+. Thus three directors for the state is the nearest possible approximation which the nature of the circumstances permits; and two for the private stockholders as nearly as possible the share to which they are entitled. In other words, the assignment of three directors to the Board of public works, and two to the private stockholders, is in exact accordance with the rule laid down by the Code.

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In the legal opinion referred to with approbation, and quoted by the committee on the part of the private stockholders, (legislative document 1848-9, document 10, p. 613,) its able author says: "Indeed the question I have been discussing is more like a sum in arithmetic—more of a mathematical than a moral or legal question. It seems to me, therefore, to be the more free from doubt, as questions of mathematics are more certain of correct decision than questions upon rules of law or ethics." The question referred to is the same in principle as that discussed above. But if it be of this mathematical character, and be expected to receive a correct mathematical decision, the mathematical reasoning must be strictly followed out, and not mixed up with arbitrary limitations derived *aliunde*. Correct mathematical reasoning leads to the conclusions stated above, and not to the position held by the committee, &c., that two directors for the state and three for the private stockholders is "as nearly as possible" the ratio prescribed by the Code. The position of the committee, it can hardly be called a mathematical conclusion, amounts to this, that the ratio of 2 to 5 is more nearly equal to the ratio of 6 to 11, than the ratio of 3 to 5 is to the ratio of 6 to 11. The exact proportion is 2 .72 + : 5 = 6 : 11. Placing all these connected ratios in one view, they will stand thus:

(1)	2 : 5	and	6 : 11
(2)	3 : 5	and	6 : 11
(3)	2 .72 + : 5 =		6 : 11

To make the first equal to the third, or to establish an exact proportion, .72 + must be added to its first term: to make the second equal to the third, .27 + must be subtracted from the first term: therefore to say that the first series approaches as nearly as possible to the exact proportion of the third series, is the same thing as saying that .27 + is either exactly equal to or is greater than .72 +. Such is the result to which the mathematical reasoning of the jurist referred to, (which is adopted by the committee, &c.) necessarily leads.

Any other distribution of the directors than that proposed by the Board of public works would thus be at variance with the language of the Code. It would also be obviously unjust. The state owns 9000 shares of the stock; the private stockholders 7500. If three directors are given to the latter, the smaller amount of stock has a representation one-half larger than the greater amount of stock is allowed, while if three directors are given to the state, it will have not quite twenty-eight hundreths of one more than its exact proportionate share. The injustice of the committee's claim to the state, which has contributed the larger portion of the stock, becomes still more glaring when it is considered that the appointment of president, whether he be a director or not, is left entirely to the private stockholders. Thus, with three directors out of five, they would have two-thirds of the voices in the direction of the company, while they own little more than two-fifths of the stock, and the state, owning more than half, and nearly three-fifths of the stock, would have only one-third of the voices. Such a majority against it would render its weight in the directory utterly nugatory for any purpose of representation, or for the protection of its interest. Such a division of the directors would establish the

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two ratios of 6 : 11 and 2 : 6 or 1 : 3. Certainly this could not be considered as approximating "as nearly as possible" in the apportionment of directors to the proportion between stock and representation.

By the distribution proposed by the Board of public works, no injustice whatever is done, and the same result is accomplished which would have been attained if the division could be made with mathematical accuracy. If directors could be conveniently cut up into decimal fractions, or fractional votes could be given, the state would be entitled to exactly 2 .72 + votes or shares in the direction, and the private stockholders to exactly 2 .27 +. That is to say, the state would have a majority of the votes or the influence in the direction, and the private stockholders a minority of both. This result is also obtained without any perceptible difference in practice by giving three directors to the state, and two to the private stockholders. The former has then a bare majority, the latter a bare minority—which, however, is rendered virtually equivalent to the majority by their exclusive appointment of the president.

This argument may, however, be rendered still more cogent, with the existing ratio between the stock of the state and of private stockholders an exact proportion of the directors could be assigned to each, only in case there were eleven directors. Then the state would have six directors and the stockholders five, or the state would have a majority of one in the direction. The same result is attained with five directors by giving three of them to the state—a majority of one only is obtained by the state in the direction. And whatever the ratios of the stocks belonging to the state and to private stockholders may be, and whatever the number of directors, if the language of the Code be rigidly adhered to, as it is interpreted above, it will be found that the distribution of the directors under it is practically the same as would result from the establishment of the mathematical equality of ratios. The conditions under which a director, not representing an exactly proportional aliquot part of the stock, is to be appointed by the state or the private stockholders, are of easy determination. He will belong to the one or the other according as the disproportionate part of the stock approaches more nearly to the upper or lower limit of the amount requisite to establish an exact proportion. The only case in which any difficulty could occur, would be, if one of the proportionate aliquot parts should be equally divided between the state and the private stockholders. This case has not been presented in practice, though it forms one of the hypothetical cases stated by the committee, &c., and its occurrence would probably be guarded against by the foresight of the legislature, or require the exercise of its remedial power if not prevented. With the hypothetical case, however, the Board of public works has no concern.

It thus appears from the whole tenor of the argument above, that in every aspect of the case, and following a rigid construction of the law, the Board of public works does not seek more, and possibly requires less than it is entitled to, when it claims the appointment of three directors in the Virginia and Tennessee railroad company.

After having made this statement in support of the claim of the

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Board of public works, a spirit of courtesy, perhaps, requires some notice to be taken of the specific arguments not already replied to, which have been adduced by the committee on behalf of the private stockholders in furtherance of their views.

It appears to the Board of public works, that no reference can, with propriety, be made to the right of the private stockholders to appoint all the directors under the original act of incorporation, and consequently no legitimate inferences can be drawn from the supposed partial continuance of such right. The organization of the board of direction was not one of the subjects protected from alteration or modification by any subsequent action of the legislature. On the contrary, by the general railroad act of 1837, to which the Lynchburg and Tennessee railroad company was expressly made subject by the act of its incorporation in 1848, and to which the Virginia and Tennessee railroad company continued to be subject, under the act of 1849, (vide note at the end,) the legislature, as has been shewn in a previous part of this paper, reserved to itself a perfect right to make any alterations in this respect which it might think proper. And furthermore, provision is made in the Code, chap. 66, § 16–17 (to which, as an amendment to the general railroad act of 1837 the Virginia and Tennessee railroad company is subject,) for exactly the change in the organization of the directory which has been necessitated by the subscription of the state to the stock of that company. By the act of 6th March 1849, the legislature did indeed declare, that all the provisions of the original charter "not repealed by or inconsistent with the provisions of this act, (6th March 1849,) shall be and continue in full force," &c. But inasmuch as the act of 1849 made the state a stockholder, and therefore gave her, under the general law on the subject, a right to a specified share in the direction, any powers conflicting with the full exercise of this right, supposed to be preserved to the private stockholders from the original charter, are necessarily inconsistent with the act of 1849, and are consequently not protected by the proviso relied upon by the committee. The terms of the Code have been shewn to be sufficiently definite and precise, and its legislation is made directly applicable to the Virginia and Tennessee railroad company by the terms of the acts of 1848 and 1849, nor can any rights connected with the appointment of directors be claimed by the private stockholders which are in derogation of the requirements of the Code. Certainly, the idea that there are rights of appointment preserved to them, of which they are divested only by definite instalments, is inconsistent with that instrument. The regulation of the Code took effect completely and in its whole extent at once—it operated *per saltum* and not *per gradus*. It did not give to the Board of public works an inchoate and progressive, but an entire and perfect right, on the happening of a specified contingency, and at the same time it prescribed the mode in which this right was to be exercised and to take effect. It did not give the board the right to appoint one director when it had subscribed for one-fifth of the stock, a second when it had subscribed two-fifths, and so on—indeed there is no mention of aliquot parts of the stock; but it authorized and required it to appoint directors in

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proportion to the amount of stock subscribed for on the part of the state. The rights of the private stockholders were not displaced and gradually divested, but they were altered and partially supplanted by a law which took full effect at once.

The board conceives that the argument of the committee is shewn to be untenable by the preposterous results to which it leads, when pushed to extremes, as it has been done in the supposed case quoted by them from the legal opinion to which they refer. That case is thus stated: "Suppose the whole stock in the company to be 500 shares, and the state owns 99 shares, it could no more appoint a director than if it owned only one share." The board would imagine that here the common maxim of the law, "*ab inconvenientia valet ratio*," would apply, and disprove the validity of the reasoning which could lead to such a result. Certainly this is not "the same proportion, as nearly as possible," which is contemplated by the Code.

The committee refers to what they consider the tenor of "the past history of our legislation on this subject." The board do not assent to the views of the committee in their full extent, much less to their present application. As the ministerial agents of the state, the board, however, considers itself bound by the express, and, as it appears to them, plain language of the Code. The board, however, must think, that, when it is remembered that the private stockholders have the right to appoint the president in addition to their proportionate share of the directors, it manifests an insatiable appetency to acquire all that can be claimed with any shew of plausibility, when not content with this liberal provision of the law, they demand also the appointment by them of a third director.

The Board of public works shares with the meeting of the stockholders the regret which must be entertained in consequence of the interruption of concordant sentiments and harmonious views between the two classes of stockholders which compose the company. It is with sincere sorrow they contemplate the existence of any difference calculated to retard the progress of the great work in which both are deeply interested, but they trust that the present statement of the strong grounds on which the claim of the board rests, may be satisfactory and convincing to the private stockholders, and thus speedily restore to the company entire harmony and vigorous concert of action in the prosecution of the important objects entrusted to the company.

Note to Page 445.

In the foregoing statement it has been asserted more than once, that the Virginia and Tennessee railroad company, under the act of 1849, continued to be subject to the provisions of the general railroad act of 1837, to which the Lynchburg and Tennessee railroad company had been expressly rendered subject by the original charter or act of 1848.

A few words in support of this declaration may be necessary, as there is a possibility of its being contested by the company, especially inasmuch as it seems to be denied by the following remark of the attorney-general, from which the board dissent, on what appears to

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be valid ground: "I have examined the act of 1849, and find no provision in conflict with the provision putting the company under the terms of the railroad law, and the amendments thereto."

By the act of 1837, § 35, "any part of any charter or act of incorporation granted agreeably to the provisions of this act, shall be subject to be altered, amended or modified by any future legislature as to them shall seem proper, except," &c.

By the act of 1848, § 2, it is enacted, that "the Lynchburg and Tennessee railroad company shall be subject to all the provisions of the act 'prescribing certain general regulations for the incorporation of railroad companies,' passed March the eleventh, eighteen hundred and thirty-seven, and the amendments thereto."

This provision was preserved and re-enforced by the following proviso of the act of 1849, § 1, "*And provided*, That all the provisions of the said above recited act, (the act of 24th March 1848,) not repealed by or inconsistent with the provisions of this act, shall be and continue in full force and applicable to said company, with the change of name and style hereby made."

The provision of the act of 1848, making the Lynchburg and Tennessee railroad company, subject to the general railroad act of 1837, is certainly not repealed by, and is certainly not inconsistent with, the act of 1849, and is therefore made by the proviso quoted from the last mentioned act to "continue in full force, and applicable to said company, (the Virginia and Tennessee railroad company,) with the change hereby (i. e. by § 1, act 1849) made."

The provision rendering the Virginia and Tennessee railroad company subject to the general railroad act of 1837, and the amendments thereto, does not occur *in extenso* in the act of 1849, but it does so occur in the act of 1848, and is revived by the proviso (above quoted) in the act of 1849.

MAP OF VIRGINIA.

COCKE'S TAVERN, November 26, 1850.

To the President and Directors
of the Board of Public Works.

GENTLEMEN,

I have the honor to inform you that, pursuant to your instructions in regard to the improvement of the maps of Virginia, I have appointed Capt. Wm. Viasz, late of the Hungarian service, my assistant to correct and improve the said maps, with a salary of eight hundred dollars per annum, payable quarterly. He entered upon this new duty on the 15th instant.

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I have directed Mr. Viasz to begin with reducing all the surveys of probable accuracy to the scale of the large map, 5 miles to one inch; after which, he is to transfer them to sheets of paper of the size of the nine sheets composing the said map, which are to contain only that which is proved to be correct. These sheets are to be glued permanently on well-seasoned drawing boards, kept in dry places.

The same thing will then be done in regard to the reduced map, 10 miles to the inch.

When the copper plates left with the engraver, H. Tanner, shall have been recovered, I would recommend to have as many raised plates as may be necessary, made from them, by the electrotype process, from which the incorrect parts may be cut out; then the small counterpart may be obtained by the same process, and on this the engraver can add the corrections.

Thus successive improvements can be introduced from time to time, using each time the existing plates, without placing on the standard sheets of paper any thing but that which is known to be certainly correct; and, in this way, a perfectly accurate map will be produced, which otherwise could never be obtained, it being impossible to distinguish on the present map, for instance, the correct from the incorrect parts, no record having been left by Böye of the operations by which he constructed it; and, without the care I recommend to preserve every thing in a clear manner, the same difficulty would recur at every subsequent edition.

I hope this plan will be approved of by your board, and that it will prove both economical and successful.

It is desirable that the coast survey should also be transferred to this map; as yet permission to take a copy of it has not reached me.

Very respectfully submitted.

C. CROZET, *Top. Engineer.*

RICHLANDS AND KENTUCKY LINE ROAD.

TAZEWELL C. H., Nov. 18th, 1850.

J. BROWN, Jr., *Second Auditor.*

SIR,

Your favor of 25th ulto. is received, and I hasten to answer.

The Richlands and Kentucky line road is 42¾ miles in length, 29¾ of which are completed, 4 miles are in process of completion, and 9 miles are as yet untouched. The average cost, including all expenses of the road when completed, will be not far from $465 per mile.

The connection between this place and the above-mentioned road is in length 23 miles nearly. It has been located, and 19 miles and

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a fraction put under contract at $373 per mile, but no portion of it is yet completed. The above amount of $373 per mile will not be the whole cost of the road, nor am I now able even to approximate an estimate, as the claims for condemnation, damages, and other expenses, are entirely unknown.

The entire road, commencing at this place, terminates, so far as we are concerned, at the state line.

It may, perhaps, not be inappropriate to say here, that a further appropriation of some $1200 will be indispensable to the completion of the Richlands and Kentucky line road.

The 9 miles now uncompleted will not be finished until next fall, and some means will be wanted to keep up the road till gates can be put on it.

There will also be needed a further appropriation of at least $4000 for the completion of the connection. The claims for condemnation damages will be heavy, and it would be well that the legislature pass a law directing the attorney for the commonwealth to defend such claims on the part of the state, or that the board authorize me to employ counsel for that purpose.

I am, truly,

Your ob't servant,

TH. H. GILLESPIE,
Superintendent.

STAUNTON AND PARKERSBURG ROAD.

Report on the Examination of the Staunton and Parkersburg Turnpike.

By C. Crozet, C. E.

To the President and Directors
of the Board of Public Works.

Gentlemen,

Pursuant to your instructions, I examined the Staunton and Parkersburg turnpike late in October. This is the first improvement on which I was engaged when appointed principal engineer in 1823. The country was then unsettled and without roads; the comparison between its present and former condition was truly gratifying; and I was glad of the opportunity afforded me of witnessing the great change and evident benefits wrought by this work. I only regretted that I could not spare the time to go over the whole line to Parkersburg; but I was compelled to be back to Staunton, upon the business of the Blue Ridge railroad, by the 29th of October.

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I therefore confined my examination to what was considered indispensable under your instructions, and went no farther than Tygart's valley.

I found, in general, the road in good travelling order, though not free from some imperfections, which I will notice after having reported upon the macadamizing, which was the chief object of my examination.

By contract, the width to be covered is 15 feet on the road, 18 feet in the town of Staunton, and the depth everywhere 9 inches; the stones must be broken of a size to pass through a ring of two inches in diameter, unless otherwise allowed by the superintendent.

The *size* specified is certainly too small for limestone; but the latitude allowed by the additional clause is indefinite, and almost nullifies the principal requirement. Unfortunately, the superintendent, Col. Hamilton, at the time of my examination, had just set off for Parkersburg; so that I could not ascertain how far the size of the broken stones had been authorized by him. I therefore have to report upon general principles on the subject.

I verified that the gauge adopted for measuring the broken stones would furnish a covering of the required depth of nine inches, and of the width fixed by the contract; yet, in many places where wagons had cut through, the thickness did not appear to be as much as nine inches, whether from irregularity in spreading or other causes, I could not ascertain, having found no one from whom I could obtain the information.

In Staunton, and near the town, the covering is limestone, generally too large; much more so than farther on. This is the case, however, very irregularly. Occasional patches are altogether of suitable size. Sometimes one-half of the bed is small enough, while the half on the other side is quite too large; owing probably to the degree of faithfulness of the stone-breakers. In most cases, where the stones are sufficiently small, the surface begins to be packed and smooth; while in other spots the stones are merely pushed out of place by the wheels, without any indication of cementation. This remark applies to the whole road.

There are two rows of stones already broken, but not spread out, three miles from town, which appear generally of suitable size. Six miles from Staunton, at the small place called *West View*, there is a long distance of broken stones, generally too large under all circumstances, some of them not spread.

In the bottom, at Buffalo gap, the limestone is generally of admissible size and proper thickness, except in very few places. It begins to be cemented in spots.

The above includes all the limestone capping on the section of 18 miles to the Harrisonburg and Warm springs turnpike. Here the roads to the springs and to Parkersburg divide. On this common section, the travelling is heavier, consisting of the numerous heavy stages and of large wagons going to the springs. Here, consequently, larger stones are less objectionable, and the experience of the Valley turnpike proves that they will ultimately be packed and be-

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come smooth; though it is preferable to subject the travelling to the inconvenience of passing over a rough surface for as short a time as possible, by reducing the first coat of stones to a smaller size.

But towards Parkersburg the case is different; in that direction, for the present, only buggies, carioles and the light wagons of movers travel, all of them with narrow wheels: it is evident that under so small a pressure, large, loose stones will forever be pushed out of place by narrow wheels, and cannot become cemented in any reasonable time, subjecting thereby the present travel, for which the improvement is intended, especially up strong grades, to a lasting and permanent inconvenience, as great at least as the only temporary disadvantage of muddy places.

The stony valleys along Ramsay's creek, and near Shaw's fork, as well as the dry and firm road over the slaty ridges of the Shenandoah mountain, Shaw's ridge, and the base of the Bull Pasture mountain, require no macadamizing.

The first spot where this improvement has been found necessary, occurs near the top of the Bull Pasture mountain, where the stiff limestone clay is first met with: here there is a long section of broken limestone, mostly of good size, according to common rules, though occasional spots are too large for any travel.

Then comes a considerable distance at the top and on each side, capped with stone generally, though with some exceptions, of admissible size for ordinary travel: in some places it appeared rather too thin.

At the bottom, on the west side, it would be too large under all circumstances; and so likewise along the whole distance, about one mile through the muddy, low ground of Crab run.

Beyond this point the valley of Crab run is rough and stony: it affords an abundance of naturally broken stones, of a kind of purple slate which may be used as advantageously as limestone, and which, indeed, answers a very good purpose on the top of Straight creek mountain.

Beyond Crab run we cross Jackson's mountain, whose soil is excellent for a road, and come to the swampy valley of Straight creek, a briary wilderness at the time of the location, and now the seat of the village of Monterey. The road through the valley for upwards of a mile, including the street of Monterey, is capped with limestone of very objectionable size for any sort of vehicle.

Beyond Monterey we ascend Straight creek mountain, where a feature is presented, generally observable in these parallel ranges of mountains—at the bottom is found limestone, higher up slate, and above this, at top, sandstone, all of which commonly with a dip towards the east. The friable sandstone near the top being easily crushed, makes a heavy sandy road; in similar circumstances, between Winchester and Romney, the same formation caused an improvement to be made by spreading over the road broken slate, which, though of inferior quality, answered a good purpose. On Straight creek mountain there is an inexhaustible quantity of small fragments, the purple slate noticed near Crab run, with which four sandy sec-

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tions near the top of the mountain were capped—the upper section alone is of proper size, the three others contain too great a proportion of large stones. This material, being hard and brittle, will crush into a solid smooth surface if a proper size, but will resist considerable pressure, even more than limestone, if too large.

On the top of Straight creek mountain, the dip being steep towards the east, the purple slate re-appears, so that the descent westwardly is over firm, smooth ground; and the road requires no improvement over Chestnut ridge and up Back creek mountain.

On the west side of this, three short places have received a layer of limestone, again rather large. In the bottom of Back creek they were breaking limestone for the road, which also was, so far, too large.

Thence over Middle mountain and the range of the Alleghany ridges, also in the valley of Greenbrier river and over Greenbrier mountain, to near the top of Cheat mountain, the road is naturally good and needs no additional protection.

Very near the top of Cheat, the road, though located at a draining grade, is, for short distances, too muddy to answer well without macadamizing.

There are several sections capped with limestone down the west side of this mountain, with but few exceptions of good ordinary size.

Finally the long lane across Tygart's valley is raised by means of creek gravel, not so advantageous as limestone, but here more convenient and which answers a pretty good purpose.

From the preceding detailed statement, it will appear that, out of nearly one hundred miles, but few short sections have been found to require macadamizing, and that the road is generally over very favorable ground. This is an additional reason for bestowing more care upon the bad places; while a ring of two inches diameter appears rather too small and unsatisfactory, in common cases, I believe that the limit of six ounces, or at most half a pound should, in no instance be exceeded, (weight being more satisfactory than measurement with a ring.) This limit I would suggest on the first 18 miles; but a smaller gauge beyond this point would seem desirable for the reasons deduced above; though the complaints made, without reference to this consideration, have been louder than the occasion called for, especially when the original state and example of the Valley turnpike is recollected.

Many persons have advised a superstratum of clay; but with this addition the road would never become cemented, and the superintendent very properly resisted the suggestion. It is the crushing of angles and small stones which interposed between the stones that cements them together; and, as I consider it impossible that that can take place beyond the first 18 miles, with the light travel which passes over the road, it were better that the addition had not been made unless the size of the stones be reduced. In the incipiency of a macadamized road, some inconvenience must be submitted to, as it is the travel which makes the road ultimately smooth; but here this period would be almost indefinite if nothing is done; and I would recom-

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mend spreading over the surface a covering of from 3 to 4 inches of smaller stones, not exceeding 5 ounces, which I believe would be ultimately cheaper and more effectual than passing over the road and breaking the large stones finer.

Agreeably to your instructions I attended also to the general condition of the road. I have already said that I found it in good travelling order; certainly vastly better than I had expected, knowing how limited the means collected from tolls were: indeed, with so little travelling it is fortunate that so great a proportion of the road bed is over ground naturally firm and dry.

Some improvements, however, are desirable, and should be attended to whenever the revenue of the road shall suffice. They are as follows:

Grades.—Near Staunton, when the road was first made, some short grades were left steeper than expedient for macadamizing; the work of reducing them was in progress, but I could not ascertain to what degree.

About five miles from town, just beyond Edson's meadow, there is a short steep ascent over rich limestone soil which, in the location, was intended to be diminished by raising a sloping embankment across the meadow. This was omitted, probably from motives of economy; but it should now be done before capping with broken stones.

Width.—Along hill sides, and more particularly on slaty ridges, the road has lost a good deal of its width, chiefly on account of exterior slides of crumbling slate, generally increased by cattle walking along a slope composed of loose materials which do not unite by adhesion, nor by vegetation which they cannot support. In some places, however, this want of width is an original defect; it is particularly so along the slaty cliffs of the North mountain, where the road is hardly over 12 feet, and is actually dangerous; and also on the Bull Pasture mountain at some hard limestone cliffs. In such places the advantage of the contractor seems to have been more consulted than the interest of the travelling community. The only way to remedy the defect is to obtain the width by cutting farther into the cliff.

Another cause of the diminution of width arises from the sliding of crumbling materials on the upper side down upon the road. This takes place more or less all along, and particularly at Shaw's ridge, where the hill above the road has no consistency, and comes down in large piles of rubbish, obstructing it almost entirely.

There are two places where I think it would be urgent to attend to the width; they are two *short tacks;* the first of which, on the west side of the Shenandoah mountain, which should be enlarged by hauling materials from the nearest hill above until the outside be raised high enough to prevent accidents; the second, just beyond Greenbrier river, which can be improved by straightening the approach to it from above, the cut bank forming here an unnecessary elbow, not intended to exist in the location.

Ditches.—Though the inclination given to the road towards the hill has, among others, the advantage of collecting the water into the ditches and thus relieving the surface and tending to keep the ditches open, it becomes, perhaps, a disadvantage when these are obstructed

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by the crumbling of the upper bank; because then the water impeded by that cause is thrown back upon the surface of the road, which is washed away until only rough ledges are left. This defect is to be noticed in some place on all the mountains.

Drains.—In the location, level places, generally 18 feet wide, and frequently more, were reserved at proper distances, both for resting horses and for the purpose of locating easy drains to turn the water to the outside of the road; these have too frequently been contracted into a narrow deep ditch, with a steep, high mound on the lower side, excessively unpleasant to the traveller and injurious to rapid vehicles. This defect, too often observable on turnpikes, is to be remedied by restoring the width of the level out of which the gutter was to be made.

Cross Ledges.—The interference of ledges, washed bare by the accumulation of water over the surface of the road, just noticed, is to be remedied only by breaking, or blasting them away, and filling the excavation with materials broken fine. Their mere removal would answer only a temporary purpose.

Loose Stones.—Large loose stones are frequently met with on the surface; indeed, in some cases, like the Shenandoah mountain, they have been used to fill up ruts; where the surface is naturally smooth and firm, they should either be blown out or broken finer. But, in many instances, and particularly through all the narrow leading valleys, such as the valley west of the North mountain, Ramsay's draft, the western base of the Shenandoah mountain and of the Bull Pasture mountain; to an excessive extent the valley of Crab run, and in some degree that of Riffle's run, the natural soil is filled with large loose stones or gravel, which, wherever they are found, should, when the means permit, be removed, and replaced by broken stones. Their removal alone would leave things in the same condition after the frosty season.

The road in Ramsay's draft is occasionally too low and within reach of the creek.

Along Riffle's run some portions of the road have been made by encroaching upon the creek and sustaining the embankment by cribs. These are nearly rotten now, and the road is in danger of being washed away. The cribs should be replaced by riprapping, taken from the other side as much as possible, so as to invite the creek to move its bed farther out.

As regards the *bridges*, the superstructure of all the old open ones, gives evidence of decay. This is the case at Middle river, Calf Pasture, Ramsay's creek, Bull Pasture, and Crab run. Provision will soon have to be made for their removal; especially the second bridge over Crab run, which is at a place where it would be impossible to maintain a good ford across this rapid torrent, which rolls enormous stones along.

The abutment of one bridge over Ramsay's creek was undermined and the bridge fell in: it does not appear indispensable to rebuild it.

From Crab run to Greenbrier river, the road occupies the dividing summits between James river and the Potomac, and no bridge is met

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with. Two excellent structures have been built over the forks of Greenbrier river; they are open bridges with spans of about 75 feet, upon a simple and strong plan, consisting of two braces resting, at one end, against the abutments, at the other, against queen-posts, connected at top by a large straining beam, which forms part of the railing: the second of these bridges, over the North fork, has two spans.

The Cheat river bridge is covered: its span 100 feet; it is in a good state of preservation. I was told that the ice once piled up to it: though it then resisted the pressure, the circumstance is a warning for future precautions, and perhaps even the raising of the superstructure.

The last bridge I have seen is that built over Tygart's valley river. It is covered, and with a span of about 130 feet. It has been in danger of being carried away by the undermining of its western abutment, the two corners of which rests upon solid rock, while the middle was merely built upon gravel; which being carried away in a rise of the stream, the middle of the abutment fell in. The stones have since been keyed up by wooden wedges, which will ensure the safety of the bridge until spring; but, as this abutment will have to be rebuilt, and a tressle placed under the bridge for the purpose, it would appear prudent to construct the tressle at once.

The eastern abutment has also suffered in consequence of a change in the bed of the river, which cut a new channel across the low ground, and came to impinge against this abutment, throwing down its upper wing, which was not founded upon rock; the main body of the abutment, however, being on a solid foundation, resisted.

The greater depth required by the stream, and which undermined the western abutment and the formation of a new channel, were, I am inclined to believe, occasioned by the erection of the bridge itself, at a wide place, where the embankment and abutments contracted the bed, and thus caused an additional swell, a greater pressure, and a change of direction of the current. Either the embankment must be raised and protected by a wall sunk down to the rock, or else the embankment must be removed and a short bridge substituted to restore the old water-way. But I should consider useless any attempt to prevent, by riprapping, the farther abrasion of the angle of low grounds left by the new channel above the bridge, which I was told was the object of some work in progress at the time of my visit. The stream will adapt itself to the new conditions imposed upon it, in spite of any efforts to the contrary.

The superstructure is in perfect order and upon a good plan.

The last thing I have to notice is, that in a few places, and particularly near Greenbrier river and Riffle's run, some fences encroach upon the usual width condemned for turnpikes. This is objectionable everywhere, but especially where the road is macadamized, as it deprives the travel of a turn-out.

Very respectfully submitted.

C. CROZET,
Civil Engineer.

Richmond, Nov. 12, 1850.

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GUYANDOTTE NAVIGATION COMPANY.

ASHLAND, *Cabell county, Va.*,
September 11th, 1850.

Mr. JAMES BROWN, Jr.

DEAR SIR,

Having been favored with your appointment as proxy for the state, I feel it to be my duty as such to report to you the state of the improvements and the progress with which said improvements are prosecuted.

The private stockholders of New York (as I understand) employed Col. Cyrus Moore as superintendent, and George McDaniel of Maine as engineer. They arrived at Guyandotte about the 20th of June, and at once commenced operations. At a meeting of the board, held in the town of Guyandotte on the 12th July, these gentlemen were chosen by the board as superintendent and engineer, (minutes herewith enclosed,) under whose charge the works have been carried on ever since.

The first lock and dam on the river is located about one mile and a quarter from its junction with the Ohio river. From this lock, it is believed, there will be a sufficient depth of water at all times to admit of the passage of boats and rafts into the Ohio river. At this point nearly or quite all the material for the lock and dam are on the ground, the foundations for the lock and piers dug out, and in a few days the workmen will commence laying the bed timbers of the lock, piers and dam. Water and weather being favorable, this lock and dam will be completed by the 15th or 20th of November next.

The second lock and dam, at Dusenbury's mill, (late Sanders',) at which it was recommended to raise said dam four feet. On examination, it was found to be unsafe to undertake the raising said dam, as it was giving way in several places and would be utterly impossible to make the improvement permanent; and as the most safe and economical course it was thought advisable to make the lock and dam all entirely new. At this point also nearly all the materials are on the ground. The lock and dam have been commenced, and are in a rapid state of completion. Weather and water being favorable, this lock and dam will be completed this fall.

There are two locks and dams under way, one at the Salt Rock and the other at the Old Falls. At each of these points a large portion, if not all, of the materials are on the spot, and the locks and dams under way and will be completed at or near the time the first and second locks and dams will be.

It was thought advisable by the engineer and the board to enlarge the locks to 130 feet in length and 26 feet in breadth. Locks of this size would admit the passage of small steamboats, which would answer the wants of the community much better than having to rely alone on horse power or manual labor for the transportation of mer-

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chandize up and down the river; besides, it will do away with the necessity of constructing a tow-path from Guyandotte to Logan court-house, which was estimated to cost $21,280. When the locks and dams now under a course of construction are completed, the river will be navigable for steamboats of a small class a distance of 30 to 35 miles.

All of which is most respectfully submitted by

Your most obedient servant,

C. L. ROFFE.

P. S.—I should be pleased to receive such instructions as you may please to give.

C. L. R.

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[DOC. No. XVIII.]

REPORT

OF CHARLES B. SHAW, CIVIL ENGINEER,

ON SURVEYS

FOR

A RAILROAD

FROM COVINGTON TO THE OHIO RIVER,

1851.

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[Doc. No. 18.]

OFFICE OF THE BOARD PUBLIC WORKS,
February 8th, 1851.

SIR,

In compliance with a resolution adopted by the house of delegates on the 6th instant, I herewith transmit the extended report of Charles B. Shaw, Esq., civil engineer, on the surveys made by him for a railroad from Covington to the Ohio river, together with the estimates accompanying the same.

With high respect,

Your ob't servant,

JOHN B. FLOYD,
Pres. of Board Public Works.

To the Honorable the Speaker
of the House of Delegates.

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REPORT OF C. B. SHAW ON SURVEYS FOR A RAILROAD FROM COVINGTON TO THE OHIO RIVER.

To the President and Directors
of the Board of Public Works.

GENTLEMEN,

The importance of the subject to be treated of in the following report will render it unnecessary to apologise for the time occupied in its preparation. The single party engaged in surveys between Covington and the Ohio river concluded its field operations about the last of November, and since that period has been closely occupied in making the maps, profiles and estimates necessary to a complete elucidation of its labors and of the facts thus far elicited.

The purpose of the resolution of the assembly, under which these surveys were instituted, seemed to your honorable body to indicate the determination of the legislature to give to the subject of a connection by railroad, between the James and the Ohio rivers, the most complete investigation of which it was susceptible. Within reasonable limits, a complete exploration of the physical geography of the intervening region was resolved upon.

As speedily as possible after my appointment to this duty, a party was organized for these purposes, and under the charge of Mr. Henry S. McKean, my principal assistant, proceeded in July last to the execution of its duties.

No operations of the kind, I feel exceedingly confident, were ever conducted with a more careful regard to the production of exact results. I am willing that the most refined criticism may be exercised in regard to the mode in which the survey was made. The junior assistants, Mr. Edward Garrett and Mr. Wm. W. Blackford, had merited my confidence by valuable services on the work I had just left; and Mr. Garrett had previously a large experience in railway surveys in Great Britain.

The proposed connection has been the theme of so much debate and of so many able reports, that it would be entirely superfluous here to advert once more to the well known fertility and great natural resources, both of the country intermediate to the two great rivers and of the vast region beyond them.

My own attention has never been much drawn to commercial statistics. Without meaning to dispute the tastes or impugn the ability of other engineers, who choose very often to make their reports vehicles for the conveyance of their notions—not often the clearest—on questions of political economy or of the probable course of trade—I propose to treat the present simply as an engineering question.

Many members of the body, before whom this paper is ultimately to come, are better armed than myself with statistics wherewith to advocate the inception and vigorous prosecution of this great work. To them I leave that duty, contenting myself with seeing what can-

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not be disguised from the most obtuse—that a great traffic, both present and greatly to be multiplied in future, is to be attained; and expressing the conviction, which I hope the facts herewith presented will justify, that Virginia is by nature entitled to the larger share.

It is well known that the greatest difficulties apprehended in the execution of this work were, the passage of the great Alleghany summit, and the location of a line down the valley of the New river. The latter, in particular, has been studiously represented by the enemies of internal improvement generally, or of this one in particular, as a rocky gorge, offering obstacles the most insuperable to the execution of any work, whether railroad or canal. If the art of engineering be worth anything, and any confidence can be reposed in the statements of men eminently scientific and practical—men known to the world by success in their undertakings—this idea ought long since to have been exploded. At page 460, fourth annual report of the James river and Kanawha company, Mr. Ellett, the chief engineer, observes: "The shores of the valley of New river are formed of narrow strips of low ground and alternate spaces where the mountain sides encroach upon the streams. In the section before me, (the 40 miles below the mouth of Greenbrier river,) the character of the hills is favorable to the object in view. They rarely expose a vertical cliff of rock on which the grading will have to be effected, but consist almost wholly of sloping surfaces formed of fragments of rock, which have been apparently detached from higher points of the mountain, and rolled down into their present position. The grading along these slopes will not be difficult of execution. The road bed will be formed of loose rocks, which will be laid with some regularity on the lower side to protect it from injury from freshets."

On the succeeding section, or part of it, the 20 miles between Boyer's ferry and the mouth of Gauley, the difficulties are greater. "The section now before us," observes Mr. Ellett, "embraces the most difficult part of the valley of New river. The execution of the work in all this distance will require the removal and blasting of much rock, both in detached masses and in place. From the Hawk's Nest, there is a space of 3½ miles where the rock projects, in many places, into the river, and will render necessary a considerable amount of walling, the materials for which will be obtained by blasting off the tops of the cliffs."

I have examined this valley at various points, and enquired into its character at others, preparatory to the continuation of surveys, and have no apprehensions that the difficulties of construction will be other than those above described—chiefly a large amount of walling, such as is very usual on towing path navigations, and even on ordinary roads on the precipitous margins of rivers.

The mountain sides, generally, are not precipitous but sloping—the immediate valley, composed of large loose rocks, affording admirable materials for construction in the manner described. The abundant growth of stately green timber among these loose rocks is the best evidence that the sub-soil is not rocky. An occasional bold cliff will doubtless have to be penetrated by a short gallery not deserving the

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name of tunnel. The steam drill, which has been used with such success on the Hudson river railroad, has demonstrated that these are not such formidable obstacles.

Slides are not more likely to occur than on the Kanawha turnpike, a large portion of which is located on the sides of the same mountains. The soil is red shale, interstratified occasionally with talc, and might be expected to interrupt travelling by land slides. Such does not, however, appear to be the case.

The examinations to be made next season will exactly measure these difficulties, and are expected to disperse the imaginary obstacles, as effectually as the surveys of the season just closed have done those of long tunnels, impracticable grades, and bad ground.

Admitting these portions of the route to be expensive, the portions near the Ohio river will be of more than usual cheapness; and, considering the great importance of opening a connection with the improvements of Kentucky—with those of Ohio, by a route possessing as great advantages in that state as in this over the Baltimore and Ohio railroad—and the vast amount of trade and travel from the Western states and territories, to be reached by these connections, why should some difficulty in the work stand in the way of its execution?

I will proceed to discuss and compare the two principal routes, commencing at Covington, separating at a point about 16 miles beyond, and re-uniting at the mouth of Greenbrier river. These, in general direction, are identical with routes No. 1 and No. 3 of the James river company's surveys of 1838. (See page 434 fourth annual report.) More pains were probably taken to approximate a location, to provide data for exact estimates, and to avoid, on Mr. Ellett's preferred route, the great quantity of subterraneous work.

A sketch of these two lines was given in my October report. The survey pursues the valley of Dunlap's creek from Covington to Crow's, at the mouth of Tyger's run. Thence,

THE GREENBRIER LINE, (Line A,)

Commences the ascent of the eastern slope of the Alleghany with a grade of $105\frac{6}{10}$ feet per mile—passes the mountain with a tunnel 3,000 feet long, from appearances through red shale passing into sandstone. On this tunnel line two shafts can be sunk at favorable depressions, the one 178 feet deep, and the other 158 feet; their average depth is precisely that of the shafts on the Kingwood tunnel on the extension westward of the Baltimore and Ohio railroad. By means of these shafts, after reaching the level of the tunnel, six headings can be driven simultaneously, and from ample experience in such work, I should unhesitatingly undertake the completion of the tunnel in 18 months. The Black Rock tunnel on the Reading railroad, through a rock of notable hardness, was completed in $21\frac{1}{2}$ months—its length was 1932 feet. The Kingwood tunnel (see 24th report B. and O. R., page 14) has progressed at the rate of 1500 feet of heading in five months. But little delay, as stated by the engineer, Mr. Latrobe, will be occasioned by removal of the bottom. Apart from personal expe-

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rience, I have abundant tunnel statistics, collected during a recent visit to Northern works, on which to base the opinion expressed above. This is not shaken by the seeming slow progress of the Blue Ridge tunnel—the rock there being of unusual hardness, and shaft-sinking being, it is said, impracticable. From the western portal of the Crow Summit tunnel, the line descends, with choice of grade to the valley of Howard's creek, viz: 2 miles at 92 feet per mile, or 1½ mile, at $105\frac{6}{10}$ ft. per mile. The quantity of the latter grade on the eastern declivity is 5 miles, with some heavy rock cutting and two high embankments. Tuckahoe creek is crossed by the western incline with a high bridge and embankment. This, the entire amount of steep inclination on this line, (7 miles,) will hereafter be compared with the rival line on the Baltimore and Ohio railroad.

From the foot of the western incline the line pursues the valley of Howard's creek, passes the White Sulphur springs, crosses Greenbrier river at the mouth of Howard's creek, and pursues the route of the river on the north bank to New river, where it connects with the

MONROE LINE, (Line B.)

This line was surveyed in reverse, but its description will better be understood if the survey be supposed direct, commencing at the mouth of Tyger's run, (Crow's,) and terminating at the confluence of Greenbrier and New rivers.

From Crow's the line continues, with some little increase in the steepness of the gradients, which had previously averaged but 25 feet the mile, up the valley of Dunlap's creek to the mouth of Back creek, up Back creek to the summit at the head of the latter, ascends with a grade of 92 feet for $5\frac{8}{10}$ miles, with a cut at summit of 56 feet in depth for 300 feet—but without a tunnel. From the head of Back creek, by way of Little and Big Devil's run, crossing Second creek near the Gap mills, and passing a high dividing ridge, the line reaches the head waters of Indian creek. Several lines were tried as modifications of line B—by the valleys of Turkey creek, Dropping lick and Back creek—all tributaries of Indian creek. These trials resulted in a preference of the main Indian creek line. The grades on the undulating line west of Back creek summit are worse than those on the western side of the Alleghany on line A; the advantage in grade, as estimated by reference to the moving power, is, contrary to my own expectation, in favor of line A. A tunnel common to both lines, of 700 feet long, just below the confluence of Ogley's and Dunlap's creeks, is indispensable—saving 5,500 feet of distance. On line B no other tunnel is indispensable except a short one of 500 feet, in the immediate vicinity of the Salt Sulphur springs. This line passes generally through a more productive country than line A down Howard's creek and Greenbrier river.

Besides the summit tunnel on the Greenbrier route are, one through a spur on the eastern acclivity of the Alleghany of 300 feet; one on Howard's creek, near Skeen's iron works, of 200 feet; one at Fluke's mill, on Greenbrier river, of 900 feet; and one at the Great Bend of Greenbrier river, of 1400 feet.

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A tunnel at the mouth of Second creek, 1800 feet long, would save 8000 feet of distance, but its execution is incommensurate with the object, especially as no bad curvature would be the consequence of its omission.

Omitting the tunnel at Ogley's creek, common to both lines, the united length of all the indispensable tunnelling on line A, is 5800 feet; on line B, through Monroe, 500 feet; excess in favor of Monroe line, 5300 feet.

The number of viaducts on Dunlap's creek, common to both lines, is 14. The total number of feet of bridging on Dunlap's creek, on line A, is 1400 feet; on line B, is 1760 feet. There will be 1080 feet of bridging on line A, on Howard's creek, and a viaduct 450 feet long over Greenbrier river. On line B there will be numerous crossings of Indian creek, 45 at least in number.

The total bridging on line A will be 4530 feet; on line B, 7080 feet. The shortest possible distance on line A, from Covington to the mouth of Greenbrier, is $74\frac{503}{1000}$ miles; the shortest possible distance between the same points, on line B, is $79\frac{684}{1000}$ miles; difference in favor of Greenbrier route, $5\frac{181}{1000}$ miles. Other comparisons of distance, in proportion to the amount of tunnelling resorted to on either line, appear in the following

Table of Distances on the Lines A and B, Covington and Ohio Railroad.

I. GREENBRIER ROUTE, OR LINE A.

	Distance without tunnels 5, 6 and 7,	=	79.408 miles
	" saved by tunnels 6 and 7,	=	3.390 "
(Line A.)	Distance without tunnel 5,	=	76.018 "
	" saved by tunnel 5,	=	1.515 "
(Line A'.)	Distance, shortest possible,	=	74.503 "

Tunnels on Line A.

			Distance saved.	
No. 1, at Ogley's creek,	700 feet long,		5,500 feet,	Unavoidable, on a good location.
2, on Tyger's creek,	300 "			
3, on Howard's creek,	200 "			
4, at Crow's summit,	3,000 "			2 shafts, 168 feet.
5, opposite Second creek,	1,800 "		8,000 feet;	not advisable.
6, opposite Fluke's mill,	900 "		5,800 feet,	Unavoidable in good location.
7, at Great Bend Greenbrier,	1,400 "		12,800 feet,	

Total, (excluding No. 5, not advisable,) 6,500 feet tunnelling.

II. INDIAN CREEK ROUTE, OR LINE B.

(Line B.)	Distance, without tunnels 3 and 4,	=	80.441 miles.
	" saved by tunnels 3 and 4,	=	0.757 "
(Line B'.)	Distance, shortest possible,	=	79.684 "

Tunnels on Line B.

Not indispensable.	No. 1, at Ogley's creek,	700 ft.; saves	5500 ft.	Unavoidable, in good location.
	2, at Salt Sulphur springs,	500 "	4800 "	
	3, at mouth of Dropping lick,	900 "	3000 "	Saving curvature and two bridges.
	4, at Centreville,	500 "	1000 "	

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COMPARISON.	Difference of distance in favor of Greenbrier route.	Excess of tunnelling lines A over lines B.	Excess in round numbers, supposing line B to be shortened 1-6 of a mile.
Lines A and B, - -	4.423 miles.	5,300 feet.	4½ miles.
" A and B', - -	3.666 "	3,900 "	3½ "
" A' and B, - -	5.938 "	7,100 "	5¾ "
" A' and B', - -	5.181 "	5,700 "	5 "

A line by Back creek is 1 5-10 miles shorter than line B'.
A line by Turkey creek is 1 7-10 miles longer than line B.'

A line was also run from the Salt Sulphur springs, crossing Swope's Knob near Allen's Gap, and connecting with line A at the mouth of Little Stony creek, not far above the Great Bend of Greenbrier. Swope's Knob is a branch of the Alleghany range, and presents a vastly greater obstacle than the main Alleghany. At the expense of 6000 feet additional tunnelling, and 8¾ miles of additional steep grade, (requiring throughout assistant power,) 14½ miles shortening can be effected from line B, and 9⅜ miles from line A. An equation of distances in reference to the transporting power, after a mode to be presently described, shews this line to be less eligible than either line B or line A. The excess in equated distance over line B being 19 miles.

As the comparison will ultimately, as far at least as the operations of last season are affected, be restricted to the two main lines A and B, it may not be amiss, before proceeding to a strict comparison of their gradients, and the consequent expense of moving power, to say a few words in reference to the local accommodation afforded by either line. The Greenbrier line (A,) at its point of divergence from the Monroe line (B,) is 6 miles from the Red Sweet springs, and 7 miles from the Sweet springs. Line A will pass directly by the White Sulphur springs; will cross Greenbrier river 3 miles from Lewisburg, with which the Kanawha turnpike would connect it, and will approach at a certain point on the river within 12 miles of Union, the county town of Monroe, from which it will be quite accessible. This line will pass within 15 miles of the Salt Sulphur springs; within 8 miles of the Blue Sulphur, and 10 miles of the Red Sulphur, and will pass immediately a spring of less note, (Cardin's.)

Line B, at its divergence from A, will be 10 miles from the White Sulphur springs by the Sweet springs turnpike. It will pass within ¾ mile of the Red Sweet, and 1½ mile from the Sweet springs, and in the direct vicinity of the Salt Sulphur and Red Sulphur springs.

It appears, then, that neither line would fail to accommodate the commercial interests of the county seats of Greenbrier and Monroe, and that by either of them sufficient facilities would be afforded to the numerous visitors to this great mineral region. Lines of stages and hacks, for distances so short, would be an agreeable contrast to the monotony of a long railway journey.

An important feature in a comparison of railway routes, is some rational mode of weighing the advantage of diminished distance, with

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increased expense of transportation on steeper or more undulating gradients.

This subject it is now proposed to discuss.

Equated Distances.

The resistances to motion on a railway are two—the friction of all the axles of the train in their bearings, and of the peripheries of the wheels on the rails; and the effect of gravitation, where the inclination is adverse in direction to the motion. In descents, gravitation becomes itself a moving power. When the inclination is sufficient to counterbalance friction, no other power is needed. When the inclination is greater than will accomplish that object, speed must be regulated by the retarding effect of brakes. Gravity, then, is only advantageous as a moving power to such an amount as will compensate friction. Experiment has demonstrated that the friction of railway trains is measured by about 8 lbs. per ton, or $\frac{1}{280}$ of the load. The gravitating force down any inclined plane is, to the force with which a body would descend perpendicularly, as the height of the plane to its length. A plane, then, 1 mile in length, with a height $\frac{1}{280}$ of its length, about 19 feet, will oppose the same resistance as friction. Such a plane would require twice the power requisite to draw a given load on a level.

As the railway machinery may not always be in such perfect order, a more convenient unit, 20 feet per mile, may be taken as the measure of the angle of friction; and it may generally be assumed that every 20 feet rise is equivalent to an additional mile of level grade. After surmounting any gradient, gravity becomes an available agent, in all places declining less than 20 feet per mile, to an amount exactly proportional to the rate of descent, and will permit, if the descent is a long one, of a diminution of the supply of steam. On very long descents the fire may be permitted to decline. The necessity, however, of maintaining an active fire in the ascent, even to the summit, and for raising steam at the next ascending grade, destroy all advantage resulting from gravity on short planes. A fire must be maintained that would have afforded the power, and the surplus steam must be wasted at the safety valve. On places descending at a rate exceeding 20 feet per mile, the advantage of gravity is realized only to the extent of 20 feet per mile.

Taking the average speed of passenger and freight trains into view, the fire must be maintained in all descents of less than 2½ miles. From these data will result the following

Rule for Equating Distances.

"From the total ascent deduct the descent in planes of less than 20 feet per mile, and at the rate of 20 feet per mile for those over that. Neglect descents where there are less than 2½ miles continuous descent, divide the remainder by 20, the quotient will be equivalent *additional distance in miles*—a distance having reference only to the

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cost of *transporting* the trade, as affected by *grade*, without reference to retardation from curvature.

I had intended an analysis of this subject, when the above naked formula was handed to me by Mr. McKean. The reasoning which precedes it is my own, which I mention not to detract from the credit justly due to him, but on the contrary as a proof of its accuracy.

Almost any engineer on inspection would explain it nearly in the same way. It has the merit of entire originality, simple as it may seem, and is, I think, the only philosophical rule for equating distances yet enunciated.

Let this mode be applied to lines A and B. It is not thought advisable to encumber the report with such a computation; but, for the satisfaction of any who are disposed to repeat the calculation, appended is

A Summary of Grades.

GREENBRIER ROUTE, (A.)		Direction westerly from Covington to mouth of Greenbrier.	INDIAN CREEK ROUTE, (B.)	
Grades in feet per Mile.	No. of Miles.		Grades in feet per Mile.	No. of Miles.
Level.	6.515		Level.	7.803
Ascending.			Ascending.	
0 to 10 feet.	2.879		0 to 10 feet.	2.879
10 to 20 "			10 to 20 "	
20 to 30 "	2.670		20 to 30 "	6.975
30 to 40 "	4.167		30 to 40 "	6.440
40 to 50 "	1.420		40 to 50 "	1.136
50 to 60 "	1.970		50 to 60 "	5.512
60 to 70 "			60 to 70 "	0.758
at 105 6-10 "	5.000		at 92 4-10 "	5.833
Descending.			Descending.	
0 to 10 feet.	29.920		0 to 10 feet.	19.318
10 to 20 "	9.508		10 to 20 "	5.379
20 to 30 "	4.773		20 to 30 "	4.449
30 to 40 "	3.636		30 to 40 "	2.292
40 to 50 "			40 to 50 "	1.610
50 to 60 "	1.477		50 to 60 "	1.818
at 92 4-10 "	2.083		at 79 2-10 "	8.239
	76.018			80.441

Assistant power required for 7.083 miles on route A.

Excess of measured distance on route B, = 4.423 miles.

Assistant power required for 14.072 miles on route B.

The distances were equated by the above rule on both lines, first westwardly and then eastwardly, and the average of the two results taken as the excess of distance equivalent to excess of transporting power.

The annual cost of transporting the assumed trade is then capitalized and added to capital for construction and maintenance. The

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tonnage and passenger traffic were assumed the least possible by which the project could be authorized, and the cost of transportation taken from the last year's working of the Baltimore and Ohio railroad, which is about the average cost on well managed railways in Massachusetts and New York.

Result.

Measured distance of Greenbrier route,	76.018 miles,	(A)
Average equated distance on " "	96.676 "	
Measured distance on Monroe route,	80.441 "	(B)
Average equated distance on " "	119.527 "	
Excess of equated distance of Monroe line,	22.851 "	

Paper A, herewith submitted, contains the details of this calculation.

The passenger traffic on the Baltimore and Ohio railroad, computed in through passengers from the passenger mileage and the length of road, was over 77,000 through passengers.

The tonnage traffic for this estimate is only taken at 60,000 through tons, though Mr. Ellett, in his able report of 1839, took 100,000 tons for the basis of his estimate.

The passenger traffic is safely assumed, at a minimum, at 25,000 through passengers. The cost of transportation, including motive power, maintenance of way and stock, and agencies of every description, would never exceed 1 cent per mile per passenger, and 1½ cent per mile per ton. (Report B. and O. R. 1847, p. 61.)

The estimate for additional capital to provide for increased cost of transportation on route B would then be,

60,000 tons, at 1½ cent, - -	900	
25,000 passengers, at 1 cent, -	250	
	——	$1,150 per mile.

The transportation of the tonnage and passengers, above assumed, on $22\frac{851}{1000}$ miles, $1,150 per mile, will make an annual charge of $26,278, and require an additional capital of $437,967, which must be added to the estimate for capital on that line.

The rule of Messrs. Knight and Latrobe for equating distances, based on a mere arbitrary convention, is, to divide the sum of all the ascents and descents by $52\frac{8}{10}$, the quotient representing the number of equivalent additional miles on which transportation must be computed.

This rule is not exact, but its application to a line so undulating as that through Monroe county would produce a result far less favorable to that route.

Before proceeding to the subject of estimates, it will not be inappropriate here to introduce a comparison of grades on the Virginia and the Maryland routes. As some incredulity has been expressed in regard to statements made by myself from memory, I will introduce an extract from Mr. Latrobe's report. (See 23d annual report B. and O. R., p. 37.)

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"*Description of the Route of the Road.*

"The line passes from Cumberland up the Maryland shore of the Potomac for about 21 miles, when it crosses into Virginia, and continues along the margin of the river and in that state 8½ miles further, until the mouth of Savage river is reached, 29½ miles from Cumberland. On this part of the route, the grades and curves are very favorable, the limits being 26 $\frac{4}{10}$ feet per mile, and 1,000 feet radius. There is no ascending grade in the direction of Cumberland—a feature highly favorable for cheap transportation that way, from the mineral deposits about the mouth of Savage river. At about a mile below this last point, the high grade of 116 feet per mile begins, and continues about 11½ miles, crossing the Potomac from Virginia into Maryland near the beginning of the grade, and thence ascending the steep side slopes of Savage river and Crabtree creek to the summit at the head of the latter—a total distance of about 15 miles, upon the last 3½ of which the grade is reduced to about 100 feet per mile. From the summit, the line passes for about 19 miles through the level and beautiful tract of country so well known as the 'Glades;' and near their western border, the route crosses the Maryland boundary at a point about 60 miles from Cumberland, and passes into the state of Virginia, in whose territory it continues thence to its terminus on the Ohio. From the 'Glades,' the line descends by a grade of 116 feet to the mile for 8½ miles, and over very rugged ground, and thence 3 miles further to Cheat river, which it crosses at the mouth of Salt Lick creek. The route, immediately after crossing this river, ascends the broken slopes of the Laurel Hill by a grade of 105 feet per mile for 5 miles to the next summit, passing the dividing ridge by a tunnel of 4,100 feet in length, and whence, after 3 miles of light grade, a descent by a grade of 105 feet per mile for 5 miles is made to the valley of Raccoon creek, by which the Tygart's valley river is reached in 14 miles more, at the turnpike bridge above described, and 103 miles from Cumberland."

In the extract above it will be observed, that there is a continuous ascent of Savage mountain of 11½ miles at 116 feet per mile, and 3½ miles, at *about* 100 feet per mile, (not at *less* than 100 feet per mile we may be certain,) with an uninterrupted descent from the "Glades" of 8½ miles at 116 feet per mile—making 20 miles altogether of that very bold ascent and descent, to say nothing of the 3½ miles at *about* 100 feet per mile. This ascent and descent, moreover, on which it would otherwise be practicable to use half the number of heavy assistant engines, are separated by 19 miles of level grade through the "Glades." There are besides 10 miles ascent and descent of Laurel mountain at the rate of 105 feet per mile, with a tunnel 4,100 feet long at the summit. Here are 33½ miles of steep grade—20 miles of it rising 11 feet more per mile than the steepest grade on the Greenbrier line, and 24 feet more per mile than the steepest grade on the Monroe line—the gross amount of steep grade on the latter being but 14 miles without any tunnel; and on the Greenbrier line, 7 miles of steep grade with a tunnel. This tunnel is, however, not ¾ of the length of the

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Maryland tunnel, and as easy in situation and quality of ground to execute.

If the New river route be adopted, there will be an almost uninterrupted and very gentle ascent from the Ohio river to the western base of the Alleghany, giving the greatest possible advantage in the tonnage trade. After a very short ascent—easily managed by the aid of one assistant engine—an almost equally uninterrupted descent will deliver freight at Covington—heavy commodities, such as salt, coal and iron, to take the conveyance of the canal, and passengers and light goods, that of the Central road to Richmond or Alexandria.

From the western base of the Alleghany, the Baltimore and Ohio railroad traverses a most undulating country, at great expense of grade and motive power, to the Ohio river. The Alleghany region on that route is besides a truly alpine region. Snows of great depth, from 2 to 4 feet on a level, and sometimes drifted by the wind to depths incredible, are there of ordinary occurrence. No one can speak more directly from personal experience than myself of the winter climate of that country. For two winters, during which I was engaged in mining and railroad operations for an Anglo-American company in Alleghany county, Maryland, the snow plough, drawn by four Pennsylvania wagon horses, was constantly in use to keep open the ways from one part to another of the company's works. Early in May 1840, snow was yet lying many feet deep on the north exposures of Dan and Savage mountains.

Who can doubt, in view of such facts, that Virginia will obtain a large share of that trade and travel which now seeks the Atlantic through Northern routes? I might swell this report with reflections on that subject, borrowed from the fourth annual report of the James river and Kanawha company, but as that document is familiar to all who will read this, or within their reach, I refer to it—confident that the views there expressed are not too sanguine in regard to the advantages of an Alleghany railroad in Virginia, and the benefits which would enure to the state from it.

Before proceeding to estimates for this work, some remarks may not be amiss in relation to curvature.

As a great resistance to locomotion is experienced in the transit through curves; and the laws of that resistance, as well as those of gravity, are capable of exact analysis, a strict comparison between disputing routes cannot be made without regard being paid to it.

It is evident, however, from inspection of the sectional maps which accompany this report, that no particular advantage can be claimed by either of the lines yet compared in regard to curvature. The curves, with a very few exceptions, are ample, there being but little occasion ever to admit so small a radius as 636 feet.

Modern improvements in locomotives have somewhat modified previous conceptions in regard to the disadvantages of steep grades and somewhat abrupt curves.

An extract from a report made in 1845 by the railway department of the board of trade on the Manchester and Leeds district will illustrate this view. (See said Rep. page 7.)

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"*Gradients.*

"As the question of gradients and curves enters as an important element into the consideration of these and many other schemes, it may be well that we should here state the views by which we have been guided in forming a judgment.

"Discarding all merely theoretical considerations, we have approached the subject in a practical point of view, referring to the actual experience of existing railways, as the sole test of what is admissible in regard to future ones.

"And first, in regard to gradients.

"The improvements that have taken place in the construction of the locomotive engine have greatly enlarged the standard of its capabilities. Not many years ago, anything steeper than 1 in 200 was looked upon as a decidedly objectionable feature in a line, and enormous expense was incurred in avoiding gradients of a steeper inclination.

"The difference of expense in construction between a line with first class gradients, as it was called, *i. e.* with none steeper than 1 in 200, and one with second class gradients ranging up to 1 in 100, was frequently not less than £10,000, £20,000, or £30,000 per mile. The London and Birmingham, Great Western, and Brighton lines, for instance, averaging above £50,000 per mile, while the Grand Junction, and London and Southwestern, did not exceed from £20,000 to £25,000.

"Experience has fully proved that no saving, either in time or economy of working, has been attained at all commensurate with this enormous additional outlay of capital. Indeed, in many cases, cheaply constructed lines have been worked at an equal or less expenditure for locomotive power, and at as high an average velocity as lines constructed at twice the expense.

"This is so universally admitted, that such gradients as were formerly thought objectionable, are now adopted every day as a matter of course; and as the capabilities of the locomotive have been enlarged, gradients, which would have been considered a few years ago wholly impracticable, have come into general use.

"It is important to ascertain, by reference to actual practice, the results which have been already arrived at, and which must be taken as starting points to guide us in the consideration of any new scheme.

"The Lickey incline, on the Birmingham and Gloucester railway, is a conclusive proof that a gradient of 1 in 37½, (nearly 141 feet per mile,) for a length of 2 miles 3 chains, may be worked by the aid of an engine constructed for the purpose, without serious inconvenience to an extensive traffic. It is also a proof that such an incline may be descended without danger by the force of gravity, regulated by the action of brakes.

"The Sutton incline of 1 in 88, on the Liverpool and Manchester railway, is surmounted by the ordinary trains of that railway, whose traffic is of a very heavy description, with a single locomotive.

"On the Newcastle and Carlisle line, an incline of 1 in 106, for 4 miles consecutively, is surmounted by the ordinary trains without difficulty or delay.

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"The use of a stationary engine for ascending the incline on the Manchester and Leeds railway, from the Victoria station, which is 1 in 59 for 1000 yards, and 1 in 49 for 640 yards, has been in a great measure discontinued, the ordinary goods engine being found capable of taking up it heavy passenger and goods trains of not less than 80 tons.

"On the Glasgow and Edinburgh railway, stationary power has also been discontinued, the locomotive engine being found a more efficient and economical substitute on the Glasgow incline of 1 in 42, (125 feet per mile,) for 1¼ miles; and recently the locomotive engine has been equally substituted for stationary power upon the inclined plane of the London and Birmingham railway, from the Euston square terminus to Camden-town, parts of which are at 1 in 66, and 1 in 75.

"Many other facts of a similar nature might be quoted, but the above seem quite sufficient to establish the general proposition.

"1. That gradients of from 1 in 50 to 1 in 100, are perfectly practicable to the ordinary locomotive engine, with moderate loads.

"2. That gradients up to 1 in 37½, or higher, may be surmounted by heavy trains, with the aid of an assistant engine of peculiar construction."

"*Secondly, with regard to Curves.*

"On this point also, practical experience has led to a great modification of the ideas formerly entertained. The Newcastle and Carlisle railway presents an instance of a line which is almost one continued succession of curves, of every degree of curvature, up to 8 chains radius, (528 feet,) and with steep inclines, being worked with economy and safety.

"The Manchester and Liverpool railway company, in their extension line through Salford, have introduced curves, bending in a serpentine direction, two of which have radii of 10 and 12 chains respectively, over which all their trains pass daily.

"The Manchester and Leeds line has two curves of 10 chains radius, away from any station, and in a gradient of 1 in 82, over which their trains have been worked for upwards of four years without the slightest accident or practical inconvenience."

Another singular result of railway experience, and such as may seem inconsistent with the adoption of steeper gradients, is the return to lighter locomotives. An English correspondent gives their dimensions: Cylinder 8 inches; stroke of piston 12 inches; driving wheels 4 feet 6 inches; boiler 2 feet diameter; 80 tubes 11 feet 4 inches long, and 1⅝ inches diameter; weight 10 tons—they cost £1100. They are guarantied to draw between 40 and 50 tons at the rate of 45 miles an hour, and ascend any incline not exceeding 1 in 100, at a proportional rate of speed. For express purposes their speed may be increased to 60 miles an hour, and they have become quite fashionable for express and mail trains. Opposite notions have been carried to such an excess that there has been a reaction; engines, weighing with their tenders nearly 35 tons, and costing £4000, involved such

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a heavy expense in the weight of the rail and subsequent wear, as made it quite insupportable. Dr. Lardner, in his Railway Economy, mentions an engine of the enormous weight of 60 tons on one of the English railways. Such weights are absolutely crushing, and it is surprising that they should ever have even been tried. An engine of 22 tons, with 14¾ inch cylinders and a 20 inch stroke is such as is used on the heavy grades of the Western railroad in Massachusetts; some of them are made at the Taunton locomotive factory, and cost $ 7500 each. Norris engines, with 13 inch cylinders and 20 inch stroke, cost about the same price. Locomotive factories are springing up in Virginia, and good engines of the size above described will easily be manufactured here at very nearly the same cost. Engines of that size will be sufficient for the summit division, and lighter engines of 10 or 12 tons will be found more profitable on the rest of the road. In the estimate, the cost of engines, freight and passenger cars, stations and fixtures has been taken into consideration. Provision for all these is made in the item of superstructure, the price per mile being made to include them.

The cost of tunnels has been computed both in reference to the absolute work, and in regard to price, keeping in view the cost of tunnels on the Baltimore and Ohio railroad, the Chesapeake and Ohio canal, the Reading railroad, the Western railroad, the Harlem railroad, and others, in regard to which exact information has been obtained. The ground in which rock cuttings or tunnelling will occur is, from appearances, of medium hardness.

The whole amount of tunnelling is diminished on the Greenbrier route to 6500 feet, and on the Monroe route to 1200 feet.

Bridges and viaducts are estimated from the actual cost of similar works elsewhere in the state. Small viaducts of less than 120 feet span are proposed on the principle of the bridges on the "Bowstring" plan, lately constructed over Mason's creek in Roanoke county, and over Holston river at the Royal Oak ford, of which the plans are in the office of the board. The larger viaducts, proposed for the crossings of Greenbrier river, in spans, according to situation, of 250 or 300 feet each span, are on a combination of the suspension with the brace principle, rigidity being imparted to the trusses by an admixture of cast iron.

This plan has been referred by drawing and specification to Mr. Charles Ellett for his opinion. I some time since transmitted his answer to the board. He thinks such a bridge, properly proportioned, could not fail. It will be time to discuss the advantage of the plan when an opportunity shall occur for its execution.

I have always intended submitting in this report some thoughts in regard to the use of iron bridges, which there is an attempt to introduce as the most suitable for railways. This report has already, however, acquired a length which I did not expect. I will, therefore, content myself with a few quotations from a voluminous report now before me, "On the Adaptation of Iron to Railway Structures," made to the British parliament by a special commission of scientific gentlemen appointed to that duty by the queen.

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In experiments made on "impact," (page 10,) it appears that in bars of cast iron submitted to long continued impact from a heavy pendulum, "the general result obtained was, that when the blow was powerful enough to bend the bars through one-half of their ultimate deflexion, (that is to say, the deflexion that corresponds to their fracture by dead pressure,) *no* bar was able to stand 4,000 of such blows in succession; but all the bars (when sound) resisted the effect of 4,000 blows, each bending them through one-third of their ultimate deflexion."

At page 17: "When wrought iron is combined with cast iron, in the manner of trussing, several difficulties arise from the different expansion of the two metals and the difference of their masses, which causes the wrought iron rods to be more suddenly affected by changes of temperature than the cast iron parts.

"We have sought for opinions and information upon these questions, and these show that the *greatest skill and caution* are necessary to ensure the safe employment of such combinations."

The strength of cast iron is so uncertain, and its liability to fracture from impact so great, that after a full examination of Mr. Locke, Mr. Stephenson, Mr. Cubitt, Mr. Brunel and Mr. Barlow, the commission recommend "that the greatest load in railway bridges should in no case exceed one-sixth of the weight which would break the beam if placed at rest in the centre.

"Mr Rastrick and Mr. Fairbairn object to the use of the trussed girder on account of the different rates of expansion in cast and wrought iron.

"Mr. Locke states that he would never willingly use cast iron except in the shape of an arch.

"Mr. Brunel objects to the use of cast iron in long spans, and to its combination with wrought iron, and prefers a framing of *wrought iron and wood.*"

All concur in opinion that cast iron is unsafe at a temperature below 32°.

This commission was instituted shortly after the breaking down of an iron bridge over the river Dee, on the Chester and Holyhead railway. Since that time wood is much more extensively used on English railways, and would be universally in all long span bridges, but for its great cost.

In our own country, where wood is a drug in cost and where iron is dear, it seems to me that it can only be recommended by professional vanity in the constructor. Its only recommendation is security from fire, which is out of proportion to the most unnecessary risk to human life. Witness the late fearful casualty on the New York and Erie railroad.

A wooden superstructure, for the same length of span with the iron bridges on the Central railroad at Charlottesville, could be erected for 16 dollars per foot linear. The cost of the iron bridges was, I believe, $40 per foot. The wooden bridge, doubling its cost to allow for perpetual renewal, would save 8 dollars the foot, and ensure for ever against any sudden break down.

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Where iron bridges are used at all, it is important that the trains should pass them slowly. In two experiments made by the commission on iron bridges, it appears that an engine running 50 miles per hour increased the statical deflexion one-seventh.

The estimates on lines A and B, to the mouth of Greenbrier river, appended hereto, may be considered as the maximum of cost on those lines. The solids of excavation and embankment are computed from the line actually run. A definitive location could not fail to reduce them.

In Mr. Ellett's report of 1839, he computes the cost of 138½ miles from Covington to Loop creek shoals, at $17,000 per mile. This estimate had regard to a plate rail 2 × ⅞, with a heavy continuous wooden bearing for the substructure of the iron rails. The rolled iron rail of 50 lbs. to the yard will require no continuous bearing, but the cross ties must be 2 feet apart, and, other items considered, an addition would be necessary of at least $2000 per mile to his estimate.

His gross estimate for the whole railway from Covington to Loop creek, including stocking the road with cars and engines, is $2,602,950, very nearly $20,000 per mile.

This estimate is low for that part of the work, but as the country becomes more level in approaching the Ohio river, the cost of construction will diminish, and it might be assumed as the basis of an estimate for the completion of the work.

225 miles from Covington to the Ohio, at $20,000, -	$4,500,000

The interest on that sum is $270,000.

Revenue:

Transportation of 60,000 tons, 225 miles, at 3½ cts. per mile,	472,500
" of 25,000 passengers " at 3½ cts. "	196,875
Mail service, - - - - - -	40,000
Gross revenue, - - -	$709,375

On the Baltimore and Ohio railroad for the year 1850, the receipts from freight and passengers were $1,343,805, and the entire expenses of working the road and keeping it in repair were but $609,588, less than 46 per cent. on the gross receipts.

Assuming the expenses to be 50 per cent. on the receipts as estimated above, the account would stand as follows:

DISBURSEMENTS:		RECEIPTS:	
Expenses of road, -	354,687		
Interest on $4,500,000,	270,000		
Total, -	$624,687	$709,375—surplus	$84,688

Some allowance should be made for an increase of the trade and travelling, which must gradually be diverted from inferior lines; and

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in progress of time this cannot fail to be a source of great profit to the state.

Its revenue, however, will never be realized to the fullest extent except by its completion; for which reason I would recommend sufficient appropriations, if it should be thought of as a state work, to complete it in four years at farthest. The great success of other states, both North and South, in such schemes, and the eminent prosperity derived from them seem to indicate a vigorous action as the most suitable in all such enterprizes.

The work of examination will be completed during the coming season, and an estimate of the entire cost can then be made, though it cannot vary greatly from that submitted above. The only real difficulties of the work have been examined already, and enough is known to authorize its inception if it is ever to be made.

This report is most respectfully submitted, by

Your ob't serv't,

CHAS. B. SHAW,
Civil Engineer.

Charlottesville, Feb. 5, 1851.

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Summary of Cost of Construction from Covington to the Mouth of Greenbrier River.

NUMBER OF DIVISION.	Length in miles and decimals.	Earth work.	Rock cutting.	Tunnelling.	Masonry.	Superstructure of bridges.	Grubbing and clearing.	Total cost of graduat'n, masonry and bridging.	Cost of graduation, &c., per mile.	Cost of superstructure and equipm't, p. mile.	Total cost of superstructure.	Engineering and contingencies, 10 per cent.	Total cost.
I.—GREENBRIER RIVER ROUTE, OR LINE A.													
No. 1—from Covington to near Crow's, (Dunlap's creek division,)	14.394	$55800	25600	42000	17640	30200	1500	172740					
No. 2—from Crow's to Tuckahoe creek, (Summit division,)	8.125	129600	33600	228000	22260	20000	1750	435210					
No. 3—from Tuckahoe creek to Greenbrier bridge, (Howard's cr'k div'n,)	8.201	48900	29600	12000	25550	30220	750	147030	–	–	–	–	$25284 p. mile.
No. 4—from Greenbrier bridge to mouth of Greenbrier river, (Greenbrier river division,)	45.298	147300	81600	138000	74620	2880	7500	451900					
Total,	76.018	$381600	170400	420000	140070	83300	11500	1206870	15876	7200	547330	175420	1929620
II.—INDIAN CREEK ROUTE, OR LINE B.													
No. 1—from Covington to Crow's, as on line A, (Dunlap's creek div'on,)	14.394	55800	25600	42000	17640	30200	1500	172740					
No. 2—from Crow's to Salt Sulphur springs, (Summit division,)	28.127	190050	148000	30000	51400	12380	5500	437330					
No. 3—from Salt Sulphur springs to mouth of Indian creek, (Indian creek division,)	23.087	84750	56000	–	40400	64800	1500	247450	–	–	–	–	$20.710 p. mile.
No. 4—from mouth of Indian creek to mouth of Greenbrier river, (New river division,)	14.773	38100	10400	–	16010	12000	1250	77760					
Total,	80.441	$368700	240000	72000	125450	119380	9750	935280	11627	7200	579175	151445	1665900

Exclusive of the before computed addition of $437,967 for the additional capital for working line B. This may hereafter be modified by an equation for curvature.

CHAS. B. SHAW, *C. E.*

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APPENDIX.

[A.]

Equation of Distance for Grade, on Greenbrier Line **A**, *and Indian Creek Line* **B**.

LINE AND DIRECTION.	Total Rise.	Descending grades, above 20 feet per mile.	Descending grades, above 20 feet per mile, and in continuous lengths of less than 2½ miles.	Remainder: higher descending grades to be allowed for.	Descent, at 20 feet per mile, on the distance in preceding column.	Descent on planes of a grade less than 20 feet per mile.	Total descent allowed in equating. Sum of the two preceding columns.	The preceding, deducted from total rise. Uncompensated rise.	The preceding, divided by 20 feet. Miles equivalent to the uncompensated rise.	Measured distance.	Equated distance.	Average of equated distance, east and west.	Excess, in equated distance, of line B.
	Feet.	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.	Feet.	Miles.	Miles.	Miles.	Miles.	Miles.
Line A, westerly, - -	932.00	11.647	0.322	11.325	226.50	324.12	550.62	381.38	19.069	76.018	95.087	96.676	
Line A, easterly, - -	764.00	15.227	–	15.227	304.54	14.52	319.06	444.94	22.247	76.018	98.265		22.851
Line B, westerly, - -	1341.00	18.408	3.485	15.923	318.46	164.50	462.96	878.04	43.902	80.441	124.343	119.527	
Line B, easterly, - -	1183.00	26.654	2.500	24.154	483.08	14.52	497.60	685.40	34.270	80.441	114.711		

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[B.]

Estimate of Cost of Construction from Covington to the Mouth of Greenbrier River.

I. GREENBRIER LINE (A.)

Division 1, (*or Dunlap's Creek Division,*) *extending from Covington to near Crow's,* 14.394 *miles.*

Earth work, 372,000 c. y., at 15 cts.,			55,800 00
Rock cutting, 32,000 " at 80 cts.,			25,600 00
Tunnelling, 700 linear feet, at $60,			42,000 00
Masonry, bridge, 280 c y., at 5,	1,400 00		
" " 3260 " at 4,	13,040 00		
" Culvert, 750 " at 4,	3,000 00		
" " 100 " at 2,	200 00		
			17,640 00
Truss bridging, 250 linear feet, at $20,	5,000 00		
" " 1400 " " at 18,	25,200 00		
			30,200 00
Grubbing and clearing, 6 miles, at $250,			1,500 00
Total Dunlap's creek division, graduation, masonry and bridging,			$172,740 00

Division 2, (*or Summit Division,*) *extending from Crow's to Tuckahoe Creek,* 8.125 *miles.*

Earth work, 864,000 c. y., at 15 cts.,			129,600 00
Rock cutting, 42,000 " at 80 "			33,600 00
Tunnelling, 3000 linear feet, at $70,	210,000 00		
" 300 " " at 60,	18,000 06		
			228,000 00
Masonry, bridge, 2860 c. y., at $5,	14,300 00		
" 1920 " at 4,	7,680 00		
" 140 " at 2,	280 00		
			22,260 00
Truss bridging, 1600 linear feet, at $20,			20,000 00
Grubbing and clearing, 7 miles, at 250,			1,750 00
Total Summit division, graduation, masonry and bridging,			$435,210 00

Division 3, (*or Howard's Creek Division,*) *extending from Tuckahoe Creek to Greenbrier Bridge,* 8 201 *miles.*

Earth work, 326,000 c. y., at 15 cts.,			48,900 00
Rock cutting, 37,000 " at 80 "			29,600 00
Tunnelling, 200 linear feet, at $60,			12,000 00
Masonry, bridge, 1050 c. y., at 5,	5,250 00		
" " 4550 " at 4,	18,200 00		
" culvert, 460 " at 4,	1,840 00		
" " 130 " at 2,	260 00		
			25,550 00
Truss bridging, 600 linear feet, at $20,	12,000 00		
" 500 " at 18,	9,000 00		
" 480 " at 16,	7,680 00		
" 110 " at 14,	1,540 00		
			30,220 00
Grubbing and clearing, 3 miles, at 250,			750 00
Total Howard's creek division, graduation, masonry and bridging,			$147,020 00

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Division 4, (or Greenbrier River Division,) extending from Greenbrier Bridge to the Mouth of Greenbrier River, 45.298 miles.

Earth work, 982.000 c. y., at 15 cts.,			147,300 00
Rock cutting, 102.000 " at 80 "			81,600 00
Tunnelling, 2300 linear feet, at 60 cts.,			138,000 00
Masonry, bridge, 1200 c. y., at $4,	4,800 00		
" culvert, 6020 " at 4,	24,080 00		
" " 2620 " at 2,	5,240 00		
" walling, 27,000 c. y., at $1 50,	40,500 00		
			74,620 00
Truss bridging, 100 linear feet, at $18,	1,800 00		
" 90 " at 12,	1,080 00		
			2,880 00
Grubbing and clearing 30 miles, at $250,			7,500 00
Total Greenbrier river division, graduation, masonry and bridging,			$451,900 00

II. INDIAN CREEK, OR MONROE LINE, (B.)

Division 1, the same as Division 1 on Line A.

Division 2, (or Summit Division,) extending from Crow's to the Salt Sulphur Springs, 28.127 miles.

Earth work, 1,267,000 c. y., at 15 cts.,			190,050 00
Rock cutting, 185,000 " at 80 "			148,000 00
Tunnelling, 500 linear feet, at $60,			30,000 00
Masonry, bridge, 5980 c. y., at 4,	23,920 00		
" culvert, 6080 " at 4,	24,320 00		
" " 1580 " at 2,	3,160 00		
			51,400 00
Truss bridging, 430 linear feet, at $14,	6,020 00		
" 530 " at 12,	6,360 00		
			12,380 00
Crubbing and clearing 22 miles, at $250,			5,500 00
Total Summit division, graduation, masonry and bridging,			$437,330 00

Division 3, (or Indian Creek Division,) extending from the Salt Sulphur Springs to the mouth of Indian Creek, 23.087 miles.

Earth work, 565,000 c. y., at 15 cts.,			84,750 00
Rock cutting, 70,000 " at 80 "			56,000 00
Masonry, bridge, 9100 c. y., at $4,	36,400 00		
" culvert, 550 " at 4,	2,200 00		
" " 900 " at 2,	1,800 00		
			40,400 00
Truss bridging, 3250 linear feet, at $18,	58,300 00		
" 420 " at 15,	6,300 00		
			64,800 00
Grubbing and clearing 6 miles, at $250,			1,500 00
Total Indian creek division, graduation, masonry and bridging,			$247,450 00

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Division 4, (or New River Division.) extending from the mouth of Indian Creek to the Mouth of Greenbrier River, 14.773 miles.

Earth work, 254,000 c. y., at 15 cts.,	-	-	38,100 00
Rock cutting, 13,000 " at 80 "	-	-	10,400 00
Masonry, bridge, 1150 c. y., at $5,	5,750 00		
" culvert, 1390 " at 4,	5,560 00		
" " 800 " at 2,	3,200 00		
" walling, 1000 " at 1 50,	1,500 00		
			16,010 00
Truss bridging, 600 linear feet, at $20,	-	-	12,000 00
Grubbing and clearing 5 miles, at $250,	-	-	1,250 00
Total New river division, graduation, bridging and masonry,		-	$77,760 00

Summary.

Greenbrier line, (or line A.) *Length 76.018 miles.*		Indian Creek, or Mountain Line, (B.) *Length 80.441 miles.*	
Earth work, -	381,600 00	Earth work, -	368,760 00
Rock, -	170,400 00	Rock, -	240,300 00
Tunnels, -	420,000 00	Tunnels, -	72,000 00
Masonry, -	140,070 00	Masonry, -	125,400 00
Bridge superstructure, -	83,500 00	Bridge superstructure, -	119,280 00
Grubbing, &c., -	11,500 00	Grubbing, &c., -	9,750 00
[$15,876 per mile.] -	1,206,870 00	[$11,627 per mile.] -	935,490 00
Superstructure and equipment, at $7200 per mile, -	547,330 00	Superstructure and equipment, at $7200 per mile, -	579,175 00
	1,754,200 00		1,514,665 00
Engineering and contingencies, 10 per cent., -	175,420 00	Engineering and contingencies, 10 per cent., -	151,445 00
Total cost, equal to $25,284 per mile, -	$1,929,620 00	Total cost, equal to $20,710 per mile, -	$1,665,930 00

Estimate.

Stations and Equipment of Covington and Ohio Railroad.

Warehouse at Covington,	-	-	-	20,000
Do. on Ohio river,	-	-	-	20,000
Principal stations, 8 at	$7500,	-	-	60,000
Intermediate do. 12 at	2500,	-	-	30,000
Locomotives, 2 at	9000,	-	-	18,000
Do. 6 at	7000,	-	-	42,000
Passenger cars, 12 at	2000,	-	-	24,000
Goods cars, 60 at	600,	-	-	36,000
Shops and fixtures,	-	-	-	20,000
Total on distance of 225 miles,		-	-	$270,000
being per mile,	-	-	1200	
Superstructure proper,	-	-	6000	
Superstructure and equipment,		-	$7200 per mile.	

CHAS. B. SHAW, *Engineer.*

Charlottesville, Feb. 5, 1851.

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