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Sixty-Second Annual Report  
*of the*  
**Public Service Commission**  
*of South Carolina*  
1939-40

JOHN C. CONEY, Chairman  
JOHN B. McMILLAN, Vice-Chairman  
JAMES W. WOLFE  
JOSIAH J. EVANS  
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} Commissioners

MARY E. CARR, Secretary  
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HAROLD MAJOR, Consulting Counsel  
H. A. MANNING, Director of Rate Bureau  
B. H. BARRE, Chief Engineer  
W. W. GOODMAN, Director, Motor Transportation  
W. C. HERBERT, Director, Electrical Utilities Division

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GENERAL ASSEMBLY OF SOUTH CAROLINA

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LETTER OF TRANSMITTAL

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OFFICE OF THE PUBLIC SERVICE COMMISSION

Columbia, S. C., September 1st, 1940.

*To His Excellency, Burnet R. Maybank, Governor of South Carolina:*

Sir: We have the honor to transmit herewith the sixty-second annual report of The Public Service Commission of South Carolina for the year ending June 30, 1940.

Yours respectfully,

JOHN C. CONEY, *Chairman*  
JOHN B. McMILLAN, *Vice-Chairman*  
JAMES W. WOLFE, *Commissioner*  
JOSIAH J. EVANS, *Commissioner*  
H. W. SCOTT, *Commissioner*  
J. C. DARBY, *Commissioner*  
RUFUS M. NEWTON, *Commissioner*

MARY E. CARR, *Secretary.*

# PART I.

## ANNUAL REPORT OF THE PUBLIC SERVICE COMMISSION OF SOUTH CAROLINA

*To the General Assembly of South Carolina:*

The Public Service Commission has the honor to respectfully submit for your consideration this its sixty-second annual report.

### RAILROADS

The annual inspection of all railroads operating in the State was made in December, 1939 and January, 1940. Stations, structures, rights-of-way, bridges and road beds were found to be in an excellent and safe condition generally. The attention of the railroads was directed to dangerous grade crossings and suggestions were made for the elimination of hazards or installations of proper signals.

### RAILROADS ABANDONED

An application was made to the Interstate Commerce Commission by the Charlotte, Monroe and Columbia Railroad Company to abandon its entire line extending from McBee to Jefferson, a distance of 17.16 miles. On petition of the citizens of the territory served by this railroad, the Interstate Commerce Commission set the matter down for a public hearing under ICC Finance Docket No. 12653. Hearing was had but no decision has yet been rendered by the Commission.

Under ICC Finance Docket No. 12777 the Due West Railway Company made application to the Interstate Commerce Commission for a certificate of public convenience and necessity permitting them to abandon its entire line extending 4.5 miles from Due West to Donalds. Previously this line had discontinued operations over the rails and served the territory by motor truck.

The Chesterfield and Lancaster Railroad filed with the Interstate Commerce Commission an application to permit it to abandon its entire line extending approximately 31.75 miles from Cheraw to Pageland. Under ICC Finance Docket No. 12810, the Interstate Commerce Commission, on representations

of this Commission and interested citizens served by the Chesterfield and Lancaster Railroad, set the matter down for a public hearing. Hearing was had before an Examiner of the Interstate Commerce Commission on June 17, 18 and 19, 1940 at Chesterfield. As yet no decision has been rendered by the Federal Commission.

The Bennettsville and Cheraw Railroad filed an application with this Commission asking authority to abandon a portion of its line extending from Blenheim Spur to Drake Station, a distance of approximately three miles. This carrier was directed to post notice of its intention to apply for the authority to permit the abandonment. At the close of the year ending June 30, 1940, no protests had been received by this Commission.

### STATIONS AND AGENCIES

Authority was granted the Southern Railway Company to discontinue the agency at Hopkins, S. C., and to thereafter maintain that point as a prepay station.

Authority was granted the Southern Railway Company to change the station at Vacluse, S. C., from a regular agency station to a prepay station with a caretaker in charge.

Citizens and patrons of the Southern Railway Company at Claremont, S. C., petitioned the Commission to require the establishment of a regular agency at that point. On investigation by the Commission it was found that there would be insufficient revenue to warrant the establishment of a regular agency at that point and the petition was denied.

Authority was granted the Southern Railway Company to discontinue the agency at Elko, S. C., and to thereafter maintain that point as a prepay station.

Authority was granted the Atlantic Coast Line Railroad Company to discontinue the agency at Dovesville, S. C., and to thereafter maintain that station as a prepay point.

Authority was granted the Atlantic Coast Line Railroad Company to discontinue the agency at Parlers, S. C.

Authority was granted the Atlantic Coast Line Railroad Company to discontinue the agency at Coward, S. C.

Authority was granted the Atlantic Coast Line Railroad Company to discontinue the agency at Waterloo, S. C.

Authority was granted the Atlantic Coast Line Railroad Company to discontinue the agency at Lumber, S. C.

There is now before the Commission an application of the Atlantic Coast Line Railroad Company seeking authority to discontinue the agencies at Ruffin, S. C., Stokes, S. C., and Lodge, S. C. Hearings on these applications were held but no decision as yet has been reached.

### STATIONS ESTABLISHED

Authority was granted the Columbia, Newberry and Laurens Railroad Company to establish a station at Bow, S. C.

### PASSENGER TRAIN SERVICE

During the year a number of applications were made requesting authority to discontinue passenger trains, to revise passenger schedules or otherwise change the status of passenger train services.

The Southern Railway Company was denied a rehearing of the Commission's Order 2358 and Order 2361 directing them to operate passenger trains No. 117 and No. 118 between Rock Hill and Kingville, as daily passenger trains. The Southern Railway had previously, without authority therefor, changed the status of these trains from regular passenger trains to mixed freight and passenger trains.

The Southern Railway Company was denied authority to discontinue passenger trains No. 17 and No. 18 between Branchville, S. C., and Augusta, Ga.

Authority was granted the Seaboard Air Line Railway Company to discontinue the operation of its passenger trains No. 29 and No. 30 between Abbeville, S. C., and the South Carolina-Georgia State line.

Authority was granted the Seaboard Air Line Railway Company to discontinue Catawba, S. C., as a flag stop for its passenger train No. 6.

Authority was granted the Bennettsville and Cheraw Railroad Company to discontinue all passenger service over its entire line. Testimony was introduced showing that the passenger revenues of this railroad had fallen to such a low level that it was doubtful if the business would ever again reach a point where the passenger revenue would reach a point that would pay even the out-of-pocket cost of maintaining the service.

## FREIGHT RATES AND CLASSIFICATION

During the past year the Commission has considered many matters of freight rate and classification changes. Most of these changes represented reductions in the charges; some few were for increases while still others represented neither reductions or increases but were made for the purposes of clarifying the rates, rules or other provisions.

The Southern Freight Association, on behalf of all railroads in South Carolina, was granted authority to regroup points of destination in its Cement Tariff. The purpose of this regrouping was to make the tariff more simple and convenient to shippers and to provide for a quicker determination of the applicable rates and to reduce the cost of publication of the tariff.

The Southern Freight Association was granted authority to revise commodity descriptions on masonry cement, mortar cement or dry building mortar.

A mileage scale of rates was established on poles, piling, cross ties and switch ties, carloads, from all South Carolina points to Charleston and Spartanburg, S. C. This mileage scale reflected a reduction under the rates previously in effect.

The rates on ground or pulverized limestone of the grade generally used for agricultural purposes was reduced.

Authority was granted to reduce the rates on crushed stone, carloads, from Beverly, S. C., to Greer and Taylors, S. C.

On application of the Southern Freight Association, on behalf of all railroads in the State, authority was granted to revise the rates on lumber and articles taking the lumber rates. This revision represented both reductions and increases but the reductions were predominant, and provides a general level for application both intrastate and interstate. The lumber interests in the State, for the most part, approved this revision.

Authority was granted the rail carriers to cancel commodity rates on bakery goods from Greenwood, S. C., to Anderson, Greenville and Spartanburg, S. C.

Authority was granted the rail carriers to revise the rates on machinery, carloads, and less carloads. This revision represented both increases and reductions. However, the increases applied to a relatively few commodities, and as to those there is very little movement in the State.

The Commission continued, under its Docket 1600, consideration of rates, rules, regulations and classifications for motor freight carriers and several additional hearings in this matter were held during the year and the Commission has compiled a vast amount of data to enable it to prescribe a uniform scale of rates for the motor carriers. The Commission prescribed, effective July 1st, 1940, a uniform scale of rates for motor carriers engaged in the transportation of petroleum products, in bulk in tank trucks. The level of rate prescribed is approximately the same as is being applied by the rail carriers, except that for motor carriers the rates are shown in cents per gallon instead of cents per 100 pounds.

In ICC Docket 27746, State of Alabama versus New York Central Railroad Company, the Southern States gained a signal victory in the sustaining by the entire Interstate Commerce Commission the tentative report of the Commissioner who heard the case. This decision has set a precedent which will enable manufacturers in the South to secure freight rates on their finished products on a comparable basis with the rates in the North and East where a showing is made as to the competitive conditions necessitating a revised rate.

The Commission has been particularly active during the year in major rate cases which affect the rates from the South to other sections of the nation. ICC Docket 28300 is an investigation by the Interstate Commerce Commission, instituted on its own motion, to investigate the rates in all territories East of the Rocky Mountains in an effort to harmonize the wide differences in the rates in the various sections. A companion case, ICC Docket 28310, is a similar investigation into the Classification ratings in all territories in the same sections. Hearings in this matter have not yet been set by the Commission but it is expected that hearings will be begun some time in the near future. The Southern Governors Conference, the Southeastern Association of State Commission, all Southern Commissions individually as well as all of the larger shippers and shipper organizations are taking an active part in this proceeding and it is expected that, from this investigation, the South will at long last realize its long hoped for parity of rates with other sections of the country.

By Complaint filed with the Interstate Commerce Commission, ICC Docket 28289, the Eastern Meat Packers Association, at-



tacked the rates on livestock from points in the South to the East. This Commission immediately intervened in this case. Other State Commissions in the South did likewise. A number of conferences of the various Southern State Commissions were held in connection with this matter and it was thought that the Eastern Meat Packers Case did not, in every respect, meet the needs of the Southern livestock producers. Hence, it was decided that the Southern States would file their own Complaint, embracing therein all accessorial charges in connection with the shipping of livestock. This Complaint, ICC Docket 28450, was filed with the Interstate Commerce Commission on March 28, 1940. Several hearings have been held on this Complaint and the final hearing is now scheduled to be held at Savannah, Georgia, beginning, November 7th, 1940. The South Carolina livestock interests were very active in this matter and some of the best and most convincing testimony introduced was given by South Carolina producers. The Commission is convinced that out of this proceeding the livestock producers in the State will get a reduction in their rates on livestock to points in the North and East which will be quite worthwhile. The contemplated reduction will also tend to materially encourage production of livestock in the State and will provide an additional money crop for every farm in the State. On the basis of the number of cars of livestock shipped from South Carolina during the past year, the basis of rates which has been proposed by the Southern livestock interests and by the various Southern State Commissions—and there is every probability that the proposed rates will be approved by the Interstate Commerce Commission—the savings in freight charges to South Carolina livestock producers will be approximately \$75,000.00 annually. In addition the new rates will open up to the producers the big markets of Baltimore, Washington, Philadelphia, New York, Boston, Chicago, Buffalo and other large cities where nearly one-third of the livestock is consumed. The Commission has been very active in this proceeding and will continue to push the matter with all vigor to the end that South Carolina is given freight rates on livestock which will make South Carolina one of the largest livestock producing States in the Atlantic Seaboard territory.

Early in March Governor Burnet R. Maybank requested the Commission to assist the vegetable growers in the State in their effort to get a reduction in their rates on green vegetables from

South Carolina points to the East comparable with rates put into effect from Florida points effective on March 26, 1940. Chairman J. C. Darby and Director of Rate Bureau H. A. Manning met with a committee of the vegetable growers at Charleston and immediately started negotiations with the railroads looking to a reduction in the rates. Director Manning assisted by Mr. S. T. Watkins, Traffic Manager of the Charleston County Transportation Rate Service, held a number of conferences with traffic officials of the Southern carriers and appeared before the Freight Traffic Managers Committee of the Eastern Trunk Lines at New York in support of the reduced rates. They were successful in getting approval of the reduced rates from South Carolina to Eastern Port Cities and as the vegetable crops were then beginning to move it was necessary that they appear before the Interstate Commerce Commission's Sixth Section Committee to urge that the rates be published on one days' notice and were successful in getting approval of the Interstate Commerce Commission to publish the new rates on one days' notice thereby making them available to the vegetable shippers thirty days sooner than would ordinarily have been the case. This short notice publication enabled the shippers to take full benefit of the reduced rates on nearly all of the crop. In connection with this the Commission would like to stress the fact that in the handling of this matter all of the railroads serving the vegetable section of the State were whole heartedly cooperating with shippers and the Commission in bringing about the reductions and they cannot be commended too strongly for their fine effort on behalf of the South Carolina vegetable growers.

Another considerable saving to the vegetable growers was effected by Director of Rate Bureau and Mr. Watkins. Most of the potatoes grown in the State are shipped in dry refrigerator cars and for a number of years the railroads have assessed a charge of \$5.50 per car for all cars furnished, that is, for all dry refrigerator cars. The Director of the Rate Bureau and Mr. Watkins held a number of conferences with railroad traffic officials on this subject and as a consequence were able to have the rail carriers remove this \$5.50 charge effective June 14, 1940. On a basis of the number of cars shipped this season this cancellation of the \$5.50 dry refrigerator charge will save the South Carolina vegetable, especially the potato growers, \$24,750.00 annually.

On June 17, 1940, E. H. Dulaney, Agent and Chairman, Southern Classification Committee, on behalf of all rail carriers in Southern Territory, filed application seeking reduction in the classification ratings on approximately 5,000 commodities. The reductions vary individually from a 5% reduction to, in some instances, as high as 30% reduction and average a general 15% reduction throughout. The Commission approved this application and granted authority to make the reduction effective simultaneously with the effective date on interstate traffic. Some of the proposed reductions become effective on July 15, while others are effective on September 1, 1940. It is estimated that this voluntary reduction by the railroads will save South Carolina shippers approximately \$100,000.00 annually.

### NEW DEPOTS AND OTHER BUILDINGS

While there has been no large scale building of depots or other facilities by the railroads during the year, there has been a considerable amount of remodeling and enlarging or repairing of present facilities. Following is a list of some of the more important items of construction during the year.

#### *Atlantic Coast Line Railroad Company:*

- St. Charles—Improvements to station building.
- Columbia—Improvements to Gervais Street building.
- Orangeburg—Improvements to cotton platform.
- Holly Hill—Improvements to cotton platform.

#### *Seaboard Air Line Railroad Company:*

- Floydale—New frame combination depot.
- Kingsburg—New freight depot—frame construction.
- Warsaw—New combination depot—frame construction.
- Alcott—New freight depot—frame construction.
- Charleston—New offices in freight depot.
- Charleston—Extension to auto platform.
- Clio—Covered platform—hog pen.
- Hemingway—Hog pen.
- Mullins—Unloading platform at tobacco warehouse.
- Florence—New warehouse.
- Darlington—Extension to hog pen.
- North—Extension to cotton platform.
- Fairfax—Hog pen.

*Charleston and Western Carolina Railway Company:*

Grays Hill—Extension to covered shed.

*Piedmont and Northern Railway Company:*

Greenville-River Junction—Completed construction of wood frame office.

*Southern Railway Company:*

Bamberg—Extension vegetable platform and shed at depot.

Orangeburg—Vegetable shed.

St. George—Stock pens.

Helena—Stock pens.

Reports filed with the Commission by the various railroads indicate that there has been, during the year, considerable activity in improvement of road bed, laying of new rail, replacing of cross ties, ballasting of road beds, and an otherwise general improvement of the lines. This is especially true on the main lines where all of the principal railroads now operate streamlined, high speed passenger trains and fast freight trains.

## ACCIDENTS

The railroad companies report for the year accidents in which sixty-eight (68) persons were killed and three hundred and seventy-eight (378) persons were injured. No passengers were killed but twenty (20) passengers were injured. An analysis of the accident reports indicate that, of the twenty (20) injured, only a very few were seriously injured. Of employees, six (6) were killed and two hundred and forty-three (243) were injured. An analysis of the accident reports filed with the Commission indicate that of the two hundred and forty-three (243) employees suffering injuries only a very few were of a serious nature. The accident reports on file with the Commission show that, of persons other than passengers and employees, sixty-two (62) persons were killed and one hundred and fifteen (115) injured. An analysis of these reports indicate that practically all of these accidents occurred at crossings but in all instances, reports on file indicate that all proper precautions were taken by members of the train crews and proper signals were given on approaching such crossings.

## EXPRESS COMPANIES

Since the consolidation of the two major express companies some two years ago only one express company is now reporting to this Commission—The Railway Express Agency. The Railway Express Agency has made many adjustments in their rates during the past year, principally reductions made to meet competition of the truck lines and on commodities which require and necessitate quick handling. The Railway Express Agency now is handling a considerable volume of less than carload freight which was formerly handled in railroad package car service. This business is being carried on the equivalent of the railroad less carload freight rates and is an attempt on the part of the rail carriers to recapture tonnage which has been lost to the truck carriers. There is an indication that this form of transportation is growing since it offers shippers a fast, dependable rail service at the same rates as is applicable by rail. This is especially true as to vegetables and other perishable or semi-perishable commodities and, during the vegetable seasons the Railway Express Agency is particularly active in furnishing of adequate equipment, additional services, and a close knit organization designed to move the vegetable crops in the quickest possible time, not only to markets within the State, but to distant markets as well. This highly organized service enables growers of highly perishable vegetables and fruits to reach strong distant markets in the quickest possible time and, in many cases enables the growers to realize much better prices for their products.

Authority was granted the Railway Express Agency to discontinue its agency at Hopkins, S. C., and to thereafter maintain that station as a prepay point. Authority was also granted the Railway Express Agency to discontinue their agencies at Vacluse, S. C., at Wisacky, S. C., at Catawba, S. C., and at Waterloo, S. C. Authority was also granted the Express Company to discontinue their agency at Elko, S. C., and to substitute a seasonal agency at that point during the period of March 1 to June 30 of each year.

## RATES AND CLASSIFICATIONS

During the latter part of 1938 the major rail carriers throughout the United States named a committee composed of the Chair-

man of the Southern Classification Committee, the Official Classification Committee and the Western Classification Committee for the purpose of simplifying the present Consolidated Classification and to bring about a more uniform classification in all territories. So far four hearings, lasting several weeks each, have been held and, it is contemplated that several other hearings will be held before a final report is made of the new Committee. It is expected that from this revamping of the classification will come a more modern, simple and equitable classification of all articles shipped by rail.

### RATE APPLICATIONS

During the year ending June 30, 1940, the Commission received from the railroads two hundred and ninety-five (295) applications covering rate adjustments sought to be made by them. Most of these applications provided for a reduction in rates, and each application was individually considered by the Commission before authority was granted or denied to apply the proposed rates. In cases where an increase was proposed the matter was set down for a public hearing and all parties at interest were advised of the time and place of hearing in order that all interests might have an opportunity to express their views before any action was taken by the Commission. The rapid growth of the trucking industry, bringing with it a keen competition between the trucking lines and the rail carriers, has brought about more than the usual number of rate adjustments and it is now always necessary that the Commission closely investigate every rate application in order to be sure that one transportation facility has no unequitable advantage over the other. All forms of transportation have an important part in our industrial progress and it is necessary that the Commission be always on the alert to see that neither form of transportation suffers through an unfair advantage of the other. To this end the Commission will continue to closely investigate every proposal with a view of providing rates which will be just, reasonable and fair to shipper and carrier alike.

### CITY BUS TRANSPORTATION

The utilities furnishing city bus transportation in Anderson, Charleston, Columbia, Greenville and Spartanburg have con-

tinued to expand their services into additional communities, thereby rendering more valuable services by making their transportation facilities available to a larger number of people. This is especially true at Charleston, Columbia and Greenville.

In Charleston, the South Carolina Power Company extended its bus service into territory west of the Ashley River, including the following developments: Windemere, Ashley Forest, Carolina Terrace, Maryville, Pine Crest, and Fairfield Pines, furnishing a much needed transportation service to these sections.

In Columbia the Commission worked out an arrangement with the South Carolina Electric & Gas Company, whereby improved bus service is being rendered to Shandon Annex, Rose Hill, Oaklawn, Premier Place, and Camp Fornance, and in these and other sections additional buses are being operated during peak hours to take care of the larger number of people using buses during these hours.

In Greenville the transportation service of the Duke Power Company was rearranged so as to more adequately serve the Southern Railway Depot, San Souci, the Union Bleachery Mill Village, the Judson Mill Village and Westview Heights. This service was changed from gasoline bus to trolley coach, which allowed a faster schedule of twelve minutes instead of fifteen minutes before the change. This change in connection with Belt Line service gives a six minute schedule on parts of Pendleton Street and the Old Buncombe Road. It also gives through service between Westview Heights and the Union Bleachery. These changes have materially improved the transportation service to the respective communities.

## WATER UTILITIES

The nine privately-owned water utilities operating in South Carolina appear to be giving satisfactory service as the Commission received very few complaints from the customers of these companies during the fiscal year 1939-1940. Complaints that were received were handled and adjusted without formal hearings.

## GAS UTILITIES

During the fiscal year ending June 30, 1940, the Commission received a number of complaints from customers of gas utilities

operating in South Carolina, but all were handled informally and adjusted without formal hearings. Reductions in gas rates secured by the Commission during the fiscal year amounted to approximately \$1,900.00.

### TELEGRAPH COMPANIES

The telegraph companies operating in South Carolina have continued to render satisfactory service during the fiscal year 1939-1940, and very few complaints were received from the customers of these companies.

The following telegraph offices were converted to teletype service, thereby giving the telegraph users of these towns improved service: Abbeville, Bamberg, Batesburg, Estill, Greer, Lexington, Ridgeland, Seneca, St. George, and St. Matthews.

The telegraph offices at these places were, before conversion, located in the depots of the respective railroad companies remaining open for approximately eight hours per day, while since conversion the telegraph offices have been placed at uptown locations, usually in hotels or drug stores, so that telegraph service is made available for fourteen or more hours per day.

### TELEPHONE COMPANIES

During the calendar year 1939 the number of company-owned telephone stations increased from 73,109 to 77,510, indicating that telephone service in general in South Carolina is in a very healthy condition.

During the fiscal year ending June 30, 1939, the Southern Bell Telephone & Telegraph Company completed its Mount Pleasant-Sullivan's Island telephone exchange and converted its exchanges at Clemson College, Edgefield, Hickory Grove, Seneca, and Summerville to dial operation.

After several conferences with representatives of the Southern Bell Telephone & Telegraph Company an agreement was reached whereby this company agreed to eliminate its differential charge for hand set telephone equipment July 1, 1940, thereby making a saving to the telephone subscribers of the Bell Company of approximately \$35,000.00 per year.

Following conferences with representatives of the South Carolina Continental Telephone Company, agreements were reached



whereby its telephone systems at Lake City and Winnsboro are to be converted from magneto to dial operation.

On November 22, 1939, the Commission issued its Order No. 2426, denying the petition of the telephone subscribers of Timmons ville, S. C., for free telephone service from Timmons ville to Florence.

On December 8, 1939, the Commission authorized conversion of the Ellenton exchange of the Cassels Telephone Company from magneto to dial operation.

The Commission held a hearing on petition of the telephone subscribers of the Kershaw Telephone Company at Heath Springs, S. C., for improved telephone service, and as a result of this hearing an agreement was reached between the Kershaw Telephone Company and certain telephone subscribers at Heath Springs to install a dial telephone system at Heath Springs to replace the present magneto system.

**SUMMARY OF REDUCTIONS IN GAS, TELEPHONE AND WATER RATES AND CITY BUS FARES OBTAINED BY COMMISSION FROM JANUARY 1, 1932 TO JUNE 30, 1940**

Fiscal Year	City Bus	Gas	Telephone	Water	Total	Savings to Customers for Fiscal Year
1932 .....		\$9,516.00	.....	.....	\$9,516.00	\$4,758.00
1-1-33 to 6-30-34 .....		26,000.00	.....	.....	26,000.00	22,516.00
1934-1935 .....		60,000.00	\$160,000.00	.....	220,000.00	145,516.00
1935-1936 .....		46,000.00	25,000.00	.....	71,000.00	282,682.00
1936-1937 .....		47,300.00	30,000.00	.....	77,300.00	373,106.00
1937-1938 .....	\$35,150.00	12,400.00	177,659.00	\$2,000.00	227,209.00	526,557.00
1938-1939 .....		28,800.00	1,039.00	2,200.00	32,039.00	639,105.00
1939-1940 .....		1,900.00	35,000.00	.....	36,900.00	664,131.00
	\$35,150.00	\$231,916.00	\$423,695.00	\$4,200.00	\$699,964.00	\$2,658,371.00

Appropriations for this department for the above period ..... \$26,542.00  
Savings to customers per dollar appropriated ..... 100.15

## ELECTRICAL UTILITIES DIVISION

The Electrical Utilities Division was organized and operates under an Act of the General Assembly, regulating persons, corporations, etc., engaged in the generation, transmission, delivery, or furnishing of electricity for lighting, heating, power, etc., as approved by the Governor on April 8, 1932.

This Division is charged with the duty of investigating electric utilities operating in South Carolina, working up information

upon which the Commission can establish a present fair value of their properties, recommending to the Commission, whenever necessary, the readjustment of rates, investigating complaints looking toward correction of conditions from which they arise, studying of the operating and financial affairs of the various companies, and doing such other things delegated by the Commission to put into effect the various other features of the Regulatory Act.

The delegated duties of the Division have occupied its staff of technicians incessantly since the formation of this agency and these duties showed a progressive increase during the past fiscal year, due to the many investigations it was necessary to make of the various functions of the electric utilities operating in this State. Many of these investigations and their results are outlined in this report.

Demonstrative of the economic soundness of the various electric generating, distributing and service companies operating in South Carolina is the fact that the annual revenue of the privately-owned companies—those companies that the Commission regulates—for the calendar year of 1939 was \$20,417,557.84 for sales of 1,772,030,300 kilowatt hours of energy and of electrical services to 136,153 customers.

This revenue was secured despite greatly reduced rates. These reductions were brought about because of the investigations made by the Commission's experts during the past eight years. The electric rate payers of the State have been saved an accumulated total of \$14,023,830 through these reductions. And this saving was made at a cost of \$530,460.29, the total appropriation made for the support of the Division for its entire life. These appropriations are an assessment on the privately-owned electric utilities of this State. They do not come out of the general tax fund. During the life of the Division, domestic consumption of electricity has increased 77 per cent, while the cost to these domestic consumers, as differentiated from commercial and industrial customers, has decreased 44.9 per cent.

The Commission and its Division have worked industriously for the furtherance of rural electrification, so much so that, through the fiscal year ending June 30, 1940, there have been constructed in South Carolina 10,892 miles of rural lines, serving 54,905 customers. The remarkable growth of this service best can be gauged when it is taken into consideration that, according to the 1930 report of the National Electric Light Association,

in the year 1930, or a decade ago, this State had approximately 2,000 electric customers who were classified as "rural."

The following table shows the classification between utilities of miles of rural lines and the number of customers.

<i>Sources</i>	<i>Miles</i>	<i>Customers</i>
Private Utilities .....	6,003.72	37,390
Finance Board for Greenwood County	280.20	1,373
Rural Electrification Authority .....	2,330.25	8,507
Electric Cooperatives .....	1,848.10	4,264
Municipalities .....	430.40	3,371
<b>Total</b> .....	<b>10,892.67</b>	<b>54,905</b>

The Division is faced with a great deal of investigatory and regulatory work.

A detailed and thorough inventory and appraisal of the properties of the South Carolina Power Company, of Charleston, S. C., that serves the lower section of the State, is about to begin.

When this work is completed a like survey and analysis of the physical properties of the Carolina Power and Light Company, of Raleigh, N. C., will be undertaken. This Company serves the Pee Dee section of the State.

The Division will inventory and appraise the properties of the Santee River Hardwood Company, at St. Stephens, S. C., with the view of St. Stephens acquiring the properties within its municipal borders.

Concurrently with these activities, the Division will continue its studies of all phases of rural line activity and of electric utility operations and the bringing up-to-date of all operating statements. It will begin studies of all electric plant operations in South Carolina during exceptionally dry periods, as these periods reflect in such operations and the relation of hydro to steam plants during each period. Intensive investigations will be made of all prospective changes in the financial structures of the companies operating in this State and the financial relations of these companies with their affiliates.

These activities will occupy the time of the Division's engineering, accountancy, and financial staffs, and their technical assistants, for the next two fiscal years.

## GENERAL ENGINEERING ACTIVITIES

Activities of the engineers of the Division were diversified, and took in inventory and appraisal work, examination of various conditions affecting the electric utilities, investigation and determination of rate structures and schedules, and the other things arising in connection with utility regulation.

Lockhart Power Company was inventoried and appraised during the year. These resulted, after negotiation between the Company and the Commission, in customers in the utility's territory, Union County and parts of Cherokee and Chester Counties, receiving materially reduced electric rates.

Previously the Santee River Hardwood Company wholly served St. Stephen, S. C., with electric energy generated at their steam plant. During the past year energy was made available to this Company through a Rural Electrification Authority transmission line, and this supplemental service has reduced the cost of energy. In order to make the proper rate adjustment, an appraisal of the electric property of the company was necessary. This appraisal was completed during the latter part of 1939. A rate adjustment, based on the power purchased wholesale from the Rural Electrification Authority line, resulted in a substantial reduction to the consumers at St. Stephen. However, to protect the company, an allowance was made to permit the company to retire the remaining value of the generating equipment. This allowance was considered fair and proper since it was impossible to have foreseen the development in rural electrification at the time the company's generating plant was built.

The South Carolina Electric & Gas Company appeared before the Commission with a budget for the calendar year of 1940, authorizing an expenditure of over \$1,000,000 for improvements and additions to the system property. Each of the items covered by this budget was checked in detail by the Division's engineers in order to determine its necessity or feasibility. At the end of the fiscal year a check was made of the progress in construction of these projects.

One of the major improvements is the addition of a boiler at Parr steam plant. This will give a much needed increase in generating capacity for the system.

For some time the Division has been advocating several items contained in this budget. Of these, one is the improvement of

service through proper voltage regulation of the system. A number of voltage regulators have been installed. Others will be installed. These will make far more satisfactory service.

The Division also has been urging the use of demand meters for certain large consumers. This method of metering is recognized by authorities as producing the most fair and equitable data for determining commercial and industrial electric rates. Rate schedules based on demand type metering are to be put into effect. Although many of the items of equipment ordinarily would be replaced, due to natural wearing out or depreciation, of the system, the Division engineers believe that the construction in the budget, when completed, will result in improved electric service over the entire system.

In the early part of 1940, the Commission received a petition for approval of the sale of the South Carolina Utilities Company. This company serves the northeastern corner of South Carolina in Horry County, including that area around Conway, Myrtle Beach, and Loris. The South Carolina Utilities Company entered into a contract for the purchase and sale with a former utility operator, Mr. Albert E. Peirce. Before approval could be given by the Commission, it was necessary to make a complete investigation of the company's properties, including their value and depreciation, and the company's operating conditions. This investigation was made jointly with the Division's engineers and engineers of the purchaser, Spooner & Merrill, of Chicago, Ill. The inventory and pricing done by each served as a check upon the other. In general, this part of the valuation was mutually satisfactory to both parties. However, the method and theories of depreciation varied so greatly that there was no possible chance of agreement and it was agreed to do this part of the appraisal separately and, if necessary, settle it in a hearing before the Commission. Finally, Mr. Peirce withdrew as purchaser and Mr. Harry O. King of Philadelphia petitioned to purchase it, adopting the Division's valuation of the property. In the meantime, however, the South Carolina Public Service Authority (Santee-Cooper) petitioned the Commission not to approve the sale as that agency wished to purchase it. This matter is still before the Commission, as attorneys for both parties agreed to postpone the contemplated hearing indefinitely.

During the year, the engineering section of the Division followed closely the construction and development of the utilities

throughout the State. Aside from the construction of numerous rural lines and other improvements, several major additions were made in the companies' property. The Duke Power Company is increasing its capacity by 80,000 kilowatts at a new plant at Cliffside, N. C., and 80,000 kilowatts at an existing plant, Buck Steam Plant, in North Carolina. As mentioned in the foregoing, the capacity at Parr Steam Plant will be increased by the addition of a boiler. A steel tower transmission line was built from the Cliffside Plant to Greenville, S. C., by the Duke Power Company. A transmission line from Conway, S. C., to Loris, S. C., was completed by the South Carolina Utilities Company. The progress of these additions, as well as others, are followed closely by the Division's engineers, with particular attention to costs and engineering feasibility.

The orders issued by the Commission on the utilities in the State during the past fiscal year cover various subjects that come within the regulatory authority of this Commission. A review of these will show that they include rate reductions, establishing of rate schedules, approving of rural lines, financing of the companies, etc. The important ones are as follows:

Order No. E-360, issued July 18, 1939, on Heath Springs Light and Power Company, made available cheaper electric energy to residential and commercial customers.

Order No. E-361, issued August 1, 1939, on Santee River Hardwood Company, has approved a rate for municipal play ground lighting service in St. Stephens.

Order No. E-362, issued August 9, 1939, on Duke Power Company grants a certificate of convenience and necessity to construct approximately six miles of electric line extension into the Trinity Ridge section of Laurens County.

Order No. E-363, issued August 8, 1939, on Carolina Power and Light Company, approves a rate for incadescent street lighting service.

Order No. E-364, issued August 8, 1939, on Carolina Power and Light Company, approves a rate schedule for whiteway lighting service.

Order No. E-365, issued August 23, 1939, on South Carolina Utilities Company, sanctions an electric rate for large wood-working plants.

Order No. E-369, issued October 12, 1939, on Carolina Power and Light Company, authorizes a rate for firm and intermittent power to pulp and paper mills.

Order No. E-370, issued October 18, 1939, on Carolina Power and Light Company, approves a power service contract between this Company and McCarthy Improvement Company, contractors at Santee-Cooper Project.

Order No. E-372, issued November 7, 1939, on Waccamaw Power Company, authorizes a commercial rate reduction that benefits commercial customers of this company.

Order No. E-373, issued November 7, 1939, on Carolina Power and Light Company, allows the withdrawal of certain rate schedules.

Order No. E-375, issued on November 30, 1939, on Heath Springs Light and Power Company, Duke Power Company and Lynch River Electric Cooperative, Inc., in regard to the Primus extension, east of Lancaster, S. C. (1) Revoked Heath Springs Light and Power Company's certificate of convenience and necessity, and (2) Denied Duke Power Company's petition for a certificate of convenience and necessity.

Order No. E-376, issued December 13, 1939, on South Carolina Utilities Company, gave a rate reduction to the year-round residential and commercial customers of this company.

Order No. E-377, issued January 24, 1940, on Kershaw Oil Mill, gave a rate reduction to residential and commercial customers and street lighting of Kershaw and vicinity.

Order No. E-378, issued February 16, 1940, on Santee River Hardwood Company, gave a rate reduction to residential and commercial customers effecting a considerable saving to them.

Order No. E-379, issued March 26, 1940, on Carolina Power and Light Company, approves a plan of reading meters and billing which is commonly known as "cycle billing."

Order No. E-380, issued March 28, 1940, on Lockhart Power Company, gave a rate reduction to residential and commercial customers, as well as to secondary power for textile mills.

Order No. E-382, issued April 24, 1940, on Carolina Power and Light Company, gave a rate reduction to short term and seasonal customers.

Order No. E-383, issued April 24, 1940, on Waccamaw Power Company, gave a rate reduction to residential customers.

Order No. E-384, issued May 1, 1940, on South Carolina Electric and Gas Company, authorizes the issuance of a promissory note in the amount of \$500,000.00.

Order No. E-386, issued May 7, 1940, on Carolina Power and Light Company, authorizes and approves the issuance and sell-

ing of \$46,000,000.00 principal amount of first mortgage bonds, 3¾ per cent series, due 1965.

### ACCOUNTANCY ACTIVITIES

Accountants of the Division have completed a number of audits and studies of the books of electric utilities in South Carolina during the past year.

At the request of the Chairman of the Federal Power Commission, all work sheets, schedules and other data relating to the original construction cost of the Duke Power Company's South Carolina properties, previously worked up by the accountants and other members of the Division's staff were furnished to the Federal Power Commission in its study of the original construction cost and re-classification of property of the company's entire system. Although no substantial change was made in the figures previously compiled by The Public Service Commission's staff, a considerable number of items involving the details of the figures were studied by the Division's accountants with the result that practically every item of original construction cost on Duke's South Carolina properties now has been investigated.

Shortly after the completion of the study of the Duke Power Company's system, the Chairman of the Federal Power Commission requested this Commission's participation of the original construction cost of the property of the Carolina Power and Light Company, of Raleigh, North Carolina. This Division's accountants now are engaged on that activity.

The accountants completed an examination of the original construction cost of the properties of the Lockhart Power Company, Lockhart, S. C., also a statement of this company's revenues, expenses and net income for the years ending September 30th, 1935, 1936, 1937, 1938 and 1939.

These accountants also completed an examination of the properties and income of the Santee River Hardwood Company, of St. Stephen, S. C., in anticipation of a revision in their rate structure.

The records of South Carolina Utilities Company, Conway, S. C., were examined to determine the original construction cost and net income.

The construction costs of the South Carolina Electric and Gas Company's properties were determined up to December 31st, 1939.



In addition to the foregoing activities the accountants assisted in compiling appraisal data and appeared before the Commission on various matters concerning the income and property accounts of various electric utilities operating in the State.

The gross electric revenue in South Carolina amounted to \$20,417,557.84 during the year ended December 31st, 1939, and for the same period \$2,814,455.64 were spent on additional electric properties.

### SOUTH CAROLINA ELECTRIC UTILITIES PLANT ADDITIONS IN STATE 1939

	<i>Electric Property Expenditures</i>
Belton Light & Power Company .....	\$5,775.47
Lexington Water Power Company .....	4,282.58
South Carolina Power Company .....	313,522.87
South Carolina Electric & Gas Company .....	510,482.89
Lockhart Power Company .....	6,806.87
Duke Power Company .....	1,302,937.21
Carolina Power & Light Company .....	528,558.19
South Carolina Utilities Company .....	142,089.56
	\$2,814,455.64

### RURAL ELECTRIFICATION

The Electrical Utilities Division has taken, as in previous years, a very definite interest in rural electrification. This has been an active interest, as a comparison of this year's and last year's total miles of line and total number of customers served will show.

A compilation of data for the fiscal year ended on June 30, 1940, compared with the previous year, shows a significant increase in both mileage of lines built and energized and the number of customers receiving electric service. In 1939, there were a total of 7,697.46 miles of rural lines, serving 41,988 customers. For the fiscal year just ended, there were 10,892.67 miles of line, serving 54,905 customers. This represents an increase of 3,195.21 miles and 12,917 customers, or an increase of 41.51% in mileage and 30.76% increase in customers.

Elsewhere in this section is a table showing, by counties, the rural line mileage and number of customers, with additional data showing the average number of customers per mile of line, the average number of customers per square mile of area, and the average number of customers per 1,000 of population. These items provide a definite means of measuring the progress of rural electrification in this State, as compared with other States. It is idle to say this State lags in rural electrification in comparison with other States, merely because other States have a greater total of miles of rural lines, or more customers. The population and the area of the State must be considered as bases of comparison, hence the arrangement of the data in the table referred to. Actually this State has made excellent progress in the field of rural electrification.

In the projection of a rural electrification program, as it affects any given area in South Carolina, there are certain economic features which must be considered.

Before a line is definitely decided upon it must be known that there is sufficient revenue accruing from it to amortize the capital investment over a reasonable period of years, to provide for necessary operating costs, and to insure an adequate interest rate upon the investment. This means, of course, that in addition to having a sufficient density of customers on the line to take care of these items, these customers must use enough energy to provide such monthly revenue that will take care of these elements.

Rural customers generally are concerned with three features of electric service—lighting, radio and small appliances.

Those who have made a very careful study of rural electrification and who have given mature thought to it are of the definite opinion that fundamentally the chief consideration of the rural customer should be given to his water supply.

The rural customers' next consideration should be given to modern refrigeration facilities.

A great many rural customers are now having electrical ranges placed in their homes to facilitate and improve cooking methods.

One of the major purposes of rural electrification has been largely over-looked by the average South Carolina rural customer—that is the installation of improved electrical machinery, not only to lift the burden of daily chores, but to economically expedite the handling and processing of such products as he may

grow and market. One of these is an all-purpose portable motor which can be utilized on almost any rural job, such as carpentry work, cutting ensilage, baling and hoisting hay, wood sawing and other routine labors which arise almost daily.

The Commission, since the inception of rural electrification, has steadfastly held to one policy—the complete electrification of the rural areas of the State, whenever feasible, regardless of what agency may construct and operate the lines.

## RURAL LINE STATISTICS AS OF JUNE 30, 1940

County	Area Sq. Miles 1930 Census	Population 1930 Census	Population Per Sq. Mile of Area	Rural Line Extension Miles	Number of Customers	Average Number of Customers Per Mile of Line	Average Number of Customers Per Sq. Mile of Area	Average Number of Customers Per 1,000 of Population
Abbeville	510	23,323	45.7	109.32	529	4.84	1.04	22.68
Aiken	1,100	47,403	43.1	505.98	2,781	5.50	2.53	58.67
Allendale	435	13,294	30.6	101.17	301	2.98	0.69	22.64
Anderson	758	80,949	106.8	540.87	2,903	5.37	3.83	35.86
Bamberg	379	19,410	51.2	110.61	189	1.71	0.50	9.74
Barnwell	522	21,221	40.7	102.88	206	2.00	0.39	9.71
Beaufort	702	21,815	31.1	119.05	354	2.97	0.50	16.23
Berkeley	1,203	22,236	18.5	93.49	308	3.29	0.26	13.85
Calhoun	391	16,707	42.7	118.48	486	4.17	1.24	29.09
Charleston	923	101,050	109.5	287.78	2,399	8.34	2.60	28.74
Cherokee	375	32,201	85.9	226.47	1,057	4.67	2.82	22.88
Chester	592	31,803	53.7	191.62	843	4.40	1.42	26.51
Chesterfield	897	34,334	41.0	265.35	979	3.69	1.17	28.51
Clarendon	640	30,036	46.9	130.07	472	3.63	0.74	15.71
Colleton	1,122	25,821	23.0	171.21	658	3.84	0.59	25.48
Darlington	605	41,427	68.5	209.14	798	3.82	1.32	19.26
Dillon	471	25,733	54.6	183.60	607	3.31	1.29	23.59
Dorchester	613	18,956	30.9	162.64	423	2.60	0.69	22.35
Edgefield	518	19,326	37.3	192.65	589	3.06	1.14	30.48
Fairfield	706	23,287	33.0	137.34	576	4.19	0.82	24.75
Florence	744	61,027	82.0	404.88	1,769	4.37	2.38	28.99
Georgetown	828	21,738	26.3	79.04	557	7.05	0.67	25.62
Greenville	761	117,009	153.8	686.99	5,013	7.30	6.59	42.84
Greenwood	473	36,078	76.3	286.24	1,430	5.00	3.02	39.64
Hampton	513	17,243	33.6	86.97	271	3.12	0.53	15.72
Horry	1,158	39,376	34.0	310.88	1,369	4.40	1.18	33.75
Jasper	596	9,988	16.8	64.27	156	2.43	0.26	15.62
Kershaw	671	32,070	47.8	150.05	555	3.70	0.83	17.31
Lancaster	515	27,980	54.3	299.54	1,401	4.68	2.72	50.07
Laurens	690	42,094	61.0	507.06	1,880	3.71	2.72	44.66
Lee	409	24,096	58.9	131.10	443	3.38	1.08	18.38
Lexington	743	36,494	49.1	264.98	2,799	10.56	3.77	76.70
McCormick	385	11,471	29.8	50.10	179	3.57	0.46	15.60
Marion	529	27,221	51.5	270.32	788	2.92	1.49	28.95
Marlboro	519	31,634	61.0	137.13	356	2.60	0.69	11.25
Newberry	623	34,681	55.7	243.92	1,370	5.62	2.20	39.50
Oconee	650	33,368	51.3	177.90	1,011	5.68	1.56	30.30
Orangeburg	1,131	63,864	56.5	484.69	2,112	4.36	1.87	33.07
Pickens	529	33,709	63.7	350.33	1,584	4.52	2.99	46.99
Richland	765	87,667	114.6	243.06	2,841	7.57	3.71	32.41
Saluda	435	18,148	41.7	154.00	505	3.28	1.16	27.83
Spartanburg	765	116,323	152.1	737.60	5,107	6.92	6.68	43.90
Sumter	638	45,902	71.9	191.37	679	3.55	1.06	14.79
Union	492	30,920	62.8	116.03	813	7.01	1.65	26.29
Williamsburg	822	34,914	39.6	166.57	647	3.88	0.73	18.53
York	649	53,419	82.3	339.83	1,812	5.33	2.79	33.92
Totals	30,495	1,738,765	57.0	10,892.67	54,905	5.04	1.80	31.58

**ORGANIZATIONS FURNISHING RETAIL ELECTRIC SERVICE  
IN URBAN AND RURAL AREAS OF SOUTH CAROLINA  
AS OF JUNE 30, 1940**

Privately Owned Electric Companies	Managing Officer	Address
Belton Light & Power Co. ....	Louis Seel, Pres. & Treas. ....	Belton, S. C.
Brodie Light & Power Co. ....	F. E. Brodie, President .....	Leesville, S. C., RFD
Carolina Power & Light Co. ....	L. V. Sutton, Pres. & Gen. Mgr.	Raleigh, N. C.
Duke Power Co. ....	E. C. Marshall, Vice-Pres. ....	Charlotte, N. C.
Heath Springs Light & Power Co.	E. C. Bridges, President .....	Heath Springs, S. C.
Jenkinsville Light & Power Co.	W. T. Glenn, Manager .....	Jenkinsville, S. C.
Kershaw Oil Mill .....	O. W. Knight, Mgr. Elec. Div.	Kershaw, S. C.
Lockhart Power Company .....	W. D. Dent, Asst. Treas. ....	Lockhart, S. C.
Santee River Hardwood Co. ....	W. T. Elkin, Asst. Sec'y. ....	St. Stephen, S. C.
S. C. Electric & Gas Co. ....	N. H. Coit, Pres. & Gen. Mgr.	Columbia, S. C.
South Carolina Power Co. ....	E. L. Godshalk, Pres. & Gen. Mgr. ....	Charleston, S. C.
S. C. Utilities Company .....	R. K. Matthes, Vice-Pres. & Gen. Mgr. ....	Conway, S. C.
The Electric Company .....	S. L. Meacham, Mgr. ....	Fort Mill, S. C.
Waccamaw Power Company ....	S. E. Mercer, Pres. ....	Georgetown, S. C.
White's Bridge Lt. & Power Co.	H. J. Neese, Treas. ....	Georgetown, S. C.

Publicly Owned (Federally Financed) Electric Systems	Managing Officer	Address
Finance Board for Greenwood Co.	E. I. Davis, Sec'y. ....	Greenwood, S. C.
S. C. Rural Electrification Auth.	J. T. Duckett, Director .....	Columbia, S. C.
Aiken Electric Co-op, Inc. ....	Monson Morris, Pres. ....	Aiken, S. C.
Berkeley Electric Co-op, Inc. ..	D. T. Rhoad, Pres. ....	Moncks Corner, S. C.
Black River Electric Co-op, Inc.	P. M. Brown, Pres. ....	Sumter, S. C.
Blue Ridge Electric Co-op, Inc.	.....	Pickens, S. C.
Broad River Electric Co-op, Inc.	.....	Gaffney, S. C.
Coastal Electric Co-op, Inc. ....	D. T. Strickland, Pres. ....	Walterboro, S. C.
Edisto Electric Co-op, Inc. ....	H. E. Jennings, Pres. ....	Bamberg, S. C.
Fairfield Electric Co-op, Inc. ....	George R. Park, Pres. ....	Winnsboro, S. C.
Horry Electric Co-op, Inc. ....	P. S. Page, Pres. ....	Conway, S. C.
Laurens Electric Co-op, Inc. ....	Victor E. Shealy, Pres. ....	Laurens, S. C.
Little River Electric Co-op, Inc.	Charles F. Gilliam, Pres. ....	Abbeville, S. C.
Marion Electric Co-op, Inc. ....	J. O. Edwards, Pres. ....	Marion, S. C.
Marlboro Electric Co-op, Inc. ..	H. K. Covington, Jr., Pres. ....	Bennettsville, S. C.
Mid-Carolina Electric Co-op, Inc.	H. W. Long, Pres. ....	Lexington, S. C.
Newberry Electric Co-op, Inc. ..	C. B. Parr, Pres. ....	Newberry, S. C.
Pee Dee Electric Co-op, Inc. ....	B. F. Williamson, Jr., Pres. ...	Darlington, S. C.
Salkehatchie Electric Co-op, Inc.	R. R. Johnson, Pres. ....	Barnwell, S. C.
Santee Electric Co-op, Inc. ....	W. L. Harrington, Pres. ....	Kingstree, S. C.
Tri-County Electric Co-op, Inc...	L. C. Stoudemire, Pres. ....	St. Matthews, S. C.

Municipally Owned Utilities	Department	Managing Officer
Abbeville .....	Water & Electric Plant .....	C. P. Townsend, Supt.
Bamberg .....	Board of Public Works .....	B. F. Folk, City Clerk
Bennettsville .....	Electric and Water Plant .....	W. H. Parks, Supt.
Camden .....	Municipal Utilities .....	L. P. Tobin, Supt.
Clinton .....	Light & Water Plant .....	D. C. Heustess, Clerk
Due West .....	Electric Light Department .....	G. A. McIlwain, Supt.
Easley .....	City Light & Water Plant .....	T. M. Rogers, Supt.
Gaffney .....	Board of Public Works .....	L. V. Gaffney, Supt.
Georgetown .....	Board of Public Works .....	E. C. Haselden, Supt.
Greenwood .....	Commissioners of Public Works .....	F. W. Chapman, Supt.
Greer .....	Commission of Public Works .....	O. T. Lawing, Supt.
Laurens .....	Commission of Public Works .....	J. W. Lovejoy, Supt.
McCormick .....	Commission of Public Works .....	H. M. Schumpert, Supt.
Newberry .....	Commission of Public Works .....	H. W. Schumpert, Supt.
Ninety Six .....	Commission of Public Works .....	W. B. Jeter, Supt.
Orangeburg .....	Water & Light Plant .....	J. F. Pearson, Supt.
Prosperity .....	Commission of Public Works .....	J. L. Counts, Supt.
Rock Hill .....	.....	J. J. Rauch, City Manager
Seneca .....	Light & Water Plant .....	F. M. Hunt, Supt.
Union .....	Municipal Electric Light & Water Works .....	Max G. Howe, Supt.
Winnboro .....	Board of Public Works .....	B. B. Meng, Supt.
Westminster .....	Commission of Public Works .....	H. H. Henderson, Clerk & Treas.

## RATES

The total reduction in electric rates secured by the Division during the past fiscal year is not so large as in previous years due to the economic conditions prevailing. However, previous reductions are still in effect and large savings are being enjoyed annually by the electric consumers of South Carolina.

Electric rate reductions during the fiscal year ending June 30, 1940, as compared with the same period 1937-1938, and 1938-1939 are shown as follows:

	<i>Year</i>	<i>Year</i>	<i>Year</i>
	1937-1938	1938-1939	1939-1940
Residential Service .....	\$128,666	\$317,520	\$15,293
Commercial Service .....	121,576	333,359	6,013
Industrial Power Service .....	168,700	354,316	19,848
Other Electric Service .....	14,450	58,100	4,437
<b>Total .....</b>	<b>\$433,392</b>	<b>\$1,063,295</b>	<b>\$45,591</b>

Electric rate reductions obtained by the Division since 1932 have resulted in savings to South Carolina consumers of \$14,023,830, as of December 31, 1939. As of June 30, 1940, savings are accumulating at the rate of \$4,047,382 per year.

This total saving of \$14,023,830 as of December 31, 1939, has been obtained with a total appropriation of \$530,460.29 from April, 1932 when the Electrical Utilities Division was set up by an Act of the General Assembly through the end of June, 1940.

The availability of electric service throughout the greater portion of South Carolina at prices generally cheaper than in other sections of the nation has brought about an increased use of labor saving devices, as well as an increased use of electric energy for lighting and cooking.

Since 1932 when the Division was organized, Domestic or Residential Electric customers, which comprise over 77% of the total number of electric customers in South Carolina have received the greatest benefits in rate reductions and at the same time have increased their use of electricity to a greater degree than any other class of customers. In 1932 the average annual use for each domestic customer in South Carolina was 632 kilowatt-hours which was paid for at an average rate of 6.04c per

kilowatt-hour. By the end of 1939, the average annual domestic consumption had increased to 1,122 kilowatt-hours per customer, which was paid for at an average rate of 3.33c per kilowatt-hour. This is an increase in use of over 77%, which increased use was purchased at an average rate of 44.9% less than was paid in 1932.

At the present time the average annual residential use in South Carolina is 24.7% greater than the average use for the United States as a whole, and the South Carolina customer pays an annual bill of only 2.29% more for 24.7% more energy than is paid for and used by the average customer throughout the nation. The average annual bill for residential service in South Carolina is \$37.38 for which he receives 1,122 kilowatt-hours, whereas the average residential customer throughout the United States pays \$36.54 annually for which he receives 900 kilowatt-hours of electric service.

The following tables show the electric rate reductions obtained by the Division since its organization, as well as sales statistics for the major operating companies within the State.

**SUMMARY OF ELECTRIC RATE REDUCTIONS OBTAINED FOR SOUTH CAROLINA CONSUMERS SINCE 1932**

Year	Residential	Commercial and Small Power	Industrial Power	Street Lighting	Other Electric	Total	Total Accumulated	Savings to Customers for Calendar Year
1932 .....	\$105,156	\$69,513	\$171,746	\$16,118	\$3,600	\$366,133	\$366,133	\$62,309
1933 .....	88,183	54,699	168,723	14,700	3,197	329,502	695,635	558,206
1934 .....	247,639	137,854	251,127	6,500	3,290	646,410	1,342,045	794,965
1935 .....	55,000	40,193	30,100	.....	41,570	166,863	1,508,908	1,484,330
1936 .....	308,878	242,949	193,255	.....	12,280	757,357	2,266,265	1,988,558
1937 .....	138,064	83,874	35,235	.....	2,050	259,223	2,525,488	2,488,023
1938 .....	191,441	197,802	223,731	13,000	.....	625,974	3,151,462	2,862,317
1939 .....	258,496	255,831	297,450	22,180	36,200	870,157	4,021,619	3,785,122

Total Saving to South Carolina Consumers 1932-1939 .....\$14,023,830  
 Total Appropriation for Electrical Utilities Division April, 1932 Through  
 June 30, 1940 ..... \$530,460



**SALE OF ELECTRIC POWER IN SOUTH CAROLINA BY TWENTY PRIVATELY OWNED UTILITIES DURING 1939**

	Number of Customers	Kilowatt-Hours	Revenue	Average Rate ¢ Kilowatt-Hour
Residential Service .....	104,697	117,521,152	\$3,913,504.55	3.330
Commercial and Small Power .....	27,954	93,023,837	3,125,961.41	3.360
Industrial Power .....	2,106	946,180,322	8,784,368.28	0.928
Municipal Use and Street Lighting .....	1,324	23,379,705	608,016.60	2.601
Non-Affiliated Utilities—To Municipalities for Re-sale .....	21	61,191,779	615,052.76	1.005
Affiliated Utilities for Ultimate Consumers .....	1	5,315,530	58,126.35	1.093
Total Sales to Ultimate Consumers .....	136,103	1,246,612,325	\$17,105,029.95	1.372
Non-Affiliated Utilities—Not for Ultimate Consumers .....	47	433,790,103	2,747,907.07	0.633
Affiliated Utilities—Not for Ultimate Consumers .....	3	91,627,872	214,711.09	0.450
Total Electric Sales .....	136,153	1,772,030,300	\$20,265,648.11	1.144
Miscellaneous Electric Revenue Forfeited Discounts, Service Charges, Etc. ....			\$151,909.73	
Total Electric Sales .....			\$20,417,557.84	

**ELECTRIC ENERGY ACCOUNT OF TWENTY PRIVATELY OWNED UTILITIES OPERATING IN SOUTH CAROLINA DURING 1939**

	Net Kilowatt-Hours
Steam—Generation .....	367,768,565
Hydraulic Generation .....	1,325,985,666
Internal Combustion—Engine Generation .....	2,997,807
Purchase .....	547,294,077
Interchange—In .....	81,809,741
Total Provided .....	2,325,855,856
Sales .....	1,772,030,300
Company Use—Etc. ....	33,353,012
Interchange—Out .....	86,425,541
Losses and Energy to North Carolina—18.66 Per Cent .....	434,047,003
Total Accounted For .....	2,325,855,856

## MUNICIPAL ENERGY PURCHASE STATISTICS 1939

Municipality — Purchase From	Kilowatt-Hours	Revenue	Average Rate
Abbeville—Duke Power Co. ....	2,374,640	\$23,821.09	1.003
Bamberg—S. C. Power Co. ....	1,049,400	12,295.80	1.172
Bennettsville—Carolina Power and Light Co. ....	2,006,400	26,129.28	1.302
Camden—Carolina Power and Light Co. ....	3,388,800	40,802.82	1.204
Clemson College—Duke Power Co. ....	2,204,560	22,458.77	1.019
Clinton—Clinton Cotton Mills ....	2,319,600	23,288.40	1.004
Due West—Duke Power Co. ....	365,610	4,480.05	1.225
Easley—Duke Power Company ....	2,276,160	23,461.00	1.031
Gaffney—Duke Power Co. ....	2,757,440	28,858.24	1.047
Greenwood—Duke Power Co. ....	7,648,480	66,262.80	0.866
Greer—Duke Power Co. ....	3,213,920	31,388.56	0.977
Laurens—Duke Power Co. ....	2,400,980	24,735.42	1.030
McCormick—South Carolina Power Co. ....	299,200	4,328.40	1.447
Newberry—Duke Power Co. ....	3,161,325	31,920.95	1.010
Ninety Six—Duke Power Co. ....	991,000	10,644.94	1.074
Orangeburg—South Carolina Electric & Gas Co. ....	9,679,666	90,019.82	0.930
Prosperity—Duke Power Co. ....	497,808	5,903.22	1.186
Rock Hill—Duke Power Co. ....	7,969,800	69,211.50	0.868
Seneca—Duke Power Co. ....	2,097,680	20,851.08	0.994
Union—Lockhart Power Co. ....	3,878,400	43,284.00	1.116
Westminster—Duke Power Co. ....	782,670	8,715.09	1.114
Winnboro—South Carolina Electric & Gas Co. ....	2,078,400	25,106.30	1.208
Total Purchased by Municipalities .....	63,441,939	\$637,967.53	1.0056¢

**DOMESTIC SERVICE STATISTICAL COMPARISON OF MAJOR ELECTRIC UTILITY  
COMPANIES OPERATING IN SOUTH CAROLINA**

Company—Year	Kw.-Hr.	Revenue Dollars	Customers	Average Rate Cents Per Kw.-Hr.	Average Annual Use Kw.-Hr. Per Customer	Average Annual Revenue Per Customer
<b>Carolina Power &amp; Light Co.</b>						
1932	7,503,977	\$458,117.80	10,204	6.105	735	\$44.90
1933	7,352,300	448,322.05	10,333	6.098	712	43.39
1934	8,181,400	487,813.95	11,160	5.963	734	43.75
1935	10,939,600	494,600.60	11,731	4.520	933	42.15
1936	14,356,500	534,133.95	12,893	3.721	1,114	41.43
1937	17,904,600	594,382.59	14,199	3.320	1,261	41.86
1938	20,628,600	664,970.68	15,412	3.224	1,338	43.15
1939	23,496,700	684,680.75	16,590	2.914	1,416	41.27
<b>Duke Power Co.</b>						
1932	13,514,460	\$756,738.60	22,376	5.599	604	\$33.82
1933	14,373,986	747,847.70	23,792	5.203	604	31.43
1934	16,709,171	834,111.79	24,551	4.992	681	33.97
1935	19,625,277	884,898.07	27,481	4.509	714	32.20
1936	23,439,971	975,763.86	31,313	4.163	748	31.16
1937	28,862,577	1,131,431.57	34,121	3.920	878	33.16
1938	33,709,203	1,231,446.43	37,851	3.653	891	32.53
1939	39,365,717	1,315,859.06	41,596	3.343	946	31.63
<b>South Carolina Electric and Gas Co.</b>						
1932	6,458,056	\$405,256.12	11,321	6.275	570	\$35.80
1933	6,491,177	404,227.58	11,395	6.227	570	35.47
1934	7,471,898	424,225.27	12,187	5.678	613	34.81
1935	9,198,808	447,109.20	12,624	4.862	729	35.42
1936	11,434,893	533,749.97	13,966	4.668	819	33.22
1937	13,752,156	571,752.81	15,421	4.158	892	37.08
1938	15,895,614	638,580.58	16,477	4.017	965	38.76
1939	17,784,408	661,557.17	17,652	3.720	1,008	37.48
<b>South Carolina Power Co.</b>						
1932	9,620,311	\$621,449.38	*14,741	6.460	653	\$42.16
1933	9,996,209	607,484.61	*14,781	6.077	676	41.10
1934	11,778,042	643,925.93	*15,602	5.467	755	41.27
1935	14,974,782	678,158.78	*16,432	4.529	909	41.15
1936	19,081,314	712,938.01	17,798	3.736	1,072	40.06
1937	23,539,971	850,013.02	19,678	3.565	1,212	43.20
1938	27,971,128	937,588.64	21,088	3.352	1,326	44.16
1939	32,384,324	1,033,552.52	22,915	3.192	1,413	45.10
<b>Totals and Averages (4 Large Companies)</b>						
1932	37,096,804	\$2,241,561.90	58,642	6.042	632	\$38.22
1933	38,213,672	2,207,881.94	60,301	5.778	634	36.61
1934	44,140,011	2,390,076.94	63,490	5.415	695	37.64
1935	54,738,467	2,504,664.65	68,318	4.576	801	36.66
1936	68,312,178	2,756,585.79	75,970	4.035	899	36.29
1937	84,359,304	3,147,580.18	83,419	3.731	1,011	37.73
1938	98,204,545	3,472,586.33	90,828	3.536	1,081	38.23
1939	113,031,149	3,695,649.50	98,753	3.270	1,145	37.42

\*Meters.

**RESIDENTIAL ELECTRIC STATISTICS OF PRIVATELY OWNED ELECTRIC UTILITIES  
OPERATING IN SOUTH CAROLINA, 1939**

Name of Utility	Kw.-Hrs.	Revenue	Average Number Customers	Average Rate Cents Per KWH	Average Anl. Kw.-Hr. Per Customer	Average Annual Bill
Belton Light & Power Co. ....	768,292	\$30,086.92	1,092	3.916	704	\$27.55
*Brodie Light & Power Co. ..	.....	.....	.....	.....	.....	.....
Carolina Power & Light Co. ..	23,496,700	684,680.75	16,590	2.914	1,416	41.27
Duke Power Co. ....	39,440,788	1,318,608.01	41,596	3.343	948	31.70
Electric Company .....	194,759	6,737.92	229	3.460	850	29.42
Heath Springs Lt. & Pow. Co.	153,896	5,526.19	175	3.591	879	31.58
Jenkinsville Lt. & Pow. Co. ..	20,240	794.50	19	3.925	1,065	41.82
Kershaw Oil Mill .....	229,796	11,118.98	372	4.839	618	29.89
Lockhart Power Co. ....	576,170	26,340.92	1,015	4.572	568	25.95
Lowndesville Lt. & Pow. Co. .	9,800	664.00	38	6.776	258	17.47
**Santee-Cooper Package Co. .	117,906	8,836.88	126	7.495	936	70.13
Santee River Hardwood Co. ..	31,478	3,679.43	84	11.689	375	43.80
S. C. Elec. & Gas Co. ....	17,784,408	661,557.17	18,164	3.720	979	36.42
S. C. Power Co. ....	32,384,324	1,033,552.52	22,915	3.192	1,413	45.10
S. C. Utilities Co. ....	1,910,083	97,411.60	1,940	5.100	985	50.21
Waccamaw Power Co. ....	339,146	19,569.26	235	5.770	1,443	83.27
Whites Bridge Power Co. ....	63,366	4,339.50	107	6.848	592	40.56
Total (Excludes Municipalities) .....	117,521,152	\$3,913,504.55	104,697	3.330	1,122	37.38

\*No Report Filed. \*\*Nine Months—Purchased by S. C. R.E.A. as of 10-1-39.

## RESIDENTIAL BILL COMPARISON

The following tables compare the electric bills of the larger companies furnishing electric service for residential purposes. The bills for various monthly consumptions are calculated under each of the rates that have been in effect since 1932 when the Electrical Utilities Division began its work of reducing electric rates to the end that the companies would earn not more than a reasonable return on the fair value of the electric property devoted to the public service. Not all of the many rates in effect in 1932 are shown. One of the valuable services rendered by the Electrical Utilities Division has been the reduction in the numbers of schedules in effect in the various sections of the territories of the several companies. At the present time, one residential schedule is available throughout the urban territory of each of the major companies—only a very few customers find it to their advantage to remain on one of the old schedules in effect in 1931-32. These old rates are not available to new customers.

The rural rates of the larger companies are generally the same as the rates in effect in urban territory altho the minimum monthly charge of the rural customer is generally higher than that of the urban customer. This difference in minimum charge is due to the increased cost incurred in providing service to the rural customer.

The average kilowatt-hour consumption for residential or domestic electric service, together with the average rate paid and the average annual bill for customers of the four large companies are shown in another table.

**CAROLINA POWER & LIGHT COMPANY  
RESIDENTIAL ELECTRIC BILL COMPARISON**

Kw-Hrs.	RL-1 12-1-25	RC&L-2 10-1-23	RL-5 Immediate 12-1-34	RS-2 Inducement 12-1-34	RS-4 Immediate 1-1-36	RI-1 Inducement 1-1-36	R-2 1-26-37	R-4 2-3-39
Minimum .....	\$1.50	\$2.05	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
10 .....	1.50	2.35	1.00	1.00	1.00	1.00	1.00	1.00
20 .....	2.00	2.65	1.85	1.70	1.30	1.10	1.00	1.00
30 .....	2.76	2.95	2.53	2.40	1.95	1.65	1.50	1.17
40 .....	3.36	3.25	3.03	2.70	2.60	2.20	2.00	1.56
50 .....	3.96	3.55	3.53	3.00	3.00	2.75	2.50	1.95
60 .....	4.56	3.85	4.03	3.30	3.40	3.05	2.80	2.24
70 .....	5.16	4.15	4.53	3.60	3.80	3.35	3.10	2.53
80 .....	5.76	4.45	5.03	3.90	4.20	3.65	3.40	2.82
100 .....	6.96	5.05	6.03	4.50	5.00	4.25	4.00	3.40
150 .....	9.96	6.55	7.53	5.50	6.25	5.25	5.00	4.85
200 .....	12.96	8.05	9.03	6.50	7.50	6.25	6.00	5.80
300 .....	18.96	11.05	12.03	8.00	9.50	8.00	7.75	7.50
400 .....	24.96	14.05	15.03	9.50	11.00	9.50	9.25	9.00
500 .....	30.96	17.05	18.03	11.00	12.50	11.00	10.75	10.50
1000 .....	60.96	32.05	33.03	18.50	20.00	18.50	18.25	18.00

**DUKE POWER COMPANY**  
**RESIDENTIAL ELECTRIC BILL COMPARISON**

Kw-Hr.	No. 1 Lighting 10-1-28	No. 3 C&H Only 10-1-28	No. 1 Residence 12-1-32	No. 3 C&H Only 12-1-32	No. 1 Residence 9-1-34	1-W W&H Only 9-1-34	1-R Residence 3-1-36	1-W W&H Only 3-1-36	1-R Residence 11-1-36	1-W W&H Only 11-1-36	1-R Residence 3-1-38	1-W W&H Only 3-1-38	R Residence 6-1-39	W W&H Only 6-1-39
Minimum .....	\$1.00	\$2.00	\$1.00	\$2.00	\$0.80	\$0.80	\$0.80	\$0.80	\$0.80	\$0.80	\$0.80	\$0.80	\$0.80	\$0.80
10 .....	1.00	2.00	1.33	2.00	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
20 .....	1.52	2.00	1.75	2.00	1.45	0.80	1.30	0.80	1.30	0.80	1.20	0.80	1.15	0.80
30 .....	2.23	2.00	2.13	2.00	2.10	0.80	1.80	0.80	1.80	0.80	1.60	0.80	1.50	0.80
40 .....	2.90	2.00	2.50	2.00	2.40	0.80	2.20	0.80	2.15	0.80	2.00	0.80	1.85	0.80
50 .....	3.56	2.00	2.88	2.00	2.70	0.80	2.60	0.80	2.50	0.80	2.40	0.80	2.20	0.80
60 .....	4.23	2.35	3.25	2.35	3.00	0.90	2.90	0.90	2.75	0.90	2.65	0.90	2.40	0.90
70 .....	4.89	2.70	3.63	2.70	3.30	1.05	3.20	1.05	3.00	1.05	2.90	1.05	2.60	1.05
80 .....	5.56	3.05	4.00	3.05	3.60	1.20	3.50	1.20	3.25	1.20	3.15	1.20	2.80	1.20
100 .....	6.89	3.75	4.75	3.75	4.20	1.50	4.10	1.50	3.75	1.50	3.65	1.50	3.20	1.50
150 .....	10.21	5.25	6.63	5.25	5.60	2.25	5.35	2.25	5.00	2.25	4.80	2.00	4.20	2.00
200 .....	13.54	6.75	8.13	6.75	6.85	3.00	6.60	3.00	6.25	3.00	5.80	2.50	5.20	2.50
300 .....	20.19	9.75	11.13	9.75	9.35	4.00	9.10	4.00	8.75	4.00	7.80	3.50	7.20	3.50
400 .....	26.84	12.75	14.13	12.75	11.85	5.00	11.60	5.00	11.25	5.00	9.80	4.50	9.20	4.50
500 .....	32.54	15.75	17.13	15.75	14.35	6.00	14.10	6.00	13.75	6.00	11.80	5.50	11.20	5.50
1000 .....	57.24	30.75	32.13	30.75	26.85	11.00	26.60	11.00	26.25	11.00	21.80	10.50	21.20	10.50

C&H—Cooking and Heating. W&H—Water Heating.

**SOUTH CAROLINA ELECTRIC & GAS COMPANY**  
**RESIDENTIAL ELECTRIC BILL COMPARISON**

Kw-Hrs. Use per Month	No. 8 Lighting 8-1-29	No. 9 Lighting, Cooking and Refrigeration 8-1-31	No. 8 Residential 10-1-34	No. 8 Residential 2-1-37	No. 8 Residential 2-27-39
Minimum .....	\$0.80	\$3.00	\$0.75	\$0.75	\$0.75
10 .....	0.80	3.00	0.75	0.75	0.75
20 .....	1.44	3.00	1.40	1.29	1.19
30 .....	2.16	3.00	1.90	1.79	1.68
40 .....	2.88	3.00	2.40	2.19	2.10
50 .....	3.60	3.60	2.90	2.59	2.45
60 .....	4.32	4.00	3.25	2.94	2.80
70 .....	5.04	4.40	3.60	3.29	3.05
80 .....	5.76	4.80	3.95	3.64	3.30
100 .....	7.20	5.60	4.65	4.34	3.80
150 .....	10.35	7.10	5.90	5.59	5.05
200 .....	13.50	8.60	7.15	6.84	6.05
300 .....	18.90	10.60	8.65	8.34	8.05
400 .....	24.30	12.60	10.15	9.84	9.55
500 .....	29.70	14.60	11.65	11.34	11.05
1000 .....	52.20	24.60	19.15	18.84	18.55



**SOUTH CAROLINA POWER COMPANY  
RESIDENTIAL ELECTRIC BILL COMPARISON**

Kw-Hrs.	A 4-1-31	H 11-12-31	H-1	H-1-S 11-12-31	A-1 8-1-33	A-2 Immed. 11-26-34	A-5 Obj. 11-26-34	A-1 Immed. 1-2-36	A-2 Obj. 1-2-36	A-2 5-1-38	A-3 8-1-39
Minimum .....	\$0.50	\$1.35	\$1.00	\$1.50	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
10 .....	.90	1.35	1.60	2.20	1.00	1.00	1.00	1.00	1.00	1.00	1.00
20 .....	1.80	2.16	2.20	2.89	1.70	1.56	1.44	1.30	1.25	1.25	1.22
30 .....	2.70	3.24	2.80	3.59	2.55	2.31	1.99	1.90	1.75	1.75	1.67
40 .....	3.60	4.32	3.39	4.29	3.15	2.91	2.54	2.50	2.25	2.25	2.12
50 .....	4.50	5.40	4.00	5.00	3.75	3.51	3.09	3.10	2.75	2.75	2.57
60 .....	5.40	6.39	4.60	5.69	4.35	4.11	3.64	3.55	3.25	3.25	2.92
70 .....	6.30	7.38	5.19	6.39	4.95	4.71	4.02	4.00	3.60	3.60	3.17
80 .....	7.20	8.37	5.80	7.09	5.25	5.01	4.22	4.45	3.80	3.80	3.42
100 .....	9.00	10.35	6.99	8.49	5.85	5.61	4.62	5.35	4.20	4.20	3.92
150 .....	13.00	14.85	9.99	11.99	7.35	7.11	5.62	6.72	5.20	5.19	5.17
200 .....	17.00	19.35	12.99	15.48	8.85	8.61	6.62	8.10	6.20	6.19	5.92
300 .....	24.00	27.45	18.98	22.47	11.34	11.11	7.87	9.59	7.45	7.44	7.42
400 .....	31.00	35.55	24.98	29.47	13.84	13.61	9.12	11.09	8.70	8.69	8.67
500 .....	38.00	43.65	30.97	36.46	16.33	16.11	10.37	12.58	9.95	9.95	9.92
1000 .....	68.00	79.65	55.94	71.42	28.79	28.61	15.87	20.05	15.45	16.20	16.17

## MOTOR TRANSPORT DIVISION

The work of this Division is to enforce the Motor Vehicle Carriers' Law of the State, Sections 8507-8524 of the Code of Laws of South Carolina, 1932, as amended. The law provides for the regulation, supervision, and control of persons, firms, corporations, etc., operating motor vehicles used in the business of transporting persons or property for compensation over the highways of the State, and imposes license fees to cover the cost of administration of the law.

With the growth of the motor carrier industry in this State, together with the better enforcement of the Motor Carrier Law made possible by increased enforcement facilities, the work of this Division has rapidly increased, as evidenced by revenue receipts as shown in the following:

March 10 through December 31, 1928 . . . . .	\$15,200.60
Calendar Year 1929 . . . . .	20,845.99
Calendar Year 1930 . . . . .	39,013.32
Calendar Year 1931 . . . . .	57,310.17
Calendar Year 1932 . . . . .	57,471.26
Calendar Year 1933 . . . . .	63,951.14
Calendar Year 1934 . . . . .	81,300.07
Calendar Year 1935 . . . . .	87,881.71
Calendar Year 1936 . . . . .	125,498.75
Fiscal Year 1934-1935 . . . . .	86,060.40
Fiscal Year 1935-1936 . . . . .	103,841.91
Fiscal Year 1936-1937 . . . . .	155,945.57
Fiscal Year 1937-1938 . . . . .	212,950.38
Fiscal Year 1938-1939 . . . . .	254,590.53
Fiscal Year 1939-1940 . . . . .	250,728.20

During the period of this report 37 public hearings were held in connection with motor transportation matters. The Commission handled 8 applications for bus certificates for 324 miles of highway. Of these applications, 7 for 273 miles of highway were granted, and 1 for 51 miles of highway was denied. The Commission also handled 18 applications for motor freight certificates, for 1,502 miles of highway, 16 of which, for 1,344 miles of highway, were granted, and 2 for 125 miles of highway, were denied.

In addition to the hearings held in connection with the applications for certificates, 20 hearings were held in connection with schedules, transfers and enforcement of the rules.

The work of inspectors has been greatly handicapped by the lack of transportation facilities. The appropriation for travel as made is not sufficient to allow these men to use their automobiles regularly and it is impossible for them to properly perform their duties traveling by railroad or bus. It is, therefore, respectfully recommended that motor vehicle equipment be furnished in order for these men to properly perform their duties.

Lists of Certificates of Public Convenience and Necessity now in effect, and statements showing receipts, disbursements, and expenses incurred in connection with the administration of the Motor Vehicle Carriers' Law, will be found in Part II of this report.

Respectfully submitted,

JOHN C. CONEY, Chairman  
JOHN B. McMILLAN, Vice-Chairman  
JAMES W. WOLFE, Commissioner  
JOSIAH J. EVANS, Commissioner  
H. W. SCOTT, Commissioner  
J. C. DARBY, Commissioner  
RUFUS M. NEWTON, Commissioner

MARY E. CARR, Secretary

# PART II.

## RAILROAD COMPANIES OPERATING IN SOUTH CAROLINA—JUNE 30, 1940

Name of Company	Officers	Official Address
Atlantic Coast Line Railroad .....	George B. Elliott, President .....	Wilmington, N. C.
The Atlanta & Charlotte Air Line Railway .....	R. Randolph Hicks, President .....	New York, N. Y.
Augusta Northern Railway .....	L. P. Byars, President .....	Marion, S. C.
Blue Ridge Railway .....	J. W. Chadwick, General Manager .....	Saluda, S. C.
Bennettsville & Cheraw Railroad .....	Ernest E. Norris, President .....	Washington, D. C.
Buffalo, Union-Carolina Railroad .....	M. H. Ramsey, Superintendent .....	Anderson, S. C.
Carolina & Northwestern Railway .....	O. L. Henry, President and General Manager .....	Bennettsville, S. C.
Carolina Western Railroad .....	F. W. Symmes, President .....	Greenville, S. C.
Charleston & Western Carolina Railroad .....	Ernest E. Norris, President .....	Washington, D. C.
Chesterfield & Lancaster Railroad .....	J. M. Camp, President .....	Franklin, Va.
Clinchfield Railroad Company .....	George B. Elliott, President .....	Wilmington, N. C.
Columbia, Newberry & Laurens Railroad .....	L. S. Jeffords, Superintendent .....	Augusta, Ga.
Georgia and Florida Railroad .....	L. R. Powell, Jr. and Henry W. Anderson, Receivers .....	Norfolk, Va.
Greenville & Northern Railway .....	J. W. Lytton, Superintendent .....	Cheraw, S. C.
Hampton & Branchville Railroad .....	L. H. Phetteplace, General Manager .....	Erwin, Tenn.
Lancaster & Chester Railway .....	J. P. Taylor, President and General Manager .....	Columbia, S. C.
Pickens Railroad .....	W. V. Griffin and H. W. Purvis, Receivers .....	Augusta, Ga.
Raleigh & Charleston Railroad .....	H. W. Purvis, Receiver and General Manager .....	Augusta, Ga.
Rockton & Rion Railway .....	F. E. Gary, President .....	Greenville, S. C.
Seaboard Air Line Railway .....	W. F. Lightsey, President .....	Hampton, S. C.
Southern Railway Company .....	Elliott W. Springs, President .....	Lancaster, S. C.
Ware Shoals Railroad .....	T. G. Mitchell, General Manager .....	Pickens, S. C.
	L. R. Powell, Jr. and Henry W. Anderson, Receivers .....	Norfolk, Va.
	J. W. Lytton, Superintendent .....	Marion, S. C.
	H. G. Phillips, President .....	Rion, S. C.
	L. R. Powell, Jr. and Henry W. Anderson, Receivers .....	Norfolk, Va.
	W. L. Stanley, Chief Public Relations Officer .....	Atlanta, Ga.
	Ernest E. Norris, President .....	Washington, D. C.
	Benjamin D. Riegel, President .....	New York, N. Y.
	G. H. H. Emory, Assistant to President .....	Ware Shoals, S. C.
<b>TERMINAL COMPANIES</b>		
Charleston Union Station Company .....	Lyman Delano, President—W. D. McCaig, Comptroller .....	Wilmington, N. C.
Columbia Union Station Company .....	John B. Hyde, President—T. H. Seay, Comptroller .....	Washington, D. C.
North Charleston Terminal Company .....	John B. Hyde, President—T. H. Seay, Comptroller .....	Washington, D. C.
Port Utilities Commission of Charleston, S. C. ....	John D. Rooney, General Manager .....	Charleston, S. C.
<b>ELECTRIC RAILWAYS</b>		
Piedmont & Northern Railway .....	F. H. Cothran, President .....	Charlotte, N. C.

ACCIDENTS TO PERSONS RESULTING FROM THE MOVEMENT OF RAILROAD TRAINS.  
LOCOMOTIVES AND CARS AND FROM OTHER CAUSES IN CONNECTION WITH  
THE RAILROADS IN STATE OF SOUTH CAROLINA FOR THE  
YEAR ENDING DECEMBER 31, 1939

Name of Company	Pas-sengers		Em-ployees		Other Persons		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Atlantic Coast Line Railroad Co. ....		3		22	20	23	20	48
*The Atlanta & Charlotte Air Line Railway Co. ....								
Augusta Northern Railway Co. ....								
Bennettsville & Cheraw Railroad Co. ....							1	2
Blue Ridge Railway Co. ....	1			1	1		2	2
Buffalo, Union-Carolina Railroad Co. ....			2	2			2	2
Clinchfield Railroad Co. ....								
Carolina & Northwestern Railway Co. ....								
Carolina Western Railroad Co. ....								
Charlotte, Monroe & Columbia Railroad Co. ....								
Charleston & Western Carolina Railway Co. ....				1	4	1	4	2
Chesterfield & Lancaster Railroad Co. ....						2		2
Columbia, Newberry & Laurens Railroad Co. ....				1	1	1	1	2
Georgia & Florida Railroad Co. ....								
Greenville & Northern Railway Co. ....								
Hampton & Branchville Railroad Co. ....								
Lancaster & Chester Railroad Co. ....								
Pickens Railroad Co. ....								2
Raleigh & Charleston Railroad Co. ....				2				2
Rockton & Rion Railway Co. ....								
Seaboard Air Line Railway Co. ....	11	2	127	16	43	18	181	
Southern Railway Co. ....	4	2	40	19	39	21	83	
Ware Shoals Railroad Co. ....								
TERMINAL COMPANIES								
Charleston Union Station Co. ....								
Columbia Union Station Co. ....								
North Charleston Terminal Co. ....								
The Port Utilities Com. of Charleston, S. C. ....								
ELECTRIC RAILWAYS								
Piedmont & Northern Railway Co. ....		1		47	1	6	1	54
<b>TOTALS</b> .....		20	6	243	62	115	68	378

\*Included in Southern Railway Report.

EXPRESS COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1940

Name of Company	Officers	Official Address
Railway Express Agency, Inc. ....	L. O. Head, President .....	New York, N. Y.

CITY BUS TRANSPORTATION COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1940

Name of Company	Localities Served	Officers	Address
Duke Power Company .....	Anderson, Greenville and Spartanburg, S. C. ....	G. G. Allen, President .....	New York, N. Y.
South Carolina Electric & Gas Company	Columbia, S. C. ....	E. C. Marshall, Vice-President .....	Charlotte, N. C.
South Carolina Power Company .....	Charleston, S. C. ....	R. D. Jennison, President .....	New York, N. Y.
		N. H. Coit, Vice-Pres. & Gen. Mgr. ...	Columbia, S. C.
		E. A. Yates, President .....	New York, N. Y.
Suburban Transit Company .....	Columbia-Cayce, S. C. ....	E. L. Godshalk, Vice-President & General Manager .....	Charleston, S. C.
		E. P. Fulmer, Vice-President and General Manager .....	Columbia, S. C.

GAS UTILITIES OPERATING IN SOUTH CAROLINA JUNE 30, 1940

Name of Utility	Localities Served	Managing Officer	Address
Anderson Gas and Utilities Company ..	Anderson, S. C. ....	Marion D. Lucas, President .....	Florence, S. C.
Duke Power Company .....	Chester, Greenville, Spartanburg, S. C.	E. C. Marshall, Vice-President .....	Charlotte, N. C.
Georgia Public Utilities Company .....	Aiken, North Augusta, S. C. ....	J. W. McElderry, Manager .....	Augusta, Ga.
Greenwood Gas and Fuel Company .....	Greenwood, S. C. ....	Marion D. Lucas, President .....	Florence, S. C.
Rock Hill Gas Company .....	Rock Hill, S. C. ....	Leland Jones, Manager .....	Rock Hill, S. C.
South Carolina Electric & Gas Company	Columbia, Darlington, Florence, S. C.	N. H. Coit, V.-P. and Gen. Manager	Columbia, S. C.
South Carolina Gas Company .....	Gaffney, S. C. ....	W. O. Croft, Manager .....	Hendersonville, N. C.
South Carolina Power Company .....	Charleston, S. C. ....	E. L. Godshalk, President .....	Charleston, S. C.
Sumter Gas and Power Company .....	Sumter, S. C. ....	Marion D. Lucas, President .....	Florence, S. C.

WATER UTILITIES OPERATING IN SOUTH CAROLINA JUNE 30, 1940

Name of Utility	Localities Served	Managing Officer	Address
Arden Water Supply Company .....	Arden, S. S. ....	D. H. Goldson, President .....	Columbia, S. C.
Carolina Utilities Company .....	Darlington, S. C. ....	J. R. Gilchrist, Manager .....	Darlington, S. C.
Duke Power Company .....	Anderson, S. C. ....	E. C. Marshall, Vice-President .....	Charlotte, N. C.
Ocean Drive Light & Water Co., Inc. ...	Ocean Drive Beach, S. C. ....	L. H. White, Pres. and Treas. ....	Wampee, S. C.
Nixon, C. D. ....	Cherry Grove Beach, Ingram's Beach	C. D. Nixon .....	Ocean Drive, S. C.
Pawley's Island Water Works .....	Pawley's Island, S. C. ....	W. L. Thompson, Owner .....	Bucksville, S. C.
Peoples Water Service Company .....	Allendale, St. George, Walterboro, S. C.	A. J. Lucas, Manager .....	Walterboro, S. C.
South Carolina Utilities Company .....	Myrtle Beach, S. C. ....	Ralph K. Matthews, Manager .....	Conway, S. C.
Williston Water Service Company .....	Williston, S. C. ....	W. E. Anderson, Manager .....	Williston, S. C.

TELEGRAPH COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1940

Name of Company	Officers	Address
Postal Telegraph-Cable Company .....	G. S. Gibbs, President .....	67 Broad St., New York, N. Y.
The Western Union Telegraph Company .....	R. B. White, President .....	60 Hudson St., New York, N. Y.

TELEPHONE COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1940

Name of Company	Exchanges	Managing Officer	Address
American Telephone & Telegraph Co. . . . .	Long Distance Only . . . . .	Theodore G. Miller, President . . . . .	New York, N. Y.
Bolen Telephone Company . . . . .	Wagener, S. C. . . . .	A. O. Bolen, Manager . . . . .	Swansea, S. C.
Bowman Telephone Company . . . . .	Bowman, S. C. . . . .	Geo. W. Weathers, Manager . . . . .	Bowman, S. C.
Campobello Telephone Company . . . . .	Campobello, S. C. . . . .	J. H. Bishop, Proprietor . . . . .	Campobello, S. C.
Cassels Telephone Company . . . . .	Ellenton, S. C. . . . .	W. B. Cassels, Proprietor . . . . .	Ellenton, S. C.
Caw-Caw Telephone Company . . . . .	St. Matthews, S. C. . . . .	P. L. Geiger, President . . . . .	St. Matthews, S. C.
Central Telephone Company . . . . .	Central, S. C. . . . .	T. A. Folger, President . . . . .	Central, S. C.
Central Carolina Telephone Company . . . . .	Beaufort, Branchville, Chesterfield, Estill, Hampton, Holly Hill, Mc- Bee, Pageland, Ridgeland, S. C. . . . .	R. S. DuRant, General Manager . . . . .	Southern Pines, N. C.
Chesnee Telephone Company . . . . .	Chesnee, S. C. . . . .	H. W. Askins, Manager . . . . .	Chesnee, S. C.
Chester Telephone Company . . . . .	Chester, S. C. . . . .	J. M. Bell, Manager . . . . .	Chester, S. C.
Citizens Telephone Company . . . . .	Lexington, S. C. . . . .	S. B. George, Manager . . . . .	Lexington, S. C.
Coastal Telephone Company . . . . .	Loris, S. C. . . . .	E. E. Prince, Owner . . . . .	Loris, S. C.
Cope Telephone Company . . . . .	Cope, S. C. . . . .	James L. Wilkes, Proprietor . . . . .	Cope, S. C.
Due West Telephone Company . . . . .	Due West, S. C. . . . .	G. Henry Bowie, Manager . . . . .	Due West, S. C.
Ehrhardt Telephone Company . . . . .	Ehrhardt, S. C. . . . .	L. C. Ransdale, Manager . . . . .	Denmark, S. C.
Elloree Telephone Company . . . . .	Elloree, S. C. . . . .	Mrs. J. P. Ruple, Manager . . . . .	Elloree, S. C.
Eutawville Telephone Company . . . . .	Eutawville, S. C. . . . .	George W. Creech, Manager . . . . .	Eutawville, S. C.
Fort Mill Telephone Exchange . . . . .	Fort Mill, S. C. . . . .	S. L. Meacham, Proprietor . . . . .	Fort Mill, S. C.
Gray Court Telephone Company . . . . .	Gray Court, S. C. . . . .	J. B. Owings, Proprietor . . . . .	Gray Court, S. C.
Great Falls Telephone Company . . . . .	Great Falls, S. C. . . . .	F. E. Vantine, Treasurer . . . . .	Great Falls, S. C.
Greeleyville Telephone Company . . . . .	Greeleyville, S. C. . . . .	W. B. Browder, Manager . . . . .	Greeleyville, S. C.
Greenwood Telephone Exchange . . . . .	Greenwood, S. C. . . . .	C. B. Barksdale, Vice-President . . . . .	Greenwood, S. C.
Home Telephone Company . . . . .	Cross Hill, S. C. . . . .	C. B. Barksdale, Vice-President . . . . .	Greenwood, S. C.
Home Telephone Company . . . . .	Norway, S. C. . . . .	T. B. Phin, Manager . . . . .	Norway, S. C.
Independent Telephone Company . . . . .	Lake City, S. C. . . . .	W. Lee Flowers, Secretary . . . . .	Lake City, S. C.
Independent Telephone Company . . . . .	Ninety Six, S. C. . . . .	W. B. Jeter, Secretary . . . . .	Ninety Six, S. C.
Independent Telephone Company . . . . .	Pinewood, S. C. . . . .	T. B. Smith, Proprietor . . . . .	Pinewood, S. C.
Inman Telephone Exchange . . . . .	Inman, S. C. . . . .	R. D. Hicks, Proprietor . . . . .	Inman, S. C.
Island Telephone Company . . . . .	Martins Point, S. C. . . . .	Catherine T. VonKolnitz, Secretary . . . . .	Charleston, S. C.
Kershaw Telephone Company . . . . .	Kershaw, Heath Springs, S. C. . . . .	H. L. McPherson, Treasurer . . . . .	Kershaw, S. C.
Lancaster Telephone Company . . . . .	Lancaster, S. C. . . . .	J. Carter Thomasson, Secretary . . . . .	Lancaster, S. C.
Mayesville Telephone Company . . . . .	Mayesville, S. C. . . . .	N. W. James, Manager . . . . .	Mayesville, S. C.
Monarch Mills Telephone Company . . . . .	Lockhart, S. C. . . . .	J. Roy Fant, Ass't Treasurer . . . . .	Lockhart, S. C.
Polk County Telephone Company . . . . .	Landrum, S. C. . . . .	R. H. Brady, Secretary . . . . .	Tryon, N. C.
Pond Branch Telephone Company . . . . .	Gilbert, S. C. . . . .	Ernest F. Smith, Manager . . . . .	Gilbert, S. C.
Ridge Spring Telephone Company . . . . .	Ridge Spring, S. C. . . . .	J. W. McCartha, Manager . . . . .	Ridge Spring, S. C.



TELEPHONE COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1940—Continued

Name of Company	Exchanges	Managing Officer	Address
Ridgeway Telephone Company .....	Ridgeway, S. C. ....	D. W. Ruff, Manager .....	Ridgeway, S. C.
Rock Hill Telephone Company .....	Rock Hill, S. C. ....	E. L. Barnes, President .....	Rock Hill, S. C.
Saluda Telephone Company .....	Saluda, S. C. ....	C. B. Barksdale, Vice-President .....	Greenwood, S. C.
Santee-Cooper Package Company .....	Moncks Corner, S. C. ....	W. A. Corbett, President .....	Moncks Corner, S. C.
Seacoast Telephone Company .....	Andrews, Georgetown, Myrtle Beach, S. C. ....	A. G. Trenholm, Secretary .....	Georgetown, S. C.
Southern Bell Tel. & Tel. Company .....	Aiken, Allendale, Anderson, Bamberg, Barnwell, Batesburg, Belton, Ben- nettsville, Blacksburg, Blackville, Blenheim, Camden, Charleston, Cheraw, Clemson College, Clinton, Clio, Clover, Columbia, Cowpens, Darlington, Denmark, Dillon, Easley, Edgefield, Florence, Gaffney, Gran- iteville, Greenville, Greer, Hartsville, Hickory Grove, Honea Path, John- ston, Jonesville, Latta, Leesville, Liberty, Marfon, McColl, Mt. Pleas- ant, Mullins, Newberry, Orange- burg, Pelzer, Pendleton, Pickens, Piedmont, Prosperity, Seneca, Spar- tanburg, St. George, Summerville, Timmons ville, Union, Walhalla, Westminster, Whitmire, William- ston, York, S. C. ....	Ben S. Reed, President .....	Atlanta, Ga.
S. C. Continental Telephone Co. ....	Abbeville, Bishopville, Calhoun Falls, Conway, Fountain Inn, Kingstree, Lake City, Lamar, Laurens, Man- ning, McCormick, Olanta, Sumner- ton, Sumter, Wainsboro, Woodruff, Walterboro, S. C. ....	L. E. Winget, General Manager .....	Sumter, S. C.
Southeastern Telephone Co. of A. ....	Cameron, Fairfax, North, Springfield, St. Matthews, S. C. ....	W. E. Glisson, General Manager .....	Tallahassee, Fla.
Starr Telephone Company .....	Starr, S. C. ....	A. G. Thompson, Proprietor .....	Starr, S. C.
Swansea Telephone Company .....	Swansea, S. C. ....	A. O. Bolen, Manager .....	Swansea, S. C.
Trenton Telephone Company .....	Trenton, S. C. ....	B. L. Bolen, Manager .....	Williston, S. C.
Ware Shoals Mfg. Company .....	Ware Shoals, S. C. ....	C. P. Thompson, Vice-President .....	Ware Shoals, S. C.
Williston Telephone Company .....	Williston, Simpsonville, S. C. ....	Sara E. Black, President .....	Williston, S. C.

POWER COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1940

Power Company	Territory Served	Managing Officer	Address
Belton Light and Power Company .....	Belton, Cheddar, Williamston, S. C. ..	Louis Seel, Pres. and Treas. ....	Belton, S. C.
Brodie Light and Power Company .....	Gilbert, Summit, S. C. ....	F. E. Brodie, President .....	Leesville, S. C., RFD
Carolina Power and Light Company ...	Andrews, Ashland, Auburn, Aynor, Bethea, Bethune, Bishopville, Blaney, Blenheim, Britton, Brogdon, Cades, Cartersville, Cheraw, Chesterfield, Clio, Coward, Darlington, Dillon, Dovesville, Drake, Ebenezer, Effing- ham, Elliott, Florence, Gallitants Ferry, Greeleyville, Green Sea, Hagood, Hamer, Hartsville, Heine- man, Hemingway, Horatio, Jefferson, Johnsonville, Kingstree, Lake City, Lakeview, Lamar, Lane, Latta, Little Rock, Lugoff, Lynchburg, Lydia, Manning, Manville, Marion, Mars Bluff, Mayesville, McBee, McColl, Motbridge, Mt. Croghan, Nesmith, New Zion, Nichols, Oates, Olanta, Oswego, Pageland, Pamplico, Patrick, Paxville, Pinewood, Rembert, Ruby, Salters Depot, Sardinia, Scranton, Sellers, Society Hill, South Lynch- burg, South Marion, Statesburg, Stokes Bridge, St. Paul, Summerton, Sumter, Tatum, Timmonsville, Tur- beville, Wedgefield, West Marion, Williamsburg, Winona, Zion, Willis, S. C. ....	L. V. Sutton, Pres. and Gen. Manager	Raleigh, N. C.
Clinton Cotton Mills .....	Wholesale Only .....	W. J. Bailey, President .....	Clinton, S. C.
Duke Power Company .....	Anderson, Antreville, Arcadia, Arling- ton, Arkwright, Barksdale, Blacks- burg, Blair Mills, Boiling Springs, Bon Avon, Brandon, Broadway, Cal-	N. A. Cocke and E. C. Marshall, Vice- Presidents .....	Charlotte, N. C.

POWER COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1940—Continued

Power Company	Territory Served	Managing Officer	Address
Duke Power Company .....	houn, Camp Sevier, Campobello, Campton, Cashville, Catawba, Cedar Springs, Centerville, Central, Cherokee Springs, Chesnee, Chester, Chick Springs, City View, Clevedale, Cleveland, Clifton Mills, Clover, Cokesbury, Cold Point, Concord, Conestee, Converse, Cowpens, Crescent, Cross Anchor, Cross Hill, Deans Station, Delphia, Disputanta, Donalds, Drayton, Duncan, East Gaffney, Edgemoor, Elgin, Enoree, Eureka Mills, Evansville, Fairforest, Fairmont, Filbert, Fingerville, Flat Rock, Flat Woods, Fork Shoals, Fort Lawn, Fountain Inn, Gaffney, Glendale, Glenn Springs, Gluck Mill, Gowansville, Gramling, Grassy Pond, Gray Court, Gray's Gin, Great Falls, Greenville, Greer, Harris, Haynes, Hickory Grove, Hickory Tavern, Hillcrest, Hodges, Holly Springs, Inman, Iva, King's Creek, La France, Lancaster, Lando, Landrum, Langford Station, Laurens, Leslie, Lewis Turnout, Level Land, Liberty, Lowrys, Lyman, Madden, Marietta, Mascot, Maud, Mauldin, Mayo, McConnellsville, Midway, Monaghan, Moore, Mountville, Mountain Creek, Mt. Gallagher, New Prospect, Newry, Norris, Ora, Orrville, Owings, Pacolet, Pauline, Pelham, Pelzer, Pendleton, Pickens, Piedmont, Popular Springs, Princeton, Reidsville, Renfrew, Richburg, Rodman, Roebuck, Salem Church, Sandy Springs, Saxon, Sedalia, Sharon, Sigsbee, Simpsonville, Six Mile, Smyrna, Spartan	N. A. Cocke and E. C. Marshall, Vice-Presidents .....	Charlotte, N. C.

Duke Power Company .....	burg, Starr, Switzer, Taylors, Tiger-ville, Tirzah, Townville, Travelers Rest, Trough Shoals, Tucapau, Una, Valley Falls, Verdery, Walhalla, Ware Shoals, Waterloo, Watts Mill, Wellford, West Greenville, West Pelzer, Union, White Stone, Whitmire, Whitney, Woodruff, York, S. C. ....	N. A. Cocke and E. C. Marshall, Vice-Presidents .....	Charlotte, N. C.
The Electric Company .....	Fort Mill, S. C. ....	S. L. Meacham, Manager .....	Fort Mill, S. C.
Heath Springs Light & Power Company	Heath Springs, Pleasant Hill, S. C. .	E. O. Bridges, President .....	Heath Springs, S. C.
Jenkinsville Light & Power Company ..	Jenkinsville, S. C. ....	J. F. Yarborough .....	Jenkinsville, S. C.
Kershaw Oil Mill .....	Kershaw, S. C. ....	J. T. Stevens, President .....	Kershaw, S. C.
Lexington Water Power Company .....	Wholesale Only .....	N. H. Coit, Pres. and Gen. Manager...	Columbia, S. C.
Lockhart Power Company .....	Adamsburg, Cross Anchor, Jonesville, Lockhart, Monarch, Pacolet Mills, S. C. ....	W. D. Dent, Asst. Treasurer .....	Lockhart, S. C.
Lowndesville Light & Power Company	Lowndesville, S. C. ....	Mrs. Bertha B. Bowen .....	Lowndesville, S. C.
*Santee-Cooper Package Company .....	Moncks Corner, Pinopolis, S. C. .	W. A. Corbett, President .....	Wilmington, N. C.
Santee River Hardwood Company .....	St. Stephen, S. C. ....	L. C. Gause, Manager .....	St. Stephen, S. C.
South Carolina Electric & Gas Co. ....	Arden, Ballentine, Batesburg, Blythe-wood, Bowman, Cameron, Carlisle, Cayce, Chapin, Chappells, College Place, Columbia, Cordova, Creston, Dentsville, Eastover, Eau Claire, Edgewood, Elloree, Fort Motte, Gadsden, Gaston, Hopkins, Hyatts, Irmo, Johnston, Leesville, Lexing-ton, Little Mountain, Livingston, Lykesland, Monetta, Neeses, North, Norway, Parler, Parr, Peak, Pelion, Perry, Pomaria, Pontiac, Ridge Spring, Ridgeway, Ridgewood, Rion, Rockton, Rowesville, Royster, Salley, Saluda, Santuc, Seivern, Shelton,	N. H. Coit, President and General Manager .....	Columbia, S. C.

POWER COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1940—Continued

Power Company	Territory Served	Managing Officer	Address
South Carolina Electric & Gas Company	St. Matthews, Swansea, Trenton, Wagener, Ward, West Columbia, White Rock, Woodford, S. C. ....	N. H. Coit, President .....	Columbia, S. C.
South Carolina Power Company .....	Adams Run, Aiken, Allendale, Ashley Junction, Ashley Phosphate, Awendaw, Bamberg, Barnwell, Bath, Beach Island, Beaufort, Belvedere, Berry Hill, Blackville, Bluffton, Bordeaux, Boyer, Branchville, Brunson, Burton, Calhoun Falls, Canadys, Charleston, Cherokee, Chicora, Clark's Hill, Clearwater, Connors, Cooper Yard, Coosawhatchie, Cope, Cottageville, Crocketville, Dale, Denmark, Dorchester, Drayton Hall, Dunbarton, Dupont, Early Branch, Edgefield, Edisto Island, Ehrhardt, Elko, Ellenton, Estill, Eutawville, Fairfax, Furman, Garnett, Goodrich, Govan, Grahamville, Graniteville, Green Pond, Hampton, Hanahan, Hardeeville, Harleyville, Hendersonville, Holly Hill, Horse Pond, James' Island, Jedburg, John's Island, Kline, Langley, Lincolnville, Lodge, Luray, Magnolia, Maryville, McClellanville, Meggetts, Myers, Midland Park, Miley, Modoc, Montmorenci, Mt. Carmel, Mt. Pleasant, North Augusta, North Charleston, Olar, Parksville, Plum Branch, Pocatigo, Port Royal, Ravenels, Reevesville, Rosinville, Ridgeland, Ridgeville, Round, Ruffin, Scotia, Seiglingville, Sheldon, Six Mile, Smoaks, Snellings, Springfield, St. George, Sullivan's Island, Summerville, Switzerland, Sycamore,	E. L. Godshalk, President and General Manager .....	Charleston, S. C.

South Carolina Power Company .....	Ten Mile, Tillman, Troy, Ulmers, Vance, Varnville, Vacluse, Walterboro, Warrenton, White-Pond, Williams, Willington, Williston, Windsor, Yemassee, Younges Island, S. C. ....	E. L. Godshalk, President and General Manager .....	Charleston, S. C.
South Carolina Utilities Company .....	Atlantic Beach, Burgess, Conway, Cherry Grove Beach, Crescent Beach, Floral Beach, Ingram Beach, Loris, Little River, Myrtle Beach, Murrell's Inlet, Ocean Drive Beach, Socastee, Wampee, S. C. ....	R. K. Mathes, Vice-President and General Manager .....	Conway, S. C.
Springs Cotton Mill .....	Wholesale Only .....	E. W. Springs, President .....	Lancaster, S. C.
Twin City Power Company .....	Undeveloped .....	D. W. Robinson, Jr., Attorney .....	Columbia, S. C. 50 Broad St., New York, N. Y.
Union Manufacturing Power Company ..	Wholesale Only .....	F. W. Symmes, President .....	Greenville, S. C.
Waccamaw Power Company .....	Waverly Mills, R.F.D., Georgetown, S. C. ....	S. E. Mercer, President .....	Georgetown, S. C.
White's Bridge Light & Power Company	R.F.D., Georgetown, S. C. ....	F. J. Tyson, President .....	Georgetown, S. C., R.F.D.

\*Sold to South Carolina Rural Electrification Authority as of October 1, 1939.

SYSTEM OPERATING AND GENERATING STATISTICS OF THE PRINCIPAL PRIVATELY OWNED ELECTRIC UTILITIES AS REPORTED IN ANNUAL REPORTS TO THIS COMMISSION FOR THE YEAR ENDING DECEMBER 31, 1939

	Belton Light & Power Co.	Carolina Power & Light Co.*	Duke Power Co.*	Lexington Water Power Co.	Lockhart Power Co.**	S. C. Electric & Gas Co.	S. C. Power Co.	S. C. Utilities Co.
Installed Generating Capacity-KW—								
Steam Plants .....		43,000	320,750		5,000	66,000	19,280	1,800
Hydro Plants .....	3,500	206,050	497,453	130,000	12,300	24,630	23,600	
Oil Engine Plants .....	875		75				290	292
Leased Plants .....			1,800		1,500			
Purchased Capacity .....			120,100				4,000	500
Interchange Capacity .....			20,000		10,000			
Maximum 60 Min. Demand During Year .....	4,524	*271,820	*599,275	116,000	17,200	97,500	58,600	1,894
Net Generation—KW-Hrs. Provided								
Steam .....		19,004,900	1,123,536,189		15,598,293	182,573,250	46,688,756	615,406
Hydro .....	9,863,000	665,973,695	1,180,147,404	237,284,700	50,883,107	107,348,635	90,012,624	
Oil Engine .....	2,772,000		2,540				164,384	61,423
Leased Plants .....			6,117,446					
Purchased Power .....		182,497,521	395,872,357	52,506,815		43,642,225	49,529,696	4,450,110
Interchange—In .....		320,492,676	36,877,700		1,393,300		9,508,741	
Total Energy Available .....	12,635,000	1,187,968,792	2,742,553,636	289,791,515	67,874,700	333,564,110	195,904,201	5,126,939
Disposition—								
Sales .....	11,303,496	727,989,544	2,241,940,157	286,225,821	59,246,468	294,983,743	157,778,054	3,905,028
Used by Company .....		2,302,596	69,150,096	8,104		1,922,875	1,104,019	380,190
Transferred .....						3,264,082		
Interchange—Out .....		264,682,581	36,877,700		1,393,300		14,124,541	
Losses and Unaccounted For .....	1,331,504	192,994,071	394,585,683	3,557,590	7,234,932	33,398,410	22,897,587	841,721

\*System Operations—Both N. C. and S. C.

\*\*Fiscal Year October 1, 1938 thru September 30, 1939.

**LIST OF CERTIFICATES OF PUBLIC CONVENIENCE AND  
NECESSITY IN EFFECT IN SOUTH CAROLINA**

June 30, 1940

**Class A**

(Authorizing the transportation of passengers over regular route upon regular schedule).

Cert. No.	Name of Operator	Operating Between
77A	Atlantic Greyhound Corporation, Charleston, W. Va.	Orangeburg and Columbia, S. C., via North and Swansea.
135A	“ “ “	Columbia and Georgetown, S. C., via Sumter, Manning and Kingstree, over U. S. Highways Nos. 76 and 521.
142	“ “ “	N. C.-S. C. State Line and Charleston, S. C., via Little River, Myrtle Beach, Conway and Georgetown.
143	“ “ “	N. C.-S. C. State Line and S. C.-Ga. State Line, via Bennettsville, Florence, Kingstree, Charleston and Walterboro.
144	“ “ “	N. C.-S. C. State Line and S. C.-Ga. State Line, via Cheraw, Hartsville, Sumter, Manning, St. George and Walterboro.
145	“ “ “	N. C.-S. C. State Line and S. C.-Ga. State Line, via Lancaster, Camden, Sumter, Manning, St. George and Walterboro, and via Rock Hill, Lancaster and Camden.
146	“ “ “	N. C.-S. C. State Line and S. C.-Ga. State Line, via Cheraw, Camden, Columbia and Aiken.
147	“ “ “	N. C.-S. C. State Line and S. C.-Ga. State Line, via Rock Hill, Chester, Columbia and Aiken and via Johnston, Edgefield and Aiken.



Cert. No.	Name of Operator			Operating Between
148	"	"	"	N. C.-S. C. State Line and S. C.-Ga. State Line, via Travelers Rest, Greenville, Greenwood and Edgefield and via Greenwood and McCormick.
149	"	"	"	N. C.-S. C. State Line and S. C.-Ga. State Line, via Gaffney, Spartanburg, Greenville, Easley and Westminster and via Easley, Pickens and Liberty.
150	"	"	"	Charleston, S. C. and S. C.-N. C. State Line, via Summerville, Orangeburg, St. Matthews, Columbia, Greenville and Travelers Rest.
151	"	"	"	Columbia and Florence, S. C., via Sumter and Timmonsville.
152	"	"	"	Columbia and Florence, S. C., via Bishopville, Hartsville and Darlington.
153	"	"	"	Myrtle Beach and Georgetown, S. C.
154A	Atlantic Corporation	Greyhound	Cor-	Yemassee and Parris Island, via Burton, Beaufort and Port Royal.
155A	"	"	"	Cheraw and Bennettsville, S. C.
156	"	"	"	North and Hardeeville, S. C.
159	"	"	"	Ridgeway and Rock Hill, S. C., via Great Falls.
165	"	"	"	Columbia and Aiken, S. C., via Wagner.
167	"	"	"	Sumter and Manning, S. C., via Paxville and between Sumter and Summerton, via Paxville.
168	"	"	"	Columbia and Charleston, S. C., via St. Matthews and Holly Hill.

Cert. No.	Name of Operator	Operating Between
170	" " "	McCormick, S. C. and the intersection of State Highway 43 and U. S. Highway 25.
*173	" " "	Charleston, S. C. and the S. C.-Ga. State Line, via Rantowles and Gardens Corner.
179	" " "	Columbia and McCormick, S. C., via Lexington and Saluda, over State Highway No. 43.
185	" " "	The intersection of U. S. Highway 521 and State Highway 261, and the intersection of U. S. Highway 52 and State Highway 171, via Greeleyville, over State Highway No. 261.
44B	Carolina Motor Bus Lines, Anderson, S. C.	Anderson and Walhalla, S. C., via Clemson College and Seneca.
66A	" " "	Anderson and Newberry, S. C., via Belton, Greenwood and Ninety Six.
158	" " "	Seneca and Abbeville, S. C., via Townville, Anderson and Antreville.
160	" " "	Newberry and Lancaster, S. C., via Winnsboro and Great Falls.
16A	Carolina Scenic Lines, McDuff Turner, Owner, Spartanburg, S. C.	Spartanburg and Union, S. C., via Jonesville.
31A	Carolina Scenic Lines	(Rutherfordton) N. C.-S. C. Line and Spartanburg, S. C.
33A	" " "	Spartanburg and Union, S. C., via Pauline.
67A	" " "	Spartanburg and Clinton, S. C., via Pauline.
79A	" " "	Clinton, S. C. and S. C.-Ga. Line (Augusta).

Cert. No.	Name of Operator	Operating Between
100A	" " "	Union and Columbia, S. C.
18	McDuff Turner, Spartanburg, S. C.	(Tryon) N. C.-S. C. Line and Spartanburg, S. C.
19	McDuff Turner, Spartanburg, S. C.	Spartanburg and Greenwood, S. C., via Laurens.
137	Carolina Scenic Coach Lines, Spartanburg, S. C.	Salem, S. C. and Bookman, S. C., via Winnsboro.
169	Carolina Scenic Coach Lines, Spartanburg, S. C.	Jonesville, S. C. and S. C.-N. C. Line, via Pacolet and Gaffney.
97A	Carolina Stages, Spartanburg, S. C.	Union and York, S. C., via Kelly, Lockhart and Sharon, over State Highways Nos. 11, 9 and 91.
138	" " "	Anderson, S. C. and Rock Hill, S. C., via Belton, Laurens, Union and Chester (Restricted).
140	" " "	Lockhart, S. C. and York, S. C., via Sharon.
163	" " "	Columbia, S. C. and S. C.-N. C. Line (Charlotte) via Bookman, Winnsboro, Great Falls, Fort Lawn and Rock Hill.
183	" " "	Greenville, S. C. and S. C.-N. C. State Line (Monroe, N. C.), via Pelham, Woodruff, Enoree, Cross Anchor, Union, Kelly, Lockhart, Chester, Fort Lawn, Lancaster, S. C., over County Highway, State Highway 101, U. S. Highway 221, State Highways 92 and 9, U. S. 521 and State Highway 75.
184	" " "	Columbia and Winnsboro, S. C., via Rockton over State Highway No. 218.
162	Chester-Great Falls Bus Line, Chester, S. C.	Chester and Great Falls, S. C.

Cert. No.	Name of Operator	Operating Between
124	J. J. Cook, Iva, S. C.	Anderson and Calhoun Falls, S. C.
7A	Eagle Bus Lines, Inc., Greenville, S. C.	Greenville and Columbia, S. C.
126A	" " "	Greenwood and Greenville, S. C., via Abbeville, Due West, Donalds, Honea Path and Williamston, S. C.
139B	Florence-Bamberg Bus Co., Inc., Cheraw, S. C.	Florence and Bamberg, S. C., via Effingham, Olanta, Turbeville, Manning, Summerton, Parler, Ellore and Orangeburg.
172	" " "	Bamberg and Allendale, S. C., via Ulmers.
57C	Gray Line Tours, Inc., Charleston, S. C.	Isle of Palms and Charleston, S. C.
10	Inter-Carolinas Motor Bus Co., Inc., Gastonia, N. C.	(Gastonia), N. C.-S. C. State Line and Rock Hill, S. C.
26A	" " "	Saluda, S. C. and Greenwood, S. C.
45B	" " "	Anderson, S. C. and S. C.-Ga. State Line (Athens).
70A	" " "	Whitmire and Greenwood, S. C.
76	" " "	York and Chester, S. C.
78A	" " "	Saluda and Batesburg, S. C.
84A	" " "	Whitmire and Chester, S. C.
89A	" " "	Batesburg and Columbia, S. C.
90	Inter-Carolinas Motor Bus Co., Inc., Gastonia, N. C.	York, S. C. and S. C.-N. C. Line (Charlotte).
91	" " "	Greenwood, S. C. and S. C.-Ga. State Line (Athens, Ga.)

Cert. No.	Name of Operator	Operating Between
111B	Pan American Bus Lines, Charlotte, N. C.	Columbia, S. C. and the S. C.-Ga. Line (Savannah), via Swansea, Blackville and Fairfax.
*134	" " "	S. C.-N. C. State Line (New York City) S. C.-Ga. Line (Miami, Fla.) via Fort Mill, Rock Hill, Chester, Columbia, Barnwell and Fairfax, S. C.
171	Paper Mill Line, Charleston, S. C.	Charleston, S. C. and West Virginia Pulp and Paper Company's Plant, (Restricted).
175	" " "	Intersection of Durant Avenue and State Highway No. 2 and intersec- tion of Cosgrove Avenue (Charles- ton) and Port Terminal Road.
141A	Pee Dee Coach Line, Inc., Florence, S. C.	Florence and Georgetown, S. C., via Pamplico, Johnsonville and Hem- ingway.
93	Queen City Coach Co., Inc., Charlotte, N. C.	Florence, S. C. and S. C.-N. C. Line, (Lumberton, N. C.)
128	" " "	Bennettsville and the S. C.-N. C. State Line, (Charlotte), via Che- raw.
131B	" " "	Cheraw and Myrtle Beach, via Ben- nettsville, Society Hill, Hartsville, Darlington, Florence, Marion, Mul- lins and Conway.
132	" " "	Florence, S. C. and the S. C.-N. C. State Line, (Charlotte), via Mc- Bee and Pageland.
157	" " "	Marion, S. C. and S. C.-N. C. Line, (Lumberton) and between Nichols and the S. C.-N. C. Line.
161	" " "	Cheraw and Lancaster, S. C., via Chesterfield, S. C.

Cert. No.	Name of Operator	Operating Between
164	" " "	N. C.-S. C. State Line (Monroe) and Lancaster, S. C.
174	" " "	Conway, S. C. and Sumter, S. C., via Johnsonville, Lake City and Olanta.
176	" " "	Bennettsville, S. C. and Mullins, S. C., via Clio, Little Rock, Dillon, Floyd Dale and Fork, S. C.
186	" " "	Bennettsville, S. C. and S. C.-N. C. State Line (Hamlet, N. C.) over State Highway No. 38.
23B	Red Top Bus Line, Greenville, S. C.	Greenville and Anderson, S. C.
87A	" " "	Williamston and Greenville, S. C.
92	" " "	Anderson and Williamston, S. C.
133	Smoky Mountain Stages, Inc., Asheville, N. C.	Anderson and N. C.-S. C. Line, (Brevard, N. C.)
181	" " "	Greenville, S. C. and the S. C.-Ga. State Line (Highlands, N. C.), via Pickens and Walhalla, S. C., over County Highway from Greenville to Pickens, and thence over State Highways 183 and 28.
102A	Southeastern Stages, Inc., Atlanta, Ga.	S. C.-Ga. Line, (Augusta) and Charleston, S. C., over U. S. Highway 78.
109A	" " "	S. C.-Ga. Line (Atlanta) and S. C.-Ga. Line, (Savannah), via Alledale, Hampton and Hardeeville.
178	" " "	S. C.-Ga. Line (Lincolnton, Ga.) and McCormick, S. C.
30A	Hamish Turner, Spartanburg, S. C.	Newberry and Union, S. C., via Whitmire, S. C.
129	" " "	Newberry and Saluda, S. C.

Cert. No.	Name of Operator	Operating Between
166A	Valley Coaches, Inc., Augusta, Ga.	S. C.-Ga. Line, (Augusta) and Vaucluse, via Graniteville, S. C.
177	" " "	S. C.-Ga. Line, (Augusta, Ga.) and Clearwater, S. C., via North Augusta and Belvedere.
180	" " "	Warrenville and Aiken, S. C., via Stiefeltown and Efron's Place, over U. S. Highway No. 1 and State Highway No. 215.
182	Welborn Bus Line, Liberty, S. C.	Greenville and Westminster, S. C., via Pickens and Walhalla, over County Highway from Greenville to Pickens, and thence over State Highway No. 183.

#### Class B

(Authorizing the transportation of passengers over regular route but not upon regular schedule).

1A	Gray Line Tours, Inc., Charleston, S. C.	Charleston and Folly Beach. Charleston and Magnolia Gardens. Charleston and Middleton Place Gardens. Charleston and Summerville, S. C.
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#### Class D

(Authorizing the transportation of freight over regular route upon regular schedule).

*60A	A. A. A. Highway Express, Atlanta, Georgia	(Atlanta) Ga.-S. C. Line and Greenville, S. C., via Anderson.
*120	" " "	S. C.-Ga. State Line (Augusta, Ga.) and Charleston, S. C., via Aiken, Denmark and St. George, over U. S. Highway 78.
*135	Atlantic States Motor Lines, Inc., High Point, N. C.	N. C.-S. C. Line (High Point, N. C.) and S. C.-Ga. Line (Augusta, Ga.), via Rock Hill, Chester, Whitmire, Newberry, Saluda and Johnston, and via Aiken, over U. S. Highway 21, State Highway 7, U. S. Highway 176, State Highways 22 and 19 and U. S. Highways 25 and 1.

Cert. No.	Name of Operator	Operating Between
*136	" " "	S. C.—N. C. Line (High Point, N. C.) and S. S.-Ga. Line (Atlanta, Ga.), via Blacksburg, Gaffney, Spartanburg, Greer, Greenville, Easley, Liberty, Clemson College, Seneca and Westminster, over U. S. Highway 29 and State Highway 13; and via Anderson over U. S. Highway 29.
126	Augusta Northern Railway, Saluda, S. C.	Saluda and Ward, S. C. and all intermediate points and places, over State Highways 19 and 193.
114	Batesburg Hauling Co., Inc., Batesburg, S. C.	Batesburg and Greenwood, via Saluda, over U. S. Highway No. 178.
115	" " "	Batesburg and Batesburg, via Ridge Spring, Ward, Johnson, Edgefield, Trenton, Johnston, Monetta, Wagener, Pool's Mill, Pelion and Leesville, over State Highway 23, U. S. Highway 25, State Highways 19, 23, 39 and 393, U. S. Highway 178, State Highway 245 and U. S. Highway 1.
110	Cooper Motor Express, Inc., Columbia, S. C.	Forest Acres and Columbia, S. C.
50A	Due West Motor Line, Due West, S. C.	Due West and Donalds, S. C.
*92	E. T. and W. N. C. Motor Transportation Co., Johnson City, Tenn.	Laurens, S. C. and S. C.-N. C. Line, (Johnson City, Tenn.), via Greenville and Travelers Rest.
101A	Efron Trucking Co., Inc., Aiken, S. C.	Columbia, S. C. and S. C.-Ga. Line, (Augusta), via Edmund, Wagener, Perry, Salley, Springfield and Aiken, S. C.



Cert. No.	Name of Operator	Operating Between
121	" " "	Aiken and Charleston, S. C., via Denmark, St. George and Summerville, over U. S. Highway No. 78 Alternate Route: from Denmark to Bamberg, via Norway, Neeses, Orangeburg and Cope; over State Highways 5, 4 and 33; Alternate Route: from Elko to Blackville, via Barnwell, over State Highways No. 37 and 3. (Restricted).
*122	Efron Trucking Company, Inc., Aiken, S. C.	Aiken and Aiken, S. C., via Edgefield, Johnston, Ridge Spring, Leesville, and Monetta, S. C., over State Highway 19, U. S. Highway 25, State Highway 23, and U. S. Highway No. 1. Alternate Route: from Johnston to Johnston, via Saluda, over State Highway No. 19. (Restricted).
*108	C. P. Fleming Truck Line, Tillman, S. C.	Tillman, S. C. and S. C.-Ga. State Line, (Savannah), via Ridgeland and Hardeeville, S. C. over County Highway, U. S. Highway 17 and State Highway 33.
*109	" " "	Estill, S. C. and S. C.-Ga. State Line, (Savannah), over State Highway 33 and U. S. Highway 17.
*139	M. D. Hicklin Motor Trucker, Columbia, S. C.	Columbia, S. C. and S. C.-N. C. State Line (Charlotte), via Ridgeway, Winnsboro, Chester and Rock Hill over U. S. Highway No. 21.
33	J. D. Holly, Meggetts, S. C.	Yonges Island and Charleston, S. C.
*119	Horton Motor Lines, Inc., Charlotte, N. C.	Greenville, S. C. and S. C.-N. C. Line (Charlotte, N. C.), via Greer, Spartanburg, Gaffney and Blackburg, S. C., over U. S. Highway No. 29.
*130	" " "	Greenville and Slater, S. C., over U. S. Highways 25 and 276.

Cert. No.	Name of Operator	Operating Between
*131	" " "	Greenville and S. C.-Ga. State Line over U. S. Highway 29, Alternate Return Route: via Anderson, Belton, Williamston, Pelzer, S. C.
*132	" " "	Greenville, S. C. and S. C.-Ga. State Line, via Easley, Liberty, Clemson College, Seneca and Westminster, over State Highway 13; Alternate Return Route: via Westminster, Seneca, Clemson College, Pendleton, Anderson, S. C.
*133	" " "	N. C.-S. C. Line (Charlotte, N. C.) and Great Falls, S. C., via Fort Mill, Rock Hill and Chester, S. C., over U. S. Highway 21 and State Highway 97.
*134	" " "	Greenville, S. C. and Whitmire, S. C., via Mauldin, Simpsonville, Fountain Inn, Laurens, and Clinton, over U. S. Highways 276 and 76, and State Highway 7.
*128	Huckabee Trucking Company, Columbia, S. C.	Columbia, S. C. and S. C.-N. C. State Line (Wilmington, Del.), via Camden, Bishopville, Bennettsville and McColl, S. C., over U. S. Highway No. 1, State Highway 34, U. S. Highway 15A.
64B	Inland Waterways Transportation Co., Georgetown, S. C.	Charleston and Conway, S. C., via Plantersville and return via Myrtle Beach and Murrells Inlet.
90	" " "	Georgetown and Kingstree, S. C.
87	Long Motor Lines, Greenwood, S. C.	Greenville and Greenwood, S. C.
116	Long Motor Lines, Greenwood, S. C.	Greenwood, S. C. and S. C.-Ga. State Line, via Abbeville and Calhoun Falls, S. C. over State Highway No. 7.

Cert. No.	Name of Operator	Operating Between
117	" " "	Greenwood, S. C. and Greenwood, S. C., via Laurens and Clinton, S. C. over State Highway 221, U. S. Highway 76 and State Highway 7.
118	" " "	Greenwood, S. C. and Greenwood, S. C., via Edgefield, Johnston, Saluda, Newberry and Ninety Six, S. C. over U. S. Highway 25 and State Highways 23, 19 and 22.
127	" " "	Greenwood, S. C. and Anderson, S. C. and all intermediate points and places, via Hodges, Donalds, Hon-ea Path and Belton, S. C., over U. S. Highways 178 and 76. (Restricted).
48	Milk Transport Co., Denmark, S. C.	Lees and Charleston, S. C.
26A	Miller Motor Express, Charlotte, N. C.	Chester, S. C. and the S. C.-N. C. State Line, (Charlotte, N. C.)
*58	" " "	S. C.-N. C. Line, (Charlotte) and the S. C.-Ga. Line, (Atlanta), via U. S. Highway 29.
73	New South Express Lines, Columbia, S. C.	Bowman and Charleston, S. C., via Branchville, S. C.
74	" " "	Bowman and Charleston, S. C., via Holly Hill, S. C.
75	" " "	Charleston and Westminster, S. C., via Orangeburg, Columbia and Greenville.
76	" " "	Columbia and S. C.-Ga. Line, (Augusta), via Batesburg, Ward and Edgefield.

Cert. No.	Name of Operator	Operating Between
77A	" " "	Batesburg, S. C. and S. C.-Ga. Line, (Augusta), via Aiken, Vaucluse, Warrenville, Graniteville, Langley, Bath and Clearwater.
78	" " "	Orangeburg, S. C. and the Intersection of State Highways 3 and 2.
79	" " "	Anderson and the S. C.-N. C. Line, via Greenville, Spartanburg and Gaffney.
80	" "	Greenwood, S. C. and S. C.-N. C. Line, over U. S. Highway 221.
81A	" " "	Union, S. C. and S. C.-N. C. Line, via Pauline, Spartanburg and Landrum, and via Jonesville and Pacolet and Spartanburg.
84B	" " "	Columbia, S. C. and S. C.-N. C. Line, (Charlotte), via Winnsboro, Chester, York, Rock Hill, Fort Mill and return via Fort Mill, Rock Hill, Chester and Wiansboro.
86A	" " "	Greenville, S. C. and S. C.-N. C. Line, (Hendersonville), via Travelers Rest.
93	New South Express Lines, Columbia, S. C.	Columbia and Sumter, S. C., via Camden.
94	" " "	Columbia and Florence, S. C., via U. S. Highway 76.
95	" " "	Florence and Darlington, S. C., via Marion, Mullins, Latta, Dillon, Little Rock, Clio, Bennettsville, Cheraw, Society Hill.
96	" " "	Charleston, S. C. and Florence, S. C., via Moncks Corner, Kingstree and Lake City, S. C.

Cert. No.	Name of Operator	Operating Between
97	" " "	Sumter and Sumter, S. C., (Loop), via Manning, Kingstree, Greeley- ville, Wilson Mill, Summerton and Paxville.
98	" " "	N. C.-S. C. Line, (Charlotte), and Camden, S. C., via Lancaster and Kershaw, S. C.
99	" " "	Sumter and Florence, S. C., via Bish- opville, Hartsville and Darlington.
102	" " "	Manning and Effingham, S. C., via Olanta.
103	" " "	Sumter and Lake City, S. C., via Olanta.
*138	" " "	Clemson College and Honea Path, S. C., via Anderson and Belton, over U. S. Highways No. 76 and 178.
21B	Nilson Motor Express, Wal- terboro, S. C.	Charleston, S. C. and S. C.-Ga. Line, (Savannah).
35A	" " "	Walterboro and Charleston, S. C.
39A	" " "	Walterboro, S. C. and S. C.-Ga. Line, (Savannah).
123	" " "	Walterboro and Columbia, S. C., via Ehrhardt, Bamberg, Blackville, Bamberg, and Orangeburg, over State Highways 64, 36 and 33, and U. S. Highways 78 and 21; via Bells Cross Roads, Branchville, and Orangeburg, over State High- way 64 and U. S. Highway 21; and, via Ehrhardt, Bamberg, Denmark, North and Swansea, over State Highways 5, 36, and 64, and U. S. Highway 78; Off Route points: Cope, St. Matthews, St. George, Grover and Williams. (Restricted).

Cert. No.	Name of Operator	Operating Between
124	" " "	Walterboro, S. C. and S. C.-Ga. State Line (Augusta, Ga.), via Yemassee, Allendale, Barnwell, Blackville and Aiken, over U. S. Highway 17, State Highways 28 and 3, and U. S. Highway 78, and return via Allendale, Fairfax, Hampton, and Yemassee, over State Highway 28 and U. S. Highway 17; Alternate Return Route: via Ellenton, Barnwell, Olar, and Ehrhardt, over State Highways 28 and 64; Off Route Points—Crocketville, Miley, Sycamore, Ulmers, Graniteville, Vacluse and North Augusta. (Restricted).
111	Packet Delivery Company, Charleston, S. C.	Charleston and Conway, S. C., via McClellanville, Georgetown, Murrells Inlet, Georgetown and McClellanville, over U. S. Highways 17, 501 and 701, and State Highway 179.
112	" " "	Charleston and Florence, S. C., via Summerville, Holly Hill, Parler, Summerton, Manning, Turbeville, Olanta and return via Coward, Lake City, Kingstree, St. Stephen, Moncks Corner and Summerville, over State Highways 2 and 31, 45 and 64, and U. S. Highways 15, 52 and 301.
113	" " "	Charleston and Florence, S. C., via Mt. Holly, Moncks Corner, St. Stephen, Kingstree, Lake City and Effingham and return via Effingham, Olanta, New Zion, Alcolu, Manning, Greeleyville, St. Stephen and Moncks Corner, over State Highways 94 and 261, and U. S. Highways 52, 301 and 521.
45B	Peoples Motor Express, Inc., Charleston, S. C.	St. Stephen and Charleston, S. C.

Cert. No.	Name of Operator	Operating Between
100	Pickens Railroad Company, Pickens, S. C.	Pickens and Easley, S. C.
72A	Railway Express Agency, Inc., Atlanta, Ga.	Columbia, S. C. and S. C.-Ga. Line, (Augusta), via Aiken and also via Ward and Trenton, (Restricted).
34A	Jerry T. Riley, Ridgeville, S. C.	Summerville and Charleston, S. C.
46	" " "	Ridgeville and Charleston, S. C.
104	L. R. Powell, Jr., and Henry W. Anderson, Receivers of Seaboard Air Line Railway Co., Norfolk, Va.	Gaston and Garnett, S. C., via Swan- sea, North, Denmark, Olar, Fair- fax, Estill, S. C., (Restricted).
105	" " "	N. C.-S. C. Line (Hamlet, N. C.) and Columbia, S. C., via Cheraw, Chesterfield, Pageland, McBee, Camden, and return via Camden, McBee and Cheraw, (Restricted).
125	" " "	McBee and Sumter, S. C., via Harts- ville and Timmonsville, over State Highway 151, U. S. Highway 15, and State Highway 403, and de- turn via Bishopville, Darlington and Hartsville, over U. S. High- way 15 and State Highways 34 and 151.
106	" " "	Greenwood and Great Falls, S. C., via Cross Hill, Clinton and Whit- mire, (Restricted).
137	Steverson & Son, Spring- field, S. C.	Columbia and Springfield, S. C., via Swansea, over State Highways No. 5 and 3.
*71A	Transportation, Inc., Char- lotte, N. C.	S. C.-Ga. State Line and S. C.-N. C. State Line, via Westminster, Greenville and Spartanburg, and via Anderson, Greenville and Spar- tanburg.

Cert. No.	Name of Operator	Operating Between
*91B	" " "	Clinton, S. C. and N. C.-S. C. Line, (Asheville, N. C.), via Greenville, S. C.
129	Ware Shoals Railroad Com- pany, Ware Shoals, S. C.	Ware Shoals and Shoals Junction, S. C.

\*Authorizing interstate service on ly.



**MOTOR TRANSPORT DIVISION**  
**STATEMENT SHOWING RECEIPTS AND TRANSFERS**  
**TO STATE TREASURER**

July 1, 1939 Through June 30, 1940

*Revenue Receipts:*

Class A Licenses .....	\$70,621.26	
Class B Licenses .....	122.50	
Class C Licenses .....	1,266.25	
Class D Licenses .....	36,882.19	
Class F Licenses .....	138,570.00	
Driver's Permits .....	3,798.00	
Total .....	\$251,260.20	
Less Fees Refunded .....	532.00	
Total (Net) .....		\$250,728.20

*Transfers to State Treasurer:*

Motor Transportation Fund .....	\$251,260.20	
Less Refunds .....	532.00	
Total (Net) .....		\$250,728.20

**APPEARANCE AND CASH BOND ACCOUNT**

July 1, 1939 Through June 30, 1940

On Hand July 1, 1939 .....	\$1,650.00	
Collected .....	1,300.00	
Total .....	\$2,950.00	
Less Bonds Refunded .....	450.00	
Balance June 30, 1940 .....		\$2,500.00

MOTOR TRANSPORT DIVISION  
STATEMENT OF EXPENDITURES

July 1, 1939 Through June 30, 1940

A-1 *Salaries:*

Director .....	\$3,000.00	
Office Assistant .....	1,800.00	
Cashier .....	1,800.00	
Rate Expert .....	1,791.41	
Assistant Rate Expert ....	1,789.52	
Stenographer .....	1,620.00	
Steno-Clerk .....	1,350.00	
Steno-Clerk .....	1,200.00	
Clerk .....	900.00	
Inspectors .....	24,000.00	
A-2 Wages .....	104.00	
A-3 Local Counsel .....	2,000.00	
A-3 Reporter .....	660.00	
A-3 Experts, Investigations and Extra Clerical Help ....	185.00	
B-1 Freight, Express and De- liveries .....	7.10	
B-2 Travel .....	19,456.09	
B-3 Telegraph and Telephone ..	888.50	
B-4 Repairs .....	30.00	
C-4 Office Supplies .....	2,600.00	
D-1 Rents .....	1,280.00	
D-2 Insurance .....	565.50	
G-1 Office Equipment .....	2,536.00	
Total .....		\$69,563.12

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