

per cent, and making the nett revenue \$1,856,213.81, from which the company declared a dividend of 6 per cent on the capital stock amounting to \$606,579, after paying interest upon its bonds and other charges. The company has invested the past year in perfecting and increasing the capacity of the road \$1,275,144.38.

The revenues from the Washington Branch Road, the past fiscal year were \$454,459.84; its expenses were \$196,080.25, and its nett revenues were \$258,379.19.

The revenue from the North Western Virginia Rail Road, constituting its Parkersburg Branch, for the three months ending the fiscal year were \$74,223.37; its expenses were \$48,072.60, and its nett revenue was \$26,150.97. The aggregate revenue of the Main Stem and Branches for the time above mentioned, was \$5,145,682.36.

It appears that the "through" and "local" freights of the road, transported westwardly from Baltimore for the past year, amounted to 133,210 tons. The amount of "way" and "through" freight received at Baltimore the past year, amounted to 646,876 tons, of which 490,000 tons were coal, and 58,431 tons were from points beyond Wheeling. The amount of local and through travel on the Main Stem the past year, was equivalent to carrying 36,286,823 passengers one mile, and 1,114,820 on the Washington Branch, and 878,240 on the Parkersburg Branch. The company last December declared an extra dividend of 30 per cent in scrip bearing six per cent interest, to be converted into stock. This dividend did not meet the approval of a majority of the Directors on the part of the State, and the payment of this interest was restrained by legal process, and its legality is now awaiting the decision of the courts.

The company has failed to declare a dividend for the six months ending 1st October, 1857. This it is said was occasioned by no falling off in the receipts of the road, but adopted as a precautionary measure in consequence of the pecuniary difficulties of the times. Notwithstanding which, the future prospects of the road, are announced to be of the most promising character, its southern locality and connections, and the cheapness of fuel, giving it great advantages over its more northern competitors.

The Northern Central Rail Road Company.—This company has paid with punctuality its annuity of \$90,000, representing the State's interest of \$1,500,000 in this work, and no doubt exists of its ability to continue its prompt payments in future. The completion of the road to Sunbury, and its connection with Tide-water at Canton, have been pushed forward with an energy and ability, proportioned to the resources of the company. From the last annual report of the President, and from information subsequently obtained from him, it appears that of the sixty miles reported to be under construction in 1856, twenty-eight miles were opened for transportation in December of that year, and an additional fifteen