

prosperity. The gross earnings of the Main Stem of the road for the last fiscal year were \$4,616,998.95 being an increase of \$231,047.48 over the preceding year, and of \$905,545.10 over the fiscal year 1855. The working expenses and repairs of the road for the past year were \$2,760,785.14 being about 60 per cent, and making the net revenue \$1,856,213.81, from which the Company declared a dividend of 6 percent 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 net revenue were \$258,379.19.

The revenues from the North Western Virginia Rail Road, constituting its Parkersburg Branch, for the three months ending the fiscal year were \$74,223.39; its expenses were \$48,072.60, and its net 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 percent 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 the 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 Oct. 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 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