

I We have no reason to believe that, when we come to make up the accounts of the year, they will be found materially to exceed that on making the calculation of the net revenue upon the basis, the actual amount of clear income of the company derived from the business of the road will stand at about \$280,000. By reference to the address to the Stockholders in May, you will perceive that it is there set down upon a conventional estimate at \$261,888.

This revenue is chargeable with interest on the permanent debt of the company & the amount to the State, which you will find stated in the address at \$139,600. The company hold an interest in the Stock Bonds of the Washington road & other property which supplies about \$500,000 per annum; by the application of this to the permanent interest and annuity to the State, the amount yet to be provided for is about \$150,000 per annum. This amount deducted from the net revenue as stated above would leave a surplus of \$130,000, which would thus in the first year of the company, afford a dividend to the Stockholders, (the whole amount of stock entitled to dividend being \$1,860,000) of more than 6 per cent. But the Company found themselves charged on the commencement of their career with a heavy debt which had accumulated against the Baltimore & Susquehanna Company in an amount little short of \$100,000, which it was incumbent upon them to pay. This debt they have nearly extinguished, & by the end of the year very little of it will be outstanding. The duty however of discharging it, as well as the management of the road, has compelled the Company to suspend the payment of this surplus, that a dividend could not be made in the present year.

By the recent opening of the Washington road & its connection with the Northern Virginia by means of a communication with Harrisburg a considerable trade in Anthracite coal from the fields on the neighborhood of Harrisburg, has been opened in the City of Baltimore, & to meet this offer the Northern Central Company has found it necessary to increase its supply of cars adapted to this new business. It is therefore now devoting a portion of its means to this purpose & will continue to do so to the extent of the exigencies of the trade to be supplied. This business will necessarily afford a considerable increase in the profits of the Company in the ensuing year.

The address of May will inform you of the works to be done in the extension of the road to Sunbury on Pennsylvania & to Lake Water in the City of Baltimore. It gives me much satisfaction to inform you that this enterprise so important to Baltimore & of so much promise of good results to the Company is about to be commenced & prosecuted under circumstances that can scarcely fail to secure its successful & speedy completion. The Company have good ground for hoping that before the end of another year they will be able to put the City of Baltimore in possession of a direct line of travel to the Lakes on the State of New York & a most useful & profitable connection with the interior of the Chesapeake. In regard to this connection with the Potomac, it may be of some public interest to state that the Northern Central Railway between Bridgeport & Sunbury will pass through the most fertile & of good different coal basins which furnish sufficient coal of the most approved quality for all the uses to which the fuel is applied in an abundance not inferior to that of the Schuylkill region, and which will be found in a line of communication with the City of