

Hanover Branch Railroad.

The annual report of this company, whose road, extending from the Northern Central Railway west to Hanover, Pa., is 12½ miles long, is a very good statement of what can be done with a short local line, with careful and honest management. The capital account gives the cost of road, real estate, rolling stock, etc., at \$272,868 50, which is at the rate \$21,830 per mile. The company owns, besides material, etc., \$36,000 in the stocks and bonds of connecting roads. Its capital stock amounts to \$116,850, and there is no bonded debt, that having been paid out of the profits, which stand recorded in capital account, at \$229,615 13. The following is a statement of the operations of the last fiscal year, ending March 31, 1872:

RECEIPTS.	
From through freight.....	\$39,790 68
“ local freight.....	1,228 42
“ passengers.....	18,597 10
“ Adams Express Company.....	333 36
“ United States mails.....	650 00
“ interest on loans.....	1,727 69
“ rents.....	430 66
“ materials sold.....	6,428 98
Earnings of the Hanover Branch Railroad proper	\$69,187 48
To which is to be added receipts—	
For working Gettysburg Railroad	\$12,371 54
For working Littlestown Railroad.....	2,665 20
	15,036 75
Total receipts.....	\$84,224 23
The expenditures were—	
Transportation.....	\$36,750 31
Maintenance of road and buildings	11,850 33
Taxes on dividends and U. S. taxes.....	3,332 04
Contingencies, office expenses, &c.....	638 86
General superintendent.....	600 00
Salaries and expenses of board.....	1,228 00
	54,399 54
Balance	\$29,824 69
Balance, in treasury from last year...	36,834 24
Total	\$66,708 93

The expenses were about 64 per cent. of the gross receipts, and the net earnings were equivalent to 25 per cent. of the capital stock. A ten per cent. dividend was made, half as much was expended for new construction, rolling stock and other additions to the property, and an investment equal to about 20 per cent. was made in the stock and bonds of the connecting railroads, though part of this came from a previous year's balance. Altogether the stockholders should be very well satisfied with their property. The connecting roads which this company is assisting are the Frederick and Pennsylvania Line, which is an extension of its leased Littlestown Railroad from Littlestown (two or three miles from the Maryland line), southwestward to Frederick, Md., about 30 miles, and the Bachman Valley Railroad, from a point on its line southward 13 miles to Ore Bank, Md., through hematite iron ore deposits.

Florida Ship Canal.

A Ship Canal across the peninsula of Florida is proposed. The route is up the St. John's river 127 miles, then up the Ocklawaha river 60 miles. To this point a ship canal for the distance of 40 miles must be cut through the swamps to the Amazara river, at a spot 35 miles from its mouth, where it empties into the Gulf of Mexico, near Cedar Keys. By this route 650 miles will be saved on the voyage between the mouth of Mississippi and the Atlantic ports. As the trade of 1871 between

the ports on the Gulf of Mexico and those on the Atlantic coast amounted to 800,000 tons, it is believed a handsome revenue would be derived from the proposed canal.

Delaware and Hudson Canal.

The Board of Managers herewith submit to the stockholders the annual statement of the business of the company for the year ending December 31, 1871, showing a net profit of \$1,665,622, 78, or a fraction over 11 per cent. on the capital stock.

At the date of the last annual meeting the operations of the company had been for some months suspended by a general strike in the mining region. This strike continued until the 20th day of May, when the men accepted the reasonable terms offered them by us, and work was resumed.

Notwithstanding the loss of nearly one-half of the year by this interruption, our production for the season was 2,011,133 tons, being only a very little short of that of 1870.

Before the end of 1871, it became apparent that the productive ability of the various coal companies was greater than the current demand. The market price had subsequently begun to show symptoms of weakness, when the occurrence of the great fire in Chicago, causing a general depression in trade, precipitated the decline, and the season closed with large stocks, a light demand, and a very gloomy outlook for the business of 1872. There are, as yet, no indications of a recovery in prices. Coal is now relatively lower than any other important article of general consumption; and in view of the large and increasing capacity for production and transportation, there is no reason to expect any advance during the present year. The low prices which now rule will, however, extend and stimulate consumption, and so gradually bring about a more satisfactory state of things in our branch of trade. Meanwhile we must aim, by an increased volume of business, to make up for the loss occasioned by the fall in price, and thus keep ourselves in a position to reap the sure and not distant harvest when consumption shall have again overtaken the ability to produce.

On the 1st day of May last this company completed an arrangement for the perpetual lease of the property of the Rensselaer and Saratoga Railroad Company. By the terms of the lease we are to pay the interest on the funded debt of the Rensselaer and Saratoga Company, and after 1871, eight per cent. on its stock. The experience of the past year has abundantly satisfied the Board that this lease will prove to be a good one for our company, both directly in the income from the leased property, and indirectly in furnishing a greatly extended and profitable market for the sale of our coal.

During the past year the branch road from Nineveh to Susquehanna, known as the Lackawanna and Susquehanna Railroad, has been constructed, by which the distance between our mines and the Northern and Eastern markets has been shortened about 20 miles. A third rail has also been laid on the Albany and Susquehanna road for the use of narrow gauge cars, and with a view to the ultimate abandonment of the wider and more expensive gauge. A greatly increased traffic has already resulted from these improvements, exceeding our best hopes, and is now more than ever evident that the acquisition of the Albany and Susquehanna road will prove of the highest permanent value in its bearing on the success of our company.

It is hoped that arrangements may soon be completed for the extension of the Rensselaer and Saratoga line of road along the west shore of Lake Champlain to connect with the roads leading into Montreal. This will secure for us not only a large market for coal, but also profitable return freights of iron ore and lumber for our cars.

The President of the company, Mr. Thomas Dickson, has been for some months absent from the country. His return, which will be warmly welcomed by all interested in the company, is ex-

pected in the course of the coming summer. By order of the Board, GEO. TALBOT OLYPHANT, President pro-tem.

Statement of the business of the Delaware and Hudson Canal Company, for the year ending December 31, 1871:

To coal on hand January 1, 1871..	\$372,831 00
To coal purchased.....	810,741 85
To mining coal.....	2,619,902 68
To R. R. transportation and repairs	786,813 81
To freight on coal on canal.....	966,405 82
To canal expenses, repairs, etc....	280,611 53
To Rondout expenses.....	151,615 76
To freight of coal via Erie Railway	395,448 17
To harbor and yard expenses.....	118,690 16
To salaries, rent, law expenses and current expenses at N. Y. office.	185,911 60
To Government and State taxes...	239,282 50
To interest.....	434,562 90
To balance.....	1,665,622 78
	\$9,028,410 56
By sales of coal to Dec. 31, 1871..	\$7,604,456 10
By canal tolls collected.....	111,361 38
By miscellaneous profits	670,580 82
By coal on hand December 31, 1871, at Honesdale, on line of canal, Rondout and New York...	642,042 26
	\$9,028,440 56
Condensed balance sheet Delaware and Hudson Canal Company, January 1, 1872:	
Cost of canal.....	\$6,339,210 49
Cost of railroad and equipment....	4,533,857 68
Cost of Lackawanna and Susq. R.R.	975,632 82
Cost of opening mines and improvements.....	1,285,332 71
Cost of mine fixtures and equipment	246,682 85
Cost of telegraph lines	12,000 00
Cost of real estate.....	5,918,831 82
Cost of boats and barges.....	942,592 04
Cost of coal yards and fixtures, tools, implements, etc.....	195,774 11
Supplies on hand.....	413,035 89
Advances to business, 1872.....	266,984 27
Miscellaneous assets.....	3,310,085 73
Cash assets, notes receivable, etc., deducting liabilities.....	1,028,130 03
Coal on hand.....	688,189 39
	\$26,156,339 83
Capital stock.....	\$15,000,000 00
Funded debt.....	8,491,000 00
*Profit and loss.....	2,665,339 83
	\$26,156,339 83

*Dividends payable February 1, 1872, \$750,000 (not declared at date of this report, and since paid), to be deducted.

Statement of tolls received on the Delaware and Hudson Canal and Railroad in each year since the completion of the works:

1830.....	\$16,422	1851.....	\$158,441
1831.....	20,554	1852.....	293,174
1832.....	28,717	1853.....	378,479
1833.....	37,004	1854.....	587,349
1834.....	36,946	1855.....	652,362
1835.....	41,976	1856.....	583,737
1836.....	45,154	1857.....	435,198
1837.....	44,832	1858.....	307,698
1838.....	40,328	1859.....	311,597
1839.....	40,095	1860.....	397,677
1840.....	35,450	1861.....	367,953
1841.....	39,388	1862.....	316,376
1842.....	33,894	1863.....	954,822
1843.....	30,996	1864.....	1,213,570
1844.....	33,525	1865.....	201,679
1845.....	25,880	1866.....	118,482
1846.....	26,068	1867.....	96,530
1847.....	38,971	1868.....	89,846
1848.....	46,548	1869.....	110,172
1849.....	34,817	1870.....	110,258
1850.....	97,999	1871.....	123,836

Total..... \$8,604,824