

STOCKHOLDERS.

These have made one concession in the shape of a postponement for two years from October, 1863, of their voting power. This was done in order that the Bondholders should have the entire control in expending the new capital which none save they would furnish; and which would not have been advanced but for the additional security thus afforded.

The nature of the stock interest and its insignificance compared with that of the Municipalities and Bondholders, have been already explained. The incompetence of its management, which extended from the organization of the original Company in 1853, until February, 1864, a period of more than ten years, is but too conclusively demonstrated by the fact that the balance of their books shows an *excess of liabilities over assets* of \$271,359 47, exclusive of a large amount of interest in arrear and unpaid at the present day.

JUDGMENT CREDITORS.

It may be said of them, as truly as of the Municipalities, that their present position stands without parallel in the history of Railway priorities.

By the Act of October, 1863, they have become entitled to the liquidation of their claims, in the so called *Second Class Debentures* of this Company, whereby they are *advanced* to a priority with the Bondholders.

This improved position is not due to any claim by which it could have been equitably attained; or to any power which these creditors could have equitably exercised to secure it, but solely to that combination of circumstances which rendered a compromise with them, as with the original Company, apparently preferable to an expensive and protracted litigation.

These judgment credits are chiefly composed of contractors' claims