

bonds. But let us look at the intervening period. Are we to suppose, if we get a supply of new engines and carriages, and can do more traffic, that the revenue is to be stationary? We cannot suppose anything of the kind. Any gentleman may make this calculation for himself. Look over the accounts of our English railways, and you will find that every engine worked earns in gross revenue twice its original cost; and taking the English rate of working expenses, rather more than its original cost every year—that is to say, if an engine costs £2,000 and you divide the total traffic by the number of engines, the result will be something over £4,000 of gross profit and something over £2,000 of net profit. Take your own accounts. You have 298 engines, so you can make the calculation for yourselves; and you will find that each engine, in gross money, covers about twice its cost, and in net money it covers its whole cost in 14 or 15 months. Now if you throw 50 engines into the concern at a cost of £2,000 each, it seems pretty evident that it must increase your net revenue. It would produce something like £90,000 or £100,000 a year; and therefore the thing to my mind is obvious that providing these engines must result in a large increase of the net income of the company. Therefore, I don't think that for the intervening period there need be any cause to fear. But, gentlemen, going back to the proposition that it is necessary to increase the net profit, and that the increase can only take place by larger means of carrying traffic, all we have to say, as a board, is that if any gentleman can show a better scheme than ours, we are not wedded to our own proposal. The committee we consulted represented something like, with the holding of the directors, £4,000,000 of the various holdings of the company, and therefore they were not likely to be prejudiced, or to do anything rash or dangerous to any one. But if any gentleman can suggest a better scheme let us have it discussed to-day, and if better we shall be only too glad to adopt it. In addition to that I am instructed by the directors to say that, so anxious are they to avoid the slightest matter of complaint, that if there were, not a majority against the adoption of the report at this meeting, but if there was a decidedly expressed opinion even from a minority that this was not desirable, we should withdraw it, and should not under the circumstances contemplated go to the Canadian Parliament. Our only desire is to pay interest on every class of the bonds as soon as we can. We have suggested the means and the machinery for doing it, and by which