To meet the diminution in revenue, and to provide by every possible resource for the reduction of floating debt, the most stringent economy has been observed in every departmeut, and it is due as well to the officers of the Company, as to the Directors themselves, to state that they invite and will in every possible way facilitate a comparison of their expenditure on maintenance and working of the road, with cost of the like services on the most economical American Railways in operation.

Without any resources beyond those brought to bear by revenue, the responsibility of the Directors is chiefly in the economic working of the road, and the application of surplus to the liquidation of liabilities previously contracted.

To establish a comparison of expenditure, the Directors append the following abstracts—the American rates being taken from the Report of the Railway Commissioners of the State of New York, for 1856, on an average struck by them over 25 lines of railroad in that State ; whilst the Northern rates are those collated from the books of the Company.

COST OF LOCOMOTIVE PER MILE RUN.

	O. S. & H. R.	N. Y. R.
Fuel	14 25	17 90
Oil and Waste	1 29	2 40
Repairs of Engines and Tenders	8 80	9 80
Engineers and Firemen	4 45	5 50
Total Expense of Running Engines, exclusive of Wood and Water	14 9	17 90
Expense of Maintaining Roadway, including Repairs of Track, Building Bridges, Fencing and Taxes of Real Estate	20 40	23 30

The Directors appeal to the above statement (which is presented as strictly reliable) as evidence that the Road has been operated during the past year with extreme economy, and they record their conviction that it is impossible under the existing financial circumstances of the Company, to effect any further reduction in the working charges.