

which its sole business here is to remedy as much as possible. Any suggestions, therefore, now ventured upon, should be received as earnestly as they are made, and as expressing the sincere conviction of those to whom a majority in interest of yourselves has entrusted the exceedingly difficult task of reorganizing this Company's affairs. It should be distinctly understood by all interested, that the reorganization of this Company, by the Act of 1863, was simply one of *control*. So far as the Company's indebtedness is concerned, that Act left it *greater* than before by the authorized issue of £60,000 Stg., of Preference Bonds, and the funding, in 2nd Class Bonds, of the entire Floating Debt, principal and interest. The present funded debt is :

Preference Bonds.....	\$ 244,793.94
2nd Class Bonds.....	1,098,285.77
Unpaid Interest, say.....	150,000.00

Total.....\$1,486,079.71

While in 1863 the debt was :

2nd Class Bonds.....	\$711,019.97
Unpaid Interest, say.....	100,000.00
	811,019.97

Increase.....\$675,059.74

making the present funded debt nearly double what it was in 1863. This was, of course, foreseen at that time, but it could not be obviated, owing to the doubtful temper of Parliament, and still more, to the mutual suspicion and hostility existing among all parties in interest. A compromise, therefore, was accepted, whereby we have been able to control and advance the so-called physical condition and material interests of the road, while compelled to wait the gradual dawn when both creditors and Legislators must discover and supply the further need which is inevitable. That the affairs of this railway cannot be retrieved to solvency without a thorough financial re-organization, is as certain as, that now, it has