

exertion to complete their work, but were unable, probably on account of the failure of the State to pay regularly her subscription to the Rail Road, on which account also, the committee are satisfied much delay, difficulty and expense were incurred, to the serious loss of said company.

One of the contractors referred to, after excavating a few feet, discovered a stratum of rock extending nearly the entire length of the section and several feet in depth. He was induced, from the surface of the ground, which was a light sandy soil, to take the contract at a reduced price—he was obliged, however, to abandon the contract, or involve himself in utter ruin. The company expended in completing the section, nearly double the amount of the estimated cost.

The committee have also ascertained, that a large advance was made in the price of the iron rails used for laying the track, owing to the suspension of the Banks in this State, and other causes, which tended greatly to increase the rate of exchange, and also to the inability of the treasurer to pay over the money then due for the iron, thereby causing the company to pay an increased commission to the Messrs. Brown & Son, as they were, by agreement, bound to pay, in the event of a failure on the part of the company to meet punctually their engagements. This loss might and would have been avoided, had the State paid her subscription then due.

The committee believe that a large amount has been expended in salaries and in repairs, which could not have been anticipated, and which would have been saved to the company, but for the delay and the causes of it heretofore mentioned. The cost of the superstructure, including cross ties, bearing timber, iron rails, spikes, chains, building houses and tanks, laying track, real estate, engineer expenses, locomotives, car wheels and cars, and other miscellaneous expenses, (which were examined by the committee and believed to be necessary) amounted to \$229,903 11.—which, added to the cost of construction, makes the sum of \$414,435 61—of this amount \$347,673 19 has been paid, leaving unpaid the sum of \$66,962 42, which is due to a large number of poor, industrious and enterprising mechanics, to merchants who have furnished the company and contractors with materials for the work, and to farmers upon the road, who have furnished cross ties, timber, &c., many of whom would be ruined by a failure of the company to pay them. The debts due to those persons, (a list of whom is here-