

carry the work much farther. A sale of the Bouds had been depended upon to raise the funds required to meet the cost of track-laying and other expenses involved in getting the track carried through, and put in a condition to yield some return from earnings. In this emergency, the Company applied to the Municipalities of Ottawa and Prescott for aid. These Municipalities, by vote of the inhabitants, agreed to a loan, under the provisions of the Municipal Loan Fund Act of Upper Canada—Ottawa to the amount of £50,000, Halifax Currency, and Prescott £25,000, Currency—secured by a second mortgage upon the Railway to these Municipalities.

It was intended to lay down a portion of the track in 1853, and the Directors hoped to be able to open the road from Prescott to Kemptville that season, but the delay which occurred in receiving the rails put it out of their power to do so. Only 1,400 tons of the rails were received, and these arrived very late. At the end of 1853, the expenditure of that year amounted to £51,414 5s. 2d., under the following heads :

Engineering	£ 2,942	5	8
Fencing	908	7	10
Clearing and Grubbing.....	173	18	0
Grading	19,647	4	3
Incidental	852	16	7
Masonry	3,727	7	3
Superstructure	7,751	17	2
Wharfing	3,827	2	3
Buildings	929	16	6
Bridging.....	1,337	4	10
Interest	841	9	5
Equipment	5,000	0	0
Lands	450	5	9
Travelling Expenses	457	19	5
Law do.	13	15	11
Salaries.....	253	11	3
Freight of Iron Rails	2,299	3	1
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	£51,414	5	2