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## Nova Scotia Railway Office,

HALIFAX, FEBRUARY 6, 1855.

SIR,

We beg to submit, for the information of His Excellency THE LIEUTENANT GOVERNOR, and of the LEGISLATURE :

1st. A Balance Sheet, showing the amount received by this Board from the Public Treasury, and disbursed within the year 1854, distinguishing each head of expenditure.

2nd. Copies of the Accounts, which, under the law, have been furnished to the Financial Secretary quarterly, with whom the vouchers for the year's expenditure have been lodged.

The Books of the Commission, consisting of Minute, Letter and Account Books, open, throughout the year, to the inspection of members of the Government, are open now to the inspection of members of the Legislature ; and the Accountant has received instructions to attend upon any Committee of either or of both Houses, to whom the business of examining the accounts of the Board may be confided.

The whole amount of expenditure, to the 31st December, is £53,573 17s. 4d. The liabilities of the Board, for Contracts already made, and not complete, or for goods received and not paid for, amount to £37,558 6s. 6d. An account, showing the nature and extent of these liabilities, is submitted. The amount, added to the expenditure, will represent the whole sum which has been drawn, or will be required, to complete the works to the Rocky Lake.

These are : works at the Halifax Terminus, on the Governor's Farm, including a Wharf, Reservoir, and temporary Station and Engine Houses.

Section, No. 1, extending from the Halifax Terminus to near the Nine Mile River, contracted for by MESSRS. CAMERONS, TURNBULL and FRASER.

Section, No. 2, extending to Cochran's Ship Yard, and contracted for by MESSRS. BLACK and McDONALD.

Section, No. 3, extending to the Rocky Lake, and contracted for by MESSRS. CREELMAN and TUPPER.

Plans and Sections of these works have been already laid before the Governor in Council, and Plans and Descriptions of the Lands taken from individuals have been lodged in the Registry Office, and to these the Board respectfully beg leave to refer.

The works extend over a distance of 16 miles and 31 chains, admitted to be the most difficult which the Board have to encounter. The cost of these Sections, for grading and permanent way, as accurately determined, will be £7840 per mile, to which must be added such proportion of the general expenses, common to the whole system, as may be regarded as fairly chargeable upon these portions when the lines now in progress have been completed.

When it is considered that rock and hard gravel had to be removed on almost every portion of these Contracts,—that heavy embankments had to be formed across Coves and arms of the Basin, and that the price of labour has, throughout the Summer, been one third higher than at any period for 20 years, the cost per mile will not appear extravagant. Before the approaching Summer closes, we hope that our operations, on both lines, will have reached beyond the rocky region which extends from the southern shores of the Province, and over which any Railways running out of the Capital must be constructed. When once the river beds and fertile lands of the interior have been reached, we confidently anticipate a very material reduction in the cost.

A Schedule, showing the Stock and Property appertaining to the works, now in possession of the Commissioners, and which belongs to the Province, is appended to this Report. It will be found to include a Locomotive—two first class Cars—a Snow Plough, and such a number of Trucks and Waggonas as will suffice for working that portion of the Line which has been or will be opened within this year.