

*Nova Scotia railway office,
Halifax, March, 1857.*

SIR—

For the information of his excellency the lieutenant governor, and in reply to your letter of the 26th ult., we have now to furnish the information required, as follows :—

First—“A detailed statement of the total cost of the portions of railway already completed, distinguishing the cost of road and permanent way, stations, land damages, plant, rolling stock, &c.”

Total cost of railway fully completed, say contracts 1 and 2, Halifax to Bedford, exclusive of terminal stations, in sterling monies,	£50,859 19 8
Of this, the road and permanent way cost	£46,401 7 9
Stations—Four-mile house, Nine-mile River, and Bedford,	553 9 8
Land damages paid by board,	168 6 3
Rolling stock for 8 miles,	3,736 16 0
	£50,859 19 8

It may be proper here to remark that the portion of the line actually completed in consecutive sections is about 8 miles, as above stated, lying between Halifax and Bedford. The next section beyond, after crossing the Sackville viaduct, which is completed, passes through a heavy clayey district for a short distance, and the embankments are not sufficiently consolidated as yet to justify their being finally dressed and faced. The engineer, however, assures the board that this can be done now at a small outlay as soon as spring opens.

Second—“An approximate estimate of the amount required to complete and equip the unfinished sections now under contract, in addition to what has already been expended.”

To complete unfinished portions under contract—approximate estimate, *Stg.*
£129,904 0 0

The equipment for these unfinished sections depend so entirely upon the amount of traffic, that it is difficult to furnish any satisfactory estimate.

At present the rolling stock in use upon the 22½ miles in operation, cost *Stg.*
£10,509 7 1

This has furnished sufficient accommodation up to the present time ; but the board anticipate that, as the traffic along the line becomes developed, this equipment may require to be materially increased.

Third—“A similar estimate of the probable amount per mile required to complete and equip the line to Windsor, Truro and Pictou, from the termination of the existing contracts.”

The amount required to complete the line to Windsor, and as far as Stewiacke on the route towards Truro, all of which is under contract, is, as nearly as can be estimated, given in our reply to question No. 2.

The portion of road lying between Stewiacke and Truro has been located, but is not yet under contract.

The completion of this section will probably average for construction, exclusive of equipment, £5,000 per mile sterling.