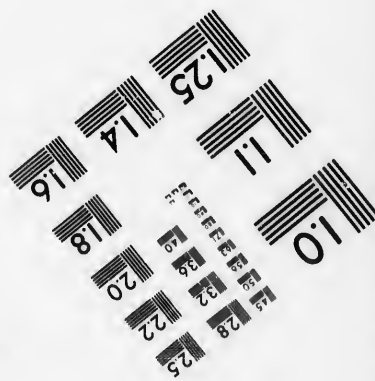
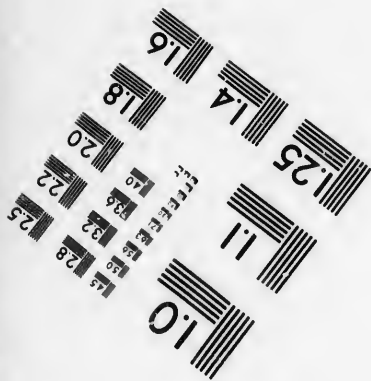
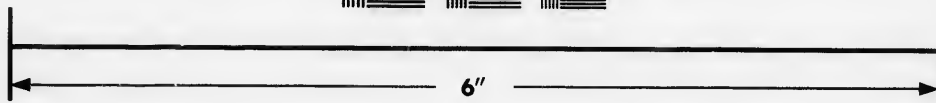
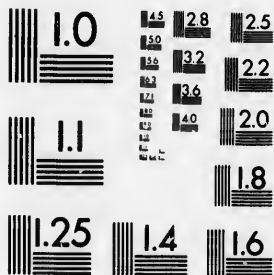


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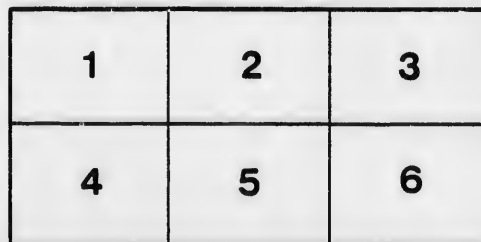
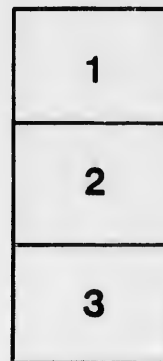
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Nova Scotia Railway Office,

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. 91. 132. 3. 6 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. £6272
119.

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 Waggons as will suffice for working that portion of the Line which has been or will be opened within this year.

Two Locomotives are being built for the Board, in Scotland. As Cars and other Rolling Stock are required, they will be constructed; and the Board are not without a hope that such an Establishment may be created or encouraged, near the Depot, as will not only be sufficient to do ordinary repairs, but at which Engines may be built, not inferior to those produced in Canada, or in the United States.

Difficulties have arisen during the past year, in adjusting the damages due to parties whose land has been taken by the Commissioners, for the construction and use of the Road. None of the parties have been paid. The attention of the Government should, the Board are bound respectfully to suggest, be directed to this subject, as cases of hardship have already occurred, and others must occur, unless some mode by which relief can be afforded, is devised.

The Chief Engineer is now engaged in locating a section of the Eastern Road, which will carry the works in that direction to the Grand Lake. He is also concluding such preliminary Surveys as will enable him to place under Contract ten miles of the Western Road. The Board confidently anticipate that these two sections, in addition to the three already in progress, will be completed within this year, while they shall labor very zealously to locate and place under Contract other portions of the lines between Halifax and Windsor, and Halifax and Truro.

The Board regret that they have not been able, during the short period that has elapsed since they were commissioned, to accomplish more. They met for the first time on the 5th of April. They had an Engineering Staff to organize, and Contractors and skilled workmen to discover. No member of the Board had any practical knowledge of Railway making. By the 4th of May the first contract for Grading was advertized; and on the ~~1st~~ of June the ground was broken. In less than nine months three Sections have been placed under Contract,—eighty miles of country beyond surveyed,—Rails and Rolling Stock have been imported, and a Depot sufficient for the present, has been formed. Twenty miles more will be under Contract before the 1st May. The Commissioners see no reason to doubt the completion of the line to Windsor, with a corresponding extension into the heart of the Eastern Counties, by the close of 1856. The Cars now run daily from the Depot to the Four Mile House. They will carry Mails and Passengers to the Head of the Basin early in the Spring.

We have the honor to be,

Sir,

Your Obedient Servants,

JOSEPH HOWE,
J. McCULLY,
WM. PRYOR, Jr.
P. M. CUNNINGHAM,
J. H. ANDERSON,
THOS. S. TOBIN.

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