

a great seaport town: it is accessible at all seasons, and possesses a very fine harbour.

59. As regards comparative distances and freights from Halifax and from the ports of the United States, in the event of the formation of railways from the coast to the St. Lawrence, Mr. Uniacke's evidence exhibits the following calculations:—Halifax to Montreal, 700 miles, 28 hours; Boston to Montreal, 350 miles, 14 hours; Boston, 500 or 600 miles further from England; Halifax to Boston, one week's sail, or 40 hours by steam.

The freight of a barrel of flour from Cleveland to New York is 5s. 1d.; to Boston, 6s.; to Montreal, 2s. 11d.; Montreal to Quebec, 3s. 1d.; Quebec to Halifax, by railway, 3s. 4d.; Montreal to Halifax, 6s. 5d.

60. The transit duty through the United States is $2\frac{1}{2}$ per cent., which, with a railway through New Brunswick, would counterbalance the above difference of charges.

61. There is a more friendly feeling on the part of British America towards the Western States than the Eastern, and a railway would probably tend to bring the trade of the Western States, the granaries of Ohio, &c., to Halifax, and this even with the competition of United States railways.

62. The opening of a railway would give such an enhanced value to the alternate reserved territories of the Government as would pay for the cost; would throw lands into the market for sale and lease on more reasonable terms, and would open markets in every direction for agricultural produce and for coals.

63. No coal has been found north of the St. Lawrence; the coal of British America competes favourably with that of the States, even under a transit duty of 4s. a ton; it is sold at the mines at 32s. a ton.

64. Mr. Uniacke acted as the Honorary Secretary to the Committee of the Halifax and Quebec Railway at Halifax. A public meeting took place in Halifax in November, 1845, when resolutions were passed in support of the project, and Lord Metcalfe promised his hearty co-operation.

65. As a military road, the railway was, above all things, desirable. At present the transfer of troops to Quebec involved the harassing march of a fortnight. A railway would connect every military post. A line of fortifications would be required to protect the boundary.

66. Mr. Uniacke strongly recommends that portion of the wages of all labourers should be reserved, on the savings' bank principle, to purchase land.

67. The reserved lands, it had been calculated, would more than pay the expense of construction, if the preliminary investment and preparation were adequate. Lands would become immensely valuable at the termini, and towns and settlements would arise. Towns do spring up in the United States under such circumstances. The Erie Canal dates only from 1825, and now it passes through a line of cities on its banks.

EVIDENCE OF J. R. GODLEY, ESQ.

68. We shall conclude our digest of the evidence submitted to the