

50. As a commercial speculation, he cannot speak confidently as to the Halifax and Quebec Railway; but it would give employment to thousands of families—the nucleus of a village might be formed at every station. As a military road, also, and for imperial purposes, the object is valuable; the commerce of Canada would traverse it in the winter, and it would tend to consolidate British North America. Halifax is the termination of the Atlantic voyage and the naval depot.

51. The St. Andrew's and Quebec Railway would certainly benefit New Brunswick, and passes through a fine and valuable country; but Mr. Cunard thinks it is too near the boundary, and, in the event of war, might be seized by the States and destroyed. The frontier ought to be defended by fortifications. [We need scarcely say that we here dissent *in toto*. A railway along the boundary would be the best of all defences in the event of a war, accompanied by a line of blockhouses. The rapid intercommunication for troops would increase a hundred-fold their effective force.]

52. Mr. Cunard does not consider that there is any more danger in navigation between Halifax and Boston than from England to Halifax. The insurance is about the same to Boston as to Halifax.

53. As respects emigration, something might be saved by having the port of embarkation in the west of Ireland; but the use of steamers—though shortening the voyage from 44 days to a week—would be too expensive for that purpose. Government, however, have steamers employed merely for exercise round the coast; why not (says Mr. Cunard) send them to Halifax with 1,000 emigrants. But, he concludes, "it would be wrong in me, perhaps, to suggest that the Admiralty would not like this."

EVIDENCE OF J. B. UNIACKE, ESQ.

54. Mr. Uniacke has been a member of the Provincial Parliament since 1830. His father was Attorney-General of the Province.

55. The emigration into Nova Scotia, chiefly to Cape Breton and the eastern counties, is very small—in 1845, 650; in 1846, 698. Much of the land is in the hands of grantees, many of them official; or possessed by squatters on sufferance. The emigration is mainly composed of the friends of existing settlers. The emigration, at present, could hardly be increased to more than 1,000 annually. Colonisation is not a favourite subject in the Colony. The Irish, French, German, and Scotch keep distinct; but there is little sectarian separation.

56. The Irish make good emigrants. They can live as well in Nova Scotia on 10d. a day as in Ireland; and, as their wages are 2s. 6d. sterling a day, they are soon enabled to save and buy land.

57. On the collieries in Cape Breton wages reach 5s. 6d. a day. Cape Breton coal finds a market in the Provincial settlements, in the United States, and West Indies.

58. The Halifax and Quebec Railway, now under survey, would greatly tend to open and develop the country, by throwing unsettled lands into the market. Of this line 115 miles would be in Nova Scotia, extending from Halifax to Bay Verte. It would tend to make Halifax