

Halifax to and from Quebec.  
7,000 hhds. of sugar, rum, and molasses.  
Add supply of New Brunswick, and of our Western Counties  
via Saint John.  
Fish to Canada.

Average of emigrants to Canada for the last five years, independent of those who pass through the United States, 28,000.  
The increase is not less annually than 50,000 souls.

#### RETURNS TO NOVA SCOTIA FOR THE PROPOSED GRANT OF LANDS AND THE PLEDGE FOR PAYMENT OF INTEREST.

1. Actual profit on expenditure of £675,000.
2. Increase of population and of skilful mechanics.
3. Increased value of Real Estate in Halifax, and throughout the Eastern Counties.
4. Increase of trade, agricultural improvement, and facilities of mining operations.
5. Increase of Revenue by the restoration of her own legitimate trade in Colchester and Cumberland, to the Port of Halifax.
6. Increase of exports to United States, cord wood, &c.; to West Indies, lumber, &c.; to Great Britain, deals, battens, &c.
7. Made the highway to Europe, and consequently the nucleus of commercial speculation.
8. Effect in expanding and vivifying the colonial mind and intelligence.
9. Beneficial effect on the administration of our local affairs by creating union, a general feeling, and a wider field for the exertions of public men.
10. By the laying of the Railroad every merchant of Halifax will have an interest in effecting a reduction of the tolls charged on the Welland Canal, and the other Canals situate on the St. Lawrence.
11. Large establishments may be formed in Halifax and St. John, to supply the interior of Canada with light goods from England and Europe, as at New York, and in the cities at the mouth of the Elbe and the Rhine. Bulk will be broken here, and goods pass into the interior to meet the demand.

#### HALIFAX AND CANSEAU THE SHORTEST ROUTE TO EUROPE.

*Boston*—Passage to Canseau from Bantry Bay, 1650 geographical and 1800 statute miles, at 300 geographical miles by steam a day, 5½ days.

To Halifax, 6 days.

To Halifax,

From Halifax to Boston, 600 miles by Railway, 6 days.

at 25 miles an hour, 1 day.

7 days.

Cost,—£2 10s., sterling, £3 12 6, currency.

By steamers, 38 to 45 hours.—Cost, £5.

*Quebec*—To Halifax, as above, 6 days.

Quebec, 550 miles by Railway, 22 hours.

Cost,—46s. 2d. sterling, £2 15 6, currency.

Now, to Boston, 38 to 45 hours.

Boston to Quebec, 2 days.

Passage,—about £4 10s.

To Halifax, as above, 6 days.

Boston, 24 hours.

New York, 10 do. 34 hours.

To New York, 7 days, 10 hours.

By steam direct to Bantry, 12½ days.

If the speed of 40 miles an hour were obtained on the Railway, the time from Halifax to St. John, N. B. would be—6½ hours.

Boston, 15 "

Quebec, 14 "

New York, 24 "

Time from Bantry to New York—7 days!

#### PROSPECTS OF CANADA TRADE.

Freight of a barrel of Flour from—

Quebec to Halifax, 67 cents, 3s. 4d.

" St. John, say 2s. 4d.

" St. Andrews, say 1s. 9d.

Freight of a barrel of Flour from Quebec and Montreal to ports in Great Britain, by the St. Lawrence, from 4s. 6d. to 7s. sterling.

Insurance, from 2 guineas to 7 guineas per cent.

Loss from length of voyage.

Freight of a barrel of Flour from St. John, N. B. to Liverpool, 2s. 6d. per barrel.

Freight of a barrel of Flour from Halifax to British ports 2s. 6d. to 3s. per barrel.

Insurance, 1½d. to 2d. per cent.

Voyage shorter.

The Freights are stated lower than they are now, on the presumption that if the trade were established large ships would be employed for the purpose.

24 ships were lost last fall on their voyage down the St. Lawrence; value estimated at £150,000 to £200,000.

#### EXPORT TO GREAT BRITAIN.

From Quebec and Montreal, in 1845.

Flour from Quebec,	269,652 bbls.	
Montreal,	212,813 "	
		484,355 bbls.
Ashes from Quebec,	109,278 bbls.	
Montreal,	5,662 "	
		114,940 bbls.
Butter from Quebec,		14,823 kegs.
Montreal,		183,375 lbs.
Wheat from Quebec,	81,222 minots.	
Montreal,	68,544	
	149,767	
5 per cent.	7,488	
		175,255 bush
Beef from Quebec,		1,069 bbls.

#### Supervisor's Report of Timber measured in 1844 and 1845.

	1845.	1844.
White Pine,	ft. 19,111,455	ft. 12,067,426
Red Pine,	4,444,515	4,191,654
Oak,	1,800,446	681,820
Elm,	1,566,915	670,176
Ash,	412,096	136,490
Basswood,	37,086	8,357
Butternut,	9,664	2,320
Tamarack,	199,933	18,660
Birch and Maple,	160,007	73,988

#### Comparative Exports in 1844 and 1845. From Custom Returns.

	1845.	1844.
White Pine,	15,828,880	11,950,438
Red Pine,	5,182,320	4,669,149
Oak,	1,398,440	1,213,110
Elm,	1,423,920	1,208,988
Ash,	207,080	122,246
Birch,	183,360	64,309
Standard Staves, M.	1,407	1277 9 1 9
Puncheon Staves, M.	3,122	2771 3 2 16
Barrel do.	552	464 1 0 26
Deals, Pine, Stand. Hun.	3002.015 2	
Do. Spruce, do.	527.259 5	3,087.001 ps.

#### ARRIVALS AT QUEBEC.

The arrivals from sea for the last five years are as follow:—

Year	Vessels	Tons
1841	1251	445,642
1842	864	307,638
1843	1185	429,748
1844	1214	458,871
1845	1475	559,712

In the event of a war, the entire trade of Canada would pass by this route—the traffic would be immense.

GEO. R. YOUNG.

Halifax, March 7, 1846.

Committee Room, House of Assembly.

NOTE.—The passengers annually passing from the United States to Niagara, Montreal, and Quebec, would generally return through the Provinces.

All Letters must be Post-paid.

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