

HALIFAX RAILWAY, AND PUBLIC WORKS IN CANADA. 25

BRITISH
NORTH AMERICA.

Total distance, Haalifx to Quebec	635
Quebec to Rivière du Loup	110
Halifax to Amherst and Bay Verte	125
	235

Leaving unproductive still 400 miles.

If the total line can be done for 3,000,000*l.*, then the proportion for the 400 miles would be 1,889,600*l.* or 2,000,000*l.* nearly.

The interest for which would amount to 80,000*l.*

Deducting 20,000*l.* for the conveyance of the mails, then the sum to be responsible for would be 60,000*l.*, which divided proportionally as before, would give for

Nova Scotia	12,000 <i>l.</i>	proportion	·2
New Brunswick	12,000 <i>l.</i>	"	·2
Canada	18,000 <i>l.</i>	"	·3
Great Britain	18,000 <i>l.</i>	"	·3
Total	60,000 <i>l.</i>		·10

Therefore, for the responsibility (perhaps for assuming it only) of 100,000*l.*, or as the case may prove, 60,000*l.*, the Quebec and Halifax Railway may be made.

But to look at this great work only as a commercial speculation, and as yielding mere interest for the expenditure incurred, would be to take a very limited view of the objects it is capable of achieving.

In the United States they are well aware of the increased value which internal improvements and communications give to property of every kind.

In those countries works have been undertaken for that object alone, not for the mere return which the work, whether railway, road, or canal, would make of itself.

The indebtedness of the several States has been incurred almost entirely in making great internal improvements. And in the boldness and unhesitating way in which they have incurred debts and responsibilities for the purpose of developing their resources may be seen the secret of their unrivalled prosperity.

The State is in debt, but its citizens have been enriched beyond all proportion.

Most unfavourable comparisons are made by travellers who visit the British provinces and the United States. And some have gone so far as to state, that travelling along where the boundary is a mere conventional line, they could at once tell whether they were in the States or not.

On the one side the State Governments become shareholders to a large amount in great public works, lead the way, and do not hesitate to incur debt, for making what has been termed "war upon the wilderness;" employment is given, and by the time the improvement is completed, property has been created, and the employed become proprietors.

On the other side the provincial Governments do not take the initiative in the same manner, and hence in the settlements and in the provinces generally, may be seen this marked difference in the progress of people who are identically the same in every respect.

Until the British provinces boldly imitate the policy of the States in this regard, and make war upon their "wilderness," their progress will continue to present the same unfavourable contrast.

The creative or productive power of canals, railways, &c., may be traced in the history and progress of the State of New York.

The Erie Canal was commenced in 1817, and completed in 1825, at a cost of 7,143,789 dollars, or 1,400,000*l.* sterling. In 1817 the value of real and personal property in the city of New York, was from official documents estimated at 16,436,000*l.* sterling. In 1825, it was estimated at 21,075,000*l.* sterling. In 1829, the population of the State was 1,372,000, and in 1830 the population of the State was 1,918,000.

The canal was found so inadequate to the traffic, that between the years 1825 and 1835, a farther sum of 2,700,000*l.* was expended in enlarging it.

Making the total cost to that date, 4,100,000*l.* sterling.

It has been seen that in the city of New York—

In 1817, the official value of real and personal property was	16,436,000 <i>l.</i>
1835, " " " "	45,567,000 <i>l.</i>

Being an increase of 2 $\frac{3}{4}$ times in 18 years.

For the State of New York—

In 1817, the official value of real and personal property was	63,368,000 <i>l.</i>
1835, " " " "	110,120,000 <i>l.</i>

Or an increase of nearly 47,000,000*l.* sterling in the value of property attributed chiefly, if not entirely, to the formation of the canals.

In 1836, the amount conveyed to tide-water by the canal was 697,357 tons.

And on the 1st of July of that year there had accumulated in the hands of the Commissioners an amount sufficient to extinguish the whole of the outstanding debt incurred in its construction.

The net receipts from all the State canals, after deducting the expenses of collection and