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difference in the
every respect.

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," their progress
rast.
ways, &c., may
New York.

pleted in 1825,
ing. In 1817,
of New York,
00 sterling. In

In 1829, the
the population

hat between the
was expended
or \$30,000,000.

£16,436,000
£45,567,000

£63,368,000
£110,120,000

in the value of
ormation of the

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

And on the 1st 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 superintendence, for the year 1847, was £449,270.

Villages, towns and cities, have sprung up along its course.

The population of the State, which was—

In 1810	959,949
was in 1845	2,604,495

In 1846 the value of real and personal property was estimated at £128,500,000.

It will be seen from the above, therefore, that in addition to the wealth created for individuals, the canals produce a large annual revenue to the State.

The following extracts from the financial affairs and statistics of some of the States, may be quoted in illustration of this part of the subject.

1847.

Massachusetts.

Total indebtedness of the State, 1st

January, 1847,

\$999,654

Credit of the State, lent to Rail-roads

5,049,555

Total liabilities of the State,

\$6,049,209

As security for the redemption of the scrip lent to Rail-roads, the Commonwealth holds a mortgage on all the roads, and also 3000 shares in the Norwich and Worcester, and 1000 in the Andover and Haverhill.

Pennsylvania.

Public property, canals and rail-

roads at original cost,

\$28,657,432

Maryland.

Receipts from Baltimore and Ohio

Rail-road,

\$42,402

Ditto from Canal Companies,

11,550