

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, rail-ways, &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 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 sterling. In 1825, it was estimated at £21,075,000 sterling. In 1829, the population of the State was 1,372,000, and in 1840 the population of the States was 1,918,000.

The canal was found so inadequate to the traffic, that between the years 1825 and 1845, a further sum of £4,600,000 was expended in enlarging it.

Making the total cost to that date £6,000,000 st. or \$30,000,000.

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

1835, - - - £45,567,000

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

1835, - - - £110,120,000

Or an increase of nearly £45,000,000 sterling in the value of property, attributed chiefly, if not entirely, to the formation of the canals.

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