and chimerical ; and four years after its commencement, the revenues derived from the tolls were estimated at the low rate of 150,000 dollars a year, whereas they amount­ed for the first ten years after its completion to ten millions of dollars ; and the tonnage brought down by the canal, which was estimated, with a fear of its being deemed ex­travagant, at 250,000 tons, actually exceeded, in 1836, 1,300,000 tons. The whole debt incurred in the construc­tion of this canal is now paid off, and it yields, over all ex­penses, a considerable surplus, which is expended on other public works. This however is one of the most successful undertakings in the United States. There are others of which the revenue hardly pays the expense of repairs. But the influence of this great work on the general pros­perity of the country has been still more remarkable. It has given a wonderful impulse to the agriculture of the in­terior ; it has converted deserts into fruitful fields. Flourish­ing towns have been seen to spring up in its track. Albany, l'tica, Rochester, and Buffalo, have, from the facilities of communication which it has afforded, the two first doubled their respective populations within ten years, and that of the two latter has increased, Rochester from 5271 in 1825, to 14,404 in 1835, and Utica from 2600 to 15,661. Champlain Canal extends farther from Whitehall, on Lake Champ­lain, to Albany, a distance of sixty-three miles. Oswego Canal, a branch of the Erie, connects Lake Ontario with the Erie Canal. It is thirty-eight miles in length. Cayu­ga and Seneca Canal extends from Geneva, on Seneca lake, to Montezuma, on Erie Canal, a distance of twenty miles. Chemung Canal extends eighteen miles from the head waters of Seneca lake to the Chemung or Tioga river. Chenango Canal extends from the Erie Canal, near Utica, in Oneida county, to Binghampton in Broome county, on Susquehannah river, in length 9.3¾ miles. Black River Canal extends thirty-six miles, from Rome to the high falls on the Black River. The net revenue received from the Erie and Champlain Canals was, for the year ending Sep­tember 1834, 1,035,644 dollars. The other canals have not been profitable. The following is a statement of the different canals already constructed by the state, and of the expense of their construction.

Length. Dollars.

Erie Canal 372 miles 7,143,789

Champlain 79 1,257,604

Oswego 38 565,437

Cayuga and Seneca 23 236,804

Chemung 39 331,693

Crooked Lake 8 156,776

Chenango 97 2,270,605

11,962,711

All these may be considered as constituting one work, the main object of which is to connect the valley of the Hudson with that of Lake Champlain on the north, and the great central basin of the Canadian lakes on the west ; while, by the various lateral canals, the produce of the neighbouring countries is brought into the main track, and the produce of foreign countries transported into the inmost recesses of the state.@@1 The Delaware and Hudson Canal, undertaken by a joint-stock company, extends from the Hudson river, ninety miles above New York, in a south-west direction, to Port Jervis on the Delaware, fifty-nine miles, where it unites with the Lackawaxen Canal, proceeds up the left bank of the Delaware to Lackawaxen Creek, thence to Honesdale, the termination of the canal, 108 miles. It was completed in 1828. There are several other inconsiderable canals within this state.

*New Jersey.—*The Morris Canal, in this state, extends from Jersey city on Hudson river, across the state of New Jersey, to Delaware river, opposite Easton, Pennsylvania, where it connects with the Lehigh Canal ; the distance being 101 miles, the expense nearly two millions of dollars. The Delaware and Raritan Canal extends from Bordentown, on Delaware river, to New Brunswick, on the Raritan, forty- two miles. In this state there are several other inconsider­able canals.

*Pennsylvania* The main division of the Pennsylvania

Canal commences at Columbia, at the termination of the Co­lumbia Railroad, passes up the bank of the Susquehannah to the mouth of the Juniatta river, and thence to Holidaysburg, at the eastern base of the Alleghany Mountains ; its length being 171 miles. The western division commences at Johnstown on the Conemaugh, pursues the course of that stream, and also that of the Kiskiminitas and Alleghany rivers, and finally terminates at Pittsburg. In connection with the Columbia Railroad, it forms a grand chain of communication between the eastern and western parts of the state, the dis­tance from Philadelphia to Pittsburg being about 395 miles. It is proposed to extend this communication to the town of Beaver, so as to unite with the Beaver division. The dis­tance is only twenty-five miles; and this, with a proposed canal from Newcastle to Akron on the Ohio and Erie Canal, woιdd, with the exception of the passage over the Alleghany Portage Railroad, of thirty-six miles, form a water- communication from Philadelphia to New Orleans of 2435 miles. The Susquehannah division of the Pennsylvania Canal leaves the main division at the mouth of the Juniatta, and passing up the west bank of the Susquehannah river, intersects the north branch and west branch divisions at Northumberland. Its length is thirty-nine miles. The north branch division commences at the termination of the Sus­quehannah division, and passes along the right bank of the north branch of the Susquehannah. The west branch di­vision commences at the same point as the north branch division, and is carried along the left bank of the west branch of the Susquehannah. The Beaver division of the Pennsylvania Canal commences at the town of Beaver on the Ohio river, twenty-six miles below Pittsburg, and ascends the valley of the Ohio river, and its tributary the Chenango Creek, to its termination in Mercer county, a distance of forty-six miles. It is intended, by a farther extension of this canal, to connect Lake Erie with the Ohio; and by an­other canal from Newcastle on the Beaver division, twenty- four miles above the town of Beaver, along the valley of the Mahoning river to Akron, a distance of eighty-five miles, to connect the canal navigation of the Ohio with that of Pennsylvania; and thus a water-communication be­ing opened to Philadelphia, that city will rival New York as the maritime emporium of the western states. At pre­sent the valuable produce of these rising states is carried through Lake Erie, the navigation of which is frequently dangerous, and the Erie Canal, to New York, a distance of 760 miles, while the route by the proposed series of canals to Philadelphia is not above 575 miles. This route would also possess this additional advantage over that by the Erie Canal, that it would not be interrupted for so long a time by the winter frosts. All traffic on the Erie Canal is sus­pended during five months of the year, it being seldom na­vigable till the 20th April, and rarely after the 20th No­vember ; while, from the milder climate of Pennsylvania, its canals are open from the 10th March to the 25th Decem­ber. When all the projected lines of intercourse by canals and railroads are completed in Pennsylvania, from Pitts­burg to Philadelphia, the merchants of the latter city will be enabled to monopolize the western trade during the

@@@, See Trotter’s excellent work, chap. vii. 134, on the Financial Position and Credit of the States of the American Union, which contain· ample details respecting the internal improvements of the United States.