

tions which the physical circumstances of the globe present to the enterprise of man—I mean the formation of a navigable canal across the Isthmus of Panamá—the junction of the Atlantic and Pacific Oceans. It is remarkable that this magnificent undertaking, pregnant with consequences so important to mankind, and about which so little is known in this country, is so far from being a romantic and chimerical project, that it is not only practicable but easy. In addition to all these, we find the unfortunate but enthusiastic Patterson, who intended to dedicate his life and fortune to the accomplishment of this work, taking the following grand prospective view of its consequences in one of his letters with the Darien Company: and where we see the anticipation of results which none but a vigorous mind, a sound judgment, united to a warm imagination, could have made; but wild as they are, there is little doubt but such consequences would be realized by the accomplishment of this scheme. “Trade,” says he, “will increase trade, and money will beget money, and the trading world shall need no more to want work for their hands, but will rather want hands for their work. This door of the seas, and the key of the universe, with any thing of a reasonable management, will of course enable its proprietors to give laws to both oceans, and to become the arbitrators of the commercial world, without being liable to the fatigues, expenses, and dangers; or contracting the guilt and blood of Alexander and Cæsar. In our empires that have been any thing universal, the conquerors have been obliged to seek out and court their conquests from afar; but the universal force and influence of this attractive magnet, is such as can much more effectually bring empire home to its proprietor’s doors.”

But it is unnecessary to multiply evidences in proof of the practicability and value of an undertaking the importance of which has been acquiesced in by so many men of talents, and approved of by so many nations; we shall therefore return to the valuable publication by Mr. Robinson above mentioned, where we will find many circumstances detailed respecting this canal, which we believe will be new to a great number of our readers;

Mr. R. in the outset of his remarks on this subject, informs us that there are no less than nine different cuts which have been spoken of at different times through this isthmus; although none have as yet been undertaken. We are not furnished with an enumeration of these, but are told that some of them are impracticable. This is followed by a far more interesting piece of intelligence, and which ought to silence all who express doubts of the possibility of accomplishing this undertaking: for it appears to him that the project is not only practicable, but has in fact been accomplished to a certain extent; *Large canoes have passed across from the one ocean to the other, as we find by the following extract, and which puts an end to all doubts of finding levels suitable for running a canal.*

“More than two centuries ago,” says Mr. R. “the Spanish government knew that in the Province of Choco, in New-Granada, the cutting of a canal of a few leagues, would effect a navigable communication between the two oceans; and that during the rainy season, when the vallies of Choco were overflowed, canoes passed, with pro-