

taking, and from whose narratives we shall quote whatever appears to us pertinent to the subject.

From the researches of Mr. Bryan Edwards, the celebrated historian of the West-Indies, we have some information respecting a canal across the Isthmus of Darien. It appears he wrote an able memoir upon this subject which was, we believe, submitted to the British government, and which contains a mass of information relative to the value and practicability of such an undertaking. Previous to his time, the Spaniards had represented the project of a canal here as impracticable, from the intervention of inaccessible ridges of rocky mountains; but he revealed the secret, and showed the scheme as perfectly within the compass of human exertion to accomplish. Mr. William Davis Robinson\* has also written upon the subject of joining the two great oceans by a canal. This last writer had ample opportunities of examining how far such a work was practicable, and he appears to have availed himself of them. He has devoted a long chapter, of 70 or 80 pages in his book to this part of his subject, and we shall offer no apology for extracting largely from his excellent remarks. During the administration of the late Mr. Pitt, several projects were offered to him, all tending to show the feasibility of cutting a canal across the Isthmus of Darien, the deep penetration of that illustrious statesman saw and duly appreciated the value of such an undertaking; and although the continual involvement of Great Britain in other matters during his time, prevented her entering upon any measures to promote this plan, Mr. Pitt, to his particular friends, talked of the scheme in the warmest terms of approbation. Mr. Jeffries, Geographer to the King, has given his unequivocal testimony in favour of the immense advantages navigation would derive from the accomplishment of such a project. The intelligent Alberoni, minister to His Majesty of Spain, has done the same thing, and states, that by having such a canal, "merchandize would arrive at Panama in a straight line from Manilla, and then, by means of a very short canal, (which had been solicited for a long time by our merchants,) the cargoes would afterwards easily be conveyed to the mouth of the Chagre, where they would be embarked for Europe." The scientific Humboldt has united his valuable opinion in favour of the same thing, and shows in the clearest light, not only the practicability but the great ease with which such a scheme could be accomplished. We find the Edinburgh Review for January, 1810, strongly advocating this measure, and eagerly anticipating the accomplishment of the plan as a consequence of the emancipation of South-America, in the following words: "In enumerating, however, the advantages of a commercial nature which would assuredly spring from the emancipation of South-America, we have not yet noticed the greatest, perhaps of all—the mightiest event probably in favour of the peaceful intercourse of na-

\* The title of this interesting work is, "Memoirs of the Mexican Revolution, including a Narrative of the Expedition of General Xavier Mina; to which are annexed some observations on the practicability of opening a commerce between the Pacific and Atlantic Oceans, through the Mexican Isthmus, in the Province of Aaxaca, and the Lake of Nicaragua, and on the vast importance of such commerce to the civilized world." By William Davis Robinson, 2 vols.