

The mighty advantages that would result to Great-Britain from the accomplishment of this great geographical desideratum are so apparent, that we need not stop to enumerate them. Every co-operation on the part of the United States, might be reasonably expected, as no nation in the world would reap more benefit from the junction of the two oceans than they. The distance from Philadelphia to Canton is 16,000 statute miles, but by this plan could be so much abridged that the voyage might be performed in 63 days. The South American States, now fast progressing to hold a name and a rank among other nations, would by this canal have their commerce opened with every quarter of the world, and a great mutual benefit accrue from it. The promptitude and avidity with which the different European nations entered into the Darien Company scheme, (which will be noticed hereafter,) clearly demonstrates that they felt a deep interest in it, and were all impressed with a conviction of the importance of such a canal. But if we wish for farther proof of the important light in which this subject has been viewed; it is only necessary to observe the reiterated attempts which England is still making to discover a passage by which the Atlantic and Pacific Oceans are connected; and which evinces her firm conviction of the importance of such a navigable communication. And, from the same view, we may derive a strong argument in favour of opening such a canal; for if a north-west passage were discovered, it is extremely doubtful if it could be rendered available for the purposes of commerce, while we have the most ample proofs that nature has not interposed any insurmountable obstacle to making a navigable passage across the Isthmus of Darien which would answer all the desired intentions; and it deserves to be mentioned; that, from the most authentic information yet obtained, there is little doubt that this canal might be made for nearly the same sum as has been expended in north-west expeditions.

From our subsequent remarks, it will be seen that the cutting a canal across the Isthmus of Darien is not the mere dream of a speculative projector; on the contrary, the concurring testimony of competent judges, who have studied the subject, all tends to prove that it is not only practicable but easy of execution, and it will also be seen, although hitherto neglected, the magnitude of its importance has been observed and represented by eminent characters long since. True, the grossest ignorance appears to prevail respecting those vast regions which join the Isthmus of Darien: it was not till lately known that they are capable of supporting with ease the surplus population of Europe. Owing to the selfish policy of old Spain, every circumstance which could tend to awaken the curiosity or cupidity of European governments towards these inexhaustible sources of wealth and commerce has been carefully concealed. The country has been kept in a state of slavish ignorance, which would not have existed under an enlightened and free government; or if this canal had been in operation, which would have opened an intercourse between their territory and the rest of the world. But notwithstanding the impenetrable veil in which these regions have been wrapt, some intelligent and enterprising travellers have found their way into them: from their writings, we are enabled to form an opinion of the practicability of this under-