

"Here am I at Jamaica, my native land; I have been seven years away, and I am not allowed to stop here to see my mudder." He had been in the Honduras, and was now passing his home to some other station. At ten at night we arrived at Colon, and anchored in the bay till morning.

COLON OR ASPINWALL.

Thursday, February 9.—Colon is called by the name also of Aspinwall, in honour of an American, a chief promoter of the Panama railway. Ten years ago this place was a swamp, hot and pestilential. The gigantic work of the Isthmus railway has raised a town on the spot. There are many buildings, and some warehouses of a substantial character; the chief part of the buildings is of wood; the quays, sheds, and railway-warehouses, are spacious, and well adapted for their purposes.

THE CHURCH AT COLON.

Mr. Parker kindly conducted my wife and myself to see the new church. I had been delighted by beholding its progress in 1863: it is now completed. The edifice is of worked stone throughout; the style is of the decorated Gothic; all the windows are of painted glass; the chancel is large, and adapted for Church of England worship of a well-defined character. It has cost, I was informed by Mr. Parker (superintendent of the railway), 10,000*l.*, chiefly contributed by the Railway Company. This Company determined to have the Church of England worship established. Prayer-books (American) were provided on the seats; the chancel furniture is at present the only thing unprovided. The consecration is to take place in May or June, by Bishop Potter, of Pennsylvania.

PANAMA RAILWAY.

At two o'clock precisely we started from Aspinwall in the railway-train. There was but one carriage, containing about sixty passengers; there are no glass windows, but shutters only. We chose the shady side by which the blinds were raised, and we could get the air as well as the view.

CONSTRUCTION—COST.

This wonderful work was five years under construction; it was begun in 1849, and finished in 1855. The first thirteen miles was through a deep morass, covered with the densest jungle, reeking with malaria, and abounding with almost every species of wild beasts, noxious reptiles, and venomous insects. Further on, though some of the land was fair and beautiful, the greater part of the line was through a rugged country, along steep hill-sides, over wild chasms spanning turbulent rivers and furious mountain torrents, until the summit ridge was surmounted, when it descended abruptly to the shores of the Pacific. One great difficulty was the want of labourers; Europeans failed—Chinese, after a while, developed a suicidal tendency, and daily numbers were found the victims of self-destruction. The work, eventually, was accomplished by Jamaica negroes. The entire cost, including wharves at Aspinwall, up to 1859, was eight millions of dollars, or 1,600,000*l.*