

M. Castillon, learning how perfectly informed the Prince was, in respect to the physical facts, the geographical and commercial relations, and, indeed, every aspect of the subject, urged the preparation of the descriptive paper and prospectus.

In January, 1846, the government of Nicaragua passed an act conferring all necessary powers upon Louis Napoleon to organize a company in Europe, on a scale commensurate with the object of opening a new route for the commerce of the world, and under the honored name of "CANALE NAPOLEONE DE NICARAGUA."

After the departure of the Prince from Ham, and his arrival in England, he pursued the subject with indefatigable diligence, to secure the co-operation of capitalists and statesmen. His publications and personal efforts to bring the project forward are well known. His zeal and energy, and his foresight and comprehensive grasp of the importance of the work then, are just beginning to be appreciated by statesmen now.

MEMOIR OF LOUIS NAPOLEON ON THE CANAL—1846.

Prince Napoleon, in his introduction, says, that "the union of the Atlantic and Pacific oceans would shorten the distance between Europe and the western coast of America and Oceanica three thousand miles; would make the communication between China, Japan, New Zealand, and New Holland rapid and easy by steam; would raise to an extraordinary degree of prosperity, the territories through which three thousand merchant ships would pass every year; would open new avenues for commerce, and markets for European products; in short, would hasten by many centuries, the progress of Christianity and civilization throughout the world."

\* \* \* \* \*

"The whole of Central America may be considered as one grand isthmus, which separates the Atlantic from the Pacific Ocean, extending from the Isthmus of Tehuantepec to the Gulf of Darien. It has a coast line of about twelve hundred miles, and its area is twenty-six thousand square leagues, almost equal to that of France. Its population is three millions," &c.

\* \* \* \* \*

"Five points have been indicated on this part of the American Continent, as suitable for the opening of a communication between the two oceans. The first on Mexican territory, by the Isthmus of Tehuantepec, the second by Nicaragua, the third by Panama, and the fourth and fifth by the Gulf of Darien." Of these five proposed routes, he dismisses the first and the last two, as presenting serious, if not insurmountable, difficulties. Of the other two, he maintains that the route by the river San Juan and the lake of Nicaragua is the only one that ought to be adopted, even if all were practicable.

He explains his reasons as follows: "There are certain countries which, by their very geographical position, are destined to become prosperous, rich, and powerful. Nature has done everything for man, if he will improve the advantages she has placed at his disposal. The countries in the most favorable conditions are those situated on the great commercial routes, and possessing the safest ports and harbors, and the most advantageous means of exchange. These countries find inexhaustible resources in their relations to foreign commerce, and can take advantage of the fertility of their own soils, and gradually build up a domestic commerce, which receives its impulse and follows the movement of the general progress. Such

were Tyre, Carthage, Constantinople, Venice, Genoa, Amsterdam, Liverpool, and London, which have attained such distinguished prosperity, rising from insignificant villages to the first rank among the great commercial cities, and offering to the astonished nations the spectacle of powerful States. Venice, in particular, owed her marvellous grandeur to her geographical position, which made her for centuries the entrepôt of commerce between Europe and the Levant. It was only after the discovery of the Cape of Good Hope had opened to navigators a new route to the East that the prosperity of Venice began to decline. Nevertheless, such was her wealth and commercial influence that she was able, for three centuries, to contend against the formidable competition that this discovery brought against her."

"There is another city famous in history, although to-day shorn of her ancient splendor, whose admirable position is an object of jealousy for all the great Powers of Europe, who now unite to maintain there a semi-barbarous government, incapable of profiting by the prodigious advantages that nature has lavished upon her. The geographical position of Constantinople made her the queen of the ancient world. Occupying the central point between Europe, Asia, and Africa, she might make herself the entrepôt of the commerce of all countries, and gain over them all an immense preponderance. Seated between two seas, which, like two great lakes, the entrance to which she commands, afford a rendezvous for the most formidable fleets, sheltered from the attack of all nations, and by the aid of which she might assure to herself dominion on the Mediterranean, as well as on the Black Sea—mistress at once of the mouths of the Danube, which open to her the route to Germany, and the sources of the Euphrates,

which command the route to the Indies, she might dictate the laws of commerce to Greece, to France, to Italy, to Spain, and to Egypt. Alas! what might not the proud city of Constantine be, but is not, because, as Montesquieu says, 'God has permitted Turks to be in this world—the men of our race best fitted to possess, to no purpose, a grand empire.'

"There is, in the New World, a country as admirably situated as Constantinople, and, we must add, to this day as uselessly occupied. It is the State of Nicaragua. As Constantinople is the centre of the ancient world, so the city of Leon, or rather Massaya, is the centre of the new. If a canal were practicable across the tongue of land, which separates the two lakes from the Pacific Ocean, it would command, by its central situation, all the coasts of North and South America. Like Constantinople, Massaya is situated between two grand natural harbors, where the largest fleet may ride secure from all attacks. Better still than Constantinople, the State of Nicaragua may be made the necessary route for the commerce of the world; for it would be, for the United States the shortest route to China and the East Indies, and for England and the rest of Europe, the shortest to New Holland, Polynesia, and all the western coast of America.

"The State of Nicaragua appears to be destined for an extraordinary degree of prosperity and grandeur; for that which really makes her position more advantageous than that of Constantinople, is, that the great maritime Powers of Europe would, with pleasure, not with jealousy, see her take a rank in the scale of nations, not less favorable to her own peculiar interests, than to the commerce of the world.

"France, England, Holland, Russia, and the United

States have a great commercial interest in the establishment of a communication between the two oceans; but England has, more than all other Powers, a *political interest* in the execution of this plan. England cannot but rejoice to see Central America become a flourishing and considerable State, which would reestablish the equilibrium of power, by creating in Spanish America, a new centre of industrial activity, sufficiently powerful to create a grand sentiment of nationality, and to prevent, by sustaining Mexico, new encroachments on the part of the North.

"England would see with satisfaction, the opening of a route, which would enable her to communicate more rapidly, with Oregon, China, and her possessions in New Holland. She would find, besides, that the progress of Central America would have the effect to revive the languishing commerce of Jamaica and the other English Antilles, and to arrest their decay. It is a happy coincidence, that the political and commercial prosperity of the State of Nicaragua is intimately connected with the political interests of that nation, that is now in possession of maritime preponderance."

\* \* \* \* \*

Prince Napoleon closes his extraordinary and admirable article on the subject, with the following remarkable sentiments:

"The prosperity of Central America concerns the interests of civilization in general, and the best means to work for the welfare of humanity is, to break down the barriers which separate men, races, and nations. This is the progress which Christianity points out to us, as well as the efforts of the great men who have appeared, at intervals, on the scene of the world. The Christian religion

teaches us that we are all brothers, and that in the sight of God the slave is equal to his master, as well as that the Asiatic, the African, and the Indian are equal to the European.

"On the other hand, the great men of the world have, by their wars, mingled together the different races of men, and left behind them, those imperishable monuments, such as the levelling of mountains, the piercing of forests, the canalization of rivers—monuments which, by facilitating communications, tend to bring together and reunite individuals and peoples. War and commerce have civilized the world. War has had its day. Commerce alone now pursues her conquests. Let us open for her a new route. Let us bring nearer to Europe, the tribes of Oceanica and Australia, and cause them to share in the blessings of Christianity and civilization. To accomplish this grand enterprise, we make our appeal to all religious and intelligent men, for it is worthy of their zeal and their sympathies. We invoke the support of all statesmen, for all nations are interested in the establishment of new and easy communications between the two hemispheres. Finally, we address ourselves to capitalists, because, in taking part in so glorious an enterprise, they are sure to reap great pecuniary advantages."

#### THE POPE AND THE ISTHMUS CANAL—1848.

In 1848, there was published in Paris a small pamphlet, entitled the "Canalization of the Isthmus of Suez and of Panama," "by the brothers of the maritime company of the religious, military, and industrial order of Saint Pie."

The frontispiece represents the Pope offering with his right hand a scroll, with the keys of St. Peter, to Europe,

and with his left hand pointing to the Indian, Mexican, and African races of America. The motto is :

Allez, soldats du Christ, et pleins de confiance,  
Vers de nouveaux chemins guidez l'humanité ;  
Mais portez-y la Croix, seul phare d'espérance,  
Seul gage du progrès et de la liberté.

The work is dedicated to his Holiness Pius IX., "Heureusement regnant," by the Marquis de Magny, as follows :

**MOST ILLUSTRIOUS AND MOST REVEREND PONTIFF :** An undertaking, whose conception dates back even as far as the discovery of the New World, and looked upon ever since, as the grandest benefaction with which humanity could be blessed, a work judged impracticable as long as science did not elevate herself to the height of this gigantic difficulty ; but in our days, after the studies made by engineers, universally recognized as possible, and speedily to be realized, is a work, whose execution would place its authors in the very front rank of the men who have most advanced civilization. The piercing of the Isthmus which separates the Atlantic from the Pacific ocean—the complement of the canalization of the Isthmus of Suez—could not pass the interval which separates every theoretic conception from practical realization, if it were not placed in the hands of a company, worthy by its organization, to share in the great work for the benefit of religion, universal civilization, and the world's peace. I come to lay before the eyes of your Holiness the plan which alone can render profitable this noble and magnificent enterprise, which I propose to carry out by means of a company, simultaneously religious, military, and industrial, under the auspices of the Sovereign Pontiff, to whom humanity awards such high destinies. The civilizing genius which, by a single stroke, has given to the "Church" the moral influence belonging to it, and which she is wont to exercise in all great epochs, upon events as well as upon men, has naturally designated Pope Pius IX. as one of its most humble but also one of its most fervent admirers, who, like a new Moses, is destined to open to humanity,

the ways as yet unknown to it, which shall conduct it to a glorious future.

In his exposition of the plan, the Marquis says :

Let us suppose that a society were established in that admirable country, which extends from the borders of the Coatzacoalco to the Gulf of Darien—that is to say, along the narrow space which separates North and South America ; suppose that to it were equally committed the guarding of that part of Africa where its works should remove the obstacle that lies between the Mediterranean and the Arabian Gulf ; suppose that, invested with the confidence of the various governments, who will have solemnly recognized the neutrality of its flag, it should arrive to such a degree of influence as it ought to have, and as it will have, upon the plan of such an association as we have submitted to the approval of an august will. Then will open for its intervention a beautiful and vast career. Then all that can satisfy the most noble and most legitimate ambition can be realized by the chiefs charged with its management. Missionaries of European civilization, the members of the company of St. Pius, would become, under various titles, the benefactors of the human race. With them and through them would be realized all that is practicable in the amelioration of society and the ranks of civilization. Finally, an immense resource would be found for the suffering multitudes of the ancient world. Upon the whole surface of our Continent there is an agitated, unsteady, and heaving mass. Europe, justly proud of its experience, of its inventions, of its manufactures, of its arts, of its sciences, groans under the impossibility of exercising all these forces for the welfare of its incessantly increasing inhabitants.

The object of these statements is, to show that England, France, and even Rome have been far in advance of us, in appreciating the importance of Mexico ; that far-seeing minds on the other side of the Atlantic have been incomparably more awake, more alive, more enterprising than we have been, in a matter of vital interest that lies at our very doors.

In 1850 that most extraordinary treaty, the Clayton-Bulwer treaty, was made at Washington. While it contains many valuable features, it is incomprehensible how some of its stipulations could have been sanctioned by our government.\*

#### THE CLAYTON-BULWER TREATY—1850.

APRIL 19, 1850.—“The Clayton-Bulwer Treaty” says, that “her Britannic Majesty and the United States of America, desirous of consolidating the relations of amity which so happily exist,” &c., “by setting forth and fixing in a convention their views and intentions with reference to any means of communication by ship canal, which may be constructed between the Atlantic and the Pacific oceans, by the way of the St. Juan river,” &c.

Article 1 declares that neither the one nor the other will ever obtain or maintain for itself, any exclusive control over the said

\* The following anecdote has been related of Senator Douglas, in connection with this Treaty. It is stated, that while it was pending before the Senate, there was a dinner party somewhere, at which the British Minister and the Senator were present. During the interview, the Minister addressed the Senator, stating that he understood he was violently opposed to his Treaty, and asked him why?

The Senator replied, that he was opposed to it; but that, if the Minister would assent to the insertion of *two words* in the first article, he would vote for it.

“Very well,” responded the Minister, “what are they?”

“After the words,” said Mr. Douglas, “‘Nicaragua, Costa Rica, the Mosquito Coast, or any part of Central America,’—add *or India*.”

“Oh! but,” said the Minister, “the United States have no colonies in India.”

“Neither has Great Britain any colonies in Central America,” replied the Senator.

ship canal; agreeing, that neither will ever erect, or maintain, any fortifications commanding the same, or in the vicinity thereof, nor occupy nor fortify nor colonize nor assume or exercise any dominion over Nicaragua, Costa Rica, the Mosquito coast or any part of Central America. Nor will either make use of any protection which either affords, or may afford, or any alliance which either has, or may have to do with any State or people, for the purpose of erecting or maintaining any such fortifications, or of occupying, fortifying or colonizing Nicaragua, Costa Rica, the Mosquito coast, or any part of Central America, or of assuming or exercising dominion over the same. Nor will Great Britain or the United States take advantage of any intimacy, or use any alliance, connection or influence that either may possess, with any State or government, through whose territory the said canal may pass, for the purpose of acquiring or holding, directly or indirectly, for the subjects or citizens of the one, any rights or advantages in regard to commerce or navigation through the said canal, which shall not be offered on the same terms, to the subjects or citizens of the other.

ARTICLE 2. The vessels of Great Britain, or of the United States traversing the said canal, shall, in case of war between the contracting parties, be exempt from blockade, detention or capture by either of the belligerents; and this provision shall extend to such a distance from the two ends of the said canal, as may hereafter be found expedient to establish.

ARTICLE 4 provides that the contracting parties shall use whatever influence they may possess, and good offices they may perform, to induce the states concerned in the transit, to facilitate the construction of the canal, and to procure two free ports, one at each end of said canal.

ARTICLE 5. The contracting parties agree, that when the said canal is completed, they will protect it from interruption, seizure, or unjust confiscation; that they will guarantee its neutrality, that it may be forever open and free, and the capital invested therein, secure; that the guarantee of security and neutrality shall be conditioned on its faithful and impartial management; that no discriminating regulations in favor, or against, either