

making shallow, parts that were a few days before deep and safe channels. The great trees which are carried down at floods descend with such velocity as to render a navigation totally impracticable in the night time. The consumption of wood by the Engines is immense and though it abounds the whole way up the River, the scarcity of population: makes the expense very high - I have considered a great deal about the navigation of the River as well as the construction of Roads in this country and I am satisfied that though in some situations it is possible to make good roads, many many years must pass away before they can be an eligible speculation for capitalists. Money is scarce, the population is scanty and indolent, all the high flown descriptions which you have heard in England about the riches of Colombia have been written by superficial observers. The Mines in this country I believe will turn out very advantageous, if carefully & skilfully conducted. Many of the Silver Mines are exceedingly rich, but they are much inferior to some Gold mines which are now in the possession of the association: they have been examined carefully and the produce of them is enormous, and should they be followed up with attention & skill; they will produce to the satisfaction of the most avaricious -

The news of the present state of England have just reached the capital of Colombia. It has produced quite a sensation as you may suppose. The failure of Goldschmidt's house and the decline of the Colombian Credit has been severely felt by the Government. An Extraordinary Congress has been called to consider the best mode of proceeding. During the last sitting of Congress a law was passed that no more monopolies were to be granted: this puts a stop to all further enquiry respecting the introduction of Steam Machinery by any particular individual.

You are aware I dare say that Messrs HG & P gave up the idea of constructing the Railroad from La Guayra to Caracas on account of an opposite party having taken it up also. The latter have obtained a contract with Government and I haer that they have commenced with the cutting of the Road. I don't believe they will ever lay down a Railroad as they propose first opening a plain carriage road and by the time they finish it they will find the expence much beyond what they anticipate. As I shall most probably leave the country in three months, it is useless writing after you receive this letter as I shall never see the letters that arrive after my departure. The best way home for me, will be by the United States where I will have an opportunity of examining their machinery particularly their Steam Boats which are said to far exceed the English ones. I will keep a full journal of particulars which I hope will not be uninteresting to you when we can talk all things over by ourselves. I have many strange things to tell which cannot be told on paper. I would willingly [send p]art ..... of journal from Caracas to Bogota but as I have already [don]e so and have reason to believe that it was lost on the road to [Bogota?] I do not like to trust more of it. The next post will go from here in 10 days when I will write to Mr Jos. Pease. I wd. like much to write a long letter but my time is nearly all occupied in getting up Plans of the Mines of Mariquita to send home to the Board - I often think of you all: Charles & I sometimes talk whole hours about our English acquaintances, and wonder what they are doing. You may suppose I am sometimes in bad spirits when I think that my friends have not written to me for 8 months especially when all around me except Empson are receiving letters regularly. However these things will pass over and I shall not be long in once more joining my acquaintance round an English fireside - None of the English luxuries are known here, not even the common conveniences of life: it