

pression of the North American Continent to the amount of but four hundred and sixty feet would greatly affect its contour. It would cut it off from Southern America—the highest point over which the Panama Railway passed was but two hundred and fifty feet over the level of the sea—and unite the Atlantic and Pacific Oceans by a broad channel, more than thirty fathoms in depth. But from various other appearances the American geologists claim for their country a much greater depression than even that of Moel Tryfon in Wales. It must have been depressed at least two thousand feet, and a wide sea must have passed through the valley of the Mississippi into what is now the Lake district, and from thence into Hudson's Bay and the Arctic Seas. And now, let the reader mark the probable effects on the climate of Northern Europe generally, and on that of Britain in particular, of so extensive a submergence of the American Continent.

No other countries in the world situated under the same lines of latitude enjoy so genial a climate as that enjoyed by the British islands in the present day. The bleak coasts of Labrador lie in the same parallels as those of Britain and Ireland; St. John's, in Newfoundland, is situated considerably to the south of Torquay in Devon; and Cape Farewell, in Greenland, to the south of Lerwick, the capital of the Shetland Islands. But how very different the climate of these bleak occidental lands, from that which renders Great Britain one of the first of agricultural countries! At Nain, in Labrador, situated in the same latitude as Edinburgh, the ground-frost at the depth of a few feet from the surface never thaws, but forms an ungenial rock-like subsoil, against which the labourer breaks his tool, and over which the cereals fail to ripen. From the northern coasts of Newfoundland, though lying under the same latitudinal lines as the extreme south of England, there forms in winter a thick cake of ice, which, binding up the stormy