

## RECAPITULATION.

COUNTRIES.	POPULATION.	AREA.	DENSITY.
Mexico . . . . .	8,283,088	766,482	10.8
Cuba . . . . .	1,449,462	47,278	30.7
Other West India Islands . . . . .	2,497,154	49,015	50.9
Central America . . . . .	2,195,450	154,580	14.2
South America . . . . .	20,737,874	6,636,639	3.1
Total Spanish America . . . . .	35,163,028	7,653,994	4.5
United States . . . . .	30,500,000	2,990,000	10.2
Canada . . . . .	2,571,437	357,822	7.2

From this statement it will be seen, that these Spanish American countries, to which we are geographically so closely allied, but to which we are as yet such perfect strangers, have a population nearly one-sixth *greater* than that of the United States, and a territorial area more than two and one-half times larger than our own; that of these countries Mexico, Cuba, other West India Islands, and Central America, exceed the United States in density of population; that Mexico is the first of these countries in population, as she is the largest in extent, except Brazil; and that as compared with Canada, with which we consider our trade so important, Mexico is in extent, as two and one-eighth to one, and in population as three and one-fifth to one.

27. 2. Statement showing the foreign commerce of the principal countries on this continent, as compiled from the latest returns; the average per capita for each country of imports and exports; and the amount per capita of their total foreign commerce.

Countries.	Population	Year.	Imports.	Average per Capita.	Exports.	Average per Capita.	Total Foreign Commerce.	Average per Capita.
Mexico, . . . . .	8,283,088	1856	\$26,000,000	\$3.14	\$28,000,000	\$3.38	\$54,000,000	\$6.52
United States, . . . . .	30,500,000	1858	282,613,150	9.26	324,644,421	10.64	607,257,571	19.90
Canada, . . . . .	2,571,437	1857	49,288,245	19.16	31,813,020	12.37	81,101,265	31.53
* Cuba, . . . . .	1,449,462	1858	39,560,299	27.29	46,792,055	32.28	86,352,354	59.57
Other W. I. Islands, . . . . .	2,497,154	1856	41,813,262	16.74	37,188,283	14.89	79,001,545	31.63
Guatemala, . . . . .	971,450	1858	1,223,770	1.25	1,924,509	1.98	3,148,279	3.23
San Salvador, . . . . .	394,000	1858	1,246,720	3.16	1,585,485	4.02	2,832,205	7.18
Honduras, . . . . .	358,000	1855	937,289	2.61	745,901	2.08	1,683,190	4.69
Nicaragua, . . . . .	257,000	1855	972,551	3.78	958,572	3.73	1,931,123	7.51
Costa Rica, . . . . .	215,000	1858	1,267,387	5.89	1,351,779	6.28	2,619,166	12.17
Granadian Confederation, . . . . .	2,363,054	1856	3,255,843	1.37	7,064,584	2.98	10,320,427	4.36
Venezuela, . . . . .	1,361,386	1856	5,597,129	4.11	6,636,104	4.87	12,233,233	8.98
Ecuador, . . . . .	1,108,042	1856	2,626,706	2.37	2,723,141	2.45	5,349,847	4.82
Peru, . . . . .	2,106,492	1853	9,087,894	4.31	16,880,377	8.01	25,968,271	12.32
Bolivia, . . . . .	2,326,126	1853	1,359,585	.58	1,422,716	.61	2,782,301	1.19
Chili, . . . . .	1,558,319	1857	19,804,041	12.70	20,126,461	12.91	39,930,502	25.62
Argentine Republic, . . . . .	1,459,355	1855	11,394,000	7.80	15,260,986	10.45	26,654,986	18.26
Uruguay, . . . . .	177,300	1856	4,586,317	23.86	10,303,853	58.11	14,890,170	83.98
Paraguay, . . . . .	600,000	1856	610,865	1.01	1,006,059	1.67	1,616,924	2.68
Brazil, . . . . .	7,677,800	1857	68,808,865	8.96	63,613,005	8.28	132,421,870	17.24

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Mexico . . . . .	8,283,088	\$26,000,000	\$3.14	\$28,000,000	\$3.38	\$54,000,000	\$6.52
Cuba . . . . .	1,449,462	39,560,299	27.29	46,792,055	32.28	86,352,354	59.57
Other West India Islands . . . . .	2,497,154	41,813,262	16.74	37,188,283	14.89	79,001,545	31.63
Central America . . . . .	2,195,450	5,648,017	2.57	6,566,246	2.99	12,214,263	5.56
South America . . . . .	20,737,874	127,131,245	6.13	145,037,286	6.99	272,168,531	13.12
Total Spanish America . . . . .	35,163,028	240,152,823	6.82	263,583,870	7.49	503,736,693	14.31
United States . . . . .	30,500,000	282,613,150	9.26	324,644,421	10.64	607,257,571	19.90
Canada . . . . .	2,571,437	49,288,245	19.16	31,813,020	12.37	81,101,265	31.53

\* Note.—Imports and exports arrived at by taking the returns of the "Balances Generales," for 1854, and adding thereto the known increase of trade with the United States, and an estimated increase with other countries of ten per cent. on imports, and thirty per cent. on exports.



This is an interesting and instructive table ; and to those who have not investigated the subject, will doubtless give an entirely new idea of the extent and importance of the trade now existing in the Spanish-American countries on this continent, regarding which the popular idea has been one so entirely of disparagement and depreciation.

We have seen that the population and area of these countries are very considerably greater than our own. We now find their foreign commerce—great and important as is that of the United States, and insignificant as we have been accustomed to suppose was theirs—is really but 17 per cent. less than our own, in gross amount, and even in proportion to their population, falls short but 20 per cent. of being as large, per capita, as that of the United States.

We also see that these countries are capable of supporting a much larger total of foreign commerce, for they are all nearly equal in extraordinary fertility of soil and in extent of natural resources ; (certainly Mexico is inferior to none,) and the actual present returns of some of them, such as Cuba, other West India Islands, Chili and Brazil, prove what the others are capable of under proper encouragement and development.

In proportion to its population the foreign commerce of Cuba is 300 per cent. greater than that of the United States ; that of other West India Islands is 60 per cent. greater ; that of Chili is 30 per cent. ; and of Brazil, notwithstanding its large population, and as yet very limited development, is nearly equal to that of the United States.

As regards Canada, the trade of the Spanish American countries is as nearly 7 to 1.

We also see to what an extent the commerce of Mexico may be increased, judging of her capacity merely by what the trade of other Spanish American countries of not superior resources, nor in all respects, of equal advantages, has already become.

The imports of Mexico are as yet but \$3.14 per head ; while those of Cuba are \$27.29 ; of Uruguay, \$25.86 ; of Chili, \$12.70 ; of the Argentine Republic, \$7.80 ; and of Brazil \$8.96 per capita. Taking merely the average for South America of \$6.13 per head, and giving Mexico the same trade, her importations would be nearly doubled, or would be \$52,000,000 per annum, where they now are but \$26,000,000.

No reasons but the want of tranquillity and the absence of means of communication, prevent the trade of Mexico from at once rising to proportions equal to those of any other of the Spanish American countries ; and taking all of these countries together, there is no reason why ten years of assiduous development of their trade on the part of the United States should not see it amount to over \$1,000,000,000 per annum, in place of its present \$500,000,000.

What proportion of their trade we now enjoy, will be shown by the following table :



28. 3. *Statement showing the commerce of the principal countries on this Continent with the United States, for the year ending June 30, 1858, as compared with the latest returns of their entire commerce :*

Countries.	Imports from U. States.	Imports from all Countries.	Exports to U. States.	Exports to all Countries.	Total trade with U. States.	Total trade with all Countries.
Mexico .....	\$3,315,825	\$26,000,000	\$5,477,465	\$28,000,000	\$8,793,290	\$54,000,000
Canada .....	17,029,254	49,288,245	11,581,571	31,813,020	28,610,825	81,101,265
Cuba .....	14,433,191	39,560,299	27,214,846	46,792,055	41,648,037	86,352,354
Other W. Ind. Islands	11,685,473	41,813,262	9,645,327	37,188,283	21,331,800	79,001,545
Guatemala .....		1,223,770		1,924,509		3,148,279
San Salvador .....		1,246,720		1,555,455		2,832,205
Honduras .....	134,962	937,289	132,427	745,901	267,389	1,683,190
Nicaragua .....		972,851		958,572		1,931,423
Costa Rica .....		1,267,387		1,351,779		2,619,166
Granadian Confederation	1,688,667	3,255,843	3,099,721	7,064,584	4,788,388	10,320,427
Venezuela .....	1,267,926	5,597,129	3,601,847	6,636,104	4,869,773	12,236,233
Ecuador .....	13,700	2,626,706	none	2,723,141	13,700	5,349,847
Peru .....	685,909	9,087,894	1,000,541	16,880,377	1,686,450	25,968,271
Bolivia .....	12,373	1,359,585	38,658	1,422,716	51,031	2,782,301
Chili .....	1,972,541	19,804,041	2,655,263	20,126,461	4,627,804	29,930,502
Argentine Republic .....	904,594	11,394,000	2,725,218	15,260,986	3,629,812	26,654,986
Uruguay .....	578,128	4,586,317	621,888	10,303,853	1,200,016	14,890,170
Paraguay .....	none	610,865	none	1,006,059	none	1,616,924
Brazil .....	4,954,706	68,808,865	16,952,386	63,613,005	21,907,092	132,421,870

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Countries.	Imports from U. States.	Imports from all Countries.	Exports to U. S.	Exports to all Countries.	Total trade with U. S.	Total trade with all Countries.
Mexico .....	\$3,315,825	\$26,000,000	\$5,477,465	\$28,000,000	\$8,793,290	\$54,000,000
Cuba .....	14,433,191	39,560,299	27,214,846	46,792,055	41,648,037	86,352,354
Other West India Islands	11,685,473	41,813,262	9,645,327	37,188,283	21,331,800	79,001,545
Central America .....	134,962	5,648,017	132,427	6,566,246	267,389	12,214,263
South America .....	12,078,544	127,131,245	30,695,522	145,037,286	42,774,066	272,168,531
Total Spanish America.	41,647,995	240,152,823	73,166,587	263,583,870	114,814,582	503,736,693
Canada .....	17,029,254	49,288,245	11,581,571	31,813,020	28,610,825	81,101,265

But \$114,000,000, out of a trade of over \$500,000,000, or only about one-fifth of their commerce, is all the United States has as yet had the enterprise to secure of the trade of its immediately adjacent neighbors, of the countries which are not only near to us, and distant from European sources of supply, which consume almost every article we manufacture or produce, and whose

productions we could advantageously use in return, but which are naturally bound to us by every tie of common interest, of similar political institutions, and of a true continental commercial policy.

With Mexico, it is seen, our trade is but \$8,000,000, out of \$54,000,000, or only one-seventh. With Cuba it is nearly one-half, and our influence is beginning to be felt to a corresponding extent. With Central America our trade is but \$267,000, out of \$12,200,000. No wonder our diplomacy there encounters difficulties. Their interests plainly lie with Europe, not with the United States.

With the whole of South America our trade is but \$42,000,000, out of a total trade of \$272,000,000, or only about one-sixth. With some of the South American countries our trade is scarcely worth the name; as for instance, with Ecuador it is only \$13,700, out of a total trade of \$5,300,000, and with Bolivia, only \$51,000 out of \$2,700,000. With Paraguay, also, to which we lately gave so expensive attention, our trade is actually as yet without existence. Peru, out of a trade of nearly \$26,000,000, does business only to the amount of \$1,600,000 with us. Of Chili's trade, of upwards of \$40,000,000, we have only about \$4,000,000. The Argentine Republic and Uruguay stand in about the same proportion, and with Brazil, out of a total trade of \$132,000,000, we have less than \$22,000,000.

But even taking these proportions, as they now exist, it will be seen that our trade with Mexico, our nearest neighbor, falls far short of the trade we have with some others of the Spanish American countries, and particu-



larly those to which she most corresponds in her adaptability for the production of those articles which form the staple of their commerce, viz., sugar and coffee.

Our trade with Mexico raised to the same amount that it now is with Cuba, in proportion to population, would be \$237,000,000 per annum. If equal, in proportion to population, to the trade we now have with the other West India Islands, it would amount to over \$70,000,000 per annum; and even if it reached no higher rate than our present trade with Brazil, it would be upwards of \$24,000,000 per annum, or nearly three times its present amount.

The facts presented in these tables show that our commercial relations with the Spanish American countries generally, and particularly Mexico, with which our close proximity renders our interests more immediate, are worthy of and should immediately receive the serious attention of our legislators and business men, and that every facility should be accorded by our Government that is calculated to develop our commerce in these directions.

ENTIRE ABSENCE OF STEAM COMMUNICATION BETWEEN THE UNITED STATES AND THE SPANISH AMERICAN COUNTRIES.

29. And yet to none of these countries having this vast commerce have we a single line of steamers, (except to one port of Cuba, and one on the Isthmus of Panama,) or any of those facilities of mail and passenger service which are so necessary to secure this trade,

and which, being furnished so freely by England, have obtained for her merchants, up to the present moment, almost a monopoly of this growing and most important commerce.

With reference to this point, the views presented in an able and elaborate paper upon the subject of Steam Mail Communication, between the United States and Brazil, recently read before one of the leading societies of New York, by Dr. Thomas Rainey, are peculiarly pertinent.

Speaking of the trade of these Spanish American countries, the writer proceeds to say: "It is a most singular fact, that with an aggregate trade so large as this, and composed mainly of those staple articles in which we could best compete, the United States, with the largest commercial marine in the world, disputing with the last great contending rival, the championship of the seas, and claiming an aggregate enterprise, equaled by that of no other people on the globe, should yet lag behind some of even the most insignificant nations of Europe, in the prosecution of a trade which all the advantages of geographical contiguity would proclaim peculiarly her own; that she should not sustain a single steam ship line of any class to those vast, important and growing countries, where we could compete for the large trade noticed above."

The commercial men of this country complain bitterly that the government gives them no facilities for conducting this trade successfully, and competing on fair terms with foreign merchants.

They see the Spanish American Republics, the West Indies and Brazil, lying right at our door, much nearer to



us than to Great Britain and other European countries, and offering to us a trade which is now very large, and which, if not already as large as that with the old world, is yet destined within the coming generation to be the largest, the richest, the most natural and the most profitable trade in the whole world.

They complain not so much that Great Britain has the *monopoly* of this trade, which naturally belongs to the United States, not so much that she conducts that trade by *steam facilities*, to the detriment of us who have none, not so much that she has even *four lines of steamers*, and weekly communication, as well as the advantage and use of all other European lines, but that the citizens of the United States are not permitted to enter into a fair competition for this trade. Our people probably surpass any other people in the world in individual and aggregate enterprise and energy. They ask as few favors of the government as any people on the earth, doing every thing that is practicable and that energy and capital can accomplish without the intervention of the government. But there are some things that, through unaided private enterprise, her citizens cannot accomplish: and one of these is, the maintenance of mail steamship lines on the ocean.

Great Britain has learned this fact from experience, and is profiting by it. Her wise statesmen and merchants know that commerce can be accommodated only by rapid steam mails, which have regular and reliable periods for arrival and departure, and that, although these mails cost the government and the people something more than those slow and uncertain communications which depend

on sailing vessels and overland transit, yet they are enabled, by the facilities which they afford, to monopolize and control the commerce of the world, and to divert it from the most natural channels, into the lap of British wealth. It is in this view of the subject that our merchants so justly complain that our government, by refusing to give them the facilities commensurate with the demands of the age, deprives them of the *power* or *privilege* of competing with foreign nations in this trade, and palsies their hands simply because they are not able individually and by their associated capital, to do that which only the government can do.

The reason why our mail steamers, to be established in this trade, require the aid of government is, because foreign governments subsidize *their* lines, and that our individual enterprise cannot compete with their individual enterprise, *and that of their government combined*.

The reason why foreign governments subsidize their steamship lines, engaged in this trade, is, *because those lines cannot depend upon their own receipts for support, or run without government aid*.

These facts are undisputed by steamship men and merchants, and are verified by the practice of the whole world, and the great number of failures in attempting to sustain steamers from year to year, on regular lines, by their receipts alone.

If England by steam has overtaken and neutralized our trade with these countries, then we have only to employ the same agent, and from geographical advantages we shall soon surpass her, as certainly, and even more effectually, than she has us. She sweeps our waters, and



we offer her no resistance or competition. She gains in these Spanish American countries an invaluable trade, because she employs the proper means for its attainment and promotion, while we do not. Hence, although much farther off, she is practically nearer.

Suppose that Great Britain had no steamers to that great sea at her threshold, the Mediterranean, and we had the enterprise to run a main trunk line to Gibraltar and Malta, and nine branches from this termini to all the great points of commerce in Mediterranean Europe, Asia and Africa. Would we not soon command the trade of all Southern Europe, of Western Asia, and of Africa?

But we find her wisely occupying her own territory, and that it is impossible for us to get possession. Great Britain has not waited for competition to urge her to her duty to her people.

30. The report of the Post-Office Committee of the House of Representatives, on the subject of Steamship Lines to the West India Islands and Brazil, at the last session, also forcibly sets forth our deficiencies with reference to the Spanish American Trade. "It is a singularly significant fact, and one demanding the serious attention of this body, that while the British Government sustains a perfect net-work of steam lines among the West India Islands, along the Spanish Main, to Central America, and to Mexico, and from Panama along the whole Pacific coast of South America, as well as from the West Indies to Halifax in British North America, which are all so arranged as to sweep closely around our whole coast, and yet afford to our commerce and our countrymen

no possible accommodations, and also two excellent monthly lines from Southampton and Liverpool to Brazil and La Plata, the United States have not established a single line of steamers, save a short line from Charleston to Cuba, and to some unimportant touching places in Central America, to any of these large and growing fields of commerce, notwithstanding our very highly favorable proximity to them, which, with the proper encouragement from the government, would make our people actually, as naturally, almost their sole furnishers, carriers, traders and bankers."

ELABORATENESS OF THE ENGLISH STEAM-PACKET SYSTEM TO  
SPANISH AMERICA.

31. How elaborate and perfect, in its arrangement, this English steam mail packet system is, can be inferred from the following sketch of the West India and Brazil lines:

The mails from England are made up on the 2d and 17th of every month, and are taken from Southampton by one of the splendid steamships of the "Royal Mail Steam Packet Company."

This Company has twenty vessels of 29,454 tons, 9,306 horse power, and 1,667 men. They contract with the government to carry the mails between England and the West Indies, Gulf of Mexico and Spanish Main, twice a month, and to Brazil and the Rio Plata once a month, from Southampton, for an aggregate subsidy of £270,000 per annum. After leaving Southampton, the vessels of the West India line proceed direct to



St. Thomas, and thence to Santa Martha, Carthagena, and Aspinwall, and from Aspinwall to Greytown and back. Returning, they leave Aspinwall with the mails and treasure from the west coast of South America, and from California, and touching only at Carthagena, proceed to St. Thomas, where the entire West Indian mails and the mails and treasure from Mexico have meanwhile been collected; and thence they proceed direct to Southampton. Time between Aspinwall and Southampton twenty-two days.

Once a month, a branch steamer leaves St. Thomas for Havana, Vera Cruz and Tampico, with the out mails of the 2d of the month, brought by the steamer of the trunk line from Southampton to St. Thomas. Returning, the mails and treasure are collected at Tampico, Vera Cruz and Havana, and reach St. Thomas in time to connect with the main-line steamer thence to Southampton.

Twice a month another steamer proceeds from St. Thomas to Porto Rico, Jacmel and Jamaica, and back in the same order to St. Thomas, distributing the out mails and collecting the home correspondence.

Another steamer leaves St. Thomas twice a month, and proceeds to St. Kitts, Antigua, Guadalupe, Dominica, Martinique, St. Lucia, Barbadoes and Demerara, and returns in the same order. Another branch steamer, connecting with the last, proceeds from Barbadoes twice a month, to St. Vincent, Carriacou, Granada, Trinidad, and Tobago, and back to Barbadoes, by the same route, in time to connect with the steamer for St. Thomas.

Another steamer leaves Jamaica once a month for

Honduras, and back to Jamaica, connecting with that from Jamaica to St. Thomas.

Still another leaves St. Thomas once a month for Nassau, and back to St. Thomas.

On the Brazil route, steamers belonging to the same company, leave Southampton once a month, and proceed to Lisbon, (Portugal,) Madeira, Teneriffe, St. Vincent, (Cape de Verdes,) Pernambuco, Bahia and Rio de Janeiro with the out mails, distributing them and receiving others at each of the above-named places.

From Rio de Janeiro another steamer, proceeding in connection, continues on to Monte Video and Buenos Ayres. Returning, the same route is observed, and mails taken up at every port for England. The time out is twenty-nine days, and home thirty-one days, to and from Rio, and forty days out, forty-three home, to and from Buenos Ayres. Every connection on all of the routes being made with the utmost regularity and punctuality.

32. The ramifications of these lines can best be understood from the following list of the places at which the steamers touch:

WEST INDIA LINE.		BRAZIL LINE.	
Antigua,	Jamaica,	Pernambuco,	Monte Video,
Aspinwall,	Martinique,	Bahia,	Buenos Ayres.
Barbadoes,	Porto Rico,	Rio de Janeiro,	
Carriacou,	St. Kitts,	CONNECTING WITH BRAZILIAN LINE,	
Carthagena,	St. Lucia,	TOUCHING AT	
Demerara,	St. Thomas,	Para,	Macieo,
Dominica,	St. Vincent,	Maranham,	Bahia,
Granada,	Santa Martha,	Ceara,	Rio de Janeiro,
Greytown,	Tampico,	Parahiba,	St. Catharine's,
Guadalupe,	Tobago,	Rio Grande del Norte,	Rio Grande del Sud,
Havana,	Trinidad,	Pernambuco,	Monte Video,
Honduras,	Vera Cruz.	Buenos Ayres,	Asuncion.
Jacmel,			