would soon find successful competitors in the American merchants. The nature of the coast and the character and habits of the natives is such as would render of no avail the fortification of a few points by any power in securing the trade. The whole coast-line is a market. The sea at all seasons of the year is so tranquil, and the anchorage along the coast so good, that vessels of any burthen can lie at anchor sufficiently near the shore to enable them to transact their business with considerable despatch. There is not an extent of over ten miles for the distance of two thousand, but affords of a canoe landing sufficiently safe to admit of landing cargo, and shipping of produce in return. Consequently no power could, by *land* force, monopolize the trade without belting the whole coast with settlements, which the fatality of the climate renders impracticable. The natives too, are averse to yielding their right of trafficking with vessels of all nations, and will in most cases only admit of settlement with a reservation of this privilege. The other obstacle to successful competition noted, viz: the productions of the articles for trade being of English manufacture, would soon be obviated by the Americans. Many, and in fact most of the staple articles of the African trade could be produced of better quality and at a cheaper rate in America than in England, were there a sufficient call for them to induce their manufacture. Many, too, are now actually produced here at a less price than in England, and one, the most important article of traffic, is produced solely by the United States, viz: the long, heavy leaf tobacco. Such articles as could not be manufactured in the United States as low as in England, or could not be procured here at all, could be readily shipped from that country and entered in bond, and afforded on the coast at a very slight advance on the price charged for them by English vessels. We say, *all these objections* to successful competition could be readily obviated by the enterprizing Yankee. Did none other exist, the American commerce would double and quadruple in a very short period, and doubtless in a very few years rival that of England. But the most serious bar to the consummation of this, and that too, which individual enterprize cannot overcome, arises from the manner in which that trade is carried on. Either from necessity or a design to produce the very result which has followed, the English traders very early adopted a system of *dashing* or making presents to the head-men or kings of the country, and then entrusting the cargo to such trade-man as they shall direct. In some places, as the Bonny and Calabar rivers, the dash or comey as it is there called, of a first rate palm oil ship, amounts to over one thousand dollars at the first cost of the goods. The whole cargo is then given on credit to such men of the place as the king shall designate, and he becomes responsible that payment shall be made at the time agreed upon by the parties. In most of the large places the amount of this comey and the terms of trade are matters of treaty between the kings of the country and the commander of the English squadron. In case payment is not made at the time agreed upon, some vessel of war is applied to and the payment enforced.

Now when the natives enjoy this advantage of credit, although they may receive the cargo at a high rate, no one can compete with the English trader

who cannot offer the same terms. This might be done if the natives possessed capital, but this is never the case; they are altogether improvident and live only on the slight commissions they make upon the merchandise passing through their hands to the bushmen. But this credit cannot with any degree of safety be given by the merchant vessels of any nation who has not a sufficient force on the coast to enforce payment in case it should be necessary, which will surely be the case if it is apparent no force is at hand. This is the principal cause why the English continue to monopolise at least four-fifths of the entire commerce of Western Africa. Their vessels of war belt the whole coast, they make treaties of commerce with the native kings, they seek redress for any injury sustained by their merchantmen, either in their persons or property, and in fact, they controul the whole commerce of the coast. *We affirm, that the want of adequate protection to our commerce is the only bar to a successful competition for this trade by American vessels.*

ADVANTAGES OF THE AFRICAN TRADE TO THE UNITED STATES.—The advantages of this commerce to the United States would arise principally from its affording an outlet or market for the productions of our soil, rather than from any present necessity we labour under of obtaining the African produce in return; although for this, there probably will be an unceasing and increasing demand.

The leading article in the African trade, and without which no commerce can be conducted with the native tribes, and which can be procured from no other source whatever, is the long leaved heavy TOBACCO of Virginia, Kentucky and Missouri. Deprive the European traders of this one article, and lucrative commerce with Africa would be totally impracticable. The manner of conducting trade will readily account for this. There being no currency or medium of circulation on the coast, all trade necessarily consists of the barter of one article for another; and as tobacco has from long usage became an article of necessity, a certain portion of the price paid even for the most insignificant article which they have to dispose of, must consist of it. It is much the same with many other articles of commerce, but not to the same extent as with tobacco. Hence, another great advantage the English merchant has over the American, as a much greater variety of articles for this trade are manufactured there than in America, and there being ever an abundance of tobacco in London and Liverpool, while few or no articles of English manufacture are to be found in the American market in consequence of the limited demand for them. It may be said that if the European traders are obliged to use our tobacco for the prosecution of this trade, it is sufficient for us that it finds a market. Not so. We lose almost the whole of the carrying-trade, especially to the continent, and gain not the immense profit which is realized by the Africo-European traders after having reshipped it to the coast.

The next in importance to tobacco are COTTON GOODS, for the most part heavy sheetings, checks and prints, those in which the cost of the stock is the heaviest item of expense. These it is well known can be produced in the United States as cheap or cheaper than in England, as has been proved in the South America markets. As yet, however, British prints, in imitation of India goods, have supplied the market, as the American commerce on that coast has not been sufficiently extensive to induce the manufacturers

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XII. Newspapers
A. Maryland Colonization Journal

2. June 1841 (n.s. I, 1)—May 1861 (n.s. X, 24)

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