used as firewood in cooking. To what extent the demand for this will increase is impossible to say; as yet it has ever found a ready market in our northern cities.

The gold trade, which is principally monopolized by the English, is perhaps next in importance, or perhaps of more importance than that of the camwood, (being possessed of no statistics, we are unable to judge.) This is mostly confined to the various European settlements, to which the gold is brought from a great distance in the interior. In some places along the coast a little is washed from the sand and sold to transient vessels by the natives.

The ivory trade but a few years since was of more importance than both of the two last together, but it has gradually decreased, and probably on that section of the coast of which we are now speaking it is of less amount in value than either of the above. But little is bought by American vessels, as the United States cities offer a poor market for the article in comparison with those of Europe.

There are many other productions which have afforded cargoes and parts of cargoes to American vessels, and which are sometimes in demand and sometimes not as the case may be, but none of which we can ever calculate upon as the regular valuable staples of African trade. Among these may be reckoned rice, coffee, ground nuts, beeswax, gum copal, hides, ginger, malguatta, and red pepper, &c. &c.

Of the amount in value of the exports from the section of the west coast of which we are speaking, we have not the means of forming any *correct* estimate, and choose not to give an opinion at hazard. Of the proportion of this trade enjoyed by Americans in comparison with the different European nations, we are also without adequate information, and might err greatly in an opinion with regard thereto, but of this much we are certain—that a very large proportion of the trade is in the hands of the English—that their merchant vessels are protected—that treaties of commerce with the native chiefs are entered into by her majesty's officers—and that all laudable measures are taken both by the government and the merchantmen on the coast to preserve their commerce, even to the exclusion of that of all other nations.

And we here take occasion to repeat our previously expressed conviction, that were the same protection afforded to our merchant vessels—and a disposition shewn by our naval officers on that station to cultivate the good will of the African chiefs—were treaties of commerce entered into with them, whereby we should ever be guaranteed equal privileges of traffic with other nations—and were such contracts as are made by our merchants enforced, or were the natives led to believe they would be enforced, we should in a very short period, with the natural advantages we possess of producing at a less rate than our competitors, a majority of the most valuable articles used in that commerce, be able to compete with any and every other nation, and ultimately to gain the ascendency. Without this fostering aid and protection we predict that but few years will elapse ere such treaties will be made and such a system of trade established by the English government and traders, as will greatly diminish our present struggling commerce, and ultimately drive our vessels from the coast altogether.



Right of Search.—We trust we shall not be be understood as presuming to discuss this question, or of professing to know any thing about the *propriety* or the *policy* of a concession of this right on the part of the United States government to the British crown. The question in the abstract is far beyond our depth, and as such we do not propose to meddle with it. But from our long residence on the coast, and familiar acquaintance with the course of events there for the past ten years, we feel justified in offering our opinion as to the results which will be sure to follow a rejection of this measure altogether. In speaking of past transactions, we refer only to those which have come within our own personal knowledge, and of course confined to that section of the coast between Sierra Leone and Cape Palmas, and we shall be obliged to state what are our *general impressions* of past events, rather than attempt to particularize as to dates, names of vessels, persons, &c. Our first visit to Africa was in 1831, as one of the physicians of the American colony of Liberia. At that time the principal slave mart on that section of the coast was at the mouth of the Gallinas river, at which were two very considerable and extensive factories. Some few branches of these factories from which slaves were occasionally shipped, were established at other points of the coast in the vicinity of Cape-Mount; as Digby, (opposite Cape Messurado, some 15 miles distant.) Sugary river, and Sheba river, on Shebro island. Many slaves were purchased to the leeward of Cape Messurado, at Grand Bassa, New Cesters, and Trade Town, although with the exception of the last named place, we believe no foreign agent resided on shore, and at none were regular barricoons erected. At Little Bassa, the slave factory of Don Miguel, then but recently established, had been broken up by the Liberians. The vessels engaged in the trade at that period, were either under the Spanish, Portuguese, Brazillian or French flags. It was not then known at the American colony that the U. S. flag had ever been used to shield vessels of another nation. There were then but a few British vessels of war on the coast, captures were rare, and even when made, and the vessels condemned to be sold as a prize, they were bought up by the wealthy slaver or his agents and immediately put in the trade again. The treaties between England, Spain, and Portugal were at that period very imperfect, granting the British cruisers very limited powers, so that but little bar existed to the successful prosecution of the trade. We believe it was necessary at that period for the cruiser, in order to make a capture, to take the vessel with the slaves actually on board, as no other circumstances would be sufficient to condemn the vessel.

The course pursued by the slaver was to land his cargo on his first arrival at the factory, and if a transient vessel, to put his agent on shore with instructions to have a cargo ready at a certain period. In the meantime the vessel would leave the ground and pass up or down the coast as she might see proper, buy up a cargo of rice and other provisions, fill her water casks for the homeward voyage, lay her false deck and return for her cargo. Should a cruiser be in sight, make off again and return after she had left, or lead her off in a chase till dark and then return. In the meantime the agent on shore would have the slaves all ready. At large factories two hours would be time sufficient to ship a cargo of two or three hundred. This state of things continued with little variation, for three or four years, until

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

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