No. 8. What in your opinion is necessary to give our vessels the benefit of this trade?

In order to secure to our African commerce the same footing as is enjoyed by that of England, nearly similar measures must be adopted as are in operation by that Government, varying however, according to our peculiar relations with Africa.

In the first place there always ought to be a certain amount of naval force on that coast, cruising from Sierra Leone to Ambrize bay, frequenting most those parts where the American trade is most largely prosecuted. This is perfectly practicable, without the least risk of the sacrifice of the officers and crews from the climate, by observing the most simple precaution, viz: not to permit any officer or seaman to sleep or remain on shore after night fall, and not to enter any of the rivers during the rainy season or near the commencement or close of the rains.

The smallest sized vessels with one good pivot gun are as effective and useful as a frigate; and the very swiftest sailers only can be useful.

A general commercial agent should be established at the most suitable place on the coast, having under his charge a depot of provisions and marine stores for the benefit of the national vessels, and many of the more important articles for supplying commercial vessels on payment therefor, as from slight losses of anchors, chains, spars and sails a voyage is entirely broken up; whence the exorbitant insurance charged for vessels engaged in that trade. The depot ought to be made at Cape Palmas, for three very important reasons: 1st. It is decidedly the most healthy station on the coast of Africa. 2d. It is the most central point within the range of the American commerce. 3d. It is the point most easily attained, from other and more powerful causes than its greater proximity.—It is the southwest point on the coast of Guinea, where the coast line, after running from Cape Verd nearly in a due southeast direction changes to due east and east northeast. It is then, a prominent point and easily made in the rainy season, when for a long period no observation can be had, as from the direction of the coast on making land you can always judge whether you are to the windward or leeward and govern yourself accordingly. At certain seasons, too, owing to the steady course of the wind from one point and the strong current created thereby, no vessel can beat to the windward, and most of the year a disabled vessel would find it difficult to do so. Vessels bound to windward are often in sight of port three or four days and unable to get up. On this account it is very important that Cape Palmas should be selected. Another matter too, is worthy of notice: Cape Palmas is the most productive part of the Grain Coast, where rice is always procured for trading vessels bound to the leeward, and from which other colonies are often supplied.

(To be continued.)

FOR CAPE PALMAS.

The Barque Globe, of 4500 bbls. capacity, will positively sail on the 10th of December for the above port, to touch at Monrovia. Emigrants begin to come in, and we have a continued prospect of a large expedition. The capacity of the vessel is such that we could receive large additions to our numbers if immediate application is made.

November 26th.

☞ All communications intended for the Maryland Colonization Journal, or on business of the Society, should be addressed to Dr. James Hall, General Agent, Colonization Rooms, Post Office Building.

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"Nothing is more clearly written in the Book of Destiny, than the Emancipation of the Blacks; and it is equally certain that the two races will never live in a state of equal freedom under the same government, so insurmountable are the barriers which nature, habit and opinion have established between them. Jefferson."

DEPARTURE OF THE BARK GLOBE.

On Thursday the 15th inst. at 1 o'clock, P. M. the bark Globe, having on board 132 emigrants, sailed for Cape Palmas. We have in a former No. adverted to a change of sentiment among the coloured people in the counties, with regard to emigrating to Cape Palmas. It is to be attributed mainly to the returning of those who had become citizens of the colony. They came home after their families and friends, willing no longer to leave them to buffet the adverse circumstances which the coloured man will always meet with in this country. The emigrants from St. Mary's were mainly influenced by Stephen Smith, a man who spent two years in the colony and then came for his wife and children. Those from Anne Arundel were the friends of John Bordley, likewise an old and respectable colonist. While Joshua Cornish preached liberty to his friends in Dorchester Co. It was fortunate that we had secured a large vessel, for the cry was, "still they come," even to the day of sailing.

The vessel was delayed nearly a week after all was ready, owing to some Virginia emigrants who were detained by the freezing of a canal. At last they came, and drays and furniture wagons were put in requisition, and all hands placed on board and well stowed away in four hours. Although no previous notice had been given, a vast crowd assembled on the wharf. The Rev. Dr. Henshaw invoked God's blessing on the people and the undertaking. The emigrants arose from their knees—the sails were sheeted home—the hawser cast loose—and the majestic bark moved slowly from the wharf, favoured by a light north-wester, and cheered by three rounds from the admiring spectators; and never did three cheers receive a more hearty response than arose from the joyous mass of emigrants on board. We never witnessed a sight more cheering, or felt that our humble labours in the great cause received such ample remuneration.

On board the Globe in addition to the emigants was the Rev. L. Hazlehurst, going to join the Episcopal Mission at Cape Palmas, Dr. Samuel F. McGill and lady, and Mr. R. S. McGill, all of Cape Palmas.

Maryland Historical Society

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