Nov. 24—American Brig "Calvert," Jones, 55 days from Philadelphia via Sierra Leone.

Nov. 24—Cutter "Off and On," Wilson, from the windward with rice and camwood.

Nov. 25—American Brig "P. Soule," Brown, 36 days from New York, via Sierra Leone.

Nov. 25—British Schooner "George A. E. Macauly," from S. Leone.

Nov. 26—Cutter "Eliza Frances," Howard, from the windward with camwood and rice.

Nov. 26—Schooner "Liberia," Curd, from the leeward with palm oil.

Nov. 27—Cutter "Angelina," Brown, from the windward with camwood and rice.

Nov. 28—Schooner "Pedler," McGill, from the windward with camwood and rice.

Nov. 28—Cutter "Experiment," Henry, from the leeward with palm oil.

" 28—American Schooner "H. N. Gambrill," Ugon, 8 days from St. Thomas.

Nov. 29—British Bark "Venus," Odgers, 40 days from London.

Dec. 1—Cutter "Theodore," from the leeward with palm oil.

" 2—Cutter "Try, Try Again," Parker, from the leeward with camwood, lime and palm oil.

Dec. 2—Cutter "Angelina," Brown, from the windward with camwood and palm oil.

Dec. 6—American Bark "Elizabeth," Levett, Hachsta, 68 days from Boston.

" 7—British Schooner "Ocono," from S. Leone.

" 7—British Bark "Amy," Bishop, from the leeward.

" 7—Hamburg Schooner "Liberia," Frederickson, with palm oil from the leeward.

Dec. 8—Cutter "Experiment," Henry, from the windward with camwood and rice.

Dec. 8—British Brig "Fortitude," 54 days from London, via Sierra Leone.

Dec. 8—British Brig "Truemont," Hughes, 36 days from Liverpool.

Dec. 10—American Schooner "Cortes," Baxter, from the leeward.

" 10—Hamburg Brig "Ellenore," Von Bothen, 42 days from Hamburg.

" 10—Cutter "Eliza Frances," Howard, from the windward with camwood and rice.

Dec. 11—Cutter "Angelina," Brown, from the windward with camwood and rice.

Dec. 12—Cutter "Liberia," Curd, from the leeward with palm oil.

" 16—Dutch Brig "St. George de La Elivia," Vau Rover, 38 days from Rotterdam.

Dec. 16—British Mail Steamer "Candace," Hawksley, 20 days from London. Passengers, His Excellency President Roberts and daughter and D. Moore, Esq.

Dec. 22—Liberian Government Schooner "Lark," Lieut. Commanding Cooper, from the leeward.

Dec. 24—French Sloop of War "Entrenant," Capt. Ducrent de Hilleneure, from Goree.

Departures: Nov. 16—United States Ship "Marion," for Porto Praya.

Nov. 17—British Mail Steamer "Candace," for the leeward.

" 17—Cutter "Eliza Frances," Howard, for the leeward.

" 18—Cutter "Try, Try Again," Parker, for the windward.

" 21—Cutter "Off and On," Wilson, for the windward.

" 21—Cutter "Try, Try Again," Parker, for the leeward.

" 27—British Schooner "George A. E. McCauley," for Grand Bassa.

Nov. 27—Schooner "Providence," Brown, for the leeward.

" 29—Schooner "Harrison M," Madison, for the leeward.

" 30—Cutter "Eliza Frances," Howard, for the windward.

Nov. 30—Liberia Government Schooner "Lark," Lieut. Commanding R. Cooper, for the leeward.

Dec. 14—Liberian Government Schooner "Lark," R. Cooper, Esq. for the leeward.

Dec. 23—U. S. Ship "Dale," Commander Whittle, for the leeward.

" 23—French Sloop of War "Entrenant," Captain Ducrent de Hilleneure, for the leeward.

LETTER FROM THE REV. MR. SCOTT.

We thank Mr. Scott for the following letter, and wish we could receive more of the like—it is plain and candid, bearing evidence of caution in all its statements.—We fear not the enemies of our cause, could deem it too high colored, and sure the emigrants would not.

Cape Palmas, West Africa,
December 30th, 1854.

Dr. James Hall,

Dear Sir,—Hoping that it may have a tendency to remove some of the objections the free colored people of America have to emigrating to Liberia, I will send you a brief history of the emigrants who came out with me, in the Shirley, two years since.

Of the twelve men who belonged to that expedition, only two have died. One of whom was a very old man, and in such feeble health when he left America, that it was doubted whether he would live through the voyage, the other, Mr. Dorsey, a very energetic man from Baltimore, owed his death to over-exertion in his store, contrary to the advice of his physician, who had prescribed rest, while passing through the acclimating fever.

Those of them who had families, are provided with comfortable houses, and have several acres of land cleared, and under cultivation. Two of them have each about two hundred coffee trees growing on their farms. They have also carts with yokes of oxen, *all paid for*, and hauling enough to make from a dollar and a half to two dollars per day, the greater part of the year. One of them told me a few days since, he thought he would clear during the next year $150, after paying all the expenses of his family. This same man had scarcely a dollar in his pocket when he landed at Cape Palmas, two years ago. Another who is a good carpenter, has more work than he can do, and at better prices than he received in America.

For the most part they are looking very well, and so far as I have ascertained, have had less sickness than they expected. Almost without exception, they seem cheerful and happy, and speak in the most favorable terms of the treatment they received from the Colonization Agent, while passing through their acclimation.

From what I have seen, I am fully satisfied that energetic and prudent men, who come here with a small sum of money to begin with, may confidently expect, no Providence preventing, to be in a few years, not only comfortable, but in independent circumstances.

Coffee, one of the most profitable and certain productions, may be raised as abundantly here as in any land on the globe. The trees, which grow perhaps twice as large as in the West Indies, yield here two full crops a year, while there they yield but one.

As I said before, it is one of the most profitable productions in the world; and after the labor of clearing the ground and planting the trees is over, the

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