

This arises from the practice which exists with the commanders of single cruizers, the agents of trading companies, the masters of merchantmen, and others, making agreements, treaties, or, as the expression there is, "books," securing to themselves the exclusive trade with the tribe or district. A late instance of this unreasonable, and probably unauthorised, spirit of monopoly, has come to our notice near Cape Mount, where the native chief was induced to believe that he could not make a treaty with the American colonists, because he had made one with the commander of a British cruizer.

The same commander, it is asserted, has also threatened the Governor of the Colony at Monrovia, that he will make reprisals on the commerce of the colony, for exercising the usual jurisdiction at Bassa Cove, only two or three miles from their towns of Bassa and Edina.

Our knowledge of the commanders of British cruizers authorizes us to say, that their conduct is not usually thus unfriendly; but many instances show the propriety of guarding the interests of the fair dealer, who is generally opposed to the Slave Trade.

Respecting these treaties or agreements with the tribes, we think that only the commanders of squadrons, or governors of colonies, should be permitted to make them. And with those over whom their Government cannot reasonably claim jurisdiction, treaties should not be made to the exclusion of other mercantile Powers trading on the coast, as has sometimes been done; and all treaties should contain a prohibition of the Slave Trade.

Commanders of squadrons and governors of colonies should be authorized and directed to seize every opportunity, and make use of all honourable means of inducing the native tribes, and particularly the Emperor of Ashantee, the Empress or Potentate at Loango, and other powerful nations, to enter into agreements to put a stop, as far as their influence extends, to the traffic; to seize and send home for trial all foreigners found on the coast engaged in the Slave Trade, whether belonging to vessels or residing on the coast (for should these persons be permitted to remain, even after their stations are destroyed, they will erect others at points probably less assailable), and they should be enjoined to extend their protection to fair traders, though not of their own nation.

Commanders of squadrons and governors should be authorized and directed to destroy all slave factories within the reach of the force employed; and to proclaim to the tribes in the vicinity, that they must not be renewed, on pain of having their villages also destroyed.

We have little knowledge of the details respecting the Slave Trade on the eastern coast of Africa; no instance has come to our knowledge of the use of the American flag there. From the best information we can obtain, it seems that a large trade is carried on by Portuguese colonies, the Arab chiefs, and negro tribes. Their greatest markets are the Mahometan countries bordering on the Red Sea and Persian Gulf, the Portuguese East India Colonies, Bombay, and perhaps other British possessions in the East Indies; this part of the trade is probably in the hands of the Arabian vessels.

Many are also shipped to Brazil, and some, perhaps, find their way to Cuba and Porto Rico.

In concluding this subject, we beg leave to remark that the field of operations to carry on the Slave Trade is so extensive, the profits so great, and the obstacles in the path so many, so various, so difficult, that every means should be used by civilized nations, and particularly by the United States and Great Britain, to effect the object; and we do not believe that any material good can result without an earnest and cordial co-operation.

We have, &c.,
 (Signed) CHAS. H. BELL,
 JAS. PAINE,
Commanders U. S. Navy.