

united, and they cannot part with any of the former without a diminution of the latter. It was with evident reluctance, therefore, that they allowed the blades of their arms to be seen at all, and no inducement could have procured one. They all carried two, one a large two-handed weapon, the other smaller, and intended for closer quarters. In politeness, the Japanese gentlemen were not to be excelled. They generally, while on board, eat of their own food, but were gratified with wines or liquors. On the first night of arrival, the visitors manifested a strong desire to sleep on board; but being given to understand that such a liberty was contrary to the rules of the ship, they good-naturedly left.

These are all the particulars we have as yet gathered, of this visit to Japan. The result shows that it met with no better success than previous attempts, and that the Japanese are determined to persevere in their exclusive policy, content with the amount of their present intercourse with Christendom, through the agents of the Dutch factory at Nungasacki. In looking at the result of the contact of the European races, with the native powers of India and China, one cannot but admire the politeness of the Japanese. Every visitor is treated hospitably, but kept on board his own ship. Compliments are met with compliments, wants gratuitously supplied, and not a shadow of real complaint given. Christendom will find this peaceful, gentlemanly demeanour, a stronger barrier to their attempts at securing a diplomatic and trading foothold, than were all the elephants and sabres of India, or the unwieldy war-junks and pompous proclamations of the Chinese. As yet, not even the most frivolous pretext for force, or even pushing negotiations has been given. How long Japan will be enabled to maintain herself as a *terra incognita*, is a problem of great interest to us lovers of something new. In the present age, it is almost the only country there would be any excitement in visiting, or that could furnish a taking book.

SLAVE TRADE.—CAPTURE OF A SLAVER.

(From a Correspondent of the Sierra Leone Watchman.)

On the 1st inst., Her Majesty's brig *Cygnel*, commander Montresir, arrived, having in tow the Brazilian brigantine *Paqueta de Rio*, which vessel had been captured off the Sherbro on the 27th ult., having on board at the time of capture 556 slaves, nine of whom died on the passage here.

Through the politeness of the prize officer, I was permitted to inspect the vessel. Although I have frequently been on board full slavers on their arrival at this port, I certainly never was on board of one where human beings were stowed in the smallest imaginable space, as was the case in this vessel. Five hundred and forty-seven human beings, besides the crew and passengers (as they styled themselves), twenty-eight in number, in a vessel of about ninety tons.

The slaves were all stowed together, perfectly naked, with nothing but the surfaces of the water casks, which were made level by filling in billets of wood, which formed the slave deck.

The slaves, who were confined in the hold, it being utterly impossible for the whole of them to remain on deck at one time, were in a profuse perspiration, and panting, like so many hounds, for air and water. The smell on board was dreadful. I was informed that on the officers of the *Cygnel* boarding the slaver, that the greater part of the slaves were chained together with pieces of chain, which were passed through iron collars round their necks; iron shackles were also secured round their legs and arms. After the officers had boarded, and the slaves were made to understand they were free, their acclamations were long and loud; they set to work, and with the billets of wood which had hitherto formed their bed, knocked off each others shackles, and threw most of them overboard. There were several left, which were shown me. We will leave it to the imagination of your readers, what must have been the feelings of those poor people, when they found they were again free,—free through the energy and activity of a British cruiser. On examining the poor creatures, who were principally of the Kosso nation. I found they belonged to, and were shipped to different individuals; they were branded like sheep. Letters were burnt in the skin of two inches in length. Many of them, from the recent period it had been done, were in a state of ulceration; both males and females were marked as follows:—On the right breast, J.; on the left

arm, P. Over women's right and left breast, S. and A. Under the left shoulder, P.; right breast, R. and R. J. On the right and left breast, S. S.; and on the right and left shoulder, S. S.

The *Paqueta* was captured off the Sherbro, not eighty miles from this place, on Tuesday, 27th October. This is the same vessel that cleared out from here, about three weeks previous to the capture, from Rio de Janeiro. The slaves were all embarked from the slave factories at Gallinas, under the notorious Don Luiz, and the vessel under weigh in five hours; and had there been the lightest breeze she would have escaped. Amongst the slaves were two men belonging to Sierra Leone; a man named Peter, once employed by Mr. Elliott, the pilot. He stated that he had been employed by a Mr. Smith, a Popahman, to go to the Sherbro to purchase palm-oil; and that whilst pursuing that object, he was seized and sold by a Sherbro chief, named Sherry. The other man, who stated his name to be James, had once worked for Mr. Hornell, merchant of this town. While at the Gallinas he was sold by a chief named Mannah.

During the day, the Marshal of the Vice Admiralty Court landed 297 men, 67 women, 154 boys, and 29 girls; nine deaths on the passage made a total of 556 slaves on board at the time of capture. The poor creatures, when lodged in the capacious quarters at the Liberated African Yard, were amply supplied with clothing, and their wants attended to.

The captain of this vessel was to have had sixty dollars per head freight. Let us examine what the profits on this human cargo would have been, had the vessel got clear to the Brazils. Presuming the deaths to have amounted to one-third the whole number (556) 371, at sixty dollars, £4,637 10s 6d., obtained for freight. Allowing £637 10s 6d., which is far too much, for water, rice, and fire-wood, there is a clear profit of £4,000! for twenty to twenty-six days' passage.

The profit on the cargo would have been nearly as follows—the price given for a slave is about £4 sterling, in the following goods:—

On piece blue bant, one piece satin stripe, one piece roman, one musket, and one cwt. tobacco. The price of a primo slave in the Brazils is from 400 to 500 dollars.

We will, however, take an average value of 240 dollars, or £50 each.

Value of 371 slaves, at £50 each . . .	£18,550
Cost and Freight	6,861

£11,689.

Or a clear profit of eleven thousand six hundred and eighty-nine pounds! nearly 200 per cent.

So long as these enormous gains are made, at comparatively little risks, it is a perfect farce to try to put down the slave trade with the present naval force on the coasts. Nearly forty slavers have been captured and sent to St. Helena during the last few months, notwithstanding the annual sum of £600,000, expended for the extinction of the slave trade. The only plan which is likely to succeed, is for the British government to extend its settlements, and to purchase the whole line of coast at present occupied by native chiefs, the haunts of slave trade from the Gambier to Benquila, which might be done for a trifling sum, not more than £5,000, establish factories, and employ coloured agents; give encouragement to British enterprise, and let them have protection. British capital would soon find its way through the legitimate channels of commerce, and England would then prevent the collection of slaves. * * *

A PRAYER ANSWERING GOD.

A company of Moravian Missionaries are on their passage from London to St. Thomas on board the ship *Britannia*. Nothing remarkable occurs till they discover a pirate.

The pirate ship approached, till it came within gunshot of the *Britannia*; and then, from the cannon ranged along its deck, began to pour out a heavy fire; and there were grappling irons on board, or strong sharp hooks, fixed to long ropes, ready to throw into the *Britannia*, and hold her fast, while the pirates should board her, and do their work of destruction. It seemed that there was little chance of escape from such an enemy. But the captain, whose heart was sinking at the fearful prospect before him, did not know what powerful helpers he had below, in the few peaceable missionaries, whose fervent prayers were then ascending through the noise of the fight, to heaven.