

Miscellaneous.

A STRANGE CAPTURE.

AN ADVENTURE WITH A SLAVER.

Some years ago, I commanded one of Her Majesty's Despatch gun vessels stationed on the West coast of Africa for the suppression of the slave trade. In the course of two years thus engaged we had, as usual, done very little good, and lost a great number of men by coast fever and sickness generally. A few vessels had been captured, but many more had slipped through our fingers, by reason of the treachery of the informers on shore, most of whom eventually proved to be in the pay and interests of the slave dealers. The slave captains, too, had become very knowing, they were mostly old hands at the business and contrived to give us the slip in many different ways.

For instance, in chasing them on a dark night, they would show a bright light over the stern, and after we had followed this for some hours would drop a large cask with a lighted lantern fitted to it, at the same instant putting out their own light. It was easy for them then to alter their course so as to double back and sail away in the darkness, leaving us intent on watching their false light. This stratagem generally succeeded when the night was very dark.

Or, when hotly pursued in the daytime, they frequently practised a most inhuman trick to increase their distance. When we were close upon them they would throw a slave overboard, with a plank for him to cling to, or very often without even that. They knew a British man-of-war would not pass a poor wretch struggling in the water and leave him to drown. Thus, whilst sail was being shortened, the ship hove to, boats lowered, the man picked up, and the vessel got on her course again, they contrived to get a fine start ahead, for these manoeuvres, even in the smartest ship, will take some considerable time, and in this way as much ground was lost as would take many hours to recover, for a stern chase is a long one.

The luck had been against us for a time, and after many false informations and fruitless chases, we succeeded in capturing a slaver in a most singular manner, without any chase at all.

It happened in this way. One fine morning, when cruising off the coast of Loango and Congo, the officer of the watch reported strange sail in sight. I went on deck, took my glass, and there, sure enough, was a very suspicious-looking craft right ahead. It was a dead calm, and we soon steamed up to her.

She was a clipper barque of about 400 tons. From her taut spars great clouds of snowy canvas flapped heavily against the rigging as her long low hull rolled heavily from side to side on the glassy surface of the heaving ground swell. Judging by her rakish appearance, and her being a great deal out of the usual track of homeward and outward vessels, in fact, being in a very suspicious locality—once naturally came to the conclusion that she must be a slaver. I hoped very soon to have the pleasure of lifting her hatches, to ascertain whether this assumption were correct or no. As a preliminary step, the demand to show her colors was made; to my great annoyance she hoisted the stars and stripes of America. This precluded the right of search. However, I resolved to board her, and try to detect some signs of her having a black cargo. With this object in view I had the gig manned, and in a few minutes was alongside the doubtful craft.

The captain, a tall, giant figure, received me at the gangway, and without waiting to be asked, produced the papers, which seemed to be all regular enough. The barque was the Independence, of Boston, Massachusetts, Robert Sormont, master, from New York to the Cape of Good Hope and back on a trading voyage. She was now homeward bound, and was 27 days from the Cape, so the Captain informed me. Having taxed him with being out of the usual route, he explained that this was a new notion of his—he kept well over to the eastward so as to make a fair wind of the north-east trade, when he should meet them. Whilst pointing out to him the fallacy of this idea, I took a few turns up and down the deck with him, and succeeded in drawing him into a long argument. Whilst thus engaged, I noticed that all the hatches were indeed battened tightly down; but that there were no things stowed on the top of them, as is usually the case in merchant vessels whose hatches are never required to be opened during the voyage. This strengthened my suspicions, and from the Captain's extreme eagerness in satisfying all my inquiries, I had very little doubt as to the nature of his cargo.

It was certain that if he had slaves on board, those hatches could not remain closed for an hour without suffocating them. If they were opened during that time, the presence of the slaves would be easily perceptible, and in that case the vessel would be a lawful prize.

Considering these things, I sat on the taffrail, and taking out a bundle of choice Havannahs proposed a smoke. This the Yankee agreed to, and we smoked away and got tolerably social although at the same time it was amusing to see how fidgety he was getting.

In the course of conversation it turned out that he had been in China and as that was the last station on which I had served we were enabled to compare notes on that subject. He interested me very much by giving an account of the clever way in which he suppressed a mutiny that broke out in his ship on her last voyage. It appeared that he was chartered to take three hundred Chinese coolies, the very dregs of the population, from Hong Kong to California. It occurred to those celestial vagabonds, some time after the vessel put to sea, to murder the officers and crew and run away with the ship. In order to effect their purposes they adopted a highly ingenious expedient. Several large bonfires were made on the lower deck and a cry of "Fire, fire," was raised; the Chinamen thinking that the officers and crew would all rush down below to put the fires out, and then they would be easily able to fall upon them with knives, and murder them all simultaneously. But our friend the captain, far too wide awake for that, simply had all the hatches battened down, and smothered the Chinamen in the smoke. When they were sufficiently choked and thus reduced to subjection, he demanded that they would deliver up the ringleaders of the mutiny. This they did, and without any trial they hung them, six in number, at the fore-yard arm the same day.

We continued thus spinning yarns and smoking for some time longer, when a breeze sprang up, and the Yankee thinking to shake me off, said—"What a stranger, guess we've got the wind at last. I'm sorry you must say good-bye, but I reckon I must fill away and go on my course, for I can't afford to be stopping here all day talking."

"Don't mention it, my dear friend," I replied. "You see there is no necessity for that I may just as well go your way as any other, for I'm only cruising. Here, take another cigar and settle down again."

I then shouted to the first lieutenant to keep watch in hail, on the same course as the barque. Upon this the Yankee's long, sallow face darkened and grew longer; he was evidently much put out.

He certainly did not appear to appreciate this act of courtesy on my part. I kept on talking, and tried to involve him in another argument, anything for an excuse to pass the time. But he was trying equally hard to put an end to the conversation by sullenly replying 'yes' and 'no' to everything, and never volunteering a remark or comment of his own. But, in nowise put out by broad hints, I commenced a series of long-winded stories keeping him at the same time well supplied with cigar's.

It was delightful to see how excessively nervous and fidgety he was. He well knew that if this lasted much longer his cargo would not be worth much; so he kept on giving me the strongest hints to go, all of which I pretended not to understand. At length he appeared to be losing his temper, and the more cross he got the more obtrusely good-natured and urbane I became.

I now very quickly brought matters to an issue, by hailing the gig that was towing astern.

"Gig there."

"Sir," replied the coxswain.

"Go on board and get your dinners, and tell the first lieutenant to send the boat back with some more cigars in an hour's time, and say that I have found the Captain such a remarkably agreeable man that I intend to spend the afternoon with him. Do you understand."

"Ay, ay, sir."

"Guess it's no use, Captain. I'm fairly ticked out this time, the ship is yours, I reckon, and then turning to the mate, "Here Nathan, haul down that flag and give them hatches up and let them unfurl; nit cusses git some air, for I reckon they're smothered pretty considerable. This is a dodge as I never tell on afore."

She had nearly six hundred slaves on board. I am glad to say none died of suffocation through my ruse. She was the best prize that we took during that commission.

Maximilian's remains could only be recognized by certain physical marks, peculiar to the Hapsburgs. They are contained in a handsome coffin furnished by the Mexican Government, and are securely fixed by means of blocks, and braces covered with black silk and velvet. The interior of the coffin is of white cedar, highly polished and varnished. The exterior is veneered with a dark red wood, called granadita, closely resembling rosewood, though not quite so dark, yet darker than mahogany. The design, though plain, is very tasteful and handsome. The coffin is to be placed in a leaden box and hermetically sealed, and this again in a wooden case.

LIGHT HOUSES AND OTHER IMPROVEMENTS.

Mr. Fortin, M. P., has addressed a letter to the Minister of Marine and Fisheries, on the subject of Light Houses and other improvements needed to facilitate the navigation of the Lower St. Lawrence Gulf. Persons engaged in the shipping business will doubtless be interested in Capt. Fortin's deliverance:

It must be remembered that the masters of coasting and fishing vessels are generally good coasting pilots, and consequently, not so much in want of these improvements as the masters of these vessels coming from the United Kingdom and Europe, who may be said to carry the most important part of the commerce of this country.

To lower the rates of insurance on ships and merchandise coming by the way of the St. Lawrence, as well as on the products of our different industries going out to the markets by the same way, is to increase national wealth.

In this short letter I can only point out the places where light houses and canons are most needed.

One light house is wanted on the great Bird Rock of the Magdalen Islands.

That rock, as well as the lesser Bird Rock, Bryan Island, and the eastern part of the Magdalen Islands, re-directly in the way of vessels navigating in and out of the Gulf of St. Lawrence, and I may add that it is surprising that no light house has been built there yet.

One light house on the west point of Amherst Island, or on the Deadman's Islet if possible. This light would be most useful to fishing and coasting vessels sailing from the St. Lawrence to Nova Scotia, through the Gut of Canso, and to ships sailing from the different parts of Gaspé, Bais des Chaleurs, Miramichi and Richibucto rivers, and several ports of Prince Edward Island, to any European port.

One light-house on the South point of the Island of Anticosti.

This is one of the most dangerous parts of the Southern coasts of the Island of Anticosti, and it is in its vicinity that the North American (steamer) was stranded last summer—a sad event and a great loss,—which although attributable in a great degree to the want of vigilance on the part of the look out men and the want of experience of the master, would not have taken place, I am sure, had there been a light-house on that dangerous point.

One light-house, of third-order, on the point of Paspébiac.

Paspébiac is a good roadstead, well sheltered against any gale ranging from the North-west to the South-east, but on account of the sameness of appearance of the neighboring coast, it cannot be made out with safety on a dark night.

In addition to those light-houses I would recommend that watch lights in the shape of lanterns be established at several places on the coast of Gaspé, such as Newport, the entry of Grand Pabos river, the entrance of Grand River, Cape Cove, Percé, Barachois, and Point St. Peter, to guide the fishermen when coming from the fishing banks in stormy and dark nights, as they strive against the angry waves to make for a shelter and reach their home.

The light-houses that are most required in the lower St. Lawrence are:

One floating light in the Bay of Gaspé, to indicate the points of a sandy spit, which extends almost across said bay.

On the North Shore; one on the Seven Islands. One (a floating light if possible) opposite the very dangerous shoals of Manicouagan.

On the South Shore; one on Cape de Châtte, and on the point of Grand Matane.

Now I will come to the means of warning vessels of the approach of danger when fogs, snow or excessive darkness shut out the view of the coast, cannon, bells and fog whistles or trumpets, and I must request you to remember that the brightest light of a light-house is of no use whatever during a fog or a snow storm, and they cannot consequently be of service to the mariner in those states of the weather which are unfortunately very common in the Gulf of St. Lawrence, unless there are attached to them some of the apparatuses, which, by producing a sound of some kind louder than the roaring of the sea, will indicate the presence of danger to the anxious mariner.

I have not spoken of the coasts of New Brunswick, Nova Scotia and Prince Edward Island, as I am not sufficiently acquainted with the shores of these Provinces to warrant me in making proper suggestions on that subject, but I may safely add that in the narrow strait of Northumberland several additional light-houses are much needed, and one especially on Cape Tormentine.

As for Miramichi river, where a most important trade is carried on, it cannot be entered at night without a floating light off Napan Bay, near Shell Drake Island, and the want of it very much interferes with the egress and ingress of vessels, especially steamers, which latter ought to be able to go in and out of the Miramichi river at night as well as in day time.—C. B. News.

NEWSPAPER POWERS.

Mr. Greeley has been "writing up" early newspapers. In the course of his article, he says:

"The revenues of a great newspaper are large enough to outbid any other competition, while its audience is so vast and general that he who has a story to tell, or an argument to press, hurries to its columns. The only institution in a Republic which verges upon a Monarchical is that of an editor. If there were but a single newspaper, this would become tyranny, and society would be at the mercy of one man, clothed with an impalpable, irresponsible imperious power, which came with every day of life, assuming to tear down and build up, to honor or dishonor, to reward and punish. The multiplication of newspapers avoids this. If one editor commits a wrong, there are twenty who will see that justice is done.

"While journalism is becoming a profession more powerful and respected than that of any other—which, indeed, embraces and fashions all others—its news facilities are marvellous. Steam and the telegraph have added greatly to the usefulness of the press. Few, but those in the profession, know the almost endless ramifications of a great newspaper. The editor who sits over his midnight lamp quietly arranging columns, has his services in every quarter of the world. His orders are obeyed in the dominions of the Tycoon and Sultan, in the torrid countries of South America, and on the dreary, humid shores of Wallusia. His ministers may be found closeted with Bismarck, or hiding on the trail of the merciless Indian, and so through every brace of business and in every relation of life."

When Jamestown, in New York, was first settled in 1803, the village common was cleared of stumps by a fine of one stump for every time a citizen got drunk—a "tipsy" was only a small stump. It only took two weeks to clear the whole common.

An editor says his attention was first drawn to matrimony by the skillful manner in which a pretty girl handled a broom, whereas a brother editor says the manner in which his wife handles a broom is not so very pleasant.

MIXED MARRIAGES.

RULE OF THE ROMAN CATHOLIC CHURCH.—The following announcement was made at St. Aloysius and other Catholic Churches, in Washington on Sunday last:—

"A Catholic man was lately married to a Protestant lady in this Church, with the necessary dispensation of the Most Reverend Archbishop. The intention of these parties to appear afterward before a Protestant Minister, there to be married again, not being known either to us, when they were married here, or to the Archbishop when he gave the dispensation to the man to marry a Protestant, by the order of the Most Reverend Archbishop, regret is hereby publicly expressed for what occurred at that late marriage. The Archbishop has disapproved of the same, and required this public announcement, lest it should pass into a precedent, and that all Catholics may understand that such marriages are contrary to the discipline of the Church. Thus far, the order of the Most Reverend Archbishop, we may add, reminds the people that according to the laws of the Church, any of the faithful who presume to get married out of the Church, by the very act incur excommunication."

The above is understood to refer to the recent marriage of the Secretary of Legation, Baron Von Harre, to a Protestant lady.

EDITORS.

An exchange draws the following vivid picture of an editor:—

It is to work harder, more hours in the day, with less recreation, on less sleep and poorer pay than any of your fellow mortals. It is to be busy when your neighbors are idle, busier when they sleep, busier when they are enjoying a good time. It is to be always in a hurry, always under a press of business, always "setting up" when others are lying down, and always charitably "distributing" the results of our daily labor. It is to have your opinions always put to "proof" and seldom into practice. It is to advertise other people's wants, wishes and wares; to announce facilities for pleasure; to herald the approach of diseases, and the invention of cures for them; to make known who has been robbed, how much, where, who the robber is, his personal history, his trial, sentence, and execution. It is to receive nice fruit and notice it, to be shown natural curiosities and describe them, to be everywhere at all times, and to be able to answer all questions on all subjects. It is to publish too much sentiment for one, too much politics for another, and too little news for all. It is to make a dozen enemies to one friend, and to be pitched into by anybody who chooses to consider himself aggrieved. It is to take complimentary tickets to everything and pay for them in complimentary notices. It is to be bored by friends suggesting how you should carry on your business, and bullied by those whom you have hit in your vulnerable spots. It is a life of mingled good and ill, trial and triumph, never ending toil and never beginning felicity, wherein you work out your allotted time with the "devil" always at your elbow calling for the sole end in their life—a little more copy.

WINTER RULES.—Never go to bed with cold or damp feet. In going into a colder air, keep the mouth resolutely closed, that by compelling the air to pass circuitously through the nose and head, it may become partly warmed before it reaches the lungs, and thus prevent those shocks and sudden chills which frequently end in pleurisy, pneumonia, and other serious forms of disease. Never sleep with the head in the draught of an open door or window. Let more cover be on the lower limbs than on the body. Have an extra covering within easy reach, in case of a sudden and great change of weather during the night. Never stand still out of doors especially at street corners, after having walked even a short distance. Never ride near the open window of a vehicle for a single minute, especially if the ride has been preceded by a walk; valuable lives have thus been lost, or good health permanently destroyed.

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Mrs. S. A. ALLEN'S WORLD'S HAIR RESTORER, is suited to both young and old. It strengthens the hair, prevents its falling or turning grey, and imparts to it a beautiful glossy appearance. It never fails to RESTORE GRAY HAIR TO ITS ORIGINAL YOUTHFUL COLOR.

IT IS NOT A DYE, but acts directly upon the roots of the hair, giving them the natural nourishment required, producing the same vitality and luxuriant quantity as in youth. It will restore it on bald places, requires no previous preparation of the hair, and is easily applied by one's self. One bottle will usually last for a year, as after the hair is once restored, occasional applications once in three months will insure against grey hairs to the most advanced age.

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A number of Stores, Wharfs, a Meeting House Post Office, and Temperance Society have been established for some time; with many Grist and Saw and Cloth Mills in the vicinity; where also any quantity of all kinds of lumber can be had in trade at low rates. SUMMER HILLS is the only Freehold Property for sale in the place which renders it most desirable for the above class of artisans now so much wanted in this rising town.

A STORE and DWELLING on it capable of holding 15000 bushels produce with a double Wharf and site for a Lime Kiln, will be sold or leased on reasonable terms.

Plans, particulars or any other information can be obtained by calling at the office of Messrs. BALL & SON, Land Surveyors, Charlottetown. Reference can also be had from W. SANDERSON, F. P. NORTON, THOS. ANKON, Georgetown; JAS. BRODERICK, Campbellton, Lot 4; F. W. HUGHES, Examiner Office, Charlottetown, and to the subscriber at Orwell, who is also Agent for the sale of Manny's Mowing Machine, the celebrated Yarmouth COOKING STOVE, and also for the Fulfilling Mills of Messrs. BOUQUE, Mill View, the Honble. JAS. McLAUREN, New Perth, FINLAY W. McDONALD, Pincite; where CLOTH is received and returned with despatch.

Orwell Store, Aug. 10, 1864.

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- The London Quarterly Review, (Conservative.)
- The Edinburgh Review, (Whig.)
- The Westminster Review, (Radical.)
- The North British Review, (Free Church.)

These periodicals are ably sustained by the contributions of the best writers on Science, Religion, and general Literature, and stand unrivalled in the world of letters. They are indispensable to the scholar and the professional man, and to every reading man, as they furnish a better record of the current literature of the day than can be obtained from any other source.

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