who would otherwise have been launched into eternity, innocent perhaps of the crime they were condemned for, but, it may be with a weight of unrepented sins upon their heads? And if from unassisted reason we turn to the revealed word of God, we find it abounding with narratives of providential interference.

And as it is not unreasonable or unscriptural, so neither is it uncorroboated by similar facts, which, though related in uninspired narratives, rest upon undoubted testimony. There is, for example, a story mentioned by Mr. Newton, in his memoir of himself, which shows how a life, which Providence intended should be of great importance, was preserved by what seemed an unaccountable whim or fancy. The circumstance is related as follows by Mr. Cecil, whose transcript I give rather than Mr. Newton's own words,* as it adds Mr Cecil's testimony to its being a special interposition of Divine Providence.

"On finishing their trade, and being to sail to the west Indies, the only service Mr N. had to perform in the boat, was to assist in bringing the wood and water from the shore They were then at Rio Cestors. He used to go into the river in the afternoon with the sea breeze, to procure his lading in the evening, in order to return on board in the morning with the land-wind. Several of these little voyages he had made; but the boat was grown old, and almost unfit for use; this service likewise was almost completed. One day, having dined on board, he was preparing to return to the rive as formerly; he had taken leave of the captain, received his orders, was already in the boat, and just going to put off; in that instant the captain came up from the cabin, and called him on board again. Mr. N. went, expecting further orders, but the captain said, 'he had taken it into his head,' as he phrased it, that Mr. N. should remain that day in the ship, and accordingly ordered another man to go in his room Mr. N. was surprised at this, as the boat had never been sent away without him before He asked the captain the reason of his resolution, but none was assigned, except as above, that so he would have it. The boat therefore went without Mr. N., but returned no more: it sunk that night in the river: and the person who supplied Mr. N.'s place was drowned! Mr. N. was much struck when the news of the event was received the next morning. The captain himself, though quite a stranger to religion, even to the denying a particular providence, could not help being effected; but declared that he had no other reason for countermanding Mr. N. at that time, but that it came suddenly into his mind to detain him."

As regards Mr. Newton's preservation, the interposition of Divine Providence is equally conspicuous, whether we believe the captain's statement or not. He might have some reason for detaining Newton, which he did not think proper to own. He was the captain of a slave vessel, familiar with scenes of treachery, cruelty, rapine, and bloodshed; a man to whom by his diabolical profession human life was a trifle, when weighed against a lucrative adventure. Now it appears, by Mr. Newton's account, that the boat was so old and crazy, that it might well be expected to sink, as accordingly it did. The captain, seeing the state of the boat as it was about to sail, could not but forbode some disaster, and though the emergency of the occasion, or his recklessness of human life, might induce him to risk it, yet there were strong reasons why he might not wish to expose Newton to the danger. The reader of Newton's memoir will remember, that when he was an outcast and a slave in Africa, his father had applied to a friend, a merchant in Liverpool, to rescue him, and this friend gave directions to a captain of one of his vessels, who was setting sail for Africa, to find him out, and bring him home. He was at length discovered, but was so brutalized, that he scarcely desired deliverance; so that the captain, unwilling to lose him, invented a story about a person's having died, and left him £400 per annum. On the voyage homeward the ship was nearly wrecked, and the crew underwent the most appalling sufferings. —Newton being, throughout their labours, the foremost in every toil, and in cheering their drooping spirits. Upon their arrival in Liverpool, his father's friend received him with great tenderness; and Newton having now through the mercy of God, been, as he expresses it, "restored to his senses," and become desirous of beginning a new and Christian life, his father's friend offered him the command of a ship bound on African, on a slaving voyage, which he declined, not from any consciousness of the turpitude of that wicked commerce, but because he wished first to make another voyage in a subordinate capacity, in order to learn to obey, and to become acquainted with business, before he undertook the charge of a vessel. The mate of the very vessel which he came home in was in consequence appointed to the command, and Newton accepted the office of mate under him; and from his own modest account of his performances, was the very life and soul of the whole adventure. Nothing, therefore, can be more probable than that, if the captain foresaw that the boat was likely to incur serious danger, though he did not choose, for whatever reason, to countermand its sailing, he would wish not to expose Newton to the risk. He might cherish strong attachment to his old companion, the sharer with him of so many perils; and Newton was a man who called forth strong feelings of affection.—*Littell's Museum.*

To be Concluded.

Always Judge for Yourselves.

The justice of E. J. Roye's suit in the June court of Quarter Sessions, has since been acknowedged, from the fact that Mr. Straw has since given to Roye out of 205 gallons of oil due him, 100 gallons, which Roye immediately gave to the M. E. Church, now in course of completion; though he had before fully paid the amount of his subscription. To give the history of the whole matter from begining to end, would seem to be unchristianlike, uncharitable and ungentlemanly. It is therefore enough to give to the public the names of the gentlemen who know the whole matter, and will inform the public that Roye sought only his own, in his broken way, not by the use of any "Latin, save the *us*" abbreviation. Mr. Teage delivered 5 casks of oil for 1285 gallons. All they would hold was 1080 gallons.

Roye's witnesses Messrs Thos. Hunter, John D. Moore, John H. Faikin and Nelson Sanders.

N. B.

July 5th 1852.

"Editor Liberia Herald"

In a piece which appears in your number of July 7th: in the editorial department with my initials subscribed, there is such a number of errors that I take this opportunity to have them corrected. It should be remembered that the "Herald" is read *elsewhere* than in Liberia. In the first column of said piece, eigth line, for indexes, read *indices*: in thirty sixth line for perpetrated read *perpetuated*; 42nd line, for potical read *political*; 46th line, for rampart read *rampant*; 48th line, for wisdow read *wisdom*; 59th line, for return read *retreat*; 71st line, for Vienna read *Venice*; (this error more than any other needs correction, for it to stand as it appears in the editorial would be to perpetrate the most glaring absurdity upon the knowledge of the reader, and the historical fact;) in the second column 2nd line, for contest read *contents*; 6th line, before *more* insert *a*; 9th line, for than read *than*; 18th line, for wastern read *western*; 35th line, after "*shall*" take out the word "*of*" in the 26th line, of first column, take out "*the*." Had not *initials* been appended to that article, this piece would not have been penned. I do not wish it to appear to the world that *I* subscribe to such errors.

D. F. H.

Pleasant View, July 1852.

"Penelope," at Ascension
June 15th, 1852.

Sir,

I have the honor to acquaint you, that the King of Dohomey having signed an Anti-Slave Trade Engagement with Commander Thomas G. Forbes, her Britannic Majesty's Government have directed me to raise the Blockade of Whydah, and the necessary instructions have been issued to that effect accordingly.

I have the honor to be
Sir,
Your Excellency's most obedient
humble servant,
H. W. BRUCE,
Commodore and Commander in-Chief of Her Britannic Majesty's Naval Forces on the West Coast of Africa,

His Excellency
President Roberts
&c. &c. &c.
Liberia.

For Celebration of the 5th Anniversary of the Independence of Liberia.

ORDER OF THE DAY.

1st, The Coporation Authorities most respectfully request that the citizens, and other residents of Monrovia will, on the 26th inst, close their places of business, and join in the Celebration of the Anniversary of the Independence of the Republic. Masters of vessels, foreign and Liberian, that may be in harbor on that day are requested to display their respective national Flags at 8 o'clock A. M.

2nd—At the dawn of day a gun will be fired from Central Hill.

3rd—A gun from Central Hill, will announce the hour of eight, when the Flag of the Republic will be unfurled—on the Forts and several public buildings in the City.

4th—At 12 o'clock a national salute will be fired from Fort Norris Battery.

5th—At half past 12 o'clock to be announced by a gun from Central Hill—His Excellency the President, and other civil officers, will be escorted by the military to the Providence Baptist Church, to hear an oration to be delivered by H. W. Erskine, Esq.

6th—The procession will proceed from the Government House up D. Street, to the corner of Gurley street;—thence to Broad street—and down Broad steet to the Baptist Church When the ceremonies at the Church shall have ended, the procession will return to the Govt. House in like order, and the troops will be dismissed.

F. PAYNE, } *Committee.*
Jas. C. MINOR, } *of the day.*

Monrovia, July 21st. 1852.

LIBERIA HERALD.

MONROVIA, JULY 21th, 1852.

President Roberts left St. Vincent, Cape De Verds on or about the 20th June, in a steam packet, for England Ere this, no doubt, he has safely arrived there. It is to be regretted that an earlier opportunity did not permit the President to reach England before he did. It is absolutely necessary that he should be there to defend his Government from the numerous false and mischievous representations that have been made against it, to Her Majesty's Government. We do not *now* deem it necessary to notice what these representations are, nor by whom they have been made. It is sufficient, that the people know that they and their Government have been vilely traduced, in the hope, that the British Cabinet may be less favorably disposed towards them, than it has hitherto been. We have yet to learn, that the British Government and people will receive for the truth every accusation which malice and envy may invent to gratify deep seated prejudices. The people of Liberia are plain in their manners, and ignorant of the forms belonging to the brilliant courts of Europe—they are, nevertheless, mannerly and neighborly, and on all occasions will treat respectfully those who look on them with respect. Foreign officials on arriving in Liberia expect to be honored and caressed, more than do the official gentlemen of Liberia—and when the Government and people fail to worship these dignitaries, they speak with contempt of the Government and people—and the country, without once thinking that they may be rebuked for their impertinence. If, as some of them at times richly deserves, they are told to mind their business, they cry down Liberia and every thing in it, and if they had the power would destroy her existence They forget that it is to Liberia, however contemptible they may speak of her, that they owe the little importance they may have gained, and that through her, they are indebted for the food they eat, and the raiment with which they are clothed. Presuming that all men are free, and can go and come when they choose, it is rather difficult for us to understand, why they remain in Liberia, or come to it, if the country and people do not suit their high notions.

Commodore Lavallette, the Commander-in-Chief, of the United States Naval forces on the Western coast of Africa, is, we regret to say, quite ill. We hope soon to hear of his convalescence. We have allways found the Commodore a true friend to the interests of Liberia, and hope it may be the will of Providence to restore him to health, that he may continue to exert his influence for the good of Africa, and to the honor of the Government whose commission he now, so honorably sustains.

It is reported that the cutter "Plunket" belonging to Gen. Lewis, was lost on the 10th, inst. a little to the southwest of Grand Cape Mount, and that H. L. Wall, the master, was drowned. We fear the report is true, and that the cutter and cargo will, be a total loss.

Why is the Naval Forces on the west coast of Africa, like the industrious missionary?

A—Because it rescues many a soul from degradation and slavery.—H.

NAVAL.

June 17th,—Arrived H. B. M. sloop Crane, C. W. Banham, Esq. Commander, from Sierra Leone. She sailed on the for Sier a Leone

July 3rd.—Arrived H. B. M. sloop Crane, C. W Banham, Esq. Commander, from Sierra Leone. She sailed on the 7th, for Sierra Leone.

July 4th; Arrived Liberia Government schooner Lark, R. Cooper, Esq. Lieut. Commander, from St. Vincent, via. Porto Praya. She sailed on the 17th, for the leeward.

July 15th,—Arrived H. B. M. steamer Polyphemus, Charles G. Phillips, Esq. Commander, from Sierra Leone. She sailed on the 16th, for the windward.

The following is a list officers attached to H. B. M. steamer Polyphemus.

Charles G. Phillips,	Commander,
Walter Strickland,	First Lieutenant,
T. K. M. Sulivan,	Second, do.,
S. J. W. Moriarty,	Master and Pilot,
Alexr. Anderson,	M. D. and Surgeon,
Jas. T. Kiccalton,	Pay master & Purser,
Walter W. Williamson,	Chief Engineer,
Jno. B. Anderson,	Mate.

July 15th,—Arrived, United States ship Germantown, Captain J. S. Nicholas from Porto Praya, bearing the broad pennant of Commodore E. A. F. Lavallette, Commander-in-Chief of the United States squadron, on the west coast of Africa.

The following is a list of the officers attached to the U. S. ship Germantown.

Commodore.

E. A. F. Lavallette, Commander-in-Chief of the African squadron.

Commander.—John S. Nicholas.

Lieutenants.

J. H. North,	G. H. Roger, (Flag)
G. F. Sinclair,	J. G. Strain,
R. M. McAranier.	

Fleet Surgeon.—W. F. Patton,
Purser,—E. D. Reignolds.
Brevet Captain of Marines,—J. D. Simius,
Acting Master,—F. Roney.
Assistant Surgeon,—A. N. Pell,

Midshipmen.

Wm H. Toon,	Wm. G. Ward,
J. Gillis,	E. P. McCrea,
F. E. Shipperd.	

Boatswain,—J. Burrows,
Gunner,—Wm W. Fisher,
Carpenter,—F. Thompson,
Sail Maker,—T. C. Herbert,
Commodore's Clerk,—D. Ingraham,
Commander's Clerk,—J. Y. Yates.

July 15th,—Arrived United States brig Perry, Captain Page, from Porty Praya.

July 16th,—Arrived United States ship John Adams, Samuel Barron, Esq. Commander, from Porto Praya.

The following is a list of the officers attached to the United States ship John Adams.

Samuel Barron, Esq.—Commander,
F. French,—Fist Lieutenant,
J. A. Doyle,—second do.
J. B. Carter,—third do
Jas Higgins,—fourth do.
C. W. Woolley—Acting Master,
A. A. Belknap,—Purser,
W. B. Sinclair,—Past Assistant Surgeon,
J. F. Heustis, Assist. Surgeon,
C. F. Thomas, Midshipman
Jessa Taylor, jr.— do
M. C. Cambell— do.
Charles A. Babcock,—do.
Jas. Conway,—Captain's Clerk,
J. Owins,—Gunner,
E. Brady,—Acting Boatswain,
Wm Hyde,—Carpenter,
W. M. Mahony,—Sail maker.

SHIPPING INTELLIGENCE.

ARRIVALS &C.

June 18th,—Arrived Hamburg barque Malvina, F. Honert master, 33 days from Hamburg;—20th, cutter Eliza Francis Howard, from the leeward, in a wrecked state;—20th, sloop Temperance, Hazzard, from Marshall, with palm oil and camwood, to W. A. Johnson & Co.;—20th, cutter Liberia, Wilson, from the leeward in a wrecked state;—22nd English brig Ocean Queen, J. W Thomas master from the Gaboon;—24th sloop John E. Taylor, Carroll, from the windward, with palm oil and camwood, to Payne & Yates;—24th, cutter Rough & Ready, Chase; from Grand Cape Mount, in a wrecked state.

July 4th.—Arrived cutter Experiment, Page, from the windward;—10th, cutter Experiment, Hazzard, from the windward;—11th, American brig Zeno J. L. Startevant, from Grand Bassa: passengers Rev. H Teage, Mrs. M. A. Baxter and child, and Miss M. A. Stewart.

DEPARTURES

June 21st,—Sailed English brig Firefly, J. K. Straw, for Grand Bassa: passengers, Rev. H. Teage, and Mr. S. J. Matthews: 26th, American brig Zeno, J. L. Startevant, for Grand Bassa; 30th English brig Ocean Queen J. W. Thomas, for Grand Bassa.

July 1st.—Sailed cutter Experiment, Hazzard, for the windward; 3rd. Hamburg barque Malvina, F. Honert for the leeward; 6th, cutter Experiment, Hazzard, for the windward; 17th, cutter Liberia, Wilson, for the leeward: 17th, cutter Experiment, Mc Gill, for the leeward.

*[Our readers will find Mr Newton's own words in his memoir, lately published in Mr. Bickersteth's "Christian's Family Library.' This memoir is more ample than any other extant of that remarkable man; and it is one of the most valuable and interesting volumes in the excellent series of devout and edifying publications of which it forms a part.]

Maryland Historical Society

The Maryland State Colonization Society Papers

XII. Newspapers
B. Liberia Herald

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