

We are in the habit of boasting that we have in Esquimaux one of the finest harbors in the world, which is in a great measure true; and we feel very much put-out of the way if any suggestion is made that bears the appearance of ignoring the advantages we prize so highly. But we forget that evils may exist, that more than counterbalance the benefits to be derived; for instance: we have fine land on Salt Spring Island, but if the place be infested with outthroat Indians, what is the land worth? We have a splendid harbour at Esquimaux undoubtedly, but our whole vicinity is infested by a gang of scoundrels who make a regular principle of running off the sailors from the vessels that may be lying there, particularly Her Majesty's ships. These poor deluded sailors are promised five dollars a day, on the other side, when the object is merely to secure them to make crews for vessels trading to the timber ports on the Sound; the crews of these timber vessels making a point of leaving the moment the vessels enter the harbors. What care the crimps that the poor fellows they entice away are frequently exposed to the most terrible privations, that to escape absolute starvation they are obliged to work, as they would refuse to work at home or on board a British ship, for mere existence? The unfortunate men who are so infatuated as to leave their ships at the instigation of runners, when required to make up a crew, are kept in a state of maulin drunkenness, until the ship for which they are intended by the crimp leaves; the latter exerts an exorbitant price for the captain or agent, per man, for the sailors, including their wages, which he manages to keep entirely to himself, on the pretence that the wretched runaway now at his mercy has obtained the whole amount in board, drinks, &c. Should Jack turn restive on his hands, he (Jack) is either beaten in a cruel, heartless manner, or hounded and put on board the ship like a dead dog; the captains of these timber vessels who are forced to become parties to such disgraceful proceedings, because their crews leave by arrangement with the crimps, are fully prepared for any refractoriness on the part of the half crazed victim when he shows himself on deck, and the revolting cruelties inflicted on these misguided men, are dreadful to think of. The bitterness of their reflections, the remembrance of the kindness and attention of which they were always the objects, particularly on board the British men-of-war, where every want is supplied, where in fact every reasonable desire is satisfied, and between which and himself, there is now an impassable gulf—turns everything in and around him to gall. To rid himself of his horrible reflections, he brutalises himself with drink; becomes, for the sake of the beastly existence so attainable, a rowdy blackguard, and probably ends his worthless life in a State penitentiary. To those unacquainted with the vile traffic in human life carried on by these crimps, a traffic whose horrors far exceed those of the slave trade in its worst features, our description of the treatment of runaway sailors may appear overdrawn; but we have in no way exaggerated the picture, and in fact have, out of consideration for the feelings of our readers, refrained from stating some of the more disgusting particulars. We ask our citizens in the name of humanity to set their faces against this atrocious system. We feel convinced that if our people would use such means as lie within their power they could do much to put an end to it. If they could only think that these poor fellows have relatives at home who look for their return; that until their abduction by degraded rascals their tendencies and impulses were good; they still felt the influence of home, improved and made pure, by the discipline physically and morally on board of the ships, where their kindly feelings are usually expanded, and where, if they remained, they would be a pride to those that knew them at home, and an honor to the noble old flag that they sail under. Instead of becoming miserable objects from degradation and disease, they carry their heads aloft with honest, patriotic pride in being the orthodox British tars renowned throughout the world.

Our traders must never lose sight of the fact that the existence of any such villainous system of robbery, as is commonly practiced here by these crimps, leading, as in the case before the court the other day, to the destruction of human life, and very serious loss to the owners of vessels visiting this port, is destroying the source of their greatest profit,—the shipping trade. What vessel would come here for supplies at the imminent risk of losing an entire crew, involving a loss of from \$1500 to \$2000? The answer is clear; our port would be avoided like a plague spot. We have heard people deplore the departure of the Zealous, with the consequent loss of about \$400,000 a year to the Colony; but did these people consider that the English taxpayers who had to provide that sum also paid for every sailor sent to this station about \$500, and that nearly fifty of these sailors have been enticed to run away from that vessel, involving a loss to the English public of \$25,000? The Zealous has gone, but we warn the people of this Colony that if crimps are allowed to ply their vile occupation amongst our ships, the whole of the navy will be removed, and Valparaiso will be adopted as the station for the Pacific. It is therefore necessary that something should be done to put a stop to the evil, not merely on moral grounds, or as being our duty as British subjects and good members of society, but for the sake of self-interest. Everyone should aid by every means in his power in repressing it.

Friday, April 23. ANNEXATION RUMORS came thick and fast over the wires last night. It is said that a strong party in Canada are advocating the change, and that many in London favor it. We are not among those who believe that Annexation is probable; but stranger things happen every day. Events crowd swiftly upon us, and the statesman who five years ago rode upon the topmost wave of popular favor, could no more expect to succeed to-day by an expression of the views he then entertained than he could hope to fly. How far Annexation would benefit British North America it is difficult to say; but the thing is certain: the day on which Great Britain parts with her colonies will witness her fall from the proud position which for centuries she has held as the most enlightened, liberal and powerful nation on the face of the earth.

FROM NANAIMO.—The steamer Sir James Douglas, Capt. Clark, arrived from Nanaimo and way ports last evening about 7 o'clock. She brought 12 passengers, 5 head of cattle, dead hogs, cats, potatoes, eggs, butter, charcoal and some coal for government use. She left the Lincoln and Washington coaling. No news of importance; weather fine.

RIGHT AGAIN.—We learn that his Excellency the Governor, through the American Consul, has extended an invitation to Mr. Holland and party to make Government House their home during their stay in this city. This is another move in the right direction. Let the good work go on!

THE RETURN OF HON. JOSEPH HOWE to represent the County of Hants in the Dominion Parliament is a severe blow to the anti-Confederatists, although they certainly find a crumb of comfort in having two Antis to represent them from two other counties. The name of "Joe" Howe is a household word in Nova Scotia; and his return indicates an important change in the tone of popular sentiment in that province.

From the West Coast. SIX MORE BODIES OF THE BARK "JOHN BRIGHT'S" PEOPLE FOUND WITH THEIR HEADS CUT OFF! THEY WERE WITHOUT DOUBT MURDERED BY THE INDIANS.—GRATIFYING NEWS FROM THE ROYAL EXPEDITION. Capt. Spring's schooner Reserve, Captain Francis, arrived from the West Coast early yesterday morning, bringing a full cargo of oils and furs. The weather has been boisterous along the coast; but no fresh wrecks are reported. By this arrival we glean additional intelligence of the fate of the people of the wrecked English bark John Bright. It is sorrowful enough. Six more bodies have been found, and their position and appearance leave not the slightest room for doubt that they have been cruelly murdered by the Keskiah Indians. Captain Christensen of the schooner Surprise, it will be remembered, brought the first news of the wreck to Victoria on the seventh of March last. He had visited the spot, passed over a long line of coast and discovered the fleshless remains of two human bodies, said by the Indians to have come ashore dead from the wreck. Upon his return to the West Coast, about two weeks ago, he visited the very same part of the coast over which he had gone on his previous visit, and, to his horror and amazement, found the headless trunks of six dead men, who from their appearance had apparently been killed within a few days. Capt. Christensen's belief is that these men were alive when he first discovered the wreck and that they were secreted in the bush from the Indians; that one by one they came from their hiding places down to the beach to procure food to relieve their misery, and were ruthlessly slaughtered by the savages. But we will let the Captain tell the sad story in his own way.

KEESWATER, March 30th, 1869. DEAR SIR.—There is no doubt on my mind now as to the fate of the crew of the bark John Bright, wrecked here in February last. The most of them, if not all, have been murdered by the Indians. The following are the additional facts ascertained: We arrived here yesterday at noon, and were informed by the Indians that six dead bodies were lying on the beach outside of the harbor. This morning I took a canoe and went out to see them. We found five bodies near high water-mark not many yards apart, and buried them the best way we could. The two first ones were much decayed and had no heads, but appeared otherwise not disfigured. Of the others, two were skeletons; the fifth body was that of a big, stout man, not much decayed; it had a hole thick through its back and no head; the sixth body had been already buried by the Indians at quite a distance from the rest, and they did not care to let me see it, but told me that the body was not injured a bit, only the head was not there. On my way out I landed at the village and walked through it to see what they had amongst them; but a crowd of howling Indians soon collected around us and followed us wherever we went carrying knives under their blankets. "But I had Ghayor, Chief of Clayooqui, with me and therefore did not feel much alarmed about them doing me any harm. The Indians also told me that some of them had found the leg of a body yesterday with an india-rubber boot on, which they stripped off and left the leg. I looked for it to-day but could not find it anywhere. In conclusion I beg to state that if the Government do not take any more notice of this affair than they have on former occasions, they will be excused from coming amongst the Indians on this coast after this trip. Yours truly, J. CHRISTENSEN.

At the time the news of the disaster reached Victoria, the Governor was called on by the press to send a gunboat down to the scene of the wreck, but no action was taken. We are even told that the Missionary from Barclay Sound made personal application to the same effect; but again, nothing was done. If it turns up now upon investigation—which no doubt will be instituted now if it is pretty well established that all the poor creatures are dead—that Capt. Christensen's opinion is the correct one, no condemnation too severe could be visited upon the Executive.

Capt Francis spoke Roys' party of whalers. They had been outside five days on a cruise in the steamer Emma and returned with two large whales in tow; third one was lost by the parting of a line. The party were all in good health and spirits.

KISSING HIS WIFE WHILE DYING OF HYDROPHOBIA.—Mr. Eckerson, who died of hydrophobia at Saddle River, N. J., had to be held by five or six men, and during his lucid intervals begged to kiss his wife, who was very ill in another part of the house. Just before his last dreadful fit he pleaded so piteously to kiss her once more before he died, that, risking the consequences, they took her to his bed. The dying man carefully wiped the froth from his face, and compressing his teeth tightly to prevent any of the poisonous saliva exuding from his mouth, kissed the lips which he had so often pressed in love and affection, and then resolutely turning away, after bidding her adieu forever, relapsed into another dreadful paroxysm and died.

A SCORCH MINISTER in a strange parish, wishing to know what his people thought of his preaching, questioned the Beadle: "What do they say of Mr. —?" [his predecessor]. "Oh," said the Beadle, "they say he is not sound." "What do they say of the new minister?" [himself]. "Oh, they say he's all sound!"

The Great Boat Race on the Thames. OXFORD VICTORIOUS. LONDON, March 18th.—The great boat race between the Oxford and Cambridge crews was decided yesterday. The banks of the Thames were crowded with spectators, from the coater minger up to the royal duke. Houses and windows of houses fronting the river at Barnes, Mortlake and Putney, brought fabulous prices from people anxious to get the best view of the race; and even the permission to stand upon a wall was regarded as being worth a few shillings. The race was from Putney to Mortlake—about 4½ miles. The boats measured 56 feet 4 inches. The names and weights of the crews are as follows: Oxford—S. H. Woodhouse, 156 pounds; R. Tabourdin, 167 pounds; T. S. Baker, 178 pounds; F. Williams, 171 pounds; J. C. Tinsley, 192 pounds; A. C. Xarborough, 168 pounds; W. D. Benson, 163 pounds; S. D. Darbishire, 183 pounds; D. Neilson, 111 pounds (cockswain). Cambridge—J. A. Rushton, 161 pounds; J. H. Ridley, 163 pounds; J. W. Dale, 168 pounds; E. J. Young, 176 pounds; W. F. McMichael, 172 pounds; W. H. Anderson, 159 pounds; P. H. Meller, 164½ pounds; J. D. Goldie, 170 pounds; H. R. Gordon, 106 pounds (cockswain).

The Oxford crew was the first to leave their boat yard, followed by the Cambrics in six or seven minutes, rowing in beautiful time; but unfortunately, the absence of the stretcher's work during practice was painfully marked, while Oxford showed to greater advantage than during the training, and the lift on the boat was very fine. When the crews came down to their stations a cheer went up for both boats. The start took place at 4 o'clock p. m., amid a scene of the utmost enthusiasm, the friends of the crews on each bank giving their favorites an encouraging cheer as they went away. The Oxonians pulled a splendid long sweep, while the Cambrics pulled short nervous strokes. The race was a series of sprints, in which the dark blues had the best of it. Their competitors, to use a slang phrase, "pumped out" long before the course had been covered, and the game little Oxonians dashed along, gradually keeping ahead, and pulled across the line, putting on a magnificent sprint, in twenty-two and one-half seconds, the fastest time on record.

Fearful Catastrophe. EXPLOSION OF AN AUSTRIAN FRIGATE. The explosion of the Austrian frigate Radetzky has been mentioned in our cable dispatch with a reference also to the fearful loss of life by the catastrophe. The following details are communicated in a letter to the London Post, dated at Vienna on the 22nd Feb.:

The first news of the catastrophe was received here by the naval section of the War Ministry about three p. m. on Saturday by a telegram from the commander of the island and fortress of Lissa, in which it is stated that the optic telegraph stationed at Fort Wellington had signalled the information that at a distance of about ten miles to the northeast of the island an Austrian frigate was blown up. The commander of the island instantly telegraphed to the vessels stationed at Trieste and Zara and to the commander of the squadron at Gravesend, to proceed at once to the scene of the accident; and the iron-clad frigate Ferdinand Max, as well as the gunboat Hum and the steamer Andreas Hofer, were immediately despatched to Lissa with orders to render any assistance that was necessary and possible under the circumstances.

A despatch of the corporation of Lissa also set out to the place where the accident had occurred, and on their return yesterday they telegraphed that of the whole crew and marines on board, numbering in all 364 men besides the captain, only 23 had been able to save their lives by swimming. The Radetzky was under sail on a cruise for gun practice, and had no steam up, so that the accident could not have been caused by the explosion of the boiler or a cylinder. According to the meagre authentic reports which have reached the war office and the newspapers, wet cartridges were being dried in the powder room. The ammunition had been unpacked and quantities of powder were lying about on the floor, and the workmen were consequently commanded to enter the room only in felt slippers. They, however, came in with their boots on, without putting felt slippers over them. The powder coming in contact with the hard soles of the boots, ignited from the friction caused thereby and a terrific explosion sent the vessel and 340 men to destruction. The list of persons who have been saved contains the names of the naval cadet Karl Barth, that of the pilot Devoich, the first mate and two sailors—all of them seriously injured. Five sailors are injured but slightly; the two quartermasters, the firemen and ten sailors escaped unhurt. All others perished; among them were seven commissioned officers, seven naval cadets, two physicians and five engineers, who had almost all of them been present at the battle of Lissa. The captain was fortunately absent, and so was a young cadet named Fritz, who was three days before the catastrophe removed to the hospital at Pola. The marines on board were nearly all recruits. There were two powder rooms in the vessel—one in the front near the bow, and the other just underneath the officers' cabin. All the metal in these powder rooms was made of copper, and the lanterns had panes of so-called Marienglass—Muscovy glass. The Radetzky was an iron-clad steam frigate of 1,826 tons burden, with engines of 300 horse power. She was armed with 29 20-pounders, and commanded by the naval Captain Adolphus Ritter von Donalik, of Vienna, who at the battle of Lissa commanded the Donau. After her cruise the Radetzky, which had only been fitted out and equipped on the 1st of this month, was to proceed to Castelletto to join the squadron under the command of Rear-Admiral von Pockh, in the Boche di Cottaro.

This wonderful Ointment acts like magic in relieving all kinds of sores, warts, bad legs, eczema, eruptions of the skin; when rubbed on the surface it penetrates and purifies each tissue on its passage, and exerts the most wholesome influence over the inflamed structure. It heals by cleansing all humors with which it comes in contact, and thereby promotes a sound and permanent cure.

Table listing ailments cured by Holloway's Ointment, including Dropsical Swellings, Rheumatism, and various skin diseases.

Advertisement for POWELL'S BALSAM OF ANISEED, detailing its benefits for various ailments like coughs, colds, and asthma.

THE MAIL. A Paper containing the news, the principal leaders, a well-digested summary, and all interesting matter from the Times, and is thus rendered available in a cheap form for persons residing abroad or in the colonies.

The terrible fate of the English bark John Bright created a profound sense of community, and one that can never be forgotten. These creatures battled with the waves, possibly for weeks, before the vessel became unmanageable on shore; the struggle of the crew, the boiling surf and the caps from drowning, more horrible death from want of food; and the desperate circumstances rendered still more deplorable. The Captain's wife and the disabled portion had remained on the beach; the rest of the men went in search of the wreck. During their abiding savages ruthless poor, helpless creatures anxiously looking for their comrades, and that it may be, days of fruitless search, returned of the wreck to find it cruelly murdered and hapless destiny. Judicious statement of Captain Christensen's bodies seen by him were murdered subsequent to his first visit, hence he was dispatched here after the earliest intelligence received here, that he might have been blamed for this? What of ordering a vessel for the catastrophe? Executive. We are application was made to have one of the gun harbor dispatched the matter on receipt of intelligence in this city, was met by a cold refusal, a case, a terrible realisation with the Executive, equally criminal with it can be shown that a great evil avoided. We hear of enlightenment and in Anglo-Saxon race was to all else in creation however, a character more convincing than to us; to sustain such face of facts like these. Stress of weather, is a short distance from a population possessing intelligence and enterprise of British colonies. By the ill-starred crew saved from a watery grave to savage brutus who perished within a few miles of the community. Surely, it with such a high order cannot be from any way on the part of the people right, and the natural those whose duty it is matters are neglected charity we are disappointed hypothesis, but the onus falling upon their only remedy lies in their officers. The drowned crew of the vessel like a stain on the honour our citizens to the responsibility by their prints up to public condemnation. Protection, like every element, is only had where it is judiciously, a bounty to certain industries the revenue and generating a country wealth. But, where it is used acts like a blight on a Instead of the regular of trade, it is either as if seeking to freer superincumbent pressure modus jumps at intervals increased, till the day and the stillness of There can be no doubt duties were very many they were formed by