

DRINK PORTER IN THE AUTUMN

because it is good for your health—helps you to withstand damp weather and other trying climatic conditions. But it is well to drink the best: Carnegie's Swedish Porter is recognized as absolutely the purest and most nourishing malt beverage extant.

Ask for it at your club, any leading hotel, bar or restaurant. If your dealer cannot supply you, send to

PITHER & LEISER Direct Importers

Striking the Nail on the Head

Is what you are doing every time you strike The Family Cash Grocery

EVERY DOLLAR Laid Out With Us is for VALUE RECEIVED IN FULL

Prices That Please Parents

The right kind of a Boy doesn't want to bother too much about his clothes after he has them on. He doesn't want the seams to rip up when he slides down the banisters, plays leapfrog, or jumps off the rocks.

Sailor Suits Prices \$3 to \$4.50

Grand quality navy serge, thorough nautical style, trimmed with white or black braid, for small chaps of 4 to 7 years.

Juvenile "Norfolks" Prices \$3.50 to \$4.50

Extra durable Scotch fancy Tweeds and English Worsteds, trimmed with brass buttons, for boys of 4 to 7; most Suits have a pretty silk necktie attached.

"Norfolk" Suits Prices \$4.50 to \$10

Single and double-breasted, two and three-piece, genuine high-class Scotch Tweeds and English Worsteds; plain knickers; every suit skillfully shaped, substantially sewed, and most stylishly finished; really fortified by extra careful workmanship.

Separate Knickers Per Pair 75c to \$1.50

WILSONS 83 GOVT ST VICTORIA, B.C.

The Sprott-Shaw BUSINESS UNIVERSITY VANCOUVER, B. C. Offers a Choice of 2 to 4 Positions

PURE BRED LIVE STOCK EDEN BANK FARM—A. C. Wells & Son, proprietors, Chilliwack, B. C.

choice lot of boars and sows from 2 to 6 months old, sired by Charming Premier. Grandview Farm, Shannon Bross, Proprietors.

C.P.R. STEAMERS IN COLLISION

Charmer and Tartar Badly Damaged in Thursday Evening's Fog

OCCURRED OFF SANDHEADS

Tartar is Beached at English Bay, Vancouver, and the Charmer Docked

(From Saturday's Daily.)

In thick fog the steamer Charmer crashed into the steamer Tartar off the Sandheads at the mouth of the Fraser river about 6 p.m. Thursday, and yesterday morning the former limped down to the wharf in Vancouver harbor with her stern crumpled and splintered for twenty feet or more.

Both steamers were seriously damaged by the impact, but no lives were lost, nor was anyone seriously injured.

The Charmer was in charge of Capt. Whiteley, a careful and trusted master, long in the C. P. R. service, and the Tartar was under command of Capt. Read, formerly of the Empress of China, with Capt. A. Jones as pilot.

Both vessels were proceeding under a slow speed.

The Charmer left Victoria at 1 p.m. Thursday with 25 passengers and a fair freight, bound to Vancouver on her last trip but one of the season.

The Tartar was bound for Yokohama, with Capt. A. Jones as pilot of general cargo, a few saloon passengers and 187 deported Hindus in the

steerage, on her last voyage under the C. P. R. flag, having been sold to the purchaser of the Athenian, J. Kishimoto of Osaka, acting for the Osaka Shosen Kaisha, which company was to take delivery of the steamer on arrival at Kobe.

Nothing was known here of the disaster until the Charmer was sighted at anchor all night and made her way into Vancouver harbor at 10 o'clock yesterday morning, when Capt. Whiteley notified Capt. J. W. Troup, superintendent of the C. P. R. steamship service of the accident. The Charmer passed through Active pass at 4 p.m. making her usual time. When crossing the Gulf of Georgia she slackened, and the steamer's speed was slackened, and the whistle tooted at the regulation interval.

Crash Occurs Suddenly from out of the fog curtain came the hoarse sound of another whistle, then others, call answering call for some minutes. Then from the smother loomed the hull of the Tartar, indistinctly shown. The hull was across the Charmer's bow and next instant there was a crash, a crunching sound and then a chorus of shoutings of men who could not see each other in the fog.

The cause of the collision will be a matter for a board of enquiry. Some of those on board the Charmer say there was seemingly a misunderstanding of signals, as thirteen minutes elapsed from the time of the Tartar's whistle was first heard until the collision. When Capt. Whiteley noticed that the steamers were too close, he signalled two blasts to indicate "I am going to port." It is said the Tartar did not answer this signal.

The impact with which the Charmer struck the Tartar was great. She crashed into the liner's port bow cutting through the plates below the water line, the forward compartment filling at once and the liner settled quickly by the head. The Charmer was seen to have suffered severely as the steamers fell apart, the bows being smashed and wrecked as far back as the forward bulkhead. Water rushed into the forepeak in a flood, but the collision bulkhead held securely and the officers quickly saw that the vessel was in no immediate danger.

Panic Quickly Allayed Naturally, the passengers were much alarmed. Capt. Whiteley and his officers quickly assured the company, however, and what momentary panic there was was quickly allayed, the women as well as the men on board behaving admirably.

The Tartar stood by the Charmer, maintaining her way, owing to allow for steerage, and it was found that she

too thick to allow of her reaching port, was decided to anchor in English bay, where the Tartar also came to an anchor. At daylight, however, the soundings made in the holes of the Tartar showed the water to be rising so rapidly that it was decided to beach the vessel. She was beached into English bay and put ashore at Kitislano, not far from the Indian reserve. An hour the steamer Princess Victoria passed her yesterday, and the vessel was lying with considerable water in her forward, down well by the head. It is expected that much of the cargo has been destroyed, but a survey will be held as soon as practicable.

Crew Acted Coolly James Scholer, who is engaged in business in Vancouver, formerly ticket agent of the C. P. R., was among the passengers of the Charmer, and he is loud in his praise of the conduct of all on board the steamer. Officers and crew, he states, went about their duties calmly and quietly and their good example had complete effect on the passengers, who showed implicit confidence in the officers and accepted their statements as to the condition of the vessel without question.

Rescued by Joan The steamer Joan went to the steamer Tartar yesterday afternoon and took off the passengers of both vessels. Among those who were on board the Charmer were William Ward, Mrs. Ward and children, James McGowan, Supt. engineer of C. P. R. coast steamers, E. Callaghan and bride, J. Munro, J. Dickson, of Dawson, James Schlater and Mrs. W. W. McInnes.

Tartar's Passengers The passengers on board the steamer Tartar numbered 22 saloon and 173 steerage, all Hindus, being deported. The saloon passengers were J. R. Adam, Mrs. Adam and child, Mr. E. Bloom, Mr. W. Bryant, Mr. H. C. Clyde, Mrs. Clyde, Mr. G. Crane, Mrs. Crane and child, Miss G. Douglas, Mr. A. Gutman, Mr. L. C. Haldley, Miss M. Harrison, Mr. Henry, Mrs. Henry, Mr. S. Ludlow, Mr. G. Main, chief engineer, A. S. Barbee, purser, Mr. W. D. Read, Miss Stanton, Dr. J. S. Timpany, Mrs. Timpany.

The Tartar was being taken out by the following officers: A. H. Reed, R.N.R. commander; J. G. Davy, chief officer; G. E. Bridge, R.N.R., second officer; G. F. Holmes, third officer; R. Winter, fourth officer; J. Gould, R.N.R. chief engineer; A. S. Barbee, purser; Mr. W. D. Read, Miss Stanton, Dr. J. S. Stewart, M.D., surgeon; T. J. Bridge, chief steward; Mrs. Tiddy stewardess.

Incident Relieves Tension A tenseness and feeling of anxiety pervaded all on board the Charmer, and women especially were a bit nervous, but this was all relieved by a characteristic little incident. An English gentleman, bearded and of ruddy complexion, muffled up in an enormous woollen coat, stood near the rail as several ladies were being assisted into one of the boats. One of the ladies awaiting her turn, was accompanied by her little son, a wee chap of four or five years, who was strutting about quite unconcernedly. Springing the gentleman in the fur coat eyed him curiously and finally, planting himself squarely before him, pined, "Please, sir, are you Santa Claus?" In the burst of laughter that followed all anxiety was forgotten, the strain was relieved and from that time on jollity and good humor reigned.

There were 55 passengers on the Charmer from Victoria for Vancouver. All were comfortably quartered on the Tartar for the night and in the morning a few went ashore in boats. One lady, Mrs. W. W. McInnes went ashore, being anxious to land owing to the illness of one of her children, and the others were brought in early in the afternoon from English bay.

So far as can be learned no one was seriously hurt. The only injury reported was to Mrs. McInnes, who was standing close to an upright post at the time of the impact and was thrown against it by the shock. She was slightly bruised.

After transferring the passengers the Charmer proceeded but the fog was

Salvor Goes to Assistance The steamer Salvor, of the British Columbia Salvage Company, recently equipped with some powerful Worthington salvage pumps in addition to the big Gwynne and Morris pumps, previously possessed, proceeded to Vancouver yesterday afternoon to the assistance of the Tartar. The diving gear which had been used by the submarine worker who had been called upon to remove Kelly from the Charmer's injector grating before she sailed for Vancouver was hurriedly carted to Esquimalt, the crew gathered, and Capt. Harris and Mr. Bullen started to the rescue.

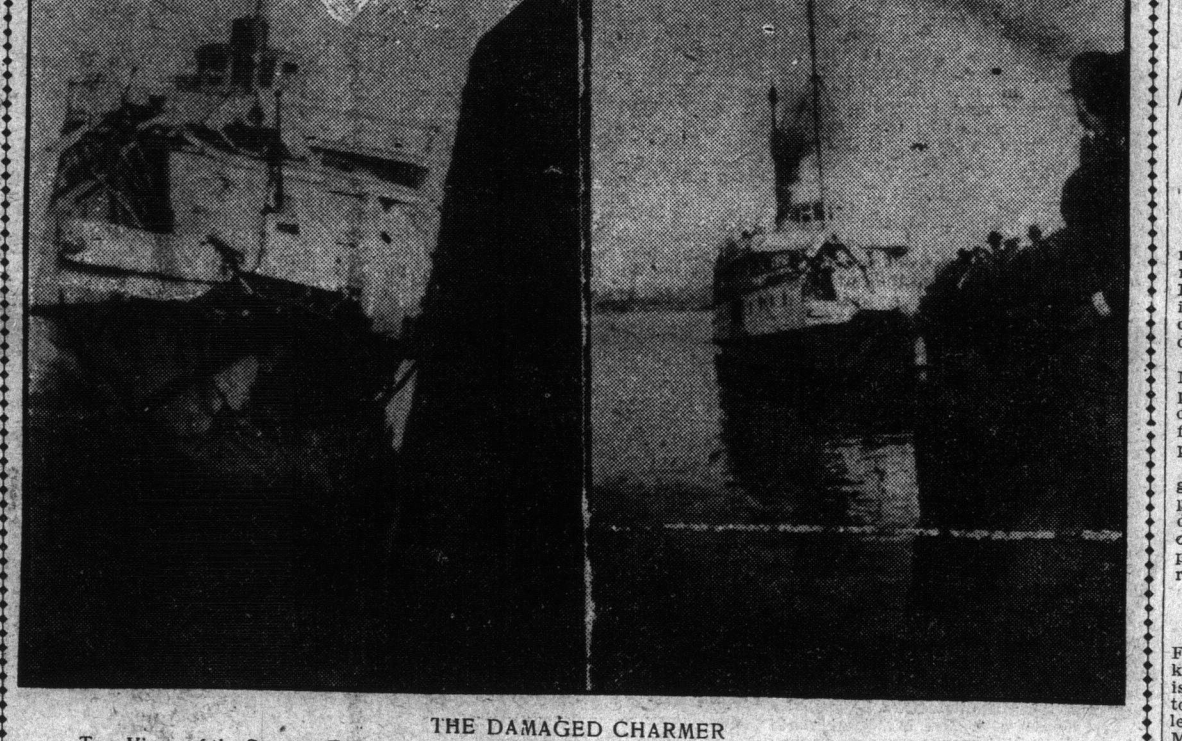
It is probable that some of the Salvor's big pumps will be placed on board the Tartar, and with these keeping her comparatively dry, the vessel will be patched at low water with canvas and cement sufficiently to allow of her being brought to Esquimalt with some of the big pumps on board.

The dock had been engaged for the steamer Netterley, one of the fleet of British steamers which brought coal for the United States navy from Newport and Norfolk, which was to come to Esquimalt next week to be docked for an overhauling. The steamer Ormistown is also coming to the dock, which has been engaged from Vancouver for that vessel. H. M. S. Shearwater is now in the dock but she is expected to be floated today.

Charmer is Returning The steamer Charmer will leave Vancouver this morning after being surveyed to see that she is in condition to make the run, and will arrive here this evening, and later tenders will be called for the necessary repairs to the steamer's bow.

Both the Charmer and Tartar are covered by insurance, the amount placed on each steamer not being known. The business is done from Montreal, and nothing is known here of the amount placed upon each vessel.

(From Sunday's Daily) At daylight this morning the steamer Charmer with her bow crumpled to within three feet of her bulkhead



THE DAMAGED CHARMER Two Views of the Steamer Taken at Vancouver Dock On Her Arrival There After Colliding With the Tartar

SPARK GUARDS Tinned Iron Wire Lined with fine wire, 3 sizes. Prices: \$1.50, \$1.75, \$2.00. Brass Spark Guards Lined with fine brass wire, 3 sizes. Prices, \$4.00, \$5.00, \$6.00. Brass Folding Fire Screens 24 in., \$4.00; 30 in., \$5.00. Nursery Guards Made of heavy wrought iron frame-lined with fine wire, 3 sizes. \$3.25, \$3.50, \$3.75. OGILVIE HARDWARE LIMITED GOVERNMENT STREET, OPPOSITE SPENCER'S

BIG COMPANIES TO JOIN FORCES Amalgamation of B. C. Copper and Dominion Copper is Reported

Grand Forks, Oct. 18.—Sensational news has reached here from New York relating to the amalgamation of the B. C. Copper company and the Dominion Copper company, including their combined interests in the Boundary district.

It is stated that President Warner Miller, of the Dominion Copper company, and a number of the directors of his company are leaving New York plans will be made public.

M. M. Johnson, the consulting engineer of the Dominion Copper company, is also on his way to the Boundary to meet the other company's officials. It is stated that the low price of copper, combined with other reasons, has led to the amalgamation.

Mr. Coleleugh's Illness Winnipeg, Oct. 18.—The condition of F. W. Coleleugh, ex M. P. P. for Selkirk, who was stricken with apoplexy, is about the same. He was removed to the general hospital, and it was learned from the authorities there that Mr. Coleleugh is still unconscious and his recovery is doubtful.

Woman's Self-Cremation Rochester, N. Y., Oct. 18.—After pouring two gallons of oil into a caldron at the back of a barn at her home in Webster, this afternoon, Mrs. Lizzie Martin, a woman 45 years of age, lit the oil and got into the caldron. She was dead when her daughter and neighbors, seeing the smoke, went to investigate.

Earth Shocks ARE MYSTERIOUS Scientists Taking Much Interest in Disturbances of Last Two Days

London, Oct. 17.—The observatory on the Isle of Wight recorded a severe earthquake yesterday, beginning at quarter past two in the afternoon and lasting over four hours. The disturbance is placed at 5,000 miles.

Ottawa, Oct. 17.—The seismograph at Dominion observatory here recorded yesterday's earthquake. Washington, Oct. 17.—Another earthquake shock of much less violence than that of yesterday was recorded at the weather bureau today. It occurred shortly after six a. m. A bulletin issued by Chief Moore said the shock lasted three quarters of an hour, and that the earthquake probably occurred five thousand miles away. The bulletin added: "It is quite probable that the record may represent an aftershock of the great disturbances recorded throughout the world yesterday."

Official statements today regarding the earthquake recorded yesterday, and followed by a disturbance of less magnitude today, indicate that the earthquake occurred at some point between 3,000 and 5,000 miles away, varying according to two estimates. The only direct indication is that the motion was either east or west today's shock, which kept the weather bureau seismograph moving for three quarters of an hour, may have been an aftershock from yesterday's disturbances. The occurrence has created widespread interest among scientists. It is possible that at the next session congress will be asked to authorize the extension of seismographic observations that records may be made at the government stations at various points in the United States.

Signals Misunderstood To a misunderstanding of signals is laid the blame for the collision. There is no doubt but that such a misunderstanding did occur, and in the investigation which is certain to follow will come out the evidence which will enable those composing the court of inquiry to place the blame.

A Coincidence It is a curious coincidence that twenty years ago from the date of this accident the Charmer entered the Vancouver harbor for the first time. She was then called the Premier.

An Elevator Burned Lasalle, Man. Oct. 19.—The Imperial Elevator company's large elevator here was burned down last night. Both Ogilvie's and Cormier's elevators were in danger for a time, but the absence of wind prevented the fire from spreading.

SAANICH A G Large Cr Fin... The fortie North and S Society was ing of each number of the show, as being h... added to the fair visitors largest in t... All day ton... drew forth... yesterday... Commission... Major Nutt... entries were usual and d... judges found the aw... horse exhibit... were some... horses and... ones. The... represented... City, owned... which took... Toronto exhib... owned by G... two best ex... high quality... that the Sa... rear future... stock. The... also well re... light draugh... especially in... the best thi... Some very... general purp... imported h... of George... fine all-rum... first prize l... and althoug... road, the... account of l... Major Mu... judges of sh... the various... noted, the... dairy stock... Special mem... don Bros'. A... Holsteins... judge the... were the best... fair. In... Eros, captu... ing bulls, w... prize for his... In the sh... gained the S... Farmers' In... class the Yo... Mr. Gillam... Not the le... day was the... result. The... when t... members of... mended their... the charmer... All sorts of... encouragement... who, surround... ing fans, it... to choose... were award... Ralph Fowl... put being ov... ety thus gain... Ferguson ca... Judges in th... Messrs. H. B... Stewart and... During the... game betwee... Cordova Bay... ceedingly cl... the call of... to the laten... not played... event, the v... handly won... the champion... The speci... over the V... evening was... who attend... closing even... The musical... several pla... afternoon, al... the result... up till a lat... the dance v... best in the... judging are... Four cowe... lan... Bull, all any... Bretton, 2... Milch cow... Fat cattie... Jersey cal... Michell, 1... Bull 1 year... W. Derrin... Bull 1 year... Cow—1 an... Heifer 2 y... Heifer, 3 H... Heifer call... Holstein G... Bulls—1 C... Bull call... Cow—1 an... Heifer, 2 y... Heifer, 1 y... Gillan, 2 y... Heifer, 1 y... Gillan... Heifer call... Ayreshire... Bull—1, H... Bull, 1 year... Cow—1 an... Heifer, 2 y... Berg... Heifer, call... Eros, call... Cow—1, E... Heifer, 1 y... She... Ram—1, H... Ram, shear... Bros... Ram, lamb... Ewe—1 and... Ewe, shear... Bros... Ewe, lamb... Ram—1 an... Ewe—1 and... Ewe, shear... land... Ewe, lamb... Ram, lamb... Ewe—1 and... Ewe, shear... land... Ewe, lamb...

Table with multiple columns listing various goods and their prices, including items like Royal Household a bag, Lake of the Woods, a bag, Calgary, a bag, etc.