

CHARMER'S HULL IS RIPPED OPEN

Result of Collision With Scow at Vancouver Harbor Entrance

THE STEAMER BEACHED

Passengers Brought Over Last Night By the Princess Victoria

(From Friday's Daily)

Vancouver, Dec. 8.—With a grinding crash and jar that threw some people off their feet, set others on the edge of a panic for an instant and generally caused confusion among her passengers, the C. P. R. steamer Charmer, Capt. Hunter, outward bound for Victoria, shortly after 1 o'clock this afternoon, collided just off Brockton Point with a scow loaded with coal, which was being towed in through the Narrows by the tug Bernuda.

The accident occurred almost at the identical spot where the C. P. R. liner Princess Victoria ran down the tug Chehalis early in July, 1906, with the resultant loss of eight lives. Years of a similar catastrophe were raised on the instant in the minds of those of the Charmer's passengers who were not on deck and could only guess at the cause of the jolt which shattered the big steamer. For a moment something akin to consternation was depicted on the faces of many of the passengers, but as soon as word of what had actually happened was given from mouth to mouth, all on board were reassured. It was then somewhat difficult to prevent the people crowding on the forward upper deck to witness the manoeuvring of the steamer as she was headed for shore on the north side of the Narrows.

The Charmer collided with one corner of the heavily laden scow, and the sharp corner of the scow had ripped a hole twenty feet long in the hull of the boat. This enormous opening was made on the Charmer's starboard side, just about the forward bulkhead, and through it the water immediately poured in a gigantic stream, gradually filling the forehold of the steamer and putting her down by the head so that the upper part of her propeller became visible.

Capt. Hunter took in the situation at a glance, and lost no time in heading the Charmer for the sandy flat on the northern side of the Narrows, just east of the most easterly beacon marking the edge of the northern side of the channel.

When the passengers saw that they were perfectly safe, they found time to look around for the Bernuda and her scow, but they were by then vanishing in the distance in the direction of Coal Harbor, it having been easily apparent to the master of the tug that there was no need for him to waste time standing by the steamer.

According to the statement of passengers, who were put ashore by the steamer Joan, which was despatched from the C. P. R. wharf to the stranded steamer as soon as the accident was observed, the Charmer was attempting to make her way out through the Narrows and was hugging the southern shore when the Bernuda, with her scow lashed on her starboard side, was seen coming in. Apparently there was plenty of room for the two vessels, and there was no thought of danger on the Charmer till it was seen that the tug suddenly narrowed the distance. It is believed that she was caught by the tide and borne down on the steamer before any steps could be taken to prevent the collision.

Immediately after the accident the tug Bernuda dropped the scow, casting her free, and making as though to stand by the Charmer. In the meantime, however, the tug put about after the scow, and picking it up on her port side brought it into Coal Harbor.

On board the Charmer but one man, Thomas Scott, a watchman, was injured, and he received only a slight cut on one of his hands.

In the dining saloon of the steamer the accident caused a rude interruption to the meal, but the passengers were quickly brought around by friends, who administered cold water and smelling salts in generous quantities.

As the tide was high when the Charmer was struck, she was left in a good position on the sand, and no difficulty will be experienced in pulling her off when temporary repairs have been made to the gaping hole in her starboard side. Within half an hour of the accident telegrams had been despatched to Victoria and the Salvage and Towing arrived tonight.

The passengers of the Charmer, all of whom were brought ashore by the steamer Joan, given great praise to Capt. Hunter, his officers and crew. It is declared that every member of the crew acted with the greatest coolness, even in the first anxious minute or two.

The Charmer's passengers will tonight be conveyed to Victoria on the Princess Victoria on her way to Seattle.

The Bernuda suffered more damage than was at first supposed. The whole of her starboard rail from bow to nearly amidships was torn out, and she has a dent on her port bow.

That the smash occurred through one of the steamers changing her course is the most accepted theory, though no official statement will be given out by either. Both steamers are said to have signalled that they would direct their course to port.

ACCIDENT RECALLS FORMER MISHAPS

Steamer Charmer Will Be Repaired at Esquimalt—Salvor Leaves

The steamer Charmer will probably be brought to Esquimalt tonight for repairs. The salvage tug William J. Large, which is equipped with a large duplex pump and also carries a big Gwynne salvage pump left yesterday afternoon and the salvage steamer Salvor, also of the B. C. Salvage

company, left last night with further gear and divers. Capt. J. W. Tromp, who returned from Seattle yesterday, and T. G. Mitchell, Lloyd's surveyor, were passengers on the Salvor. Chief Engineer Macgregor of the C.P.R. was at Vancouver. The injuries to the Charmer will be temporarily patched by the salvage crew and the steamer will be brought to Esquimalt, most probably today. It is not expected that much difficulty will be encountered in fixing her.

The bulkhead arrangement of the Charmer is such that she is almost unsinkable. With her forehold, where the damage is located, full of water it would be possible for her to make the voyage. She came from Puget Sound after an accident in 1892 in that condition, with her port side smashed in to her amidships.

The Charmer, which was formerly the Premier, has had an eventful career since she was built by the Union Iron Works of San Francisco in 1887, for a connecting link between the C.P.R. terminals at Vancouver and the United States. Many shipmasters have had command of her, her first commander being Capt. Frank White, then Capt. John O'Brien, and then Capt. Gilroy. It was while Capt. Gilroy had command in 1892 that the steamer was wrecked on the coast.

It was in the early morning when the Charmer was off Marrowstone that she was wrecked on the coast. The steamer was off Marrowstone when she was wrecked on the coast. The steamer was off Marrowstone when she was wrecked on the coast. The steamer was off Marrowstone when she was wrecked on the coast.

While the Charmer was lying partially submerged, many attempts were made to raise her. Capt. John Irving and other crew members were on the vessel. The steamer was lying partially submerged, many attempts were made to raise her. Capt. John Irving and other crew members were on the vessel. The steamer was lying partially submerged, many attempts were made to raise her. Capt. John Irving and other crew members were on the vessel.

Bernuda is a large tug owned by Capt. Blissett and associates of Vancouver, and is engaged in towing coal scows to Vancouver from the Victoria Island coal mines for Macdonald & Co.

THE LARGEST AFLOAT

New Atlantic Liners Will Ellipse the Lusitania and Mauretania

London, Dec. 8.—The largest Atlantic liners, the Lusitania and the Mauretania, are to enjoy, it appears, only a transitory fame as the largest vessels of the world, and the Tyne, from which the giant Cunarders were launched, must, at no distant date surrender the honors to the new liners. The new liners are the Lusitania and the Mauretania, which are being built at the Harland and Wolff shipyard in Belfast. The Lusitania is 260 feet long, and the Mauretania is 260 feet long. The new liners are the Lusitania and the Mauretania, which are being built at the Harland and Wolff shipyard in Belfast. The Lusitania is 260 feet long, and the Mauretania is 260 feet long.

PACIFIC COAST STEAMERS OPERATED AT LOSS

Company's Expenses Last Year Were Greater Than Earnings of the Vessels

The Pacific Coast Steamship company was again run at a loss last year. The financial statement just issued for the financial year of 1908 of the company shows that the earnings were \$175,101 less than the operating expenses of the company. The earnings of the line totalled \$3,693,289, while the expenses amounted to \$3,868,390. The company's expenses last year were greater than its earnings.

The Pacific Coast Steamship company is one of the concerns operated by the Pacific Coast company which has a couple of railway lines, coal, lumber and grain business. The gross receipts of the whole concern last year, up to June, 1908, amounted to \$7,272,958, with running expenses of \$6,230,000, leaving a profit of \$1,042,958. This is lower than the net result of the previous year when the profits were \$1,419,878.

The election of J. P. Brown, Liberal, in Chateaugay, has been protested.

FISHERMEN LOST IN WILD STORM

Little Vessels Broken Up on Rugged Rocks of Coast of Newfoundland

SEVENTEEN ARE DROWNED

Gale and Blizzard Sweep the Coasts of Island for Forty-Eight Hours

(From Friday's Daily)

St. John's, Nfld., Dec. 3.—Seventeen fishermen were lost in a storm which lashed the Newfoundland coast for 48 hours. In all, ten fishing vessels have gone ashore, most of them breaking in fragments on the rocks. The victims of the gale were members of the crews of three of these craft.

The fishermen were all residents of Newfoundland fishing villages. The storm began on Tuesday evening and developed into a blizzard. A north-easterly gale caught many small schooners and sloops off the coast, and in some cases before the blast many of the crews lost their bearings in the thick snowstorm.

WHEAT FOR MEXICO

C. P. R. Freight Agent Confident That Grain Can Be Sent Out By Way of Pacific Coast

Calgary, Dec. 8.—Assistant General Freight Agent Hazleton has this to say regarding the grain situation in Mexico: "We are very desirous that Alberta grain dealers and shippers should find possible markets, and at present Mexico promises to be an extensive importer of wheat."

The C.P.R. is prepared to set a very reasonable rate on grain shipped to that country. We have connections with Mexican ports by steamship lines on the Pacific coast, and can so operate as to give rate which would be well worth while.

SEDITION IN INDIA

Literature of Rable Character Imported from Foreign Countries

Allahabad, India, Dec. 8.—In spite of all the precautions taken by the Government, a large amount of seditious literature still continues to reach India from abroad. It comes mainly from France, and is published in French, and is sent to the French settlement, whence they are secretly distributed in British India. The police officers in the French settlement are sent by ordinary post, and the agents engaged in this business run no risks. It would seem that some arrangements have been made with the French authorities, by which these supplies might be cut off.

In Calcutta a case containing pictures imported from Germany by native traders, and sent to the Customs House officers, and they found copies of a picture which they thought they could not let go unchallenged. The pictures were of a French character, and the collector of customs, who sent it to the commissioner of police. The latter ordered the pictures to be repacked, and sent back to the shipper, and were not for circulation in India. The pictures represent "Matti Murti" (the incarnate Motherland) in the midst of a battle of blood, and a boy is bleeding from many wounds, and surrounded by red-turbaned soldiers. The boy, with folded hands and eyes upturned, is appealing to the Deity.

THE AGRARIAN QUESTION

Russian Duma Starts Session With Talk of Land Reforms

St. Petersburg, Dec. 8.—The Duma has begun the serious work of the new session by making a start with the discussion of the agrarian question, perhaps the most important and intricate subject which can occupy the attention of the representatives of a great agricultural country like Russia. The Duma has decided to devote no fewer than 213 members of the Duma have noticed the question of speaking in the Duma, and the law promulgated in 1906, whereby communal tenure of land among the peasantry is to be gradually superseded by individual peasant proprietorship at the option of the members of the village communes.

The temporary law in question, which simply gives the peasantry a right to leave the commune and set up farming on their own account, is to be amended, and the Duma is to prove, amend, or reject it. Many members of the Duma regard one single agrarian law for the great variety of conditions of the Russian empire as an absurdity, others believe that the degradation and impoverishment of the peasantry are to be remedied by the abolition of the government monopoly of the sale of spirituous liquor, which has only increased the poverty of the peasantry to the extent of 213,000,000 roubles additional revenue in the course of four years, while there is also an opinion that more rational management of migration on to government lands would be better than abolishing the commune.

DEADLY DYNAMITE

Chinamen Killed at Duncan—Telephone Cable For Island Connection Arrives

Nanaimo, Dec. 3.—While thawing out dynamite in a firing pan at Duncan yesterday two Chinamen were killed and a third seriously wounded by the powder exploding. The two men were cut up in a terrible manner, and the bodies being scattered in all directions and the Chinaman who escaped death was badly wounded. The cause of the recovery are said to be very slight. He was taken to the Chemist's hospital.

China's Policy. Peking, Dec. 3.—An imperial edict issued today means today that the throne will continue the policy inaugurated by the Emperor Kuang Hsu, and especially the programme which provides for the granting of a constitution to the empire at the end of nine years.

UNITED STATES TARIFF INQUIRY

Washington, Dec. 3.—The House committee on ways and means today decided to continue the tariff hearings until December 19. Chairman Payne was authorized to offer a resolution in the House when Congress convenes in January which will give the committee authority to subpoena witnesses for these supplementary hearings. It has been the desire of the committee to get the facts of the tariff situation, and to give any information that they may have which would be of value in framing a new tariff law. It has also been found that the testimony obtained at the hearings during the past few weeks has not been altogether satisfactory.

POISON BY MAIL

San Francisco, Dec. 8.—Henry Boies, a salesman employed by an electric company, died in his room today under circumstances which indicate that he was the victim of poison. It has been ascertained that poison was contained in a letter mailed at San Jose, and received by Boies yesterday. Whether he took the poison with suicidal intent or whether the deadly drug was concealed in apparently harmless food which he ate has not been decided.

TOWN FEELS SAFER

Pine Bluff, Ark., Dec. 8.—More than one hundred yards of the neck of land opposite Pine Bluff, known as Body's point, including a four-room residence, has disappeared, and the river, which is now sweeping past the city, is a wider channel, is pressing with less force on the endangered banks. There has been practically no other change in the river since the beginning of the year, a rapid fall in the river is expected. The court house annex and Hotel Jefferson, which were yesterday threatened by the river, are intact today. General orders have been issued to officers to permit no dynamiting, but it was impossible for them to stop the river from doing its work. The identity of last night's dynamiters has not been discovered.

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OPPORTUNITIES IN INNER HARBOR

Water Area Available Compares Favorably With That of Many British Ports

WHAT BRISTOL HAS DONE

Victoria's Advantages Superior to Many Where Port Works Are Established

(From Friday's Daily)

With an area of water no greater than that contemplated in the scheme advanced for the improvement of the inner harbor, British ports have established big harbor works. The opportunities of improvement offer a far more difficult work than that carried out at many places. As stated yesterday the Sorby scheme proposed the temporary damming of the inner harbor, and the dredging of 100 acres to a depth of 30 feet at low water, enclosing the waste material behind a retaining wall and reclaiming 104 acres in the interior of the harbor front, the establishment of quays, dry dock and coal bunkers and the equipment of the quays with warehouses, cranes and other cargo handling facilities, such as are required at modern ports.

The work done at Bristol, where the new harbor works were opened in July, the occasion being marked by a Royal visit to Bristol, the area utilized in the harbor works was not greater, if as large, as that of the inner harbor of Victoria. Bristol was once one of the greatest ports of the west of England, her trade being largely linked with the Americas, yet competitor after competitor outstripped her in the commercial race. The people of Bristol saw the urgency—as those of Victoria will do when the same circumstances are experienced to force the improvement of the harbor improvement. They had enterprise, and spent \$2,500,000 in improvement. This secured at the mouth of the Avon a magnificent sheet of water 40 acres in extent, with an entrance lock 875 feet by 100 feet, and a depth over all of 45 feet. The basin, which is entered from the lock, is 110 feet so that the largest liner of present afloat can swing with ease. Two fine transit sheds are provided, each 600 feet long, and two stores in addition, one of the latter will be electric travelling cranes. The wharf where these sheds are placed possesses an underground grain conveying plant communicating with a granary of 60,000 quarters capacity. On the south wharf is a single floor export shed, also 600 feet in length, where electric cranes capable of handling up to ten tons will be located. The entire length of wharfage is 3,750 feet. This is exclusive of the passenger wharfage provided by the entrance piers which are situated in the Severn. At the southeast corner of the new dock is a wide channel communicating with the older Avonmouth dock. For a length of 500 feet this connection has a width of 150 feet, which will permit of steamers being berthed on each side, while there yet remains space for vessels to pass to and from Newbury, no floating harbor is complete without adequate dry dock accommodation, and at the Royal Edward dock, adjoining the entrance, is a graving dock 500 feet long, and 100 feet wide. The new dock brings Bristol's total provision for vessels up to 146 acres, against the 150 acres of Newport, which is recommended for the inner harbor of Victoria in the Sorby scheme is 107 acres—the 144 acres of the Butte docks, and the 124 acres which Swansea will possess when her new dock is completed next year.

Many of the ports largely used by shipping in England have had to contend with great difficulties. As Russia has progressed from stage to stage almost the natural advantages of Victoria have made them. The Tyne is, like many another, essentially a "made" river. Its navigable channel is almost wholly artificial. The Tyne, however, tradition says that at low tide people at one time could wade across the stream at its mouth. Within living memory the depth of water on the Tyne was no more than 8½ feet at low water, and above the High Level bridge the depth varied from 2 feet to 7 feet at low water, so late as the sixties. Today it is changed. The dredging boat on the river, which had her appearance in March, 1832, with her hand-worked apparatus capable of raising daily about 35 tons of gravel and sand which had to be unloaded on the nearest ballast hill, has been superseded long years ago by some of the most powerful dredgers in the world. The deepening of the river has been carried out in ordered sequence, and the work has progressed from stage to stage almost without interruption. The latest improvement, sanctioned on Thursday last, is the deepening of the river channel from the Northumberland dock entrance to Newcastle swing bridge from 20 feet (as at present) to 25 feet at low water ordinary spring tides, and from Newcastle swing bridge to Darlington from 15 feet (as at present) to the same depth—25 feet. The work will take years to complete, and the engineers estimate the cost at \$2,448,000. No does Alderman Richardson, who presented the adopted recommendation to his colleagues on the commission, think that the improvements will end there. Most likely not. Vessels are growing year by year larger, and they will become larger still if port facilities keep pace with them.

Milan, Dec. 3.—Professor Pierucci, the celebrated Italian physicist of the University of Pisa, announces that he has invented a new species of paper which is destined to revolutionize the present system of lighting besides numerous practical uses in the electrical development owing to its remarkable conductive powers. The professor's invention is shortly to be placed on the market, and a form which is intended to supersede the mantle hitherto in use in the incandescent system of lighting, is claimed that the new article will be less perishable and much more powerful as a light-giver, besides being considerably cheaper.

FIRE IN EDMONTON

Edmonton, Dec. 3.—The Edmonton steam laundry was destroyed by fire last night. Loss \$25,000. Insurance \$12,000.

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ECZEMA 3 WEEKS

SUN MON TUE WED THU FRI SAT

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

HANDS COVERED WITH ECZEMA AMPUTATION FEARED, BUT ZAM-BUK SAVED

"For three long months I was not able to attend to my own needs; and for three weeks the eczema on my hands was so bad that I was unable to feed myself. I had to be fed as one feeds a baby, because I could not hold knife, fork, spoon or cup." So says Miss Violet McMorley, of 75, Gore Street, South Ste. Marie, in telling how Zam-Buk cured her of eczema. She adds: "Hands, wrists and arms up to the elbows were covered with eczema. The itching and the soreness were high unbearable. As the disease developed, the skin actually peeled off leaving raw sores. The palms, fingers, backs of my hands and wrists were all in this shocking state, and I was forced to sit in agony all the while."

"The raw sores were soon in a foul condition, and my finger nails, all except two, fell off. During the different stages of my trouble, I sought the advice of three different doctors and received treatment, but although getting slight relief at first there was no cure. Amputation was at one time thought necessary but the timely introduction of Zam-Buk prevented this fearful ending."

"Zam-Buk was recommended by a friend and we bought a supply. The first few applications gave me a little ease, but it was not until I had continued with it for some time that I felt a decided improvement. After that my cure went on quickly. Zam-Buk did what everything else had failed to do. Now my hands and arms are quite freed from the terrible eczema."

Are you suffering from skin disease? If so, take Miss McMorley's advice and try Zam-Buk.

Zam-Buk cures eczema, ulcers, piles, bad leg, ringworm, festering sores, cuts, bruises, burns, stiffness, poisoned wounds of all kinds, pimples, face and lip sores, bed sores, diseased scalp, and all itching, irritation, and inflammation. The first draughts and stores, 50 cents a box, or from Zam-Buk Co., Toronto, for same price. Refuse all cheap and worthless substitutes of the "just as good" type.

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