

Ads.

ELLANOUS

bed rooms, single or double, lights in every room, etc. Night, 716 Yates street.

ly furnished rooms. 949 Howe B1243.

ARD for 4 or 5 persons. Apply 407 67, Times

OOMS from \$8 a month, rd. \$5 a week. 714 Fia.

and two bedrooms to let. Electric lights, gas, Douglas-street car. Board

rably furnished rooms. 412 Broadway, 725 Vancouver.

ished rooms. 427 Gov.

r Housekeeping

ISHED housekeeping rooms. 600 George-road.

ed housekeeping rooms, bedrooms. 941 View St.

Wanted—Female

Hon as house maid or hotel. Address Miss A. Good, P. O.

Wanted—Male

ALESMAN desires post-od business experience, see, Box 274, Times.

Articles

by a sailing boat, with Box 48, Times Office.

AN WARRANTS—I will see, sight draft, no de- rive, first letter of wire, see, Box 766, Regina, Sask.

d-hand gasoline engine, must be cheap. Apes.

African script. We Communications, 144-146, Victoria, B. C.

ed—Lots

3 to 5 acres improved land near city. Box 62.

ed—Poultry

young chickens or pul- eap (common kind only); see, Box 55, Times.

d—Tenders

ED—For building pub- lic island. For particu- lar Mercival, Pender

ARRIVED

of Chinese Pongea tier; also Japanese, all colors and prices, for by yard, or in any quan- lowest prices. 1000, 1000, Street, Next the Fire

YUN & CO.

E TRANSFER.

y given that I intend to of Licensing Com- City of Victoria, at its transfer of the license hours on the pre- No. 1390 Store street, in Victoria, B. C. day of February, 1909. JOHN H. CORSELY.

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TO CREDITORS.

the "Companies Wind- 88," Chapter H, Statutes umber, ELSENER, LIMITED.

y given that by an Ex- lution of the member- e, Limited, passed at a of the members of the in the City of Victoria, on the 24th January, ed that the above Com- ily wound-up under the been State, and that the been duly appointed; purpose of winding-up said Company and dis- roperty thereof. All company are required to designed before the 31st particulars of their by statutory declaration, he undersigned will pro- the assets of the Com- day of January, 1909. MOSELEY, Liquidator.

OTICE.

the Estate of George Reay, Deceased, given, pursuant to the ctors Act, that all estate of said deceas- before the fourth day, to send particulars of verified to the under- persons indebted to the equated to pay such in- nderstandings forthwith, B. C. this third day

K AND JOHN HUGH

St. Victoria, B. C., ctors of Said Estate.

YACHT CLUB IN GOOD CONDITION

COMMODORE GIBB RE-ELECTED TO POSITION

Outlook for Present Season is an Excellent One.

At the annual meeting of the Victoria Yacht Club, held Friday in the Pioneer hall, Broad street, the following officers were elected for the year: Commodore, J. S. Gibb; vice-commodore, W. S. Chambers; rear-commodore, W. J. Pigott; honorary secretary, G. V. Cuppage; managing committee, C. W. McIntosh, W. E. Adams, F. J. O'Reilly, S. Lawrie, J. Musgrave, J. Hamilton, R. G. Temple; treasurer, B. B. Temple; fleet surgeon, Dr. Holden.

Reports from the commodore secretary and treasurer were read and approved, and the affairs of the club found to be in a satisfactory condition. The club took up the matter of the construction of a wharf at the James Bay causeway, and it was decided to approach the City in regard to the matter of having a wharf for the benefit of those using row boats, constructed and placed in position. In the secretary's report it was said that J. J. Hamilton, secretary of the Royal Vancouver Yacht Club, had offered for competition a \$25 silver cup. The reports of the officers were presented during the evening.

Commodore Gibb's report was as follows: Gentlemen—it gives me a particular satisfaction in calling this meeting to order, because it is the first annual meeting of the actually reorganized Victoria Yacht Club, and I think that we may congratulate ourselves on the progress we have made during so short a period. It is also a great pleasure to see our club flag flying from many launches, it shows that we have members who are proud of their club flag and that they want it known that they belong to the Victoria Yacht Club. It makes us feel that we have a great deal to do yet, and I hope that every member of the club will keep right on the good work, until we know we have a yacht club which is second to none on the Pacific coast. This year the committee want the measurements of all your boats, in order that they may be properly entered on our register. Full particulars of the measurements may be obtained from the hon. secretary of the club, and he will, I know, be only too glad to assist you with regard to this. The present season is a most opportune time, when all of your boats will be hauled out of the water and be on the ways for painting. I sincerely trust that you will not overlook this matter, as it will be a great help to our incoming committee, in not having to trouble particular of your boats properly entered on the club register, but also in their endeavors to get a royal warrant for the club, which, I know, you all are anxious we should have. During the past year we have been honored by having our new club house opened by Mrs. McBride, the wife of the chief magistrate of this province, and I am sure that there will be a great deal of interest on that occasion who will forget the kind words expressed by the Hon. Richard McBride, for our future well-being. We have on our membership list a number of these gentlemen are yachtsmen and smile a little at our enthusiasm, but they know that we are endeavoring to further one of the greatest sports in the world, and they wish to show their interest and appreciation of our endeavors by helping to push it along. In conclusion, I have a very pleasant duty to perform in publicly thanking our vice-commodore, Mr. W. S. Chambers, for his interest and goodwill he has always extended in promoting the welfare of the Victoria Yacht Club. His goodwill has been a great asset to the club, in amalgamating the mutual interests of the sail and motor boat men in the good fellowship of the sea. I have also to thank all the officers of the club for their really unselfish way in which they have at all times put their shoulder to the wheel during the past year in order to keep alive and look after our interests. This has taken up a very great deal of their time, and it has been given in a way that makes one realize that these gentlemen have the welfare of the club right down at the bottom of their hearts. I could tell you a few stories of what they have done for our club, but it would take me all night, and you know these stories perhaps as well as I do. Gentlemen, and fellow yachtsmen, if our committees work together as hard as they have with such a united future as they have done during the past year, we cannot do otherwise than reach the object of our desires to have our club, as I have said before, a yachting club second to none on the Pacific coast.

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DRAINING OF PRIVATE LOTS

CITY WILL NOT AGREE TO DO IT FOR OWNERS

Several Applications Before Streets Committee—Carriage of Explosives.

In the work of grading up streets in residential districts it often happens that lots are shut off from their old means of drainage along the public highway, and have become miniature swamps or lakes. Cliffs for damages against the city follow, and at Friday night's meeting of the streets, bridges and sewers committee considerable time was spent over matters of this nature. J. G. Mann, Bridge street, wrote to complain that by reason of the works done on Hillside avenue his property had been so injuriously affected by water logging on it that he could not sell it. The engineer reported that to drain this property would cost \$646. Ald. Henderson remarked that even if the money was available out of the main surface drainage loan, it would be no reason why the city should drain private property. If the work done was causing water to flow on to the land it would be different, but the city could not undertake to drain every man's land where water lay. Ald. Ross considered that as the city had raised the street grade it should pay for draining the land, and when Ald. Humber moved that this be done he seconded it. Ald. Fullerton and McKewen took the same view as Ald. Henderson, and their motion that the committee and engineer have a look at the property first was adopted. The city engineer reported on the claim of Edward White for \$1,000 damages to property on Topaz street, near Quadra street, where it is alleged that the lying of water on the land is causing the loss of its sale. Mr. Pop did not think there was any damage, and his opinion was backed up by the city solicitor. Ald. Raymond asked if an eight-inch pipe would be allowed to drain the water flowing on from Quadra street, but would not take off all the water from the lot. This had been a private sewer, but without an appropriation with germs as to be liable to carry disease to those handling it. The matter needed attention at once. Ald. Humber asked if a septic tank could be installed. City Engineer Topp replied that either that or a pumping system could be put in to force the sewage up into the Government street sewer at Chatham street. The committee will await a report from the engineer as to the best way to abate the nuisance. Plaquard street residents complained of an open drain on the north side of the street, between Cook and Chambers street, an old four-foot box drain which has fallen in. The engineer was asked to look into the matter. The sanitary inspector reported that surface drainage was needed on Topaz avenue. The old box drain had ceased to exist, and the sewage was running into the houses. Conditions were becoming worse. The city engineer was instructed to see if sewer connections are possible. Ald. Ross complained that the B. C. Electric street car has been allowing loads of gravel to remain on the roadway all night without any lights to warn vehicles. On motion of Ald. Henderson and his motion that it be held responsible for any damage caused by leaving material on the street. Ald. Humber stated that he was informed that eggs and bottles of powder were stored in at least one place in the city, and that so much as two and a half tons of explosive were drawn through the city sometimes. He drew a harrowing picture of what would happen if an mishap befell the wagon. Ald. Raymond said his own experience was that the powder companies would only let him have two hundred pound cases at a time, and this had to be brought in from the magazine. Turning up the by-law it was found that there was no limit to the amount of explosives which may be drawn through the city, but the wagon must have a large sign on each side and must not stand longer than half an hour in one place. The city engineer reported that the city on Simcoe street had been estimated owing to the necessity for cutting down the grade. Permission was given the engineer to get necessary equipment for the rock crusher and two pumps, which have been included in his estimates, but which are needed at once. Ald. Humber gave notice on Monday he would move that street widening be done on the local improvement plan. Ald. Henderson declared this to be the only way the work could be done. A report was received from the water commissioner on the complaint of residents at the corner of Pandora and Cook street that the water had been turned off. It appears that one house on Pandora and four others on Cook were served through the street service of another house, the owner of which had this done away with when he found out recently that it was so. E. M. Johnson was the agent for the houses cut off, but he had no fall failed to provide his tenants with water. Water Commissioner Barrow was

explained that he had spoken to Mr. Johnson about the matter. The latter wanted to do the work his own way, if at all, but this could not be allowed. In former days there was a great deal of this making of one connection do for several houses, and this had been a continual source of annoyance. The department now took every opportunity of remedying these matters, and having a separate service for each house. The committee will recommend that the putting in of separate services be insisted upon. The mayor was authorized to dispose of the lease of the premises used until recently by the Tourist Association, giving the Victoria Development League the first chance. It is understood that the Cosy Corner Tea-rooms will take over the lease if the league does not want the rooms.

When street car patrons deposit their little blue tribute to the B. C. Electric Railway Company in the fare boxes in future, they must not be surprised if the conductor closely scrutinizes their contributions. If any one wants to know the reason he can see it on the private desk of Manager Goward. The little token which explains the curiosity of the conductors is in the form of a neat package of blue coupons "good for a shine" each at the Spencer bootblack stand, and so similar in color, size and shape, to ordinary street car tickets that a good many seem to have risen to the occasion and deposited them in the fare boxes instead of the regular paper currency good for one ride on the car. Mr. Goward is a placid tempered man, but he has strong opinions on the moral code which permits a man to "do" his company in the manner indicated. "Curious," he says, "but hosts of people who think themselves honest, see nothing wrong in taking an advantage of this kind of a corporation."

As the coupons are given away with shoe purchases, and blue car tickets are not so very marked, yet the fact is seen that the employment of the coupons as car fares is a piece of frenzied finance worthy of Rockefeller. In the meantime the manager is wondering what the bootblack will think if he gets a big run of trade from the street car employees paid for in coupons.

WOODRIFFE IS GIVEN SUBSTANTIAL DAMAGES

Case Which Occupied Long Time in Court is Concluded.

After being out for three hours the jury in Woodriffe vs. Vipond, Friday afternoon brought in a general verdict for the plaintiff and fixed the damages at \$2,500. Mr. Justice Irving summed up in the morning and the jury retired at noon. A series of questions were given them to answer along the usual lines, as to the negligence on either or both sides, the care of the jury and the general issue, to the liability for the accident. At ten minutes after three they returned with a verdict as stated. A stay of execution was granted for a fortnight pending appeal. His lordship thanked the jury and discharged them. The members of the jury were Arthur Thornton (foreman), Robt. H. Barr, Geo. H. Barraclough, Chas. H. F. Blake, Edward Cave, Thomas Lumscombe, Alex. H. Pankhurst and John W. Wagar. John Woodriffe is a stationary engineer and was employed by G. S. Vipond attending to a donkey engine in a logging camp at Cowichan Lake in the fall of 1907. On October 30th he and others were clearing up at the place where they had been working for some time. While pulling a fender log over the chute it struck a piece of square timber lying in the chute and drove it against Woodriffe, who was knocked into the engine, and one leg was very badly injured. The case has occupied the whole week in hearing, having been begun on Monday morning, W. C. Moresby and R. C. Lowe are acting for Mr. Woodriffe and W. H. Langley for Mr. Vipond.

ACCIDENTAL DEATH IS VERDICT OF JURY

Inquiry Held Into Causes of Fatal Accident at Pacific Transfer.

A coroner's jury Thursday afternoon found that George Kent, who succumbed to injuries received in an explosion at the Pacific Transfer, Tuesday afternoon, came to his death accidentally through the explosion of a whaling bomb. Dr. George Hall gave medical testimony that he was called to see deceased and found his legs shattered and the foot of them mangled to the point of the knee joint. He lived twenty hours after the accident and died from shock. Arthur Kent, a brother of deceased, was not present at the time of the accident. He had seen the whaling bomb produced in the lot next door to the stables, and one of them in the office, which might have been the one to which the pieces produced in court had belonged. Col. Prior, who had seen a child on the lot through

WILL APPOINT OFFICERS SOON