

ITIONS TO BE PUT BEFORE PARLIAMENT

utations Arriving From All
Parts to See the
Executive.

(From Tuesday's Daily.)

At the approach of the opening of the session of the Legislature, deputations from all parts of the province are beginning to arrive. There is in the city a delegation from Merritt, and another from Lillooet, Prince Rupert, Fernie, and Ymir. Fort George and other deputations are being represented.

Mr. Merritt's deputation composed of Messrs. Cleasby, Bennett and McEwen, will ask for the establishment of a branch office in their town. They are backed by the Board of Trade and will carry a long and influential petition from the district. In Lillooet there are H. J. Keane and A. E. Brewer, who want the government to take up a project for operation of steamboats from Lillooet to Nelson.

Nelson and West Kootenay are represented by Messrs. Nelson and Nelson, who are pressing the completion of a road from Nelson to St. George. The same district asks the government to hasten the completion of existing roads in the Boundary district, and that construction of the Fork line of the Kettle River railway be commenced. They want a more beneficial route between Merritt and the Midway.

Deputation from the Matsqui-Susquamish will wait on the member in connection with a red-lined Sumas dyking scheme, and the Fort George Conservative Association and residents of that district will ask for a government agent for Fort George land district.

Request that appropriation be in sums to government agents for respective land districts. That the synopsis of the land act be amended to purchase and pre-empting of government lands be published in a press.

To amend the survey act, so that if an unsurveyed pre-emption will be elected against a later staking, prior survey.

To fore fire wardens in the field on paper Fraser.

Suggestion to make a big game reserve on Upper Fraser river.

That unreserved government lands be not open for staking until after the field notes are made and that all odd sections be reserved from pre-emption.

In appropriation of \$30,250 asked for much-needed public works in the range of roads, trails, government buildings, etc.

That four public schools be included in the Nechaco and Fraser river.

That the government be advised to assist the railway company in getting their bridge at Fort George, the Fraser, providing it is made it for general traffic purposes.

JULAR VICTORIAN WEDDED YESTERDAY

esting Ceremony at St.
nes Church, Rev. J. H. S.
Sweet Officiating.

(From Thursday's Daily.)
A pretty but quiet church wedding place last night at St. James' church, Rev. J. H. S. Sweet officiating. Miss Emily Nicholles, third daughter of Major Nicholles, was united in marriage with Mr. M. English, a young Westminister. Miss Lillian English, sister of the bride, acted as maid, and the bride was given by her father.

The ceremony was very prettily decorated with ivy and chrysanthemums, and a choral service was held. At the conclusion the bride and groom were seated at the head of the table, where the wedding supper was served.

The ceremony the bride looked beautiful, godson in white moire and silk over white taffeta, and the usual veil and orange-blossoms. The bridesmaid wore a white crepe dress, the bride's bouquet being of lilies.

The relatives and immediate friends of the contracting parties were present. Among these were Mr. and Mrs. Boulton, Mr. and Mrs. Frank the Misses Carr, Mrs. English, of the groom; Mr. and Mrs. W. J. D.

Nicholles was one of the most young ladies in Victoria, and much missed in social circles.

ESQUIMALT DEFENCES.
At Force Considered Sufficient For Ordinary Purposes.

wa, Jan. 19.—Replying to G. H. H. Sir Frederick Borden, minister of militia, said the present force of the 10th Regiment, Canadian Artillery, and of the permanent force was considered sufficient to man the forts at Esquimalt, and the government did not intend authorizing the addition of another company of the regiment.

BORN.
ON—On January 12th, 1910, at the residence, 1091 Lansdowne road, Victoria, B. C., to the wife of James B. O'Connell, a son.

DIED.
AS—In Saanich, on Sunday, the 18th inst., George Thomas, aged 77 years.

ELIS—In this city, on the 18th inst., Elizabeth Danieles, a Baltic, aged 81 years, died at the home of her son, O. Danieles, Church street.

ELIS—In this city, on the 18th inst., Elizabeth Danieles, a Baltic, aged 81 years, died at the home of her son, O. Danieles, Church street.

ELIS—In this city, on the 18th inst., Elizabeth Danieles, a Baltic, aged 81 years, died at the home of her son, O. Danieles, Church street.

LIEUT-GOVERNOR ATTENDS FAIR

PRaises WORK OF
POULTRY ASSOCIATION

Additional Prize Lists Awarded
Yesterday Afternoon at
Exhibition.

(From Thursday's Daily.)

Yesterday afternoon the Poultry and Pet Stock show was honored with the presence of His Honor the Lieutenant-Governor. Hon. Mr. Patterson, who was accompanied by his secretary, Mr. Musket, delivered a short address to the assembled exhibitors of poultry and cackling hens. His honor alluded to the excellent showing of poultry, and lamented the fact that the show was not better patronized as it deserved to be. He was pleased with all the arrangements, and gave the committee in charge credit for doing excellent work.

Yesterday afternoon additional prize lists were awarded as follows:

Buff Orpingtons.
Cock—1, Reid and Mitchell; 2, Jas. Wood; 3, W. Harvey.
Cockerel—1 and 2, Jos. Wood; 3, Reid and Mitchell.

Hen—1 and 2, Jas. Wood; 3, Reid and Mitchell.
Pullet—1 and 2, Jas. Wood; 3, Reid and Mitchell.

Black Orpingtons.
Cock—1 and 2, Blackstock Bros.; 3, Reid and Mitchell.
Cockerel—1, E. Henderson; 2, W. H. E. Medd; 3, Reid and Mitchell.

Hen—1, W. H. B. Medd; 2, Reid and Mitchell; 3, Blackstock Bros.
Pullet—1, Blackstock Bros.; 2, W. H. E. Medd; 3, Reid and Mitchell.

S. C. Buff Leghorns.
Cock—1, R. Clark; 2 and 3, W. E. Nachtrieb.
Cockerel—1, F. Hepworth; 2, R. Menzies.

Hen—1, R. Clark; 2 and 3, W. E. Nachtrieb.
Pullet—1 and 2, W. E. Nachtrieb; 3, R. Menzies.

S. C. Black Minorcas.
Cock—1, Blackstock Bros.; 2, E. Greenwood.
Cockerel—1, Blackstock Bros.; 2, E. Greenwood; 3, Blackstock Bros.

R. C. Black Minorcas.
Cock—2, J. Dixon.
Cockerel—1 and 2, J. Dixon; 3, A. Menzies.

Hen—1 and 2, F. Middleton.
Pullet—2, F. Middleton; 3, J. Rixon.
S. C. White Minorcas.

Cock—1 and 2, F. Jamieson.
Cockerel—1 and 2, R. R. Watson.
Hen—1, 2 and 3, F. Jamieson.

Pullet—1, 2 and 3, R. R. Watson.
Blue Andalusians.
Cock—1, L. L. Smith; 2, Middleton; 3, O. N. Jensen.

Cockerel—2 and 3, J. L. Smith.
Hen—1, O. N. Jensen; 2 and 3, J. L. Smith.
Pullet—1 and 2, O. N. Jensen; 3, J. L. Smith.

Anconas.
Cock—1, W. M. Coats; 2, S. Percival.
Cockerel—1, J. L. Smith; 2, W. M. Coats; 3, J. L. Smith.

Hen—1, W. M. Coats; 2 and 3, J. L. Smith.
Pullet—1, J. L. Smith; 2, W. M. Coats; 3, J. L. Smith.

White Crested Black Polish.
All awards to J. L. Smith.
Bearded Golden Polish.

All awards to Jones and Newberry.
Non-Bearded Golden Polish.
Cockerel—1, 2 and 3, Mrs. Ermer.

Pullet—1, J. L. Smith; 2 and 3, Mrs. Ermer.
Bearded Silver Polish.
Cockerel—2, Mrs. J. T. Smith.

Pullet—1, J. T. Smith; 2, Mrs. Ermer.
Fauconelles.
Hen—2, F. V. Hobbs.

Pullet—2 and 3, Mrs. Ermer.
Silver Grey Dorkings.
All awards to Mrs. K. Bradley Dyne.

White R. C.
Cock—2, A. Stewart.
Hen—1 and 2, A. Stewart.

White S. C.
Cock—1 and 2, J. J. Wilson; 3, E. Henderson.
Cockerel—1, 2 and 3, J. J. Wilson.

Hen—1, Jones and Newberry; 2 and 3, J. J. Wilson.
Pullet—1, E. Henderson; 2 and 3, Jones and Newberry.

PIGEONS.
Helmets.
Cock—1 and 2, Mrs. French.

Hen—1, Mrs. French.
Jacobins—White.
Cock—1, J. H. Smith; 2, Mrs. French.

Hen—1, Mrs. French.
Jacobins—Red.
Cock—1, Rolston Bros.; 2, Mrs. French.

Hen—1, Rolston Bros.; 2, Mrs. French.
Jacobins—A. O. C.
Hen—1, Mrs. French.

Magpies—Blue.
Cock—1, F. Errington; 2 and 3, Mrs. French.

Hen—1 and 2, Mrs. French.
Magpies—Red.
Cock—1, F. Errington; 2, Mrs. French.

Hen—1, F. Errington; 2, Mrs. French.
Magpies—Black.
Cock—1 and 2, Mrs. French; 3, F. Errington.

Hen—1, F. Errington; 2 and 3, Mrs. French.
Magpies—A. O. C.
Cock—1, Mrs. French.

Hen—1, Mrs. French; 2, F. Errington.
M. L. Tumbler—Black.
Cock—1, Mrs. French; 2, McDowell.

Hen—1, McDowell.
M. L. Tumbler—Red.
Cock—1, Mrs. French.

SYSTEM OF REDISTRIBUTION

INTERESTING FACTS
FOR THE RATEPAYERS

All Outlying Districts Now Pro-
vided With an Ample Sup-
ply of Water.

Some interesting particulars respecting the redistribution system in connection with the water works are given in the annual report of the water commissioner as follows:

The whole of the redistribution system as contemplated by the by-law has been completed, in fact a little more, as the 8 inch main on Wharf and Store streets was increased to a 12 inch. The effect of the laying of the larger pipe taken in connection with the increased pressure obtained from the reservoir has been most marked. In former years there were several districts notably Niagara and Battery streets near the park, portions of Oak Bay avenue and Church Hill which were at certain portions of the day without water. It was not a question of a short supply, they had absolutely none, and there was no way to give it to them, this is all happily ended, and since the reservoir was connected there is no portion of the city that has no water at all times of the day. In addition to the new pipe ordered 39,916 feet of old pipe in sizes from 4 inch to 12 inch was dug up and cleaned and relaid. Owing however, to the rapid increase in new houses in the city and the opening up of new streets that when the by-law was passed were not even laid out, it was found necessary to borrow a further sum of \$15,000 for the purpose.

The North Dairy pumping plant was ready for use in June, and works very satisfactorily, running the full 24 hours the cost of fuel is about \$5.00 per day less than the old plant, for six months in the year it is only necessary to operate it 15 hours in the day to keep the water level in the reservoir, thus saving the cost of an engine's wages, and a corresponding reduction in the fuel bill. The old pump is in good order and is used as a reserve. There has been no trouble with the 16 inch steel pipe. Since taking up a portion of the old 16 inch main and relaying it on lower ground with 24 inch the full supply of water has been supplied to the pump.

The new Yates Street pump consists of two electric pumps each with a capacity of 100,000 gallons per hour, which works automatically, being controlled by a starting device in the high level tank, the pumps can be run together or independently. When the plant was first completed the 12 inch main at Port Street was not finished there were over 100 services connected to the tank which property belonged to the other system, this necessitated the running of the steam pump in addition to the electric pumps. These services are not disconnected, and one pump working from twelve to fifteen hours per day keeps the supply up, one man only is required instead of the three formerly. The cost of running the steam plant for the seven months ending August for fuel and wages was \$751.10. It may pretty safely be taken that the cost of operating this plant for the year 1910 will be a least fifty per cent less than for 1909. The district supplied by that bounded by Port street, Oak Bay avenue, and the new main at Moss street, and it was in this district that most of our troubles formerly came from, now there is a pressure of from 50 to 80 pounds all over it, according to the draught of the corresponding increase in fire protection.

SEVEN MEN BURNED.
Narrowly Escape Death When Gas Explodes in Trench.

San Francisco, Cal., Jan. 20.—David Black lies at the Mission Emergency hospital to-day in a precarious condition suffering from burns that may prove fatal, and six other laborers are suffering from minor burns as the result of a sewer gas explosion in a trench where forty men were working.

More than an hour following the explosion flames raged in the trench. Black, who was overcome by gas, lay directly in the path of the fire and undoubtedly would have been burned to death but for the heroism of Patrol Driver Louis Hois and Foreman McGillivuddy, of the workmen, who rescued him at the risk of their own lives.

Members of the fire companies that were rushed to the trench today notified its employees that it is impossible to grant their demand for a radical increase of wages because the demands are excessive.

The road's officials, however, have asked the employees to appoint an arbitration committee in an endeavor to effect a compromise on a mutually acceptable wage scale.

All Eastern railroads have taken a similar attitude on wage demands. It is said.

NEW YORK, Jan. 20.—The New York Central railway to-day notified its employees that it is impossible to grant their demand for a radical increase of wages because the demands are excessive.

The road's officials, however, have asked the employees to appoint an arbitration committee in an endeavor to effect a compromise on a mutually acceptable wage scale.

All Eastern railroads have taken a similar attitude on wage demands. It is said.

NEW YORK, Jan. 20.—The New York Central railway to-day notified its employees that it is impossible to grant their demand for a radical increase of wages because the demands are excessive.

The road's officials, however, have asked the employees to appoint an arbitration committee in an endeavor to effect a compromise on a mutually acceptable wage scale.

All Eastern railroads have taken a similar attitude on wage demands. It is said.

NEW YORK, Jan. 20.—The New York Central railway to-day notified its employees that it is impossible to grant their demand for a radical increase of wages because the demands are excessive.

The road's officials, however, have asked the employees to appoint an arbitration committee in an endeavor to effect a compromise on a mutually acceptable wage scale.

All Eastern railroads have taken a similar attitude on wage demands. It is said.

NEW YORK, Jan. 20.—The New York Central railway to-day notified its employees that it is impossible to grant their demand for a radical increase of wages because the demands are excessive.

The road's officials, however, have asked the employees to appoint an arbitration committee in an endeavor to effect a compromise on a mutually acceptable wage scale.

All Eastern railroads have taken a similar attitude on wage demands. It is said.

NEW YORK, Jan. 20.—The New York Central railway to-day notified its employees that it is impossible to grant their demand for a radical increase of wages because the demands are excessive.

The road's officials, however, have asked the employees to appoint an arbitration committee in an endeavor to effect a compromise on a mutually acceptable wage scale.

All Eastern railroads have taken a similar attitude on wage demands. It is said.

NEW YORK, Jan. 20.—The New York Central railway to-day notified its employees that it is impossible to grant their demand for a radical increase of wages because the demands are excessive.

The road's officials, however, have asked the employees to appoint an arbitration committee in an endeavor to effect a compromise on a mutually acceptable wage scale.

All Eastern railroads have taken a similar attitude on wage demands. It is said.

NEW YORK, Jan. 20.—The New York Central railway to-day notified its employees that it is impossible to grant their demand for a radical increase of wages because the demands are excessive.

The road's officials, however, have asked the employees to appoint an arbitration committee in an endeavor to effect a compromise on a mutually acceptable wage scale.

All Eastern railroads have taken a similar attitude on wage demands. It is said.

UNIONISTS HAVE GAINED SIXTY-EIGHT SEATS

(Continued from page 1.)

(Newton); Lincolnshire (Louth and Sleaford); Middlesex (Brentford); Somersetshire (Bridgewater); Staffordshire (Leek); Surrey (Epsom); Yorkshire North (Whitby); Yorkshire West (Cottingham, Hallamshire and Doncaster).

Scotland, counties: West Aberdeenshire, Berwickshire, Dumfriesshire, Peebles and Selkirk, Perthshire West. Ireland: City of Londonderry and South Tyrone.

Details of Result.
Details of yesterday's results as far as known follow:
Newry, Ireland.
Mooney, Nationalist, 1,079; Cusack, Unionist, 542.
Flint, Wales.
Summer, Liberal, 2,150; Tilly, Unionist, 1,723.

Glasgow, Bridgeton.
Cleland, Liberal, 5,336; Lang, Unionist, 3,539.
Glasgow College.
Watt, Liberal, 6,525; Maxwell, Unionist, 5,823.

Glasgow, Blackfriars.
Barnes, Labor, 4,496; Constable, Unionist, 2,785.
Birkenhead.
Vivian, Liberal, 8,120; Bigland, Unionist, 7,976.

Lancashire, N. E. Accrington.
Baker, Liberal, 8,986; Jessell, Unionist, 6,455.
Greenock.
Collins, Liberal, 4,233; Smith, Unionist, 2,622.

Hawick Burghs.
Barran, Liberal, 3,261; Graham, Unionist, 268.
Nottingham East.
Morrison, Unionist, 5,377; Ootton, Liberal, 5,728; Unionist gain.

Nottingham, Cavendish.
Bentnick, Unionist, 4,434; Richardson, Labor, 6,050; Unionist gain.
Yorkshire, W. Riding, Eiland Division.
Trevelyan, Liberal, 7,468; Ramsden, Unionist, 4,888.

Glasgow, Tradeston.
Corbett, Independent Liberal, 2,966; Millar, Unionist, 2,773; Mason, Labor, 2,673.
Liberal gain.

Nottingham West.
Yoxall, Liberal, 8,955; Lygon, Unionist, 6,652.
Cardiff.
Thomas, Liberal, 13,207; Stuart, Unionist, 11,652.

Hackney Central.
Spicer, Labor, 4,429; Cassel, Unionist, 3,833.
Glasgow Central.
Scott-Dixon, Unionist, 6,713; Murlison, Liberal, 6,058.

Cardmarton Borough.
Williams, Liberal, 4,197; Tiverton, Unionist, 1,985.
Leicester, S. E. Streifford.
Nuttall, Liberal, 12,917; Samuel, Unionist, 10,628.

Middlesex, Hornsey.
Lord Ronaldshay, Unionist, 12,014; Dummett, Liberal, 8,633.
Lancashire, S. E. Middleton.
Adkins, Liberal, 7,669; Rose-Innis, Unionist, 6,266.

Glasgow, Camachie.
Mackintosh, Unionist, 3,227; Cross, Liberal, 2,703; Kessack, Labor, 2,443.
Unionist gain.

Glasgow, St. Rollox.
Wood, Liberal, 10,019; Chamberlain, Unionist, 8,821.
Deptford.
Wowerman, Labor, 6,880; Coates, Unionist, 6,058.

Glasgow South.
Bottomley, Liberal, 7,299; Wertheimer, Unionist, 4,304.
Hackney North.
Greene, Unionist, 5,620; Hart-Davies, Liberal, 4,773; Unionist gain.

Middlesex, Ealing.
Neald, Unionist, 12,016; Hulbert, Liberal, 8,210.
Yorkshire, W. Riding, Otley Division.
Duncan, Liberal, 6,311; Thompson, Unionist, 5,010.

Denbigh Boroughs.
Ormsby-Gore, Unionist, 2,438; Edwards, Liberal, 2,430; Unionist gain.

SEVEN MEN BURNED.
Narrowly Escape Death When Gas Explodes in Trench.

San Francisco, Cal., Jan. 20.—David Black lies at the Mission Emergency hospital to-day in a precarious condition suffering from burns that may prove fatal, and six other laborers are suffering from minor burns as the result of a sewer gas explosion in a trench where forty men were working.

More than an hour following the explosion flames raged in the trench. Black, who was overcome by gas, lay directly in the path of the fire and undoubtedly would have been burned to death but for the heroism of Patrol Driver Louis Hois and Foreman McGillivuddy, of the workmen, who rescued him at the risk of their own lives.

Members of the fire companies that were rushed to the trench today notified its employees that it is impossible to grant their demand for a radical increase of wages because the demands are excessive.

The road's officials, however, have asked the employees to appoint an arbitration committee in an endeavor to effect a compromise on a mutually acceptable wage scale.

All Eastern railroads have taken a similar attitude on wage demands. It is said.

NEW YORK, Jan. 20.—The New York Central railway to-day notified its employees that it is impossible to grant their demand for a radical increase of wages because the demands are excessive.

The road's officials, however, have asked the employees to appoint an arbitration committee in an endeavor to effect a compromise on a mutually acceptable wage scale.

All Eastern railroads have taken a similar attitude on wage demands. It is said.

NEW YORK, Jan. 20.—The New York Central railway to-day notified its employees that it is impossible to grant their demand for a radical increase of wages because the demands are excessive.

The road's officials, however, have asked the employees to appoint an arbitration committee in an endeavor to effect a compromise on a mutually acceptable wage scale.

All Eastern railroads have taken a similar attitude on wage demands. It is said.

NEW YORK, Jan. 20.—The New York Central railway to-day notified its employees that it is impossible to grant their demand for a radical increase of wages because the demands are excessive.

The road's officials, however, have asked the employees to appoint an arbitration committee in an endeavor to effect a compromise on a mutually acceptable wage scale.

All Eastern railroads have taken a similar attitude on wage demands. It is said.

FACTS ABOUT THE RESERVOIR

OFFICIAL REPORT
BY WATER COMMISSIONER

Though Leaking, Big Basin is
Serving a Very Useful
Purpose.

(From Thursday's Daily.)
The facts about the Smith's Hill reservoir, insofar as information is obtainable by civic officials, are set forth by Water Commissioner Raymer in his annual report as follows:

The past year has seen the completion of the various works authorized by the Waterworks Loan By-law, 1908, and a statement of the expenditure under the various heads is enclosed herewith. The most important of these works, the much discussed and criticized Smith's Hill reservoir, the water was turned into the reservoir on the 20th of June last, but almost immediately signs of leakage began to develop; it was then emptied, and the walls treated with a coating of some defects being discovered, these were made good, and the water again turned in, but the leakage still continuing, it was again emptied, and the walls treated with a coating of neat cement. This was in August, and, taking advantage of the presence in Victoria of Mr. John Galt, C. E., he was asked to make an examination of the structure. His opinion was that it was well built and strong, but that probably it would need further treatment before being perfectly watertight. The reservoir was again emptied in October, and some of the asphalt joints in the bottom have been found to have shrunk to a large extent, all the joints were made perfectly tight with neat asphalt. The leakage, however, after passing the 8 feet level, still became excessive, so that we are now keeping from 7 to 8 feet of water in it, the leakage being about one-quarter inch to one-half inch over a two feet well. Mr. Adams has been communicated with, and he has expressed his desire to come to Victoria, and do what he can to make good the defects, but the date of his coming is still uncertain. During the construction of the reservoir Mr. Adams, being the author of the plans, was in supreme charge as consulting engineer, the immediate charge being in the hands of the engineer in charge of the works, who reported direct to and received all orders from Mr. Adams. Mr. Icke was in charge until the last days of April, when he resigned, Mr. Adams having just completed the high level tank, was then placed in charge, and continued until the reservoir was completed. At no time during the construction of the work did either the council, the city engineer, or any one connected with the water department in any way interfere with the carrying out of the work, or make the slightest alteration in any way of the plans, any alterations or suggestions that the engineer in charge might have made were referred to Mr. Adams direct, and if either the engineer or the council, the city engineer, or any one connected with the water department in any way interfere with the carrying out of the work, or make the slightest alteration in any way of the plans, any alterations or suggestions that the engineer in charge might have made were referred to Mr. Adams direct, and if either the engineer or the council, the city engineer, or any one connected with the water department in any way interfere with the carrying out of the work, or make the slightest alteration in any way of the plans, any alterations or suggestions that the engineer in charge might have made were referred to Mr. Adams direct, and if either the engineer or the council, the city engineer, or any one connected with the water department in any way interfere with the carrying out of the work, or make the slightest alteration in any way of the plans, any alterations or suggestions that the engineer in charge might have made were referred to Mr. Adams direct, and if either the engineer or the council, the city engineer, or any one connected with the water department in any way interfere with the carrying out of the work, or make the slightest alteration in any way of the plans, any alterations or suggestions that the engineer in charge might have made were referred to Mr. Adams direct, and if either the engineer or the council, the city engineer, or any one connected with the water department in any way interfere with the carrying out of the work, or make the slightest alteration in any way of the plans, any alterations or suggestions that the engineer in charge might have made were referred to Mr. Adams direct, and if either the engineer or the council, the city engineer, or any one connected with the water department in any way interfere with the carrying out of the work, or make the slightest alteration in any way of the plans, any alterations or suggestions that the engineer in charge might have made were referred to Mr. Adams direct, and if either the engineer or the council, the city engineer, or any one connected with the water department in any way interfere with the carrying out of the work, or make the slightest alteration in any way of the plans, any alterations or suggestions that the engineer in charge might have made were referred to Mr. Adams direct, and if either the engineer or the council, the city engineer, or any one connected with the water department in any way interfere with the carrying out of the work, or make the slightest alteration in any way of the plans, any alterations or suggestions that the engineer in charge might have made were referred to Mr. Adams direct, and if either the engineer or the council, the city engineer, or any one connected with the water department in any way interfere with the carrying out of the work, or make the slightest alteration in any way of the plans, any alterations or suggestions that the engineer in charge might have made were referred to Mr. Adams direct, and if either the engineer or the council, the city engineer, or any one connected with the water department in any way interfere with the carrying out of the work, or make the slightest alteration in any way of the plans, any alterations or suggestions that the engineer in charge might have made were referred to Mr. Adams direct, and if either the engineer or the council, the city engineer, or any one connected with the water department in any way interfere with the carrying out of the work, or make the slightest alteration in any way of the plans, any alterations or suggestions that the engineer in charge might have made were referred to Mr. Adams direct, and if either the engineer or the council, the city engineer, or any one connected with the water department in