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N'S
Wardrobe
Victoria, B. C.

RAISES PAVEMENT OF
WORSWICK COMPANY

ditor of Chico Record Relates
Experience of California
Town

The editor of the Chico Record, in the
of that paper for December 24
t, has an article on street pavements
which is of interest to Victoria
at now, in view of the fact that it is
posed to introduce here the process
which he refers. He examined some
the streets in Modesto, Cal., which
been treated by the Worswick
ing Company, and found that they
in excellent condition after many
years' wear. The local agent of the
worswick company is W. J. McKenna,
this city, and he has now a propo-
sition before the city council respect-
ing paving which is receiving favor-
able consideration. Some days ago Mr.
McKenna advised a plan of im-
provement which had been drawn for
tenars at Modesto should be forwarded
Victoria. It is now on view in the
gineer's office in the city hall. It
in excellent condition, and bears elo-
quent testimony to the fine wearing
qualities of the Worswick pavement.
It is interesting to note that the
contract appearing in the article
bearing in the Chico Record above
ferred to, reads as follows:
"Modesto affords much of interest to
tion, in that it has paved more
cks of streets during the past two
ars than any city in the San Joa-
in or Sacramento Valley—excepting
ramento, Stockton and Fresno.
two years ago the progressive el-
ent of that city decided that Mo-
to should have decent streets and
lewalks, and the necessary legal
ps were taken. As usual, there was
the opposition, but the progressives
in every battle, and to-day Mo-
to is the best paved city of its size
the Pacific coast, and property
lues have advanced steadily more
an the cost of the improvements, and
ere is a demand for it. The writer
ok occasion to interview a number
Modesto business men relative to
elaborate street improvement,
led to find one who was other than
ghly pleased with the work that
been done, or who was not in favor
extending the improvement. This
formation was especially gratifying,
e reason that the Worswick
ing Company, which proposes to do
the paving in Chico, is the firm that
and is continuing to do the Modesto
work. It was indeed rather embar-
ssing to have to admit that Chico
th all her wealth and natural at-
ctions, has not a foot of paved
treat, while Modesto, with half the
pulation of Chico, has forty blocks
of the improvement being ex-
nded. There is a satisfaction in
owing, however, that we of Chico
e almost united in the movement for
fter streets, and which the local re-
quirements are met; the people will
and back of the plan for a general
mprovement that will compare well
th the best improved city in the
state."

MISSION TO
OTTAWA SUCCESS

DELEGATES PLEASED
WITH RESULTS OF TRIP

Victorians Speak Highly of As-
sistance Rendered by Hon.
W. Templeman

Ottawa, March 3.—Simon Leiser,
resident of the Victoria Board of
Trade, and Joshua Kingham, delegates
to Ottawa to interview the government
regarding improvements to Victoria,
left for home last night. They express
themselves delighted with the results
of their mission and say they will carry
with them satisfactory assurances
with regard to matters of importance
to Victoria.

Hon. Wm. Templeman and Hon.
Wm. Pugsley have promised to press
upon their colleagues the desirability
of adopting the recommendations of
Messrs. Leiser and Kingham on harbor
improvements. The deputation also
set some other members of the cabi-
net on different subjects and yester-
day had a lengthy interview with the
Postmaster-General regarding the mail
service. Following the meeting with
Hon. Mr. Leiser they had a very
pleasant interview with the Prime
Minister, who received them most cor-
dially. He confirmed the report that
this summer to be visiting British Columbia
in all tributary streams are receding
to-day, but the Snake river is still
rising, and is causing damage to towns
along its banks.

ONTARIO GAME REGULATIONS.

Ontario, March 3.—At a meeting of
the game committee, Hon. Dr.
Dixon, minister of public works for On-
tario, intimated that the government
was contemplating the making of im-
portant changes in the game laws. These
changes would be the shortening of the
season for the protection of muskrats,
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OAK BAY IS
SAVED TO CITY

ACTION LAST NIGHT
ON WATER PROBLEM

Victoria Agrees to Supply Mu-
nicipality at 10c Per 1,000
Gallons

(From Thursday's Daily.)
Mayor Morley and
Aldermen Bannerman, McKenna, Ross,
Sargison, Munro, Raymond, Fullerton,
and Aldermen Bishop and Hum-
phreys.

This was the vote recorded last evening on the momentous question: "Shall the city agree to sell water to Oak Bay for two years and thereafter at 2 1/2 cents above actual wholesale cost to the city, but not exceeding 10 cents?"

For upwards of an hour the mayor and aldermen wrestled with an ultimatum from the private bills committee of the legislature couched in the following language:

"That section 2 and that paragraph of section 3 affecting the waterworks act, and section 4 of the bill be struck out, providing that the city propose to the committee by noon on March 2, 1910, a resolution of the municipal council, of the city of Victoria, to supply water to Oak Bay municipality, for a period of two years from the 1st of April, 1910, at a maximum price of ten cents per thousand gallons, after which period a further sum for a price for each year which shall be decided by the board of commissioners under the Water Act, at a price of 2 1/2 cents per thousand gallons, over actual wholesale cost, but in no event to exceed ten cents per thousand gallons."

When the meeting took up the discussion of the water question, there were sufficient of the members opposed to the resolution to vote it down, but after Mayor Morley, Water Commissioner Raymond and City Barrister Sargison, who were in favor of an amendment, three of the latter, Aldermen Bishop and Humphreys, and the Mayor, voted in the affirmative, though they did so "under protest."

"I wish to make a note of this," said while I vote for it I am opposed to it," said Ald. Fullerton.

"Why don't you stand by your own guns and act like men!" cried Ald. Hamble, but to no avail.

The dissenting aldermen took the position that it might happen that Victoria in extending its water system to Oak Bay would be above ten cents. To this argument Mayor Morley replied that if Victoria found that it could not get the water at less than ten cents it had better sell it to the city, as such a scheme would be beyond the range of practicability.

Water Receding.
Walla Walla, Wash., March 3.—Flood conditions here are much improved to-day and while the creeks are still high, the danger is past and the waters are receding.

Bridges Swept Away.
Lewiston, Idaho, March 3.—Snake river at this point has risen eleven feet in four days, and continues to rise to-day at the rate of six inches an hour. The Clearwater is also coming up.

The United States weather bureau reports continued rain and warm weather. Flood conditions prevail throughout the territory, and all points are being deluged with rain. An unusually heavy snowfall in the mountains threatens the biggest floods in years unless the temperature falls.

MANY PERSONS
REPORTED MISSING

BELIEVED TO HAVE
LOST LIVES IN FLOOD

Dozens of Families Left Home-
less in Washington—Wide-
spread Havoc

(Times Leased Wire.)
Colfax, Wash., March 3.—Scores of persons missing, dozens of families homeless and penniless, dwellings and business houses swept far from their original sites—these are some of the general features of the flood that has devastated Colfax. To-day the waters are receding and the task of rehabilitation has begun. It is impossible to give a close estimate of the damage, but it will not run less than \$100,000.

Every bridge in the city went out except the street bridge of the O. R. & N., one bridge belonging to the Inland Railroad Company and two bridges in the northern part of the town. All the buildings on the south bank of the South Palouse river are thought to have been wrecked. The inland depot was floated from its foundations and lodged near the O. R. & N. depot, two blocks away. The residence district from Lake street east is in ruins. Flooded residences jammed against each other and were crushed into splinters.

Several persons were forced to remain on top of buildings until rescued this morning, and many narrowly escaped death.

Intense suffering is reported among some of the more destitute refugees, not every effort being made to relieve their condition by persons residing on the higher ground whose homes were not reached by the water.

The electric light system is wrecked, and it will be several days before it can be repaired. In the meantime the city will be in darkness. The entire water supply is also cut off. Railroad tracks have been washed away and wagon roads have been obliterated. Except for one telephone wire the city is without outside communication.

The number of persons missing has not definitely known to-day, but it is believed that when the flood has subsided an order has been brought out of the chaos that, now existing, it will be found that several persons have been drowned.

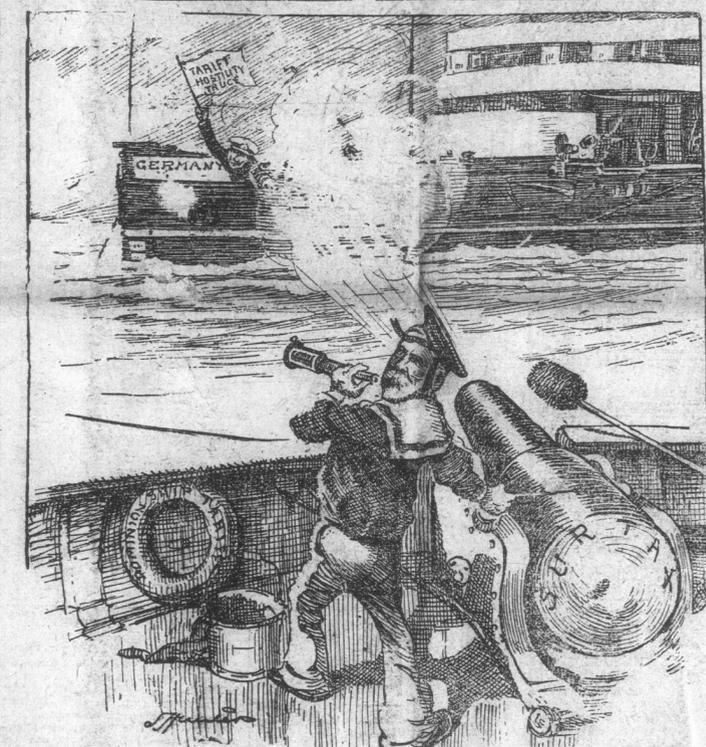
Log Boom Breaks.
Kalama, Wash., March 3.—The Columbia river is still rising to-day, and now within three feet of the high water stage reached last June. The stream is full of floating logs and debris. The Cowitz river boom is reported to have come out, and will clear several million feet of logs which are on their way to the sea.

The delayed passenger trains which were held here two days ago, and all pulled out for Seattle, and may get through to-day. There has been no through trains from the Sound since Monday.

(Times Leased Wire.)
Managua, Nic., March 3.—(By wireless to Colon.)—The total rout of the provisional army under Chamorro, who left 800 dead and hundreds wounded on the field of battle near Tisma, is reported here to-day in official dispatches from the scene of conflict.

This indicates that the insurgent movement against Managua has resulted disastrously for the insurgents, and the forces of President Madriz have saved the capital from capture.

Dispatches say that Chamorro escaped with only a few natives and Americans, the remainder of his army being cut to pieces.



WILLIE WAGS THE WHITE FLAG
GUNNER FIELDING—"He may bluff old man Bull, but did you see me call him?"

EIGHT HUNDRED
SLAIN IN BATTLE

INSURGENTS ROUTED BY
NICARAGUAN TROOPS

Hundreds of Wounded Rebels
Left on Field of Battle—
Revolution Nearing End

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The government forces are reported to have been strengthened at a critical time by the addition of 500 fresh Honduran troops. These turned the tide of battle against the provisionals, who fled in panic, leaving their dead and wounded.

The plight of the wounded was pitiable, many being left on the field suffering from horrible wounds and with no chance of medical attention.

The dispatches indicate that practically the entire provisional army of Estrada was engaged in the fighting at Tisma and at Tipitapa river. The strength of the provisionals is reported broken, and the followers of Madriz regard the revolution as nearing its end.

COMMISSION ON
INSURANCE SITS

ENQUIRY OPENED
AT COUNTY COURT

Scope of Commission is Broad
—All Evidence Taken
Under Oath

(From Thursday's Daily.)
The royal commission appointed by the provincial government to enquire into all matters connected with the business of fire insurance in British Columbia opened this morning at 10 o'clock in the County Court room in the Supreme Court building, but an adjournment was taken until 2 o'clock this afternoon.

The commission is composed of R. S. Lennie, of Nelson; D. H. MacDowall, of Victoria, and A. B. Erskine, of Vancouver. Their instructions are to inquire generally into the business of fire insurance as carried on in the province of British Columbia, including the placing of insurance by persons in British Columbia with companies or associations in the United States and other jurisdictions, and to report in writing upon the results of the said investigation, and especially as to the advisability and best methods of government supervision of the operations and financial standing of all companies or associations carrying out the business of fire insurance in this province; and as to compelling them to obtain licenses from the province authorizing the transaction of said business; and to furnish adequate security to British Columbia policy-holders that all said claims they may have against said companies or associations will be promptly paid.

Sittings are to be held at Vancouver, commencing March 9th, and at Nelson March 16th. Special sittings may be fixed by the commissioners upon sufficient requests from other sections of the province.

J. S. Lennie presided as chairman and Mr. MacDowall acts as secretary. On the commission having been read by the secretary, the chairman explained the scope of the enquiry. All the evidence would be taken under oath, so that there would be no discrimination between officials and the general public. He desired it understood that the scope of the enquiry was sufficiently large to enable any person whosever who had anything to say in the interests of the commission to appear before the commission to give evidence.

The commission would adjourn until 2 p.m. in order to afford opportunity for any person interested to examine the commission and the papers which were in the hands of the commissioner. Some little embarrassment has ensued in the matter of getting a number of stenographers to report the proceedings. One stenographer would arrive via Seattle this afternoon, and he hoped that there would be no further delays in proceeding with the enquiry.

GIFT TO CADETS.
Toronto, March 3.—Lord Strathcona has forwarded a cheque for \$7,000 to Chief Inspector Hughes to provide tunics for the public school cadets in Toronto.

UNION MEN ARE
READY TO STRIKE

PHILADELPHIA LEADERS
PREPARING FOR CRISIS

They Still Hope That a Gen-
eral Walk-Out May Be
Averted

Philadelphia, Pa., March 3.—An unofficial canvass in the ranks of union labor here, completed to-day, shows that the great body of union men and women is willing to respond immediately when the call comes for a general strike.

Whether the strike shall be called depends upon the attitude of the Philadelphia Rapid Transit Company officials. Should they decide to submit their contention with their striking carmen to arbitration, a general strike may be avoided.

It is not likely that they can be forced to recede from their refusal to arbitrate or that they will, of their own volition, consent to arbitration.

Assured of a general response to their demands, labor leaders are perfecting their plans for a call out of the unionists next Sunday.

While preparing plans for the great walk-out, the union leaders are not without hope that it may be averted. They realize the serious question that must face organized labor if every man and woman in its ranks in this city is compelled to cease work.

Assurances of aid, morally and financially, have come from union organizations outside the city and although the unions are now prosperous, it is a question as to how long they would be able to stand the drain of a long strike in which not a penny was being paid to the laboring men of this city.

EIGHTY-THREE PROBABLY
KILLED BY AVALANCHE

Official Statement Made by Great Northern Railway Company—Bodies of Twenty-Eight of Victims Have Been Recovered.

Seattle, Wash., March 3.—The Great Northern Railway Company issued an official announcement at 10 o'clock this morning, giving the dead in the Wellington avalanche as 83. All of the missing are figured in this statement as dead.

The company acknowledges that the list may be too high or too low, but more probably too high.

Rescue Work in Progress.
Everett, Wash., March 3.—With 28 bodies recovered at Hellington to-day, the railroad company estimates 88 dead in the avalanche at Wellington. Those that are missing must be counted as dead.

Reports of a new avalanche at Wellington are denied absolutely to-day by the railroad company.

The last courier to reach Scenic Hot Springs through the snow reported 30 bodies and stated that the rescue work was in full swing. His message from Scenic is dated at 4 a. m., to-day. Much of the debris is still far beneath the snows of the rescuers.

The railroad company's official list of the passengers and employees on the wrecked trains are 102. Of these 29 have been positively accounted for.

The railroad is making another attempt to get a train through to Wellington to-day.

The Great Northern railroad last night gave out a list of the known dead, missing and rescued in the avalanche. Following is the official list:

Passengers known to be dead: Lillian Starrett, Victoria, B. C.; Francis Starrett, Victoria, B. C.; James McNery, Seattle; E. E. Lemman, Hunt-er's Wash.; Mrs. Ada Lemman, Hunt-er's Wash.; Miss Nellie Shapp, Spokane; A. R. Vail, Trinidad, Wash.; M. Barnhart, Spokane.

Employees known to be dead: T. L. Osborne, engineer; Brakeman Dorey, Brakeman Chas. Jenison, Brakeman A. R. Dupy, Engineer Carroll, Brakeman J. Kelly.

The following passengers are missing: Sol Cohen, Everett; George F. Davis, Seattle; Thelma Davis, daughter, Seattle; R. H. Bethel, Seattle; E. W. Topping, Ashland, Ohio; O. S. Billings, Ballard; E. Matthews, Clack-was, Ore.; Mrs. L. M. Latch, Seattle; Miss Katherine O'Reilly, Spokane; Alex. Chisholm, Rossland, B. C.; Wm. May, Chemainus, B. C.; A. H. Mahler, Seattle; G. L. Beck and wife and daughters Emma and Marion and baby, Pleasanton, Cal.; John Mackie, Seattle; J. Heron, Grand Forks, B. C.; James Monroe, Seattle; E. Goggin, Helm, Truck Cid., Pat. Bros., Golder Gat, Luigi and Joe Guimmanesi, and John Tait, of Burlington, Wash.; J. Brockman, Waterville, Wash.; Gus Ebert, John, Bertha, Miles Eli and daughter, Tacoma, Wash.; E. C. M. Binatole, Portland; A. Boles, Moberly, Ont.; B. G. Thompson, Vancouver, B. C.; Rev. J. M. Thompson, Bellingham; J. Fisher, Bellingham; E. C. M. Anna Covington, Olympia, Wash.; H. D. Hantrell, Vancouver, B. C.

Employees missing: J. L. Pettit, conductor; Frank Martin, engineer; Fireman Jenks, Fireman Bennington, Conductor Ed. Lindsey, Engineer J. Jarman, Conductor Parseyok and his brakeman; Conductor Campbell, Brakeman Macdonald; A. R. Black, George Hoffer, Mail Clerk Richard Bogart, Mail Clerk John Fox, Mail Clerk John Tucker, L. A. Due and Towsey, two unknown mail weighers.

Passengers rescued, none seriously injured: Ray L. Forsyth, Monroe, Wash.; R. M. Vail, Everett, Wash.; John Gray, Anna Gray, Baby Gray, Nooksack, Wash.; H. H. White, Seattle; Mrs. William May, Chemainus, B. C.; Mrs. Starrett, and Raymond Starrett, Victoria, B. C.; Al Hensel, mail clerk.

Following employees are injured: William Harrington, trainmaster; Ross Phillips, brakeman; D. Pego-meier, engineer; Walter Smith, porter; George Nelson, fireman; S. A. Bates, fireman; M. O. White, conductor; Lucius Anderson, porter; J. D. Kerrie, fireman.

Fireman's Narrow Escape.
Everett, Wash., March 3.—"I was under my engine five hours. It was snowing hard and piling up around my head and hands. Twice I gave up and said 'it's all off' then the rescuers came."

This was the story of Fireman F. A. Bates, on the engine of train No. 27, the mail train, who reached here to-day from Wellington.

"I don't believe more than 30 are dead," said Bates, "but it's hard to tell. Everything is covered with snow. When I left they had found fifteen bodies."

M. E. Gilmore, brakeman on a rotary plough, managed to escape and reached here to-day. He reports the death of

E. H. Lindsey, his conductor. Ray L. Forsyth, of St. James, Minn., and B. S. Duncan, of Chippewa Falls, Minn., escaped.

The mother and sister of Earl Long-cory, the 15-year-old secretary to Supt. O'Neill, killed in the Wellington avalanche, are mourning here to-day for the boy they came from Wisconsin to the mountains. Last night the news was broken to them. They will return to Wisconsin again to live.

Warned by a Dream.
Scenic Hot Springs, Wash., March 3.—Awakened fifteen minutes before the great slide came by a dream, and literally forced to dress and walk to a bunk house, just in time to escape being hurled to death with the others, is the story Charles Andrews, an engineer, whose home is at Leavenworth, tells to-day.

Andrews says he was awakened from a sound sleep at 1 o'clock in the morning. He lay still a few minutes unable to go back to sleep. The mental impression of impending disaster was so strong he finally walked to the bunk house where the other men were sleeping and sat down on the steps alone.

A few minutes later there was a rumble, then a roar, then the earth shook and the flying particles of snow cut off his view. When it settled, where the trains had been but a few moments before, nothing remained.

Tells of Rescue Work.
Seattle, Wash., March 3.—This is the story Vaughn Ellis, first of the rescuers at Wellington, to reach Seattle, tells to-day.

"Away up in the summit of the Cascade mountains to-day there is spread out the evidence of the most horrible catastrophe ever recorded in the history of the Northwest."

"It was one of the four that formed the first rescue party out of Scenic. There is no sign of a wreck, that is, no piled up cars or overturned engines. All you can see is snow with scattered stumps and branches of trees. And away down beneath this mass, forty to fifty feet below, is the splintered debris of two trains, three engines, four motor cars and a superintendent's car."

(Concluded on page 4)

NO PIPE LINE
FOR OAK BAY

COMMITTEE THROWS OUT
ITS REQUEST FOR POWER

Judicial Interpretation of City's
Act of 1873 Recom-
mended

(From Thursday's Daily.)
The water problem as between Victoria and Oak Bay was settled for the time by the private bills committee this morning, when Oak Bay was refused permission to lay water mains through the city to bring a supply from the Esquimalt Waterworks Company.

At the same time the committee, appreciating Oak Bay's desire to get a water supply, recommend that a judicial interpretation be obtained of the specific exceptions made in the case of the Esquimalt Waterworks Company.

W. J. Taylor, K.C., city barrister, presented a resolution of the City Council under seal, undertaking to execute an agreement with Oak Bay for a supply of water on the terms laid down by the committee last week.

E. V. Bodwell, K.C., agreed to the elimination of the sections regarding the laying of water mains through the city of Victoria, but he proposed to substitute a section giving the right to lay them through the municipality of Esquimalt.

Mr. Taylor pointed out that whether mains were to be laid through Victoria or any other municipality his argument held good, that Victoria's market for water would be lessened and its power of borrowing for waterworks purposes seriously crippled if any right were given to any of the surrounding municipalities to purchase water from the Esquimalt company.

Chairman Ross reminded the parties that neither Saanich nor the Esquimalt Waterworks Company were before the committee as parties, nor was there any knowledge of any consent on their part to the legislation asked.

Mr. Bodwell asked the committee to consider Oak Bay's request for permission to go through Saanich, and give their reasons for whatever action they took.

(Concluded on page 4)