mayor were conceived in a patriotic signs of the times was that the re- tween Quebec and Manifou will

who endeavored to grasp its true significance. The Rainbow is not a fighting ship, but she is manned by fighting men, and her mission is to train men so as to make them fit to days when the Navy was in evidence everywhere. It seems only right, now that the old regime at Esquimalt has been brought to a close, to place on record this appreciation of the part it played in our local life. It was a very conspicuous part and it was played in a manner that has made the words four-tenths of one per cent—or 21 feet in the mile. One of these is in the Yellowhead Pass in the Rock-test and the other is in New Bruns-wick, and while the New Brunswick grade—in the Tobique region—exceeds four-tenths for some twelve miles and technically described as a "pusher" to any portion of these older roads. manly and honorable.

The good roads movement is making rapid progress all through the new road coming eastwardmens, as has been said, twenty-one feet in the mile. A locomotive can hall on this grade all the load that it what is styled the introduction of militarism. But we invite those people, who object to expenditures for naval defence to say, if they can, what other course can be adopted if we are to keep our rich and prosperous land safe from an invader. A defenceless coast is a standing invitation to an enemy, and while Canada remains a part of the British Empire, her frontiers are British Empire, her frontiers are British frontiers and are liable to invasion by the enemies of Britain. It seems to us that we have in Canada to choose between two alternatives. We may cut loose from the Empire and exclusively for king or state bonds to raise money in the new road coming eastward—means, as has been said, twenty-one feet in the mile. A locomotive can make a slightly accelerating speed. So that, for the purposes of traffic a line, with no grade exceeding four-tenths is equivalent in practice to a level road. Wherever there is a crossing siding or a tank, or a station the provement Association has issued circulars to all the county governments that state urging united and system that the train is first made up—a load up to its maximum on thi naval establishment that will count for by the enemies of Britain. It seems to us that we have in Canada to choose between two alternatives. We may cut loose from the Empire and trust to our neighbors to the South to protect us, which would ultimately nean the annexation of the Dominion to the United States, or we can remain in the Empire and assume our due share of its defence. Surely no true Canadian is so pusilanimous as to seek to cast the full burden of the boundary as far north as Canada, proefence of his shores upon the heavily vided Oregon and Washington co-opdefence of his shores upon the heavily vided Gregor and translation to be every taxed people of the United Kingdom, erate, as there seems to be every 000 new people through immit

burden of our own defence, we welcome the coming of the Rainbow as the outthe coming of the Rainbow as the outthe coast to the summit of the Rockies

The railway managers say they cannot run their roads if rates are lowered; the stockholders say that their madian policy. When expressing our approval of the decision of the Dominapproval of the decision of the decision of the Dominapproval of the decision of the Do direction. Perhaps we do not much vehicles, and while the price of the mistate the case when we say that best yet requires a long purse, and Sir Wilfrid Laurier led the people of the cost of maintenance is high, yet acres in Great Britain, is offering his Canada as far as they could be safely motors are rapidly passing out of the land for sale. It is agricultural land taken at this juncture; but be this as sphere of luxuries and are becoming and is therefore not subject to the in-It may, it is something to know that necessaries. They are taking a place creased taxation under the Lloydthe country has been launched upon that nothing has hitherto been able George Budget. In a letter to the a naval policy and we may add that to fill. They did fair to revolutionize Times he gives as his reason for sellthe efficiency with which that policy rural conditions and to furnish a serdepends in the last analysis upon the many instances. people of Canada themselves. Therefore, we hope that the coming the good roads agitation in British Co- the ownership of land by the men of the Niobe to Halifax a few weeks lumbia than in any other part of the who till it. Lord de la Warr is a

ities which they have assumed. Let them bear in mind that they were reibilities that could not honorably be any longer neglected. We have reached the stature of manhood as a nation and we must be prepared to discharge the duties of men. We could not shirk our duty if we would, and there is enough patriotism in Canada to warrant the statement that we would not if we could. We welco the Rainbow and the gallant ship's npany as worthy representatives of the greatest and most glorious nav the world has ever seen, who have come here to teach us how to defen this Western frontier of the Empire; but we welcome them even more because of what their coming represents and because we regard it as signifying that hereafter Canada will recognize her full duty and prepare hirself to discharge it to the full.

ant and profitable to the people of letoria and vicinity. A good many AN EPOCHAL EVENT.

Yesterday H. M. C. S. Rainbow ar

AN EPOCHAL EVENT.

AN EPOCHAL EVENT.

Fairly large, if somewhat out-of-date, squadron, and the various ships' companies would make a goodly force if tinental Railway which lies in the and gone since then would make a rived at Esquimalt and was given an they could all be gathered together. province of New Brunswick will be

spirit and the replies of Captain Stew- moval of the larger vessels did not 42 miles shorter than by way of the art were in excellent taste. The incident left a very pleasant impression fluence upon the growth of business. hauling heavy trains econo upon the minds of all those who were privileged to be present.

The event was one calculated to pleasure and satisfaction. It lent a the following information as to railawaken thought in the minds of all life and tone to the community that way grades that will be read with in-

a solution of the situation in lieu of one of the others. Feeling, therefore, that we are hound on the situation in lieu of one of the others. Feeling, therefore, that we are hound on the situation in lieu of one of the others. Feeling, therefore, that we are hound on the situation in lieu of one of the others. Feeling, therefore, that we are hound on the situation in lieu of one of the others. Feeling, therefore, the situation in lieu of one of the others. Feeling, therefore, the situation in lieu of one of the others. Feeling, therefore, the situation is lieu of one of the others. Feeling, therefore, the situation is lieu of one of the others. Feeling, therefore, the situation is lieu of one of the others. Feeling, therefore, the situation is lieu of one of the others. Feeling, therefore, the situation is lieu of one of the others. Feeling, therefore, the situation is lieu of one of the others. that we are bound as a people by to inaugurate an active period of high-Every principle of loyalty to the flag way construction, the idea being that which has been our protection in the in the end a wagon road of the best Kingdom entered Canada. This past, of patriotism towards our own fair land and the great empire of which it forms a part, and of self-respect as men of a race that her part. As our readers know, the Britstates spect as men of a race that has never ish Columbia government has set an yet shirked its duty, to assume the example in this respect, and will in a The railway managers say they can-

ion government to establish a Canad- which owes its remarkable progress wages will have to be cut; shippers say tan navy, we said it was the first step during the last year or two to the that would cost. The first step has energy and enthusiasm of the owners rates. What has been going on in that would cost. The lirst step has energy and entitusiashi of the bythese rates. What has been going on in the been taken. It may not be as long a of motor cars. There is every reason United States of late in the matter step or as strong a step as some of us to think that the use of motors is only higher charges is a good deal-like an would have liked to have seen taken, in its infancy. Great improvements effort by a man to lift himself by his but it is a step and it is in the right are being made in constructing these boot-straps.

ago and the arrival of the Rainbow at Pacific Coast, for our governments staunch Conservative in politics, and Esquimalt yesterday, will lead the have always been alive to their great his statements cast an interesting

The transfer of the Navy Yard from the Admiralty to the Canadian government will mark the end of a regime, so to speak, that has been both pleasyears have slipped away since the conditions, and it is an undoubted fact that good roads are a wonderful saving to Canada and the at Esquimalt. The ships that have come ing to people who make use of them.

appropriate reception. The remarks The advantage in a commercial way 256 miles long. It will cost when of the Lieutenant-Governor, Mr. of the naval station to Victoria has completed, \$15,000,000. The St. John Templeman, Mr. McBride and the been very great, and one of the best Telegraph says that the distance be-

Canada will have received fully 300.

viceable substitute for railways in to the improved condition of agriculture in the United Kingdom. He also While there is perhaps less need for says that he is strongly in favor of value, and none more so than the pres-ent administration since Mr. Taylor the Mother Country.



Even those who take good are of themselves find that hey are obliged at this time of the year to tone up their sys-tems. Whether you need it now or not, kindly remember that

BOWES' SYRUP OF HYPO-PHOSPHITES

s the best remedy for weak, cun down, or nervous people. Unrivalled for children or adults.

CYRUS H. BOWES

1228 Government Street

COME AND SEE OUR CARPET SQUARES. WE HAVE HUNDREDS TO SELECT FROM. WONDERFUL DISPLAY. THE BEST YET

READ THIS_

The utility and convenience of Rugs and Carpet Squares as a floor covering is amply demonstrated in these busy times. Our selection in the different weaves, colors, designs and sizes, makes it possible for you to find something suitable for almost any apartment. We have about 500 Rugs on display on our racks, where they can be examined with ease and expedition. We are in receipt of all the newest and most desirable goods as they are produced.

The latest addition to our already large choice is an all-wool, very hard Scotch Art Square, plain and small figured centers with most artistic borders. These rugs will retain their fine appearance for a longer period than many rugs of a more

Brussels Squares

We have just received a parcel of some very nice Brussels Squares. These squares are exceptionally pretty in design and are also very good wearing. We have a nice assortment to choose from and we will welcome you on the second floor when you come to inspect these new goods. These are in two-tone effect, Greens, Browns and Orien-tal patterns, in Fawns, Greens and Crimson designs. These are very reasonable at the prices quoted below.

4ft 6in x 7ft 6 in., at \$8.50
6ft x.9ft, at \$12.50
oft x oft, at \$16.00
oft x 10ft 6in., at\$18.50
oft x 12ft, at\$22.50.
Ift 3in x 12ft, at \$28.00



The Mahrud Ruo

This is a special quality rivalling in quality, texture, and appearance the best grade Oriental Rugs and will certainly outwear many of the cheaper grades of Rugs "made East of Suez." These Rugs are made in England by the foremost makers of the best materials, in the best manner, by the best of workmen. These rugs are made without a seam.

12ft x 15ft, at ... \$120.00

MAYFLOWER SQUARES-\$32.50, \$28.00, \$27.50, \$24.00

Krypton Art Squares, all wool, very heavy, beautiful two tone effects, in very artistic designs which appeal to the most critical.

Size 3 x 3 yards, at, each	\$19.00
Size 3½ x 4 yards at each	\$25.00
, cacii	649 AA
versible, giving a double wearing	nd are also re-
The above carpets can only be seen a Weiler Bros.	nd bought at

Kensington Art Squares, an extra super-all-wool carpet of superior quality. The best wearing and most easily swept reversible carpet.

Size 21/2 x 3 yards, at, each	
Size 3 x 2 yards, at, each	\$11.00
3/2 A 5 yards, at, each	2000年1月20日 日本
Jaids X 4 vards at each	
or Juius, al. Parn	
1 4/2 Value at each	(2) [1] [1] [1] [2] [2] [2] [2] [2] [2] [2] [2] [2] [2
Size 4 x 5 yards, at, each	\$29.00

Novelty Curtains-New Arrivals

New goods just received. Spanish lace, stencilled muslin, two-toned filet Madras. If you are in need of a few curtains, you cannot do better than inspect these new goods. You will be charmed with the dainty elegance, the beautiful

and the moderate prices.	Tou will be charmed with the dainty elegance, the beautiful designs,
Cream Madras, 30c to	designs,
Colored Madras, 40c to	S1.25 Two-toned Madras, 75c to
Filet Net, 30c to	\$1.25 Two-toned Madras, 75c to
	\$1.25 Stencilled Muslin, 75c to
The state of the s	\$1.25

TWO CARLOADS OF LINOLEUM JUST ARRIVED



WOULD TIE UP MANY RAILWA

Engineers on Sixty-One 1 West, South and North Chicago Will Proceed Vote on Strike Question.

NEGOTIATIONS HAVE BEEN TERMINAT

Difference of Seven Per Ce Wage Increase Between Companies and Engine N Working Conditions.

CHICAGO, Nov. 7.—A strike vote v be taken among the engineers of six one roads west, south and north icago, following the termination day of negotiations between the ros and the grand officers of the Broth hood of Locomotive Engineers, wh had been in progress since Septem

Wage increase approximating 7 cent and alteration of working contions stood between the negotiators. Grand Chief Warren S. Stone, of Brotherhood of Locomotive Enginee said today that he believed the engl eers' vote would be unanimously favor of striking. Immediately there after, he said, that a last opportun would be given the railroads to me would be given the railroads to me the engineers and that if they ignore that opportunity, within five hour every engine west of Chicago would

The representatives of the engine men in the twenty-five conference men in the twenty-five conference which ended to day were: Warren & Stone, grand chief, Ash G. Kenneds A. A. Burgess, E. Corrigan, M. W. Cadle and H. E. Wills, assistant gran chiefs, Brotherhood of Locomotive Engineers. They received the advice of the bathers.

Railroad officials, as follows, hear the engine drivers' demands: W. B. Scott of the Union Pacific; F. E. Ward of the Burlington; F. C. Batchelder, the Chicago Terminal and the Balti-more and Ohio; A. A. Durham, of the Missouri, Kansas and Texas; G. H. Emerson, of the Great Northern; J. Foley, of the Illinois Centri; F. Fox, of the Atchison, Topeka and Santa Fe; Grant Hall, of the Canadian Pacific: H. J. Simmons, of the El Paso and Southwestern; and A. W. Trenholm of the Chicago, St. Paul, Minneapolis

The whole question arose from th decision of the engineers in convention at Detroit last spring. The general working conditions of which the engineers complain include the follow-ing: Drivers of the Mallet compound engines, who do practically igines and entail a corre ponding responsibility and capability, receive the same wages as drivers of engines of much smaller capacity. Engineers wish to be relieved of the toll of preparing their engines for travel and for caring for them after runs. They also ask that switching time be paid for on a different basis.

The magnitude of the wage question is evidenced by a statement of the employers that the seven per cent wage difference now standing between the drivers and the railroads means, approximately \$2.600,000 a year. The cost of altering working conditions would be less than \$500,000, it is asserted.

"When the conference began," said Chairman W. B. Scott of the conference committee, "the engineers' demands approximated at 27 per cent increase. This finally was brought down to 17 per cent. We finally agreed to a 10 per cent increase, totalling \$3,840,for the sixty-one roads we represent, and there we both stuck."

The following list of the lines affected was given out:

Atchison, Topeka and Santa Fe, Atchison, Topeka and Santa Fe Coast lines, Gulf, Colorado and Santa Fe, Reaumont, Sour Lake and Western, Canadian Pacific, Chicago and Great Western, Chicago and Northwestern, Chicago, Burlington and Quincy, Chicago, Milwaukee and St. Paul, Colorado and Southern, El Paso and Southwestern, Galveston, Harrisburg and San Antonio, Houston and Shreveport, Houston, East and West Texas, Indianapolis Southern, Kansas City Southern, Lousiana Western, Minneapolis, St. Paul and Saulte Ste Marie, Missouri, Kansas and Texas, Morgan's Louisiana f and Texas, Northern Pacific, Oregon of Short Line, Quincy, Omaha and Kan-s sas City, St. Joseph and Grand Island Railway of New Mexico, Baltimore and m Northern, Chicago and Alton, Chicago, Milwaukee and Puget Sound, Chicago and Western Indiana, Chicago Junction, Chicago, St. Paul, Minneapolis and Omaha, Duluth, South Shore and R. Atlantic, Fort Worth and Denver, Great Northern, Houston and Texas Central, Illinois Central, International and Great Illinois Central, International and Great
Northern, Kansas City Terminal, Mineral Range, Minnesota Transfer, Missouir Pacific, New Orleans, Texas and
Mexico, Oregon and Washington, Oregon Railroad and Navigation Company, Chicago, Rock Island and Pacific, St. Joseph Terminal, St. Louis
and San Francisco, St. Louis Brownsville and Mexico, St. Louis Southwestern, San Antonio and Arkansas Pass,
San Pedro, Los Angeles and Salt Lake,
Santa Fe, Prescott and Phoenix, Southern Pacific, Spokane, Portland and Se-Santa Fe, Prescott and Phoenix, Southern Pacific, Spokane, Portland and Service and Pacific, Trinham Orleans, Texas and Pacific, Texas and