

NO TIME FOR A CHANGE.

The demand for a change of government would be rational if it were accompanied by evidence that existing government conditions were bad, and that a change would bring about an improvement. Otherwise, "it is time for a change" must be taken as a mere cry of the young statesman, or one of those meaningless cries that are sometimes skillfully used with the hope that the hypnotic influence of their continuous repetition may turn public thought and purpose in a direction which actual facts and sound reason would not impel them to take. A comparison of the records of Conservative and Liberal administrations and of the present Conservative and Liberal proposals, will make sufficient clear the reasons which prevent the opposition campaign from discussing these matters, and which influence them to endeavor to attain their object by personal abuse and the parrot cry of "time for a change."

The country is not yet so far overwhelmed with wealth and prosperity that intelligent electors will conclude that it is "time for a change" from the present unproductive activity based on the conditions of stagnation and discouragement that prevailed before the election of 1896. Canada's position, development and strength would not be improved by abandoning the administrative methods which have given the government during the past twelve years an average annual surplus of \$9,463,257, and reverting to the bungling methods under which there was during the last twelve years of Conservative government an average deficit of \$415,508. No sensible man thinks that it is "time for a change" from a tariff policy that has built up the Dominion's total foreign trade to over \$650,000,000 per year, to go back to the old protective system under which it was less than \$240,000,000.

Nor would any patriotic citizen anxious for his country's upbuilding look with any satisfaction on the prospect of a change from the immigration and land policies that planted 41,608 homesteads in the Northwest in 1906 back to the policy that secured only 1,837 in 1896. The business conditions and general diffusion of wealth that rank the people's deposits in chartered banks and savings banks up to \$650,126,229 in 1908, ought not to be changed for the conditions under which such deposits were only \$245,022,143 in 1896.

It is not "time for a change" from the present higher wages, larger production, and better markets of our manufacturing industries, back to the lower wages, smaller production, and poorer markets of the Conservative period, the recollection of which still carries with it uneasiness and regret.

It is not "time for a change" that would take the leadership in Canada's public affairs out of the hands of the man who is one of the strongest, ablest, highest-powered, most admired, and best-loved among the statesmen of the world-enrolling British empire. It may be that some loyal Conservatives would wish that their financial leader, Mr. Borden, were a Conservative who thinks it is time for a change from Mr. Fielding to Mr. Foster. The "time for a change" is the time when a change for the better, not a change from certainty to uncertainty, nor from management that made a sorry failure when it did its duty.

It is "time for a change" in the methods, in the purposes, and to some extent in the personnel of the Conservative party's leadership. When these leaders manifest strength and patriotism, rise above petty pessimism and personal prejudices, show power of initiative, and exhibit readiness to generously support all good legislation, their Canada may be less reluctant to give them another trial at the great task of guiding the destinies of the nation.

As long, however, as there are main-

tained the present differences between the policies, methods, and records of the parties, it will not be "the time" for any elector who has his country's interests at heart, to run any risk by neglecting to do all in his power to prevent a change that would be a catastrophe.—Toronto Star.

TWELVE YEARS OF LAURIER.

The Montreal Herald—The key to the extraordinary record of Canadian development in the Twelve Years of Laurier is to be found in the following comparison of the export trade of the Dominion in each of those twelve years with that of the year 1896:

	Exports	Excess over 1896
(Million Dollars.)	(Million Dollars.)	(Million Dollars.)
1896	116	
1897	135	19
1898	159	43
1899	155	39
1900	193	77
1901	194	78
1902	210	94
1903	225	109
1904	211	95
1905	201	85
1906	246	130
1907	254	138
1908	263	147

To the good for twelve years, 1,043 The Thousand Million Dollar man for ours.

PURE BOSH.

Toronto Globe—How not to do it was very well illustrated on the front page of yesterday's News. In most mysterious fashion the News in a double-column black-letter story affirms that there is "too much reason to think that negotiations to this end are well under way, and that before polling day, although the truth may be concealed until after that event, the Grand Trunk will have secured its release from the contract to operate the Transcontinental road."

The reasons for this doubtful view are thus set forth:—
"The success of the Transcontinental railway depends mainly upon the western section. Without the western grain trade and the heavy volume of through traffic, which must originate on the western line, and the outgoing traffic which the Grand Trunk Pacific branches will collect from all over Canada, it would be an idle dream to think of making the Transcontinental road successful at any early day. For many years to come vast stretches of country through which the road runs must be uninhabited. There will be little local traffic. The road can only be operated at a loss of millions annually. It is deprived of the western connection. In short, the Transcontinental section, separated from the Grand Trunk Pacific branches, is a dead end, would be the most gigantic sink hole that this continent has ever known in the shape of a railway."

Just as the reader is about to put the paper away with the feeling that it is all up with our beloved country, he turns to another column and discovers that the make-up man, not knowing the sort of stuff in the double-column shocker, put on the front page an interview with the minister of railways, in which Mr. Graham says:—
"There has been no intimation to me nor to any member of the government, directly or indirectly, that the Grand Trunk Pacific intends to back out of the bargain. I rather think it would be in a position to know if there was. All the information we have is exactly the opposite, that the company will push on with complete running as soon as we can complete the road."

"Mr. Graham was asked by the News what the significance was of his statement at Tilbury that if the G. T. P. company withdrew there was another company ready to go on under the same agreement."
"Why, that statement was one I made in parliament last session," was his reply. "It was only a charge mark, and means nothing more than is on the face of it. A short time before my address I saw a prominent railroad man remarked to me that he would be quite willing to form

a company to proceed with the Transcontinental.
That seems to be enough to kill the "G. T. P. mystery." To make insurance doubly sure, the Montreal correspondent of the Globe asked Mr. Wainwright, second vice-president of the G. T. P., if there was anything in the story. His answer was conclusive. He said:—
"It's all Greek to me, and I don't believe a word of it."

THE BRIDGE AT MACLEOD.

Government Structure Will Be One of Largest in Southern Alberta.
Macleod, Oct. 18.—D. McEwen, steel bridge man for the Alberta government, arrived here yesterday with part of his crew. The balance of the men will be here in a few days. They have order to remain here until the bridge is completed. Arrangements are now being made for the purchase of materials required in the construction of the bridge and also such supplies as can be procured there. The bridge will be one of the longest government steel bridges in Southern Alberta and will be opened to the public before the high water of 1909.

REPUTATION UNAVAILING.

Unless the chameleon has changed his ways some Opposition candidates in this Province will be repudiating Mr. Foster and his works before polling day arrives. At present they stand by him in transactions conducted on the level plane of those which distinguished his career in the management of the Union Trust. Unless and until they declare otherwise they stand severally and personally bound by their party affiliation and their own unbroken silence on the matter to assent to his elevation and to answer for his conduct.

No thoughtful Opposition candidate can expect the electors to endorse him in a propaganda for hand-drawn by the public money to the man who was discharged from the management of the Union Trust the moment his dealings with the funds of the Company became known. If these gentlemen are sensible of the currents of public thought they will be forced either to undertake the difficult and personal defence of the discredited lieutenant, or to denounce him, to declare they do not favor his continuance as a sub-chief in the party, and that they would not sanction his elevation to the position of Finance Minister. That they will attempt his defence is hardly likely. The remaining course is to solve themselves from personal liability. This we may expect some of them to do before the votes are polled.

It only needs to be remembered that the Opposition candidates in this Province if elected would not be the dominating factors in their party, in office or out of it. The fiscal policy of that party, whatever may be its faults or virtues, is a policy for Eastern Canada rather than for the West. Its aim is to make the manufacturer wealthy at the expense of the rest of the country, and as the manufacturing interests are centered in the older and more thickly settled Provinces, it is by those Provinces the course of the party is determined. Whatever might be the views of the Western representatives regarding Mr. Foster they would not be numerically and influentially strong enough to offset the powerful "interests" which stand to profit by high tariff and which have

U. S. FLEET IS ORDERED HOME

President Roosevelt Believes the Atlantic Squadron Has Accomplished its Purpose.

Washington, Oct. 17.—President Roosevelt has ordered the Pacific fleet to the Atlantic ocean to give indisputable proof to the Japanese of his belief in their protestations of friendship, as well as to convince the American people of his utter disbelief of complications in the Far East likely to lead to war. Diplomatic conditions have been such since the Atlantic fleet reached the Pacific that the president believes its full mission has been accomplished. He sees no reason for its longer continuance in Pacific waters and he has ordered it home.

GIGANTIC JAPANESE SCHEME.

To Take Atlantic Trade Through Suez Canal Not Pacific.
San Francisco, Oct. 15.—Commercial war has been declared in the Pacific ocean between Japan and America, with Nippon Yusen Kaisha, the most powerful from a financial standpoint of the Japanese lines, heavily subsidized by the Japanese government, and the Pacific Mail Steamship Company, running a fleet of big freight and passenger steamers between this port and the Orient. The Nippon Yusen Kaisha has cut the freight rate 20 per cent. Unofficial advices from Japan state the rate has been cut in half in the last few days. The lowering of rates by their Japanese rivals resulted in an order from the Pacific Mail to its agents in the Orient to meet any reduction in the rates in order to get freight. All heavy trade between the Pacific coast and the Orient is at stake, for it seems that the Japanese have a bigger game behind the struggle on the Pacific, which will make the present rate cutting on the Western ocean nothing but a little skirmish before the real battle begins. The Japanese want to drive their competitors from the Pacific, then handle freights of the Atlantic coast, which now go to Transcontinental railroads with a direct line of steamers between New York and Yokohama by way of the Suez canal. They have made plans for the Suez line and it appears their first move is to cripple the American lines. The Pacific mail has entered the fight single-handed, against all foreign lines in the Pacific, which are operating under subsidies from their government.

BASEBALL KILLS MANY PEOPLE.

Heart Disease Results From the Game.
New York, October 14.—Deaths from heart disease increased last week, due to the health department physicians say, to the acute baseball situation. Last week the deaths were 154, as compared with 129 for the corresponding week in 1907. In Manhattan the deaths were 154, as compared with 58, showing, in the opinion of the physicians, that the interest in the game has spread throughout the city, where, as for the week ending October 3, before a final decision regarding the disputed game with Chicago had been made, and when hope of ultimate victory was still high, the deaths were 121, as compared with 123 a year ago.

Calgary Rousing From Lethargy.

Calgary, October 14.—Owing to the interview which were published yesterday with reference to the desirability of the Board of Trade of Calgary establishing a Chamber of Commerce on the lines of the Chamber of Commerce of Spokane, and also the placing of a permanent exhibit of the products of the Calgary district in the offices of the Board of Trade. A meeting of the Board of Trade will be held immediately after the election in order to consider the matter.

Indiana Raising Cattle.

Macleod, Oct. 16.—This blood Indian shipped 100 head of beef cattle from Pearce station on the reserve yesterday. They were three and four, were prime fat and were consigned to the Bate & MacLean, Winnipeg, for export. This is the second shipment this hand of Indians has made this year, and it is the first year beef cattle have even been shipped off the reserve.

OPPOSITION NOT PRESENT.

Conservative Speakers Fear to Meet Hon. Clifford Sifton in Manitoba.

Rapid City, Man., October 16.—Almost the entire population of the city filled the large Oddfellow's Hall last evening. Many from the surrounding country drove in to hear Hon. Mr. Sifton, and a special train carrying Liberals came from Minnedosa. H. A. McIntosh presided and introduced Mr. Norris, of Lansdowne, and Hon. Clifford Sifton. The Chairmen explained that the Conservatives had been specially invited to have a speaker present, but for some reason they could not or did not get a speaker. Mr. Sifton got a great reception upon appearing.

CAMPBELL: LIAR AND SLANDERER

Hon. Frank Oliver Challenges Him to Name Official He Charges Was Bribed.

Canora, Sask., Oct. 17.—Hon. Frank Oliver addressed a crowded meeting here last night. He said he had noticed that Glen Campbell, the Conservative candidate in Dauphin, had repeated the statement that he had to bribe an official of the Interior Department in connection with the Brown-Bedding-Field grazing lease. Mr. Campbell had neither named the official nor attempted to prove the charge. He again invited him to name the official. If this was done, and Campbell satisfied him with evidence of the truth of the allegation, the official would be removed at once, and criminal proceedings instituted. If Campbell did not do this, he was a liar and slanderer. The meeting was a lively one, both candidates and Dr. Patrick speaking.

Refuse to Pay Indemnity.

Sofia, October 17.—The Bulgarian cabinet has decided to reject the proposal emanating from London for payment of indemnity to Turkey as a condition of recognizing Bulgaria's independence, and a note to that effect is to be sent to the powers.

Branch of Black Hand.

Port Arthur, Oct. 15.—Puggino Giovinazzo, under arrest, is charged by Frank Mauro, also an Italian, with threatening and intimidation. Mauro claims that a Black Hand society is operating here and holding regular meetings. Interesting revelations are expected at a hearing tomorrow.

FURTHER LIGHT ON THE PLOT TO RUIN PUGSLEY

Ex-Speaker of the New Brunswick Legislature Throws Further Light Upon the Notorious Scheme to Blackmail Minister of Public Works.

St. John, N.B., Oct. 16.—As a further confirmation of the plot to ruin the Minister of Public Works, Hon. Mr. Pugsley, it is to be noted that the Mayor dredge at an enormous price, the following letter of Hon. C. J. Osman, ex-speaker of the New Brunswick legislature is of intense interest. The Telegraph will publish the following letter from him: "Dear Sir: I notice in your issue of today that my name is mentioned as one to whom Mr. Mayes spoke regarding his dredging troubles, therefore, perhaps you will permit me to confirm the minister's statement that I had been approached by Mr. Mayes and further to state that on Tuesday of last week I met Mr. Mayes on King street, and after an exchange of civilities he poured into my ear the whole story of his

Don't Risk Ruining Your Butter

by using the cheap imported salt that is being sold throughout the West.

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COSTS NO MORE THAN these impure salts. Windsor Salt has been the standard for years among Canadian prime butter makers. It is absolutely pure salt—and all salt. No other salt goes so far. Insist on having Windsor Salt.



PEMBINA

THE FIRST CITY WEST OF EDMONTON

Where the Grand Trunk Pacific crosses the Pembina River a city in embryo exists. Already the ear marks are discernable. There are 300 souls here now. Many agencies exert themselves in the development of a city, but the greatest agency is people. Where there are people there must be a supporting district. This is pre-eminently true of the Pembina. There are, beside the 300 people immediately resident on the townsite, over 1,500 settlers in the district of which Pembina is the centre. Thus the way is clear for the formation of a city. These settlers and the hundreds who will go into this country simultaneously with the Grand Trunk Pacific must have a centre, and the natural centre is Pembina. For the man who gets in on the ground floor there is money to be made in real estate. Convince yourself of this fact, and then come and see us. Lots in the townsite range from \$50 to \$1.50.

W. S. HEFFERNAN

Pembina Townsite Agent, in the office of
The Western Realty Company

257 Jasper Avenue East. Phone 1342

months before he demand of Alexander political Liberalism. biographer, states that as, more powerful or balanced deliverance from the platform in critical turn in the party in Quebec, of the young statesman, to consider the English speaking ne, to consider the and religious feeling adians and to come judgment of the thermal party through the great speeches he has made many years ago, water for argument, patriotism. Those the Premier's speeches great speech in Quebec that the orator has lost none of and literary excellence, basis of his Liberal word of his political "Benevolence, concord," among all m. that in his speech last City, composed much-Canadian compend with emphasis "adians to the British out that the Libking for Imperialism of military garrisons policies that have uth and protection of.

LAG, BUT NOT THE REFERENCE.

—Mr. Borden has opinion that Sir Wilfrid, of giving the British and frankly huckstering for it, in that opinion. All interests are with him, they know the province would be where the land of dreams eried with confidence in the vast minite could be taken and on the subject, day after the polking around for a n and deep enough

to secure a prefer- Wilfrid's way is a way than Mr. Borden be asserted with at for the Canadian object of preference been heard of in Sir Wilfrid had gone in a huckstering mally have offered did go he won gen- and now the powerful led by Arthur Isl- next election will be the country with a colonies as a plank

It have been achiev- had gone dickering scarcely a man who people who will not imitative. The word had become as- as "presumption," e been years before men and Scotsmen ate in their mouths it, it is not only that but it has also actu- our advantage as of our exports to 1896 will show:—

...	\$ 62,717,941
...	50,533,852
...	53,062,019
...	55,112,681
...	56,562,875
...	57,857,525
...	59,247,245
...	60,595,380
...	61,920,892
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LANDERER

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