

TEXTS OF THE MANIFESTOS ISSUED BY THE LIBERAL AND CONSERVATIVE LEADERS

The Liberal Party campaign is principally founded upon a pledge given by Mr. Lloyd George, which has been the text of Liberal speakers all over the country. This pledge as stated by Mr. George, is as follows:

"If the nation entrusts the Liberal Party at the next general election with the responsibilities of Government, we are ready with schemes of work which we can put immediately into operation, work of all kind which is not merely useful in itself but essential to the well-being of the nation. The work put in hand will reduce the terrible figures of the workless in the course of a single year to normal proportions and will, when completed, enrich the nation and equip it for competing successfully with all its rivals in the business of the world. These plans will not add one penny to national or local taxation. It will require a great and sustained effort to redeem this pledge, but some of us sitting at this table have succeeded in putting through even greater and more difficult tasks in the interests of the nation."

The stand taken by the Liberal Party on other questions appears in these extracts from speeches of Mr. Lloyd George:

"Liberalism has two main purposes. One is the establishment of peace on a firm foundation, and the other is the restoration of prosperity."

"The Liberal Party is wholly in favor of re-arranging motor-car, taxation on the basis of road usage rather than of horse power."

"Russian interference with our own domestic affairs will not be allowed, but we should be more likely to prevent that with success if we entered into diplomatic relations with them than otherwise."

The election manifesto of the Conservative party was issued by Premier Baldwin under the title, "A message to Britain," in which he said:

"We have kept the promises we made to the electorate in 1924. The jobs we undertook we have carried through. Despite the industrial troubles of 1926, which cost the taxpayer £80,000,000 and the trade of the country £400,000,000, we are able to claim that trade is in a more prosperous condition than it has been at any time since the war.

"Seventy-eight coal mines re-opened this year; a revival of prosperity in shipbuilding; an increase in the national trading profit from £86,000,000 in

1924 to £149,000,000 in 1928; 600,000 more people at work than there were four years ago—these are all indications of a steady return to permanent prosperity.

Mr. Baldwin, reviewing the present Government's achievements, cited:

800,000 houses built in four years—a world record.
Reduction in the cost of living.
Old-Age Pensions for the insured at 65 instead of 70.
Taxation reduced.
Tea duty abolished.
Reorganization of our electricity supplies.
Rating and Local Government reform.

The Prime Minister proceeded:—

"Is this the movement, when trade is rapidly reviving, to gamble with rash Socialist schemes of State control which have nearly always failed when put to the test, and which would be an end to all hopes of better wages for the workers?"

"Are we going to trust the Liberal Party, which is seeking to secure the support of the electorate by a scheme which would not give employment to something like half of the present unemployed including over 20,000 women; which, owing to the enormous loans that would have to be raised, would increase the cost of living for the rest of the community.

"We Conservatives are not going to make any rash or spectacular promises. We do not talk of a new world to-morrow. All that we ask is that you should give us an opportunity of carrying on and bringing to completion the great work which we have successfully begun.

"Above all, we wish to do what lies in our power to improve the health of the nation by taking measures to promote the welfare of mothers and children, to abolish slums and create better housing conditions in congested areas, to give full educational facilities to all children, and link up the schools with the universities.

"To build up on permanent and solid foundations the health of the individual; the health of industry and the health of the nation is our aim and object, and we ask you to regard the fulfilment of our pledges in the past four years as a guarantee that once again we shall keep faith and shall not promise more than we can perform."

WHY PEOPLE ON TRAINS PREFER TO SLEEP WITH THEIR HEADS TOWARDS THE ENGINE

There is more than mere habit behind the practice of making up sleeping car berths so that the occupant sleeps with his head towards the engine and the direction in which the train is moving, according to Walter Pratt, General Manager of Hotels, Sleeping and Dining Cars of the Canadian National Railways.

But because of its practice ever since the beginning of railroading on the North American Continent, it is a custom, he says, which has taken on undue importance in the public eye. There is more than one case on record in the Canadian National Railways where an entire sleeping car has had to be made over to satisfy the whims of travellers in this regard.

When the first sleeping car was put in service on this side of the water, the company had to decide the very elementary question of which way the passenger would sleep, with his head or with his feet pointing forward. The former attitude was chosen because it was felt that any backward rush of blood which might be occasioned by the movement of the train would be less sensible if directed towards the feet rather than towards the head.

While it may be problematical whether any such rush of blood is brought about by the easy movement of railways as they exist today, details such as this are the basis of many well-informed human habits. Mr. Pratt continues. The increasing use of the single room or "chambre" car as employed on the Canadian National, in which the sleeper's body is carried at

right angles to the motion of the train, is not apt to interfere with popular prejudice in this connection, as, in this instance, there can be no question of the flow of blood being encouraged to any one portion of the body by the progress of the car.

How it Happened

"It just happened," in the opinion of John Melville, of the Passenger Service Bureau of the same organization, who contends that when human beings become accustomed to one position they resent being forced into another. The fact that a train's movement may cause the blood to flow easier backward than forward he admits may have been a cause for the beginning of the practice, but he feels that an equally plausible reason would have been found for making up the berths any other way.

Mr. Melville tells of one happening in his railroad career back in 1909, when the facilities for travel from Toronto to Chicago were not as adequate as offered at the present. Then it was necessary to take a sleeping car out of Toronto and switch it onto the Chicago train at Hamilton, less than 40 miles distant.

This night the sleeping car had left Toronto for Hamilton, going backwards the way the berths were made up. The passengers were so upset at the situation that to satisfy them, it was necessary to remake all the beds before the train reached Hamilton. There the car was reversed again, and had the berths remained untouched out of Toronto would have proceeded

REVERIE IN A SWIVEL CHAIR

I do not know and cannot tell
The way I feel today—ah, well!

For instance, I would like to be
Upon the beach at Kaikiki.

A-gazing lazy at the skies
Or may be in a maiden's eyes.

Or somewhere east of Singapore,
Where ahrens are permitted, or

The Ten Commandments are annulled
And morals—well—a little dulled;

I (ting-a-ling) "Hello. Yes, Jean!
I'll be home on the 5.15!"
—WILFRED J. FUNK in New York Sun.

A Badge Of Servitude

His Wife—Henry, I'm going to buy you a wedding ring. You ought to wear something to show you're married.

Mr. Peewee—Why, my dear, I do. I wear the rubbers you bought me every day.

to Chicago made up according to accepted standards. As it was, Mr. Melville remarks the passengers spent a good night, quite oblivious of their movement towards the United States feet first.

It is only habit, he says, much the same as that favored by some campers of always sleeping with their head pointing northward. One man once explained that this was to allow for the curve of the earth's surface. When a man had his head directed northward in Canada he could be assured that it had the benefit of elevation, however slight, over his feet. Closer to the equator, the same individual was at pains to point out, in order to suit local conditions, it was prudent to sleep east and west, as there the bulge of the earth was not so apparent.

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The Financial Times

ESTABLISHED 1888.
with which is Incorporated
The Financier & Bullionist
ESTABLISHED 1866.

LARGEST CIRCULATION OF ANY
FINANCIAL JOURNAL IN THE WORLD.

Head Office & Editorial and Advertisement Offices:
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Paris Office: 15, Boulevard des Italiens.

WEDNESDAY, 29th AUGUST, 1928.

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* See figures at right.

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Says about the

Associated Gas and Electric Company

The comment on the left appeared in the editorial columns of the Financial Times, published in London, England. Such comment in what is considered abroad as the leading financial journal is indeed significant.

ASSOCIATED SYSTEM FACTS

Number of years of growth	77
Total customers served	1,100,000
Total population served	5,300,000
Increase in sales of electricity (1920-1928)	134 p. c.

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