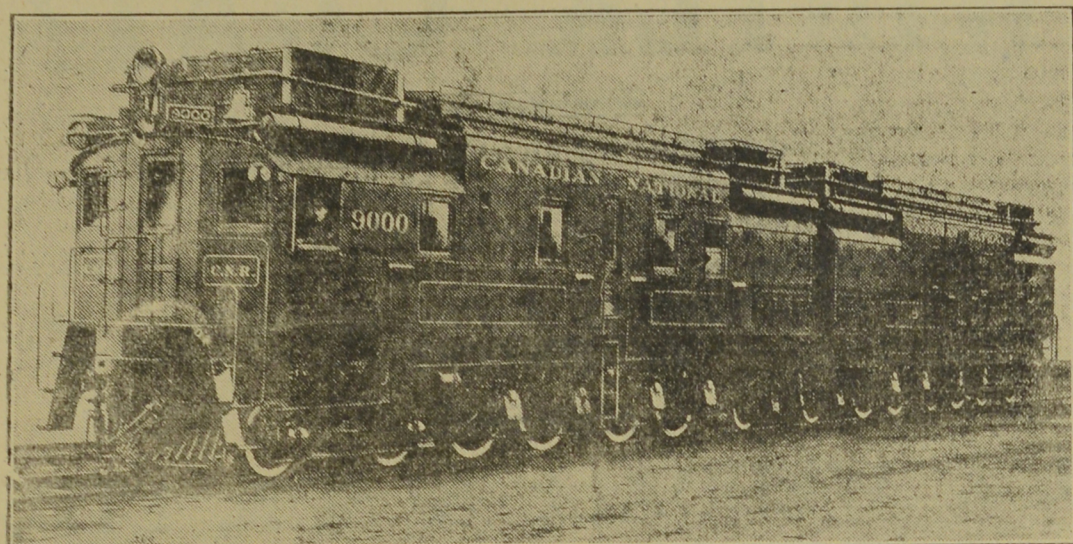


Canadian National Engineers Design Oil-Electric Locomotive



Radical economy in operating costs forms the prime objective of the Canadian National Railways newest design in locomotives, representing a revolutionary departure from present standards and practice, which has just been placed in service on the main line between Brockville and Belleville. This new locomotive presents a tremendous advance in the use of the oil-electric type of locomotive and forms a distinctive offering on the part of Canadian engineers towards the solution of the transportation problems of this continent. As the National System was the pioneer three years ago in placing in service the first oil-electric car of 200 horse-power rating, its engineers have maintained leadership by the introduction of this locomotive, new in character and design, for fast passenger and freight service.

The new locomotive is the further practical application of the use of fuel oil in railway transportation in which an oil engine is used to drive a generator for supplying electrical energy to the propulsion motors. Power and speed are obtained at costs far below those of coal-fired steam-driven locomotives.

The power developed by the oil engine is converted into electrical energy by the generator, transmitted to the traction motors geared to the driving axles, where it is utilized in developing traction effort and speed. With the present gear ratio, which was laid out for high speed passenger service, the locomotive will develop a tractive effort of 100,000 pounds during the accelerating periods. The electrical system of transmission utilizes full engine horse-power over a wide range of speed and active effort without a change of engine speed or shifting of gears.

AN INFLUENTIAL MONTREAL NEWSPAPER HAS GOOD WORD TO SAY OF PREMIER BAXTER

(Montreal Gazette Editorial, Nov. 23rd., 1928.)

The speech the Hon. J. B. M. Baxter delivered at Halifax on the occasion of the annual gathering of the Maritime Board of Trade may momentarily vex some individuals, but, in the end, its political disinterestedness, its sincerity and honesty, will win the respect and probably obtain the approval of all parties. Behind it there is courage and conviction. Who shall say that it is without cause? The economic disabilities of the Maritime Provinces are well known, and Premier Baxter is frankly of the opinion that many efforts made in the past to redress these grievances have been too political, and even at that too partisan and parochial. What, in effect, the Prime Minister advises his Maritime compatriots to do, irrespective of party, is to unite in an endeavor to obtain the economic ends that all desire. "Ascertain the facts regarding any problem in which you are interested", Mr. Baxter said, "then formulate a policy based on the facts—with the aid of the provincial governments if need be—and go to Ottawa and, without reference to political considerations, urge it on the Government of the day".

In other words, the too common practice amongst adherents of the two major political parties of expending so much energy on advancing individual or party interests without due consideration for the progress and prosperity of the community as a whole, has not helped, but has rather retarded the solution of problems which are peculiar to the Maritime Provinces, and the Baxter precept is that, as in these provinces all parties are presently in the same economic boat, the quickest and surest course to steer, if they are to obtain legislative remedies for their economic ills, will be one directed in such co-operation.

Such doctrine comes with the better grace from New Brunswick because that province has recently set a concrete example of co-operative effort. Not long ago, at the instance of Premier Baxter, Mr. E. W. Beatty, president of the Canadian Pacific Railway, named, in the person of Dr. G. C. Creelman, an outstanding technical agriculturist, to make an expert and independent survey throughout New Brunswick. His subsequent report upon the agricultural conditions and prospects of the province is said to have had certain beneficial effects on different phases of the farming industry. Further good results followed the getting together of members of local boards of trade, representatives of the railways, express companies, banking and loan companies, farmers and others in New Brunswick to promote a closer and more co-operative understanding between rural and urban communities in the province. The counsel to greater co-operative endeavor that Premier Baxter now gives if followed, can appreciably help the economic movement in the Maritime Provinces to advance further towards a right solution of the economic problems. And one lesson the New Brunswick Premier's speech conveys need not be confined to the Maritimes. The less we all think in terms of partisanship and parochialism, and the more we think nationally the better for the Dominion.

HIGHLIGHTS IN THE RADIO PROGRAMS

Station CNFB will at 7.15 this evening broadcast the weather probabilities and stock market reports. The services at St. Paul's Church will be broadcast tomorrow morning and evening.

Next week CNRA of Moncton will have a general hookup of its stations across Canada extending from Moncton to Vancouver, B. C.

This evening at nine o'clock, E. S. T., station WPG of Atlantic City will broadcast a program supplied by the Princeton University Glee Club.

Stations WMAK and WGR of Buffalo will broadcast church services at 7.45 E. S. T. on Sunday evening and the Calvary Church service at Pittsburg will be broadcast by station KDKA at seven o'clock E. S. T. or eight o'clock A. S. T.

As soon as real cold weather sets in, the girl who was taught four times during the summer how to swim, will have to learn how to skate, again.

MARITIMERS SAVE MONEY ON FREIGHT BILLS

Reduction, However,
Means an Increased
Volume of Traffic.

The annual meeting of the Maritime Board of Trade, held in Halifax, was attended by over 200 delegates representing all branches of commerce and industry in the three provinces, and was the most successful gathering of business men in the history of the organization. It was stated that an actual saving of about \$6,500,000 in the freight bills of Maritime shippers over a period of three years was made as the result of the 20 per cent reduction in railway rates and additional savings are expected from applications now pending before the Board of Railway Commissioners. For the first eight months of the present year there was a saving of \$2,339,374 to Maritime shippers. Of this amount about \$1,600,000 was saved on Canadian National traffic, but the reduction in rates led to such an increase in volume of traffic that the freight revenue of the company showed a shrinkage of only \$161,622 for the period under consideration. "This singularly significant fact", says the report "forcefully indicates the surprising rapidity with which Maritime commerce and industry respond to the modification of unjust transportation handicaps."

An unusual note was struck by Hon. J. B. M. Baxter, Premier of New Brunswick, who admitted that it might not be good politics, but believed that it was sound common sense. He urged that the disabilities under which the Maritimes continued to labor were partly due to the attitude of the people themselves. There had been too much parochialism and partisanship in the past, he said, and the adherents of both political parties had expended their energies very often on advancing the fortunes of some individual within their ranks, while missing the opportunity of promoting the prosperity of the eastern provinces as a whole. His advice to the Maritime Board of Trade was to ascertain the facts regarding any problem in which they were interested, with the help of the provincial governments, if need be, to formulate a policy based on these facts, and then to go to Ottawa and urge it without reference to political considerations upon the government of the day.

If Premier Baxter's advice is followed, Parliament will feel that requests so made really represent the united opinion of the Maritime Provinces and will in consequence give them at least the consideration to which they are entitled. In recent years the other provinces have become more familiar with the grievances under which the Maritimes have labored, and have every disposition to help them to share in the prosperity which should be common to all.

THE DAILY MAIL

is on Sale at the following places of business in the city:

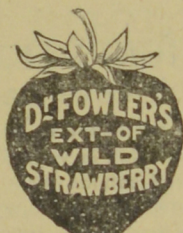
J. H. HAWTHORNE Est. Queen Street
WESLEY ERD, 266 York Street.
ALD. W. G. QUINN, 147 Westmorland Street.

ALONZO STAPLES, 100 York Street
A. J. HANLON, 83 Regent Street.
RAY BARKER, Corner Carleton and King Streets.

Usually after a new automobile has been around six or eight weeks, everybody begins to feel it is one of the family, and it is treated accordingly.

One trouble with the general situation is that as a people we have become so accustomed to luxuries that they are now necessities.

CHOLERA INFANTUM THE FATAL DISEASE OF CHILDREN



Is a valuable preparation that has been on the market for the past eighty years. It has no equal for off-setting the vomiting, purging and diarrhoea of cholera infantum.

Price, 50c. a bottle at all druggists or dealers; put up only by The T. Milburn Co., Limited, Toronto, Ont.

W. K. Smith of Toronto is in the city today.

THE MORTICAN INDUSTRY IN A BIG CLASS

Washington, Dec. 1.—Death supports a \$75,000,000 American industry, that being the total value of the caskets, coffins, wooden shipping cases, metal burial vaults, garments, fluids and other morticians' supplies produced last year, the census bureau announced today.

The industry employs more than 11,000 wage-earners, who receive more than \$14,000,000 annually. Of 340 establishments reporting, 13 were in Massachusetts.

JOB PRINTING

All Work Guaranteed Finest Quality and
Artistic Workmanship
The Largest Plant in the City

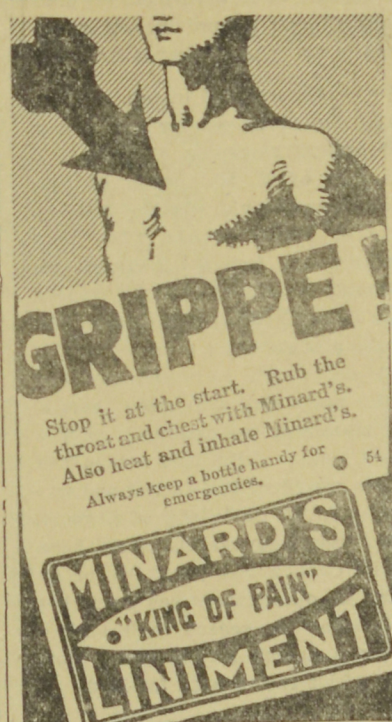
We Aim To Satisfy The Most
Exacting Customer

LETTER HEADS
PROGRAMMES ENVELOPES CIRCULARS
BILL HEADS WEDDING INVITATIONS
REPORTS POSTERS CARDS BOOKS
BUTTER WRAPPERS HONEY LABELS
LEGAL FORMS AUCTION SALE HANGERS
and all other JOB PRINTING WORK

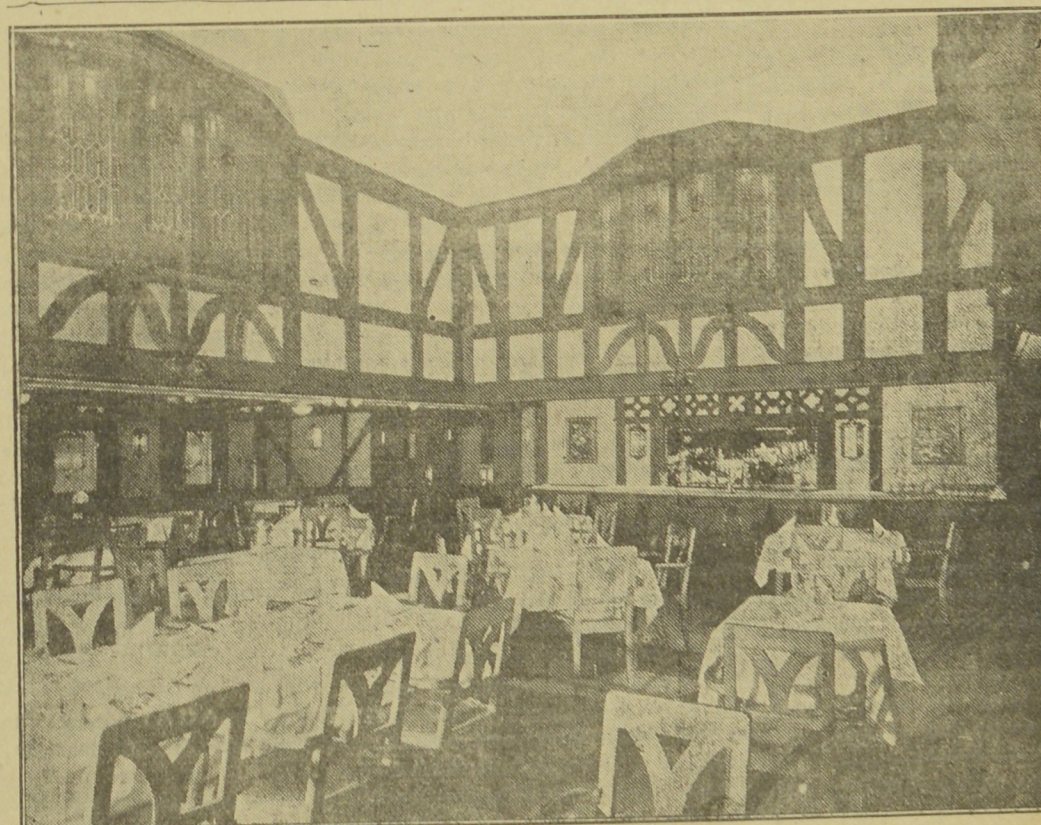
Come in and see our samples of any of the above
Orders by Mail Promptly Attended to

No Job too large or too small to receive our
immediate attention

Mail Printing Co.
FREDERICTON, N. B.



DINING SALOON R. M. S. "LADY NELSON"



Strongly reminiscent of a dining room in some old Elizabethan inn of Rural England is the dining saloon of R.M.S. "Lady Nelson" first of the five new liners built for the Canada—West India service of the Canadian National Steamships to arrive in Canada.