

PROBLEMS OF DRESS IN BRITISH HOUSE OF COMMONS FOR THE CORONATION CEREMONIES

Some of the Labor Members Shy at the Satin Breeches and Silk Stockings--Cocked Hats and Trimming Run Into Real Money

LONDON, April 30.—It remains to be seen whether Labor, through its hierarchy, has settled the vexed problem of court habiliments once and for all by the decision to rely upon ordinary full evening dress in the coronation festivities. Certainly the question of satin breeches has been a vexed one since Labor first took office in 1924. It was, of course, incumbent upon several Labor officials of the royal household to face the arduous task of wearing swords, satin breeches, black silk stockings and patent leather shoes with silver buckles as part of their job. Also, it was only observing sartorial convention for the King's Ministers to attend levees and some other ceremonial functions in quaint cocked hats. But even while bowing to the dictates of custom these Ministers of the crown realized that the rank and file of the Labor movement remained critical about the affectation by their leaders of trappings which were associated with class distinction. Some of the hardy Laborite Ministers were seemingly not too modest to make the most of their court clothes, but there were others who, to avoid too much attention from constituents, drew their cloaks about them as they journeyed to Buckingham or St. James Palace. It was particularly noticeable that when Ramsay MacDonald was Labor's Prime Minister he almost invariably carried his cocked hat under his arm when it was required that he should be all dressed up. With his build and his shock of gray hair he could easily have risked appearing in such an outrageous contraption as a cocked hat, but he avoided doing so. There were several of his colleagues, though, who should have followed his example, as their diminutive stature, for one thing, and rather plain features for another, made them appear like gargoyles

when encompassed in all the finery of their positions. There is, of course, a dollars-and-cents angle to this court clothes problem which is not to be sneezed at. It has so happened that Labor in this country has had two spells of office—one in 1924 and the other in 1929. Where the Laborites have been Privy Counsellors they have had opportunity to make use of their court costumes at intervening times, but a number who were required to expend from \$300 to \$450 on the ornamental trappings of office, including cocked hat and dress sword, have seen these things languishing in wardrobes and trunks for want of use. It might be said that the possession of a full dress suit of clothes would represent rather a heavy outlay, but unless one desires to patronize swell tailors in Mayfair a satisfactory dress suit, 'tails,' as it is commonly known, can be had for from \$55 to \$65. It was asserted that King George V, realizing what a drain it would be on the finances of some of the Labor officials at court, was desirous of providing them with the orthodox satin outfit and did so. But those who had to wear such attire or had to don the braided equipment of office on ceremonial occasions were fully aware of the hostility to such things in the party, especially in its Left Wing. At a state opening of Parliament not long after the war a voluble Clydeside radical exclaimed audibly, "We will do away with all this sort of thing!" as he surveyed the brilliant spectacle in the House of Lords as the King and Queen entered it. And there might be a more general desire now than that Laborites should avoid the ornamental trappings of office, but there is no responsible demand for the abolition of the colorful pageantry of the state opening of Parliament. To old-timers who have witnessed

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VICKS VAPOROL

SCRAP IRON HIGH PRICES BEING MAINTAINED

(Special to The Daily Mail) MONCTON, N. B., April 29.—The present high prices for scrap iron and steel are enabling the railways to effect considerable savings in expenditures for new material, stated L. C. Thomson, manager of stores, Canadian National Railways Montreal, on his arrival here this morning on the Maritime Express on an inspection trip over the Atlantic region of the railway.

"From present indications it would seem that the prices for scrap iron and steel will retain their high level for some time," Mr. Thomson continued. "The national system is making every effort to obtain the benefit of the present high prices for scrap metals and all available materials being gathered up with that end in view. In some cases scrap metals that we had difficulty in disposing of heretofore are finding a ready market and special equipment is being installed on the various regions to treat the scrap so as to obtain the highest prices."

Mr. Thomson is accompanied by W. B. Gordon, superintendent of scrap and reclamation, Montreal; J. H. Brown, regional general storekeeper, Moncton; and Henry P. LeBlanc, stores inspector, Moncton.

Phil Duey, son of an Indiana farmer and local bandmaster, made his debut as a soloist at the age of four, singing with the band led by his dad. His number was "Always in the Way," a tear-jerker rendered more so by the feeling which little Phil, the youngest of 11 children, put into it. Today the NBC baritone dislikes sentimental songs and doesn't believe it cricket for singers to play upon people's emotions.

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THE MARITIME SMOKE

WHY SEASICKNESS?

Some Ships' Doctors Explain Its Causes and Cures

The annual spring exodus of Americans to Europe has begun. Trans-Atlantic liners of every class are booked solidly far into the summer. A great many of these ocean travelers have never made a crossing and it is not unreasonable to suppose that, whatever the weather conditions, many of them will experience that most distressing of all temporary illnesses, mal de mer. The opinions of the chief medical officers of giant steamships, based on practical experience, is illuminating and may be helpful to those about to go down to the sea in ships.

When a landsman walks the decks the first few days aloft his feet come down on the planks with a force sharply in contrast to the glide of an experienced seaman. This stamping on the deck means that in addition to the five senses commonly catalogued there is also a muscular sense which is one of the most important of them all. The influence of this sense directs the muscles used in walking and the nervous control of the muscles used in locomotion is exactly proportioned to the amount of muscular force demanded. But if the surface beneath his feet rises and falls in an irregular manner there is too much nervous stimulus applied to one group of muscles and too little to another. First, then, one foot comes down with an excessive muscular impulse against a rising deck, then, the muscular sense giving alarm, an insufficient impulse is given to the other, which is now approaching a receding surface and it fails to reach the deck by the act of stepping, and the weight of the body coming on that side brings the foot down by gravitation. Hence one step is a stamp and the other a fall. All this is perplexing to the nerves engaged in locomotion and the nerve centres that control muscular impulses are irritated and exhausted. Everybody has experienced the mental and physical shock of stepping up or down where no step existed, which is what happens at almost every step of the inexperienced walker on a ship's deck. Such a series of little nervous shocks reacting on the nerve centres disturbs circulation and induces a revulsion of the digestive organs. This is one cause of seasickness.

It is not during a storm when mountainous waves lift the prow of the vessel now high in the air and now plunge it toward the ocean's bed that seasickness most prevails. It is the choppy sea after a storm that frequently conquers the stomach of the weather-worn seafarer. The notoriety of the English Channel as a piece of water where the stoutest knees tremble and the ruddiest faces pale arises not from any superiority in the height of its waves, but from their unequal character. When the ship rolls regularly, once in so many seconds, the passengers breathe regularly. But when a ship's motions lose uniformity irregularly in breathing becomes a sufficient cause for a general nervous disturb-

ance. This is why ships' doctors always advise the traveller, however ill he may be feeling, to inhale the fresh breezes on the deck. One may sit quietly in a steamer chair or lie in a state room and still experience the plague of nausea marina. All of which comes of breathing synchronously with the variable swing of the ship—an unconscious but devastating act.

Another cause of seasickness is found in the visual disturbance of the traveller explained by one physician-sailor thus: When one is on solid land and changes his gaze from one object to another, the adjustment is completed in harmony with the movements of all the other muscles of the body. The adjustments are automatic and if the changes are not too sudden or unusual the sensation is agreeable. On shipboard, however, the relation of objects to the eyes is constantly changing. On deck or in the large saloons the eyes directed to distant objects are adjusted with comparative ease. In one's stateroom all objects are seen at very close range and the movements of the eyes must be sharply and quickly performed.

Seasickness can be greatly modified in effect and duration. Abundance of oxygen in the lungs, a cheerful state of mind and plenty of physical exercise all tend to an increase of nervous power. Most people who cross the ocean do so in the hope of renewing their store of nervous energy. Nothing could be more illogical than to commence this process by depressing the nervous functions with the use of stupefying drugs. Again, the diet on shipboard should correspond as nearly as possible with what the individual has been accustomed to at home. On shipboard many persons take wine as a preventive of seasickness. If one is accustomed to wine at dinner on shore the fact of being on the ship is no reason for changing the habit. But if at home one is an abstainer, he would be much better off without wine on the voyage. Every article of diet likely to disturb the digestive organs should be avoided and an abundant supply of oxygen should be inhaled. The feet should be educated to the respiration regulated, the vision restricted. Medicines can only prevent seasickness by inducing nervous insensibility. Sea travellers must remember that they are subjected to unusual demands upon their nervous energies. These demands are not lacking even when the crossing may be described as 'smooth as a millpond.'

Attention given to the precautions recommended will prevent serious seasickness, and the trans-Atlantic passage will remain a pleasant memory rather than that painful state of mind and body described by Mark Twain wherein for the first day one is dreadfully afraid he is going to die and for succeeding days he is dreadfully afraid he isn't.—Perriton Maxwell.

ASTRONOMERS STUDY DOUBLE STAR ECLIPSE

Hope to Gain Valuable Scientific Data

CAMBRIDGE, Mass., April 30.—An eclipse seven quadrillion miles distant, 75,000,000 times as far away as the sun, was studied today by astronomers who hoped to gain secrets of the structure of the gaseous atmosphere of the stars.

Harvard University astronomers revealed that observers throughout the world are interested in the eclipse in which a blue-white star passes behind a red giant star. The pair constitute what is known as a double star, named Zeta Aurigae.

Each of the stars is itself a sun, bigger and heavier than earth's sun. Harvard astronomers explained, but the red giant has a diameter 19 times as large as its smaller blue-white companion.

The two suns swing in a plane which brings them alternately between each other and the earth in a series of eclipses in periods of 2.23 years.

WASTE OF TIME

Waste of time, which is waste of everything life can give, is as varied as it is widespread. To list the different ways would fill a book. But the one most futile, and most fatal to personal usefulness and happiness, can be stated in eight words—Envy. Envy what someone else is, has, or does.

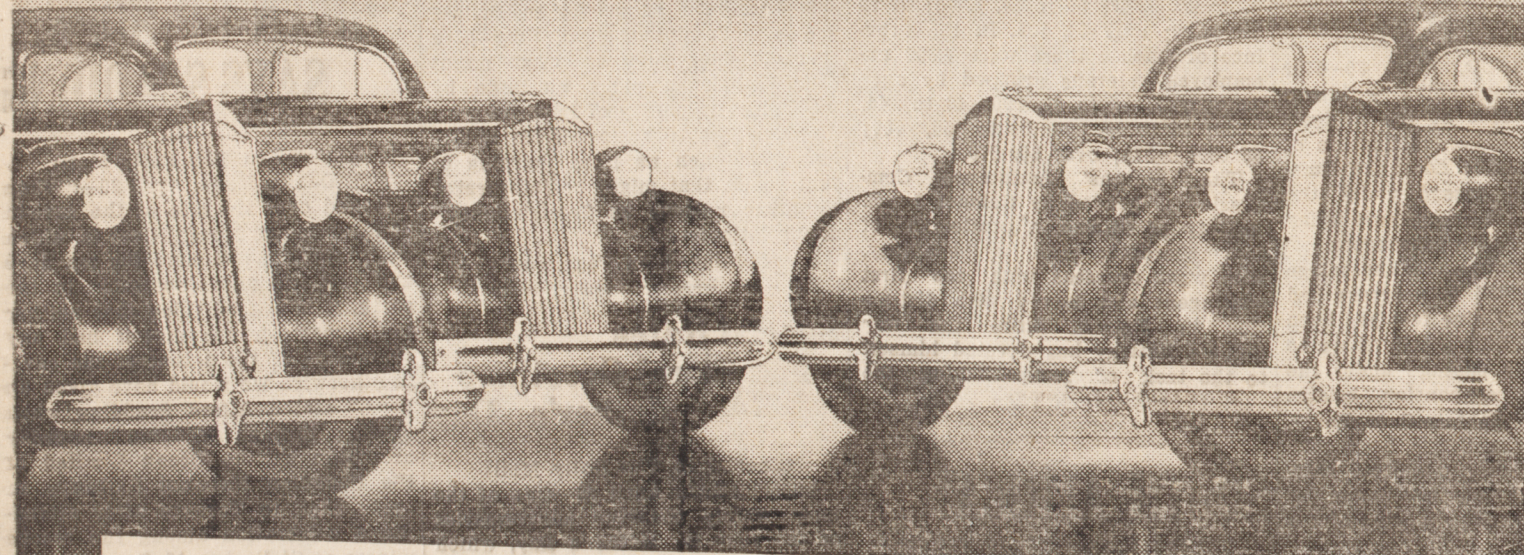
Probably more discontent is distilled from this poison-brew than from any other the mind can concoct. Certainly, no other has greater power to breed misery. And the sorriest part of it is that if such envy could be fulfilled, perhaps ninety-nine in each hundred would want to be back where they were.

One of the things that makes life worth while is the fact that no two persons are alike. I am I, and you are you, and that applies to every pair on earth. You and I and each of the two billion other human beings now alive cannot get anywhere without first considering self as unique. Beyond this is the equally solid fact that if it were possible for you to have what you envy in another, you'd have to take one or many tastes, traits and tendencies which you not only do not envy, but would not want.

I recall a wise old lady who, hearing her young grandson wishing he could have all the candy a playmate had, asked, "And the stomach-aches too?"

Those who envy the pleasures seldom think of the pains. Even when they do, they try to make themselves believe their own pains are worse. It's the habit of such unfortunates to blind their minds to reason.

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