

AUTHOR OF DISBELIEVES IN INFLUENCE OF GERMANY IN EUROPEAN AFFAIRS

Industry Sees Threat to Recovery in Disruption of Labor

General Motors Resistance to C.I.O. Domination Efforts Wins Support Majority Employers

Oppose Outside Control

Objection to Tactics Bear the United States Methods

TORONTO, April 16—Industry in Canada is preparing to grapple with a potential threat to the stability of its labor relations. Widespread repercussions have resulted from the clash between General Motors of Canada and the C. I. O. auto workers union, the first major conflict arising out of the C. I. O. drive in Canada. Whatever the final outcome of the Oshawa strike, it now appears that industry as a whole will have to cope, along a broader front, with the campaigners for labor power. It is generally anticipated that specific problems in each plant or industry will have to be grappled with directly as they arise. In the meantime, there appears to be an inclination of employers to meet the challenge, by adjusting the returns of labor upward to the limit of economic wisdom.

Direct Dealings Industry feels it must defend, and maintain by successful example, its conviction of the soundness of direct dealings between employers and their workers. It concedes the privilege of workers to belong to any legitimate organization of their choice, but firmly resists any suggestion that either employers or workers must submit to what looms as an attempt to set up an international labor dictatorship.

Injection of such an influence in the industrial scene would disrupt, it is feared, what is deemed a sane and co-operative relationship with employees, an increasingly satisfactory balance of interest between the contributing human factors in industry. Unionism has its place, it is granted, but not when it acts to destroy a basic unity of purpose built up by patient effort over many years, without regard for the lot of the worker or prevailing circumstances.

At the same time, industrial leaders fear that if the current thrust for unionization gains any substantial headway, such rupture of employee relations would be accompanied by hobbling of industry's freedom of action and general economic maladjustment. Arbitrarily forced benefits to labor would force increased production costs and force higher prices upon a reviving business world not naturally able to absorb them.

Oppose Outside Control To the present drive of C. I. O. emissaries, industrialists are opposed with especial resoluteness. But they would be almost equally adamant in their resistance to a similar effort by any other group, to inflict on industry and workers alike a control regarded as spawned by an interest foreign to that of either group. Canvass by The Financial Post of (Continued on Page Four)

HARD COAL DUST MAY BE TURNED INTO FUEL IN PENNSYLVANIA 3,000,000 Tons Lying on Coal Mine Dumps

CHAPEL HILL, N. C., April 16—Great piles of waste coal dust now lying in the anthracite fields of Pennsylvania can be converted into 3,000,000 tons of a new kind of briquette. The new process was reported to the American Chemical Society today by Dr. Foster D. Snell, New York chemical engineer. The briquette, he said, is smokeless, stronger than the

MELTING SNOW WRECKS DAM IN ALBERTA

Four Thousand Acres of Hay Meadows Flooded

MEDICINE HAT, Alta., April 16—More than 4,500 acres of hay meadow near Wild Horse, in the southeastern corner of Alberta, were inundated today following bursting of the Wild Horse dam, about 80 miles southeast of Medicine Hat.

One of the first reclamation dams built in Alberta, the structure was carried away Sunday when waters released by melting snows in the Cypress Hills to the north swept down the valley.

No estimate of the loss to the dam and surrounding fields was obtainable here.

The water came with such a rush the spillway alongside the dam was unable to handle the flow, which broke the dam and spread over surrounding hay meadows.

REHEARSAL OF CORONATION CEREMONIES

LONDON, April 16—A full and final rehearsal of the Coronation ceremonies will be held on May 10th. All those who are to take part in the ceremonies will be present except the King and the Queen. The most prominent officials taking part in the ceremonies will be the Archbishop of Canterbury and the Earl Marshall.

Flag Distinction Between Patrol and Merchant Ships

(Special to The Daily Mail) LONDON, April 16—Further distinction is being made between patrol and merchant marine. The merchant ships will fly a plain white flag with two circles. The patrol ship will use the flag carried by the Northern Fisheries Convention Department. In this way it is thought further bombing of neutral ships will be prevented.

A Dangerous Crossing

HAS any action been taken to eliminate the bad level crossing which is a source of danger and menace to the people who travel between this city and Marysville. In fact it is a menace to every person who travels between here and the North Shore. We refer to the level crossing on Gibson Street in the town of Devon. It was only last fall that a fatal accident was narrowly averted at that point when one of the best known medical men in Canada and his chauffeur were struck by a train, their car demolished, and the physician referred to is still confined to his home as the result of serious injuries. A couple of nights ago a gentleman driving from this city to Marysville narrowly escaped being struck by a train.

The point where the train crosses the road in Devon is blocked by buildings and it is almost impossible for either the engineer of the train or the driver of a car to know what is approaching, so far as the intersection of the track and the road are concerned. There is almost sure to be a fatal accident at this point some of these days unless the proper authorities take the precaution to place some kind of a signal at the spot indicated. It is understood that the town of Devon has taken this up with the Board of Railway Commissioners and pointed out the danger to traffic. Nothing has been done in regard to the matter but the town authorities have been given to understand that if a signal is placed at that point the town will have to maintain it. The town authorities do not feel that this is a fair deal as the traffic at this point is made up of people who travel from here to all parts of the North Shore and other points, and that this is practically a trunk highway. It is probably used less by the residents of the town of Devon than it is used by the public outside of Devon.

CLASSIC FEATURES NO LONGER NEEDED TO STIR FEMMES

HOLLYWOOD, April 16—There are few profiles worthy of the name among male players in Hollywood today.

In grandmother's day no actor could hope to succeed without a profile which he could turn toward an audience at the proper moment and captivate all the feminine hearts.

A slender nose with a point, a high forehead and a slightly cleft chin were all considered part and parcel of a successful acting career.

All Different But it's all different now in Hollywood. Perc Westmore, veteran make-up expert for the First National studios, who has worked with them all can name only a scant half dozen motion picture actors who have profiles that even approach what used to be considered perfection.

And even those, he says, are no longer used to full advantage. There are a few survivors of the old profile days, men like Basil Rathbone, John Barrymore, Warren William, Otto Kruger and Frederic March, who work regularly in pictures, but the rougher, more irregular, he-man side elevation of the male physiognomy seems to be in the highest favor now.

The good natured, round and slightly less-than-classic profile which the public recognizes as that of Dick Powell is as popular now as any Roman facade was a generation ago. Errol Flynn is considered a handsome young actor, but his profile is still far from regular compared to the left side of John Barrymore's face.

Edward G. Robinson, Clark Gable, Humphrey Bogart and George Brent will never be famous for their classic beauty nor will Paul Muni's profile be chosen as a model for a memorial coin. Yet these are all fine actors, ranking high in public favor and as successful in causing palpitations of a young woman's heart as were the more finely chiselled faces of their predecessors.

In his best role Barton MacLane may often look brutal, as he does in "The Prince and the Pauper," and Hugh Herbert may sometimes appear to be foolish as he did in "Sing Me a Love Song," but many people can be found who rank these two as their favorite actors in spite of their facial irregularities. "Then there is Pat O'Brien's face," suggests the make-up man. "It's so Irish it's interesting, but not even a mother would claim that it is either

classic or regular. But few actors have such a devoted fan following. And no perfect profile could do what he has done in the picture, "Slim." The swash-buckling thespian has walked himself off the stage and the screen, profile and all, and in his place, suggests Westmore, are a number of pleasant human actors who as often as not look like the man next door.

HOMER MARTIN IN OSHAWA TO CONFER WITH G.M.

OSHAWA, April 16—Homer Martin arrived in Oshawa today and will confer with General Motors representatives about the strike which has kept 3,700 workers idle since April 8.

A new attempt at resumption of direct negotiation between General Motors of Canada and the Oshawa branch of the United Automobile Workers of America was made this morning.

Invitations to a conference to his office at 11 o'clock today were sent to H. J. Carmichael, general manager, and J. B. Highfield, plant manager, of General Motors of Canada, and to C. H. Millard, president of the Oshawa automobile workers, and J. L. Cohen, the union's counsel, he said.

The announcement came at the conclusion of a three-hour session with Mr. Carmichael, during the last hour of which George McCullagh, president and publisher of The Toronto Globe and Mail, was present. The premier had also conferred for two hours in the morning with Mr. Carmichael.

DUTCH STEAMER IS SEIZED BY INSURGENTS

(Special to The Daily Mail) LONDON, April 16—A Dutch steamer was seized by insurgents on its way to Gibraltar today. It was supposed to have been carrying supplies. The Dutch steamer called for assistance but when the cargo was found to have been munitions the cruising patrol took no part.

FORMER COMM. WALSH ON CARPET IN SAINT JOHN

Alleged Electrical Fixtures Placed in Walsh Home by City Staff --- City Gets Bill For Fixtures.

SAINT JOHN, April 16—The Council chamber at City Hall took on a judicial atmosphere this morning when Mayor McLaren summoned City Electrician Cunningham, and asked him if he could explain a bill presented for payment by H. M. Hopper Company, Ltd., for an amount of \$90.10. He asked for details of purchases made May 20, 1936, who ordered the goods and where they were placed.

The city electrician said they were ordered on instructions of former Commissioner Walsh and had been placed in his home in Peter street. He declared he had not put them through as city bills. The fixtures, wire, etc., had been delivered to city employees, and they had done the work at the former commissioner's residence. The men worked at the installations during the day. He said they had been employed there about eight days.

In answer to a question if they were electricians, he said they were just traffic men. As city electrician, he was asked if he had issued a permit for this work, and he answered "No." The men who had done the work were A. L. Cunningham and J. Martin. One received \$2 a day and the other \$3, from the city. When questioned as to permitting this work to go on without issuing a permit, he answered "What was I to do when the boss ordered it?"

SOUTH AFRICAN DELEGATION TO CORONATION LEFT

(Special to The Daily Mail) CAPE TOWN, April 16—The South African delegation to the Coronation left Cape Town under the leadership of General Hertzog, Prime Minister, aboard the Windsor Castle. In a parting speech Hertzog emphasized the importance of the Coronation to South Africa. After the coronation, South Africa will be an equal part in the British Commonwealth of Nations.

SOUTH AFRICA, April 16—The Government of South Africa is considering following the plan of the British Government in regard to physical training of the youth and the army.

Wallis Simpson Case Spurs Judges, London Provincial Divorce Courts May be Closed to All But Resident Poor

BRITISH SHIP TO TRY TO BRING FOOD TO BILBAO

(Special to The Daily Mail) MADRID—The British freighter Mary Llewellyn is heading for the blockaded port of Bilbao. The ship, it is said, will attempt to run through the blockaded port and bring food to the starving citizens, who have been afflicted with an acute food shortage for the past three weeks.

WHEAT MARKET TAKES DROP

(Special to The Daily Mail) WINNIPEG, April 16—Chicago wheat prices took a second tumble of five cents today, following yesterday's five cent decline. The change in Canada wheat marketing policy responsible for the drop.

Political Situation In Germany, Little European Affairs

Cause of the Crisis Said to Be Economic, Not Dictatorships

Germany Lacks Food

Treatment of Nationals Under Dictators Held as Small War Factor

"WOE IS ME"



HON. FRED C. SQUIRES Leader of Opposition, who is NOT going to Coronation

No Coronation Trip For Hon. F. C. Squires

"They have failed to take all my hints," mourned Hon. F. C. Squires, K.C., leader of the Opposition Party in New Brunswick, before the Canadian Club last evening. "I have dropped the broadest hints to all officials, but still I have received no invitation to the Coronation."

"The leader of the Opposition in the Federal House has been most cordially invited. But, despite all my endeavors, I will have to read about it in the papers, and hear about it over the radio."

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LONDON, April 16—The crisis in Europe springs from the economic, not the political, situation in Germany. There isn't any discernible difficulty over the existence of dictatorships. Democracies have got along in the past with all manner of non-democratic governments and doubtless will do so in the future. The Russian dictatorship, for example, is not regarded today as a menace to world peace.

Whatever the dictators may do their nationals—however they may rob and enslave, torture and murder—nobody is going to start a war about it.

There are, of course, a number of well-informed observers who desire the maximum speed in British rearmament because they fear that Germany is quite capable of wantonly striking down a neighbor. They believe that Hitler and Mussolini, as the exponents of mid-twentieth century nationalism, regard the old forms of courtesy, such as preceding war by a declaration of intent, as outmoded. And they fear that Hitler might launch thousands of bombers against Britain without warning and declare war, officially, later on.

Much can be found to support this point of view (as will be shown) in the speeches of Germany's leading militarists. But the weight of opinion is heavily against it, even though it is admitted on all sides that Europe has now reached the stage where anything may happen.

Dangerous Situation But it is the economic position of Germany (and to a lesser extent of Italy) which argues overwhelmingly for war. Hitler cannot go forward indefinitely with his policies; apparently he dare not reverse them. He is, exactly, in the position of the man who has the bull by the tail—who cannot hang on and dare not let go. Succinctly, the facts are these:

Germany has striven for four years to become self-sufficient. A measure of success has been achieved. There is a great deal of controversy in this regard. Some say that Germany's syn-

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RECEPTION FOR CANADIAN IRISH IN BELFAST

(Special to The Daily Mail) MONTREAL, April 16—Canadian Irishmen who take part in this summer's Ulster re-union are to be welcomed with open arms by the city of Belfast, it was learned here by cable yesterday.

Sailing from Montreal in the Canadian Pacific liner "Duchess of Bedford" July 2, the party will reach Belfast July 9, and will be accorded a civic reception the following day, Saturday, July 10.

The Lord Mayor of Belfast will hold the official reception for the Canadian party at the city hall in the morning, but in the afternoon the typical hospitality of the Irish will

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