

THE DAILY MAIL

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FREDERICTON, WEDNESDAY, MAY 5, 1937.

Onus for Reform on Business

Sir Edward Beatty's address to the United States Chambers of Commerce in Washington last week is a valuable economic and political diagnosis of today. It is important, not for its analysis of the present scene, but for the clarity and force with which he evaluated facts still but dimly understood by those who should understand. In appraisal of the social unrest and conflict of political ideas, he went to the defence of democracy with conspicuous candor. Not content with mouthing the principles on which the defense rests, Sir Edward concentrated emphasis on the challenge inherent in them.

The advocates of reform, the agents of the "isms," all seize upon one condition on which to prop their substitutes. Redistribute the wealth; prohibit its concentration. Sir Edward realizes, as all business leaders should, that the critics are not to be deprived of this argument by statistics and more argument. It takes nothing from their platforms to show that redistribution of all Canadian incomes in excess of \$3,000 "would increase the average income by about \$10 a month." Its value to them is the class hatred it instills, and they in turn can go into their imaginations and "national wealth" to make reply and give the lie.

The proof or disproof is in the system itself. Unfortunately it can be delivered only slowly. But it is being delivered; this in spite of the errors, the excesses and the unscrupulous. Workers in the motor industry may not be getting all the wages they desire, in some cases less than the profits lead them to expect, but the fact remains that many more workers are getting higher wages for less effort than fifteen or even ten years ago. And from a product costing a great deal less to distribute.

The answer is the inevitable progress of production in the capitalist system, progress which is inseparable from profits. The expansion of the motor industry, every job in it and in those industries connected with it, is the result of profit, which in other terms is invested wealth. In his defense of this Sir Edward asserts: "Long-term profit can be gained only by treating labor, not as a commodity, but as a partner of capital."

There is no pretense in such an argument that labor has always received, or in many cases is yet receiving, fair dividends from the partnership. That is partly because of the acknowledged errors and excesses. As has been shown, it is partly the problem of production. There is any quantity of proof that this last problem has not been solved. Because it has not, there is still less basis to contend that the real problem is distribution, and its answer, redistribution. And yet there is every reason to believe that it can be solved.

But it must be recognized now that solution depends entirely on the good faith and the wisdom of the partnership. In it responsibility rests equally on both parties. Granted that the excesses can be overcome, the looters regulated, the errors corrected and confidence restored—business men have the answers to these—labor has as much responsibility in preserving the balance as has capital. And it will be careful that in its enthusiasm it does not misuse its power to repeat the excesses, faults and injustices complained of, and which sponsor today's unrest.

Newspaper Mistakes

"I was misquoted by the press." "That paper, as usual, got things twisted."

How often, these and like sentences, are uttered!

What an easy thing it is to blame the reporter, to blame the editor, to blame the proof reader, or to blame someone in the newspaper office!

On the other hand, we would ask, how many people are reliable witnesses? How many people can tell what they said and what they saw five minutes after it all happened?

This query is raised after reading a press dispatch from Minneapolis which states that while 67 policemen listened to a lecture on how to be a better policeman, a woman came in and handed Capt. L. E. Bowery, the speaker, a telegram. Later he asked the officers to write a description of the woman.

"She was about 20 years old," one wrote. "About 40," said another. "A light blond," was one description, while another officer said she was "quite dark." Only one got all the elements of the description right. He wound up with this line: "She had a run in her right stocking."

Note:—One out of 67 police officers, made a correct description of the woman! One out of sixty-seven!

Now if a reporter had taken a story from any one of the other 66 he would have had things wrong. And back would come, "that paper never gets anything right."

But who would have been wrong?

And who is wrong most of the times when published statements are not in accord with facts? The chances are the mistake was made outside of the newspaper office. Of course even newspapers make mistakes but they couldn't possibly make all the mistakes that are attributed to them and still keep going.

"Ideal" Conservatism

All too often, perhaps, the world is unmoved by what college boys think, looking upon them as immaturely radical. But the boys of a nearby college seem conservative in describing the qualifications of an "ideal girl." Their choice is about what a conservative father of boys would make. They want her pretty, well proportioned physically, sober-minded, a good cook, interested in athletics, able to dance, feminine and sincere. A college education is not regarded as necessary, though the boys are inclined to believe it might help. Nothing radical about those boys, nor the girl of their choice.

Analysis of the desirable qualities indicated shows that the boys of that college—and it may be safe to assume other boys are not in disagreement on the subject—want a girl modeled after the fashion of the "girl who married dear old Dad." Social customs change, and even the price of gold fluctuates to serve the ends of Government policies sometimes, but human nature never. Young men will always show amazing conservatism in the choice of an ideal, even though they may not always follow up with action suited to the choice.

SNAPSHOTS

A local physician says that he knows that the present water supply supplies us with germs such as neuritis, anaemia, rheumatism and several other things, and that we also drink up the typhoid bug but he is dead. This knocks Olan's Old Stock all to pieces as a beverage. The latter drink does not claim to include any of these ingredients.

The city council got away to a good start last night when it got after the water, the zones and the peddlers. Now watch the committee on the Yoho Lake project get to work. We congratulate Alderman McCaughey on his stand in regard to it.

There are too many loafers and booze suckers hanging around the Queen Hotel alley. They should be ordered by the police to keep moving both day and night. It is not fair to the public especially to the residents of that locality.

No wonder the owl seems wise. It just asks questions instead of trying to give the answers.

But when Susan B. Anthony said the sexes should be equal, she didn't mean equally drunk.

Advice to the rich who yearn to be safe in spite of war, inflation and revolution: Learn to plow.

This is a free land, where every man has a voice in affairs that concern him, unless the big shot tells him to strike.

Love-making is one art in which a man never becomes so discouraged that he hasn't the heart to begin again.

Windsor May Be

(Continued from Page One)

less waved greetings to newspapermen, smiled . . . and was gone.

The telephone urging of his fiancée to "hurry" started the Duke on his journey from Austria late yesterday, after Mrs. Simpson's divorce from Ernest Simpson was made final in London.

He travelled in an ordinary compartment with his equerry. His dog "Snooky" slept in the wash basin.

Economy

(Continued from Page One)

governmental authorities will be required to curb the relief expenditures which are tending to increase despite returning prosperity. A solution of the tangled railway problem is still most urgently required. The serious note of warning with which the Duff Commission concluded its report is being ignored.

The tremendous waste involved in the operation of duplicate services which that commission hoped to eliminate continues. A solution which could be adopted to the great advantage of the tax payers and without injury to employees or railway patrons is widely accepted as logical and desirable, however, it awaits political sponsorship," he declared, adding that annual relief and railway deficits should be met from current income and a start made in reducing the burden built up during the depression.

Maiden Trip

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those operating on the Trans-Continental lines of the United States. Some \$12,000,000 will eventually be invested in the Trans-Canada enterprise and the continent will be spanned in 20 hours. It will be possible for a Toronto traveller bound for the Orient to have his dinner at home in the evening and his lunch in Vancouver the following day, while British Columbians may leave home on Friday and have breakfast in London, England, three days later.

As regards the trans-Atlantic route, it has been stated that Imperial Airways would make its first experimental flight during Coronation week, but information in Ottawa is that the maiden trip will be postponed at least till June. Before that Pan-American Airways will probably have tried out the southern route via Bermuda. Imperial Airways will not use Mayo Composites but Empire Flying Boats for their first experiments. These are said to be faster than the China Clipper ship, and have made non-stop flights of 2,500 miles in 13-12 hours.

The first to make the westward flight to Newfoundland will land at Botwood Harbor, 150 miles northwest from St. Johns, but eventually they will land on Gander Lake, ten miles inland, where a seaplane base will be operated in connection with a land airdrome, nine miles away at Hatties Camp.

7-8-Hr. Coronation

(Continued from Page One)

day—most of the centrally located underground stations will be closed up tight and buses will be rerouted around a four square mile area—it will be necessary to rise at about 4 o'clock to be sure of getting through the vast crowd on foot and reaching one's seat by 7.

One would think from this that the coronation procession must be a very early one. As a matter of fact, it gets under way about 10.30 a.m. The route over which their majesties pass to and from the Abbey and at Charing Cross. Yet, according to present plans, once seat-holders have been installed and have seen the procession pass just before 11 o'clock they will not be permitted to leave their seats until after 4 o'clock. From 7 until 4 they will be forced to sit pretty much in place to see a few minutes of pageantry and history pass by.

This would be counted at something like discomfort in the United States and there would be much indignation, I surmise, over such arrangements, particularly if one had to pay high prices into the bargain. Doubtless it will be a shock for many Americans who didn't know what they were letting themselves in for.

But as to the British, they are a patient race, inured to hardship and not touched by the decadence of American soft-living. They don't expect anything else. Perhaps it is a part of the discipline imposed by the ruling classes. It may be an application of the old psychological precept that one doesn't value much what one has not suffered for. Perhaps the lower and middle classes will think all the more of their King and Queen if they make the personal sacrifice of an all-night curbside vigil, or a dawn scramble, followed by seven-hour to eighteen-hour immobility and the later horrible scramble that will come when all are let out together from their confinement.

At any rate, they will undergo it with a stoicism and even a cheerfulness which will stagger the average American visitor.

I pass it along for what it is worth however, that there are some upper-middle class Englishmen of my acquaintance who have been guilty of the treasonably expressed hope that they may be far out of London during most of the coronation period.

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They will not be missed and their places will be eagerly competed for by people from Tanganyika, Texas, New South Wales and Ontario, to whom distance has lent enchantment.

At the time of writing there are rehearsals going on of the procession which indicate that it will be more than a mile long. In addition to the state coach, which will be surrounded by yeoman of the Guard and a sovereign's escort of the Household Cavalry, there will be many other state carriages, glass coaches and open landaus with footmen riding behind and transporting such personages as Queen Mary, the royal dukes and duchesses, and the representatives sent by foreign governments.

Naturally, there will be military and naval contingents, as well. According to present plans these contingents will be added slowly along the route, so that the full procession will not be attained until Pall Mall East is reached on the way back to the palace. From this standpoint, the seats and coigns of vantage in the business district will offer more of a 'show' than those in the Whitehall sector.

Massed bands will play and Mr. Speaker's Coach will threaten on hills to run down the horses from Watney's Brewery which are drawing it on this occasion. Time out of mind, the three-ton Speaker's Coach has not had brakes. The debate now goes on in the newspapers as to whether it should drop out of the procession at Constitution Hill or run the risk of an accident. Nobody dreams of suggesting brakes.

Naturally, all interest will centre in their majesties for the brief moment they may be in view. For several moments more than this the state coach will be in view, and it is, on the whole, the cynosure of the procession.

This coach is, beyond compare, the most splendid royal equipage remaining in Europe. It was ordered built by George III in 1762 for his state opening of Parliament, and has been used, with few exceptions, for the openings of Parliament and coronations ever since. One of the few exceptions was last November, when Edward VIII elected to travel by motor car to his one and only opening of Parliament, because a heavy rain was falling. During the World War it was not used, and Queen Victoria refused to ride in it after the death of the Prince Consort.

The coach is substantially what it was when it first appeared to bedazzle Georgian eyes. It has had its regildings, refurbishings, and at least one regilding, since then. This was when the crowds got out of control in 1795, insulted the King and broke all the windows of the coach.

It is a coruscating chariot, hand painted where it is not gilded and carved, and resplendent with allegorical figures. It is 24 feet in length, 8 feet wide and 12 feet high. Its weight is about four tons, and the cost in

GAIETY

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and "It Happened
One Night"

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JEROME KERN
composer of
"Roberta" and
"Show Boat"

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Telegraphed

the eighteenth century was exactly the equivalent of \$150,000 today.

It is upholstered in red velvet and its harness for eight horses from the Royal Mews is of red morocco. Once it was driven by a coachman, but now it is managed by postillions on the backs of the four 'off' horses and eight footmen.

Four large gilt Tritons support the body of the coach the two in front blowing on conches, as if to herald the approach of the ruler of the nation which rules the waves. The roof is supported by eight palm trees of which four are loaded with carved trophies of war. The panels on the sides, the front and back were painted by one Cipriani.

DIED

BANKS—Passed away in the family home, Nashwaaksis, May 4, 1937.

Mrs. Ida May Banks, aged 53 years. The funeral will be held tomorrow afternoon with services at the home at 2 o'clock. Interment will be made in the Douglas Rural Cemetery.

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