

# THE DAILY MAIL

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FREDERICTON, FRIDAY, MAY 7, 1937.

## The Constitution of Eire

The Irish Free State has been given, in draft, its long-awaited new Constitution. Revolutionary in its alterations of the legislative processes, bold in its preparations and provisions for a complete and reunited "Christian social State" of Eire, it bears a remarkable resemblance to the man who dictated its sixty-three clauses. The whole philosophy and even the contradictory characteristics of President Eamon de Valera are impressed in every line. And yet as an instrument it is by no means certain fulfillment of his dream for Ireland.

The document is the final break with the Empire, replacing, as it undoubtedly will, the Anglo-Irish treaty and Constitution of 1922. Without so much as mention of the King or Commonwealth relations, it establishes the independent Republic of Eire, with full right to choose its own form of government and complete freedom in its relations with any and all nations. What the break may achieve for the people as compared with what it can lose for them remains uncertain.

As it is to be interpreted, the Constitution builds higher the partition de Valera has constantly sought to "re-enforce" without material alteration in existing relations. A President has been substituted for the King, whose Vice-regal agent was dropped last December as an aftermath to the abdication crisis. By the action taken then the Free State remained, in all external relations, within the Empire. Presumably, it still does, obtaining from the Constitution the formal assertion of complete freedom in its internal affairs.

The people, not even the opposition in the Dail, are not likely to object to the document on this point. What will be in question is the wisdom of the administrative machinery. The President—de Valera is certain to be the first—is elected directly by the people for a term of seven years, and is figuratively and actively head of the State. His executive authority goes beyond that vested in the Chief Executive of the United States. He appoints the Prime Minister, the Cabinet and the judiciary. The defense forces are responsible only to him, all legislation must be enacted by his signature and he will not be answerable to Parliament, he will not be liable to civil or criminal action, and can be impeached only for treason or "high crimes" by two-thirds majority of the Senate.

It is significant that in the alteration the Senate, abolished last year, will be recreated as a body of sixty members, one-third appointed by the President, two-thirds elected, eleven of whom will be educational and institutional representatives nominated by the Prime Minister. While the President is an elected servant, the powers he holds are secured at the expense of the people's representatives, and the complete immunity he enjoys makes it a questionable innovation in the democratic system it is supposed to preserve. Different from anything that exists in constituted republics, it resembles the planned-on "Christian State" Chancellor Dollfuss had for Austria, down to the Advisory Council, which in the Republic of Eire the President selects for himself.

One other point, and the greatest obstruction to the fulfillment of the de Valera dream, is the emphasis placed on the recognition of Ireland as a Catholic nation. In the Free State that emphasis will be welcome. In Ulster, whose reabsorption is essential, it most emphatically will not. Nor will the inclusion of a guarantee for "religious freedom" in the same article soothe Northern feelings and allay suspicions the North has long held about the de Valera overtures for a reunited Ireland. Few things he could have done could have so completely walled off the North.

## Public Health Progress

Importance of preventive medicine in the daily life of a great city has been recognized by the arrangement entered into by New York City and the medical colleges. The five new health centre buildings, now under construction, will be used jointly by the schools and the municipality. Employees of the city health department will be encouraged to take courses given by the colleges, and the regularly enrolled students will have the problem of the city's health brought more vividly to their attention.

Preventive medicine and its achievements have been strikingly illustrated by the work of the Rockefeller Foundation. Although its most celebrated work has been done in the tropics, the Foundation's doctors have again and again warned the American public that vigilance is the price of freedom from many plagues now on their way out. The congestion of great cities provides a fertile field for the spread of contagion.

In addition to its age-long battle with germs, the medical profession has its struggles with the public. Failure to use the implements which science has placed at the people's disposal has been a costly error. Inability to reach and to correct many practices inimical to health has limited the effectiveness of weapons against disease. The New York experiment gives promise that both these bars to better health may be hurdled.

## Problems of Overseas Flight

The disclosure that each of the 72-passenger Boeing flying boats under construction for Pan-American Airways at Seattle, for trans-Atlantic service, will require four motors, each of 1,500-horsepower, to wing them on their way, is an indication of the tremendous engineering problems that have had to be faced in planning a regular service across the Atlantic.

A Lindbergh, an Earhart, and a score of others, have successfully flown across the North Atlantic. But the type of aircraft they have used is unfitted to trans-Atlantic passenger service. Theirs were, in almost all instances, land-type planes, the fliers of which were, in the last analysis, fortunate enough to win out against odds that would be regarded as criminal were they to be employed in regular overseas scheduled operation.

When regular trans-Atlantic passenger service is inaugurated its pilots will not emulate the example of the pioneers in spanning the ocean in a single hop. On both south and northern routes intermediate landings are contemplated. Nevertheless great reserves of power will be needed to meet contingencies calling for long sustained flight.

Just as commercial land-type transports have been developed with efficient landing gear, so the new long-distance flying boats have their own peculiar characteristics. These include the ability to fly some 3,000 miles without refueling; to land, with safety, in rough seas and take off again; to out-fly, if necessary, dangerous storm areas at sea. This is a tall order, and the story behind the development of these newest aircraft motors is a romance in engineering patience and in faith of ultimate victory.

## SNAPSHOTS

Bad roads or heavy love-making will slow up the speediest automobile in the world.

Mary Pickford will not get married until June. Too many other important events are to happen in May.

Mechanical genius appears to collapse before the problem of inventing a noiseless steam riveter.

After a few years of matrimony a woman sometimes has to go to a hospital before it occurs to her husband to send her some flowers.

Love is what makes a woman think of counting a man's laundry or darning his socks, as a beautiful emotional experience.

British soldiers on Coronation Day duty will be allowed an extra ration of two jumps of sugar. If sweetening is needed, what's the matter with the jam in which they will find themselves?

The old-fashioned gallant had the right idea. No matter how light his love, he was always enough of the artist to play the "heavy-lover" until the last kiss.

In the past week there have been reports of quintuplets in China and septuplets in Spain. Just as soon as somebody can think of the word there'll be even more startling reports from other countries.

## 32 Passengers

(Continued from Page One)

The ship cruised over New Jersey for an hour to wait for the most favorable landing time—the evening, when the ground crew moved out onto the vast pine tree-bordered field as a comparatively small crowd of spectators gathered to watch. The big ship was preparing to come down when suddenly there was a terrific explosion and burst of flames.

Immediately it telescoped and sank quickly to the ground amid shrieks of many gathered to witness the arrival. Trucks speeded toward the wreckage with screaming sirens. Spectators were weeping and shouting hysterically. The ship used hydrogen, a highly explosive gas.

Two stewards and a little cabin boy, who refused to give their names escaped. They said the explosion came from the stern of the ship and they saved themselves by jumping from the windows. Many of the passengers were catapulted from the ship.

LAKEHURST, N. J., May 7—One more tragedy was added to the long list of horrible accidents that have occurred in the history of travel by dirigible when the Hindenburg exploded and brought death to one-third of its passengers and crew in one of the worst tragedies in recent years.

Germany's great silver Hindenburg, the world's largest dirigible, was ripped apart by an explosion last night that sent her crumpling to the naval landing field a flaming wreck with horrible death to about a third of those aboard her.

Exactly how many died was still in dispute as the flames licked clean the twisted, telescoped skeleton of the airship that put out from Germany 76 hours before on its opening trip of the 1937 passenger season.

The American Zeppelin Company, through its press representative Harry Bruno, placed the death toll at 33 of the 97 aboard. The company listed 20 of the 36 passengers and 44 of the 61-man crew as the disaster's survivors.

The disaster struck without the least warning. The ship had angled her blunt nose toward the mooring mast, the spider-like landing lines had been snaked down from her belly and the ground crew had grasped the ropes from the nose, when the explosion roared out scattering ground crew and spectators alike.

The passengers who were waving gaily a minute before from the observation windows that slit the underside of the dirigible, were so stunned they could not describe later what happened. Some jumped to the sandy landing field along with members of the crew. Others seemed to have been pitched from the careening sky liner as it made its death plunge.

The heat drove back would-be rescuers, so it could not be determined for how many the Hindenburg made a burning tomb. Fire departments from nearby communities converged on the field and soon had streams of water playing on the broken air liner. The flames still enveloped the outline of the ship, apparently feeding on the fuel oil supply which the Hindenburg carried for her diesel motors.

Figures were at variance with unofficial estimates of the number of dead. In the crowded hospitals in the communities neighboring this hamlet in the pine-covered New Jersey coastal plain, many of the survivors were in critical condition, a number suffering from burns.

Some were so gravely injured, among them Captain Ernest Lehmann, that the last rites of the Roman Catholic Church were administered to them. Lehmann, skipper of the

## TODAY IN HISTORY

LUSITANIA SUNK

May 7, 1915

## U. S. ELMS ARE MENACED BY DUTCH DISEASE

1,000,000,000 Trees Worth Over \$750,000,000 Endangered

WASHINGTON, May 6—With the United States elm trees counted for the first time, the American Forestry Association yesterday announced that unless immediate steps are taken by Congress to control the spread of the Dutch elm disease, destruction of 1,000,000,000 trees, with a monetary value of \$750,000,000 is imminent.

Already, in the tri-state area around New York City, where present infections centre, nearly 2,000,000 elm trees have been destroyed, and another 1,000,000 have been marked for destruction. If the disease is allowed to spread across the United States, the association stated, efforts to control it will be ineffectual.

Control and eventual eradication of the Dutch elm disease is practically assured, the association stated, if immediate and adequate appropriations are provided by Congress with which to continue without interruption both research and field work in the metropolitan New York area. The total cost of saving \$750,000,000 worth of elms will probably not exceed \$30,000,000, it was stated.

ship's 1936 flights, made the ill-fated flight as an observer. Captain Max Pruss, the commander, was listed among the injured survivors.

As minor explosions continued to tear her twisted aluminum skeleton and ribbed fabric hours afterwards, estimates of the death toll were conflicting and duplicating.

Timothy W. Mangerum, of Lakewood, said there were already 40 corpses in the naval station's garage which had been hurriedly transformed into a morgue. Many of the dead were horribly burned by the oil flames. Mangerum reported others were dying. Hospitals for miles around were filled with the injured. It was believed possible that some members of the ground crew may have been killed.

The United States navy department in Washington said it was advised at least 48 persons were killed.

## COLONIZATION AND FARMING

(Continued from Page One)

hen house. What revenue would the farmer have for the year 1936 just closed? This depends on the quality of his animals, especially the milk cows. This is of great importance. It is the cows that regulate to a great extent the other departments. If the cows give an average of 5,000 pounds of milk with four per cent fat, the revenue will not be as big as if the herd had an average of 6,000 or higher.

Sales from cows calving in the autumn should be higher.

Cows will bring much more if these cows are good producers. It is certain that heifers produce a better price when they come from good stock.

Many farmers will say that this is impossible. I claim that it is not impossible.

Average price for butter in 1936 was 22 cents. Ten cows could produce \$440 a year. The pigs would bring \$370. The hens would bring \$200. The Montreal market is now paying 23 cents per pound for fowl. There remains the sale of calves and the cows that are replaced by younger ones. With a herd of ten cows two will have to be replaced. The farmer should sell before cows are too old. But when their productivity is at its peak, the sale of these cows would bring \$160.

There are few laborers who receive as much. There are many other things produced on the farm which do not appear on this list. With a good garden and well cultivated farm the farmer receives from his land the greater part of the food for his family. He gets fuel from the wood cut on his land. He has his home, "he is his own master." He is employed all the time and for him there is no unemployment. He does not suffer from depression.

To feed his stock properly the farmer must produce grain, root plants, beets, Siam cabbage, hay in abundance and of good quality. He must have good pasturage and a supplement of green to aid in the pasturage. For that he must not be afraid of supplying chemical fertilizer combined with farm fertilizer. Even on a good farm, he should use from 200 to 250 pounds of fertilizer per acre to increase the yield of grain and straw. Enough to pay the chemical fertilizer even the first year. Good results are felt the following years.

As to markets there is no danger of a surplus. It seems that butter, eggs, pork, and fowl are being imported by the carload to fill the demands. Canada can hardly furnish a small portion of the bacon pork which Great Britain wants. Let us not fear. The market is there at the door, waiting for our produce of a good quality, for which prices are always good. Prices lower very little. Prices of the above named products will be maintained due to the facility of trade with the United States. T.B. tests are important. All recommendations made by the government should be followed. All herds should be accredited by submitting to all the tests which the government recommends. Let the farmer use the most efficacious methods.

## Settlers Should

(Continued from Page One)

rie speeches. Relief, debt alleviation, soil survey, economic survey, land utilization and marketing were the six points. The conference comes under the land utilization part of the programme.

Mr. Gardiner has stressed that there will not be a mass movement, but there will be a shifting about within small orbits of farmers now on poor soils to land within the same municipality, where possible, on which the farmer can make things pay.

It has been suggested that laying out Western Canada in blocks of land regardless of the type of soil or nature of terrain, and putting farmers on these blocks without giving thought to whether the soil could produce a living, was not the best of policies.

Would Follow Water

Mr. Gardiner in his speeches blamed earlier governments for this state of affairs, and suggested that in the future population would follow water, just as it does in the Old World. Communities established themselves close to water and left the waterless areas alone. The Prairie Farm Rehabilitation Board is assisting in bringing water to farmers where possible, but the conference on Thursday will have to decide what will be done in areas where forms of irrigation or water-impounding are well-nigh impossible.

## Fifteen Serious

(Continued from Page One)

May 25, 1928—Italian dirigible Italia crashed in Arctic in flight to North Pole, eight dead.

Sept. 3, 1925—United States dirigible Shenandoah, formerly ZR-1, wrecked in storm in Ohio, 14 killed.

Dec. 21, 1923—French dirigible Dixmude, presumably struck by lightning over Mediterranean, 52 killed.

Feb. 21, 1922—United States dirigible Rome, bought by United States from Italy, crashed in flames near Hampton Roads army base, 34 killed.

Aug. 24, 1921—British dirigible R.34, wrecked in gale in Howden, England, no lives lost.

July 21, 1919—Dirigible burned over Chicago, 10 killed.

July 15, 1919—British airship NS-11 struck by lightning over North Sea, 12 killed.

June 20, 1914—Airship and airplane collided at Vienna, nine killed.

Sept. 9, 1913—Zeppelin L-1 destroyed over Heligoland, 15 killed.

Oct. 17, 1913—Zeppelin L-2 exploded over Johannisthal airdrome, 28 killed.

July 2, 1912—Balloons Akron exploded at Atlantic City, five killed.

Besides the Zeppelins L-1 and L-2, Count Zeppelin lost four other great peace-time dirigibles in accidents, the Zeppelins 3 and 6 and the Deutchlands 1 and 2.

## CAPITOL

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## Grades of

(Continued from Page One)

half rows of ermine on his cape. There are slight differences in the design of the coronet.

Earls.—Earls, who rank third in the peerage, are of more ancient origin. They were originally supposed to accompany the King and give him advice and aid on important occasions. The English Saxons called them ealdormen.

After the Norman conquest, earls were feudal and hereditary, holding virtually sovereign rule within their own territories, although officially exercising their authority in the name of the King. Their coronation robes bear only three rows of ermine, but are otherwise similar to those of the duke and marquess.

Viscounts.—This title was made a hereditary degree of honor by King Henry VI in 1439. Before that a viscount had been one who held chief office under an earl, acting as his deputy in the affairs of his estate while the latter was at court. Viscounts still rank below earls, but have precedence over barons.

At the coronation they wear robes similar to those of an earl but bearing only two and a half rows of ermine.

Barons.—Now one of the lower ranks of nobility, although once they wielded great power in the land. There are three classes of barons—barons by tenure of certain lands, barons by writ of summons to Parliament and barons created by letters patent.

Their robes are similar to those of the other peers, with two rows of ermine, but their coronets are simpler in pattern.

Baronets.—Were originally called "bannarets" and were hereditary barons of parliament, ranking between the great barons (now peers) and the lesser barons, knights and gentlemen.

There are English, Scottish and Irish branches of the baronetcy. Under an old law every person seeking the dignity of a baronet had to give proof he was a gentleman of the blood (that is to say, descended on his father's side from a grandfather who bore arms), possessed of a good reputation and having an annual income of not less than \$5,000.

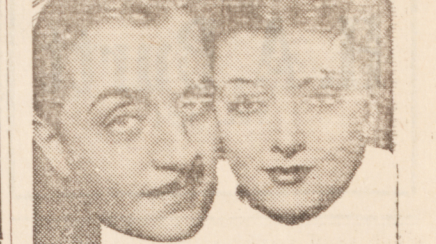
Knights.—Rank lowest in precedence, but their order is the oldest of all. The rank is a survival of the days of chivalry when the various orders of knighthood were mostly composed of men distinguished for their military valor.

MOSCOW, May 7—Two locomotive engineers, Demidoff and Stetz, have been shot at Krasnoyarsk following conviction by a military tribunal of causing a train wreck. It was announced today.

## GAIETY

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There Will Be

(Continued from Page One)  
Lord Tweedsmuir and a military display by the Ottawa Garrison.

The Government is issuing commemorative postage stamps and new coins bearing the image of King George VI. The Canadian Radio Broadcasting Corporation will be on the air all day with broadcasts direct from London, describing the scenes in the heart of the Empire. A special programme of Canadian celebrations will be heard on a nation-wide chain of stations.

Owing to the essentially religious character of the ceremony in Westminster Abbey, the Governor-General, on the advice of the Privy Council, has requested that churches throughout Canada, either next Sunday or on Coronation Day, "shall give an appropriate expression of gratitude to Almighty God for the manifold bounties and great mercies which the people of Canada enjoy."

At Westminster Abbey, Hon. Vincent Massey, the Canadian High Commissioner, will bear a standard of the design of which is taken from the arms of Canada and includes the British Lion, the Maple Leaf and the Fleur-de-lis.

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