

THE DAILY MAIL

NEW BRUNSWICK'S ONLY HOME COMMUNITY PAPER
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C. C. F. Solicits Social Credit

Premier Aberhart's House manoeuvres and radio harangues have failed miserably to check the spread of party rebellion, if available evidence can be accepted at face value. The not-so-sudden deflation of prestige as Government Leader can be attributed to the same causes which disgraced him with the people as a whole and biograph him with the greatest accidents of Canadian public life. The rebels say it is because he failed to stick to social credit theory. It is because of absurd promises never delivered and legislative abortions that have ostracized the Province.

Today his bungling of the party quarrel promises to leave the beginnings of even greater trouble. All the evidence is that the rebels will be numerically superior when the Legislature resumes in June. A new election is the most probable outcome, and, according to a special correspondent of the Winnipeg Free Press, there are growing possibilities of a fusion of the rebels and C.C.F. in preparation for that eventuality.

No open or direct approaches have been made by either side, but C.C.F. spokesmen have admitted "the basis on which we are working." In brief, it is an attempt to bring the local Social Credit and C.C.F. or U.F.A. associations into harmony, and information from the C.C.F. headquarters tabulates results in many areas. It will be recalled that last January the badly defeated United Farmers' Party voted to remain a political organization but agreed to a joint program with the C.C.F.

Since its birth the Co-operative Commonwealth Federation has had a rather bleak, unwholesome, and in some respects underprivileged, childhood. It has survived largely on depression morbidity and the willingness of the leaders to prostitute it to anything capable of producing a vote, a practice which threatened disaster when it went to live openly with communism for the last Federal election, and for which it was not properly paid.

In Alberta it was soliciting communism long before that, a weakness to which it might attribute the disaster of that awful day in August, 1935, when a "progressive" province rejected a mixture of bootlegged social and monetary doctrines to swallow a concoction even it had not been able to stomach. The rage in which it abused Social Credit did not subside until last January, when first inklings of a party split leaked out of caucus. The C.C.F. organ, the People's Weekly, dropped its attack to praise the logic of insurgency, and the whole party machine has since done what it could to secure the rebellion.

Success for that, a merger with the rebels and only an election will separate it from the dividends of long years of frustrated missionizing in Alberta. If the C.C.F. is obnoxious, if Social Credit has proved disastrous, imagine a Government by a combination of the two. Obviously Premier Aberhart's departure, however it comes, is not to be the remedy Alberta is seeking. It needs sound, non-partisan, orthodox leadership to bring it back to earth. The only chance it has for that is in the coalition of the old parties which has been developing for some months, and it is up to the People's League to deliver.

Duplessis Bars Repudiation

While Quebec municipal administrations have their financial troubles in common with the rest of Canada, repudiation and arbitrary settlement schemes are not to be the method for remedying them. Premier Maurice Duplessis put down the heavy foot on such tactics by rejecting a conversion clause in the new City of Quebec Bill when it came before the Private Bills Committee of the Legislature last week. And what goes for Quebec has been cited as the "law" for all others.

The clause in question would permit conversion of all outstanding city bonds, by redemption in cash or by the issue of new bonds at rates fixed by the Council, irrespective of their maturity date. The effect of such legislation goes generally under the heading of repudiation. It means that the City Council would have the power to treat all bonds as if they carried redemption clauses, call in all or any at its will, replace them with new issues at its own rates, regardless of the rights of the investor or the terms of the original contract.

Canada and Canadian investors, not to mention those outside, have had just about all of this form of "debt reduction" they can stomach in recent years. Quebec citizens have been among those investors, and, as the Montreal Gazette points out, public experience in that Province has learned from their experience. "One of the last things (it) will tolerate is repudiation by any public borrowing authority irrespective of the magnitude of transaction proposed or of the possible localization of the injury contemplated."

The size of the transaction and the extent of the injury are not the paramount points of consideration. Repudiation, as has been proved in Alberta and elsewhere, strikes at credit, and credit cannot be localized. It is in recognition of this that Premier Duplessis has acted. He could not permit Quebec City to deny obligations without extending the same liberty to all municipalities foolish enough to think they had something to gain. Municipal credit cannot be destroyed with bringing Provincial credit down with it. And even if the Premier is only following what the Gazette interprets as the public wish, standing where any honest Government must stand, his declaration should strengthen the already favorable position his Province enjoys.

Giving the Bedevilled His Due

If, as has been said, it is the philosopher's privilege to do well, and to be evil spoken of as a reward, then Stanley Baldwin has certainly had every opportunity for enjoying that privilege recently.

The Baldwin Government inherited from the MacDonald Government a country disarmed far below the point of defensive safety, with offensive military or naval action out of the question; a country in which large sections of the population were openly opposed to compulsory military service; and a country deserted, in part, by her own overseas Dominions. The cream of the nation had been destroyed in the World War, the dole was sapping such manhood as was left, and Kipling penetratingly pointed out the lamentable loss of Nelson's conception of "duty."

In those circumstances a statesman might well see two imperative duties before him: first, to reunite the nation and restore its morale; secondly, to gain the indispensable time in which to rearm and fortify a country then defenceless against modern high-powered attacks. Yet, since he could move no faster outwardly than public opinion permitted, he must carefully "jockey" public opinion into seemingly forcing him to do the very thing he wanted to do—as in the Bilbao blockade, for example, Patience, finesse, and precious time were necessary in those difficult manipulations, and meanwhile the far-sighted worker for his country's weal must put up with misunderstanding, ridicule and abuse, knowing well that if he justified himself in explaining his policy foreign Powers would never permit that policy to attain fruition.

If this interpretation of Stanley Baldwin's conduct should be correct, and if he should indeed succeed in bringing Britain back to her former position as a military Power and Empire leader, surely this would be statesmanship of the highest order and a priceless service to civilization.

SNAPSHOTS

The top of the Metropolitan Stores building is coming down. It must be top heavy. This does not however, apply to the wages.

A correspondent wants to know how many out of town residents are being employed on the job at the new High School building.

What's the use? If you swallow a great man's hooey, you are a sucker; if you don't, you're a darned cynic.

Add last words: "I wonder if that dark spot ahead is a shadow or a truck parked without lights."

"A soft drink," says a moralist, "doesn't call for another one." Brother, you should try Junior on a chocolate soda.

To grow rich in money is to grow poor in friends. If they can't repay they won't accept, so you must feast alone.

The friend one meets stepping out more spryly than usual these mornings is enjoying his first spring day without an overcoat.

Colgate will have a course on how to be a dictator, but in this country it's no good unless the stenog is a fair speller.

Science proves fat men are hotter than skinny fellows, so what if nobody loves them?—they don't need love to keep them warm.

Magistrate who told mother of 20-year-old college amateur boxer to spank sonny must have mistaken her for the Marquise of Queensbury.

British and French

(Continued from Page One)

Spain and the strengthened position of Italians and Germans there. The French are almost alarmed by Mussolini's intentions almost as much as the British, as French Minister of Defense Edouard Daladier let it be known when he was over here ten days ago. A definite alliance between the Germans and Italians would mean another frontier on the Alps for the French to defend, and also on the Pyrenees if Italo-German activities are successful there.

At the same time the British are disturbed about the success of the bombing operations in destroying Guernica, "cradle of Basque liberty" for they see in that a dress rehearsal of what might happen to London. This uneasiness is complicated by reports that Germans have been flying 1,000-pound bombs across France at night to replenish Franco's air arsenals.

The British Government after wide international consultations, today ignored Spanish Rebel Leader General Francisco Franco's note protesting against the Bilbao evacuations, and renewed its orders to the British fleet to give all protection on the high seas to British, French and other ships carrying refugees to other countries. Foreign Secretary Anthony Eden announced the decision in the House of Commons this afternoon.

Coincident with the decision which will mean the concentration of British naval forces in the critical area of the Bay of Biscay in order to protect evacuation ships it was announced today that the British Consul at Bilbao, R. C. Stevenson, had left today aboard the destroyer Faulknor together with five other British nationals. Franco's note said that the consular district in Bilbao could not be guaranteed in view of the necessity of taking air action against the traffic there.

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CANADIAN CANADIAN NATIONAL PACIFIC

Fredericton People

(Continued from Page One)

Irvine, Saint John; Clarence-Steeves fireman, Moncton. Extent of injuries not immediately available.

Others reported injured but not in hospital were: R. C. Soy, Amherst, N. S.; J. Spiro, Moncton; H. Lawson, Halifax; M. J. Meehan, Dartmouth; Mrs. James Chisholm, New Glasgow, N.S.; Mrs. Gordon Tibbets, Truro, N. S.; J. G. Jones, Saint John, N.B.; O. Fougere, Roslinville, Mass.; Mr. McDonald, Newton, Mass.; C. Frazier, Revere Beach, Mass.; R. Moir, Halifax; John Palmer, Oxford Junction; N.S.; Mrs. D. Munn, Saint John, N. B.; G. Howie, Halifax; L. C. Eggins, Lakeside, Que. Their injuries were believed superficial.

Following the accident Bishop Bray of Saint John, Rev. Father Dougald of St. Peters church St. John and Rev. William Smith of Amherst who were on the train went amongst the fellow passengers and aided the injured and panic-stricken. Bishop Bray refused to leave the scene of the accident until he was sure that every one had been looked after. Finally he accepted a drive to Truro in an automobile.

The accident was caused by eight runaway coal laden gondola cars breaking loose from a grade at Springhill Junction and plunging wildly down the grade in front of the oncoming Ocean Limited.

The loaded coal cars which wrecked the Ocean Limited were being shunted around the junction yard when eight of them rolled out on the main track from the impetus of the shunting operations. The shunter's crew and spectators alike realized that disaster reared with the Ocean Limited due in a few minutes.

With every pound of steam that could be raised the ting shunter set out after the runaway cars, now travelling fast on a down-grade. The trainmen and spectators at the station jumped into automobiles to attempt to flag the oncoming Limited. They lost their grim race with death as a mile and a half from the station the Limited, speeding at from 40 to fifty miles an hour struck the string, travelling almost as fast.

Station Master M. E. Ross, Springhill told of the race with death.

"I was at Springhill Junction waiting for the Limited, a few minutes before she was due.

"A shunter was working a string of coal cars in the yard. It shunted several cars into five or six others and the bump started them off. They rolled out on the main line and down grade in the path of the Limited we knew was coming.

"The cars gathered speed with every foot. The driver of the shunter immediately set out after them. He got every bit of speed out of her he could.

"We jumped into an automobile and chased along the highway. A mile and a half west of the Junction the cars crashed into the Limited.

"The locomotive and three cars on the train plunged over the bank—35 or 40 feet steep there. The locomotive kept on rolling and finally stopped about 70 feet below the tracks. The others, wooden cars—burst into flames. It was terrible."

Coal cars were thrown 40 feet clear of the track, he said. The passenger coaches did not leave the rails. A scene of wild confusion followed. The passengers, white-faced and some bruised, poured from the coaches.

Within a few minutes, Royal Canadian Mounted Police, doctors and nurses were on the scene. Within half an hour there were more than 1,000 spectators there, Ross said.

"They told me they had found four bodies already. I knew the driver's was one of them. Some one said there were half a dozen hoboes riding the baggage and express cars and they had been killed, too, but I don't know."

The accident happened at 5.50 Atlantic Standard Time. Telephone poles beside the tracks were snapped when the coaches rolled over the bank and communication both east and west was cut off. For nearly an hour, telephone and telegraph employees knew something had happened at Springhill Junction but nothing definite was available.

Amongst the Fredericton people on the wrecked train on the Ocean Limited last night were Mrs. Jennie McCarthy and her two daughters Mrs. Eileen Hammah and Miss Kay McCarthy who were removing from this city to Halifax. Another passenger from Fredericton was Mrs. Jennie McKay, wife of W. D. McKay Brunswick Street, who was on her way to Halifax to visit her son. A strange coincidence in regard to Mrs. McKay is the fact that 12 years ago while enroute from Fredericton to Halifax the train on which she was bound was wrecked at practically the same spot as that of yesterday. In an interview regarding the wreck, Miss Kay McCarthy states that she was suddenly thrown off her feet and felt a terrible crash, she was thrown across the aisle as the wrecked cars rolled into telephone and telegraph poles cutting them off after which the cars rolled down the embankment.

Plunging wildly down the grade from Springhill Junction where the bump of a railway shunter started them on their uncontrolled dash, the heavy cars crashed the upcoming passenger train on a curve before the horrified gaze of railway employees.

OUR MAIL BAG

THAT \$50,000 BUILDING

To the Editor,

The Daily Mail.

Dear Sir:—

I have just finished reading your article in The Daily Mail regarding the proposition put up to the city by the York-Sunbury Historical Society, while I believe that Fredericton should have some building which could be used as a joint community centre open to all societies in the city. I do not believe that the York and Sunbury Historical Society are the proper persons to handle it.

Why does not the mysterious party who offers the \$50,000 towards the building have the building put up. As soon as the building is up there will be no doubt that the city together with different institutions who need a building of this kind will chip in and maintain it. It could be used for a public reading room and for meetings for the I.O.D.E. Women's Institute and for various similar institutions which now meet in people's homes. It would seem to be that the Historical Society as it is now constituted is one of the least important of the organizations in this city which need such a building. A room in such a building if it were large enough should meet the requirements of a museum devoted to the matters of historic value from York and Sunbury Counties. All other exhibits should go to the Provincial museum at Saint John. As one who has visited the museum in this city, and who is familiar with museums elsewhere, I do not hesitate to express the opinion that a whole lot of the stuff that is piled up in the museum might well be handed back to some of the owners for storage elsewhere as they are of absolutely no historic value to anyone. Then if those who were supposed to give instructions would tell the same story each time about the same article one might have more faith in the museum.

Never mind the museum let us have a community centre building to be used for different organizations and if possible for a library and reading room. Let the charitably disposed person erect the building under these conditions and the money for the maintenance will not be long in forthcoming provided the persons who are to act as trustees are those who merit public confidence in the scheme.

We do not believe that the Historical Society will ever induce people most of whom are more interested in the living and in the present than in the dead past, to give to the building. Let someone else try it under different conditions.

Yours truly,

Former Citizen.

Woodstock, N. B., May 5, 1937.

players who sped after them in commandeered autos in a frantic but futile attempt to avert the tragedy. Behind the runaways also raced the shunter.

"Oh my God," shouted Clarence Bauer of Moncton, engineer of the Ocean Limited as he sighted the hurtling juggernaut.

Fireman Clarence Steeves of Moncton heard the warning shout and leaped through the cab window. Miraculously he landed on top of one of the gondolas, seriously injured. The engineer, scalded to death as the locomotive's boiler exploded, was recovered tonight.

Two young Macan men, Alfred Leger, 17, and Ernest Long, 22, riding "blind baggage," died in the wreck. Scraps of clothing served to identify them.

J. A. Camine LeBlanc, express messenger from Moncton, burned to death in one of the three cars which followed the heavy locomotive down the embankment.

White-faced and shaken, passengers emerged from the standing cars and Pullmans into a swirling fog of steam which for a time blotted out the tragedy. Soon there were a thousand rescue workers and spectators on the scene.

From the baggage car workers removed a coffin containing a body which had been en route from New York to Newfoundland.

All the express matter and a large part of the mail was saved. Included among the consignments aboard the express car was a large consignment of films.

Climbing the grade down which death bore on the express, the Ocean Limited was not running at top speed. This probably contributed toward reducing the casualties. Passengers reported the shock of the collision most severe in the forward cars which remained standing.

Doctors and nurses from adjacent points were rushed to the scene of the wreck. The Springhill fire department rendered aid in controlling a fire which broke out at the wreck.

Pitiful scenes marked the aftermath as parents of young Long, hastily summoned from Macan, sought the remains of their son, Edwin Long, the father, is baggage-master at Macan. Young Long and Leger had "hopped" the Limited "blind baggage" for a trip to Springhill, intending to return to their homes on the west-bound Maritime tonight.

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Leger's brother identified a cap, sweater and hand as those of the dead youth.

Steeves, the fireman, was in a serious condition with head and back injuries from his leap onto the flying coal car. He also suffered severe burns about the face.

The scene tonight resembled an inferno as the coal scattered from the gondolas blazed luridly.

FINDINGS BUS INQUIRY HANDED TO LABOR MINISTER

(Special to The Daily Mail)
LONDON, May 6—The findings of the tribunal which is looking into the bus strike were handed over to the Minister of Labor today. The findings occupied two and a half pages of footscap and were unanimous on all points in favor of the men except the seven and a half hour day.

DEATHS

COY—Passed away May 5, 1937, Amasa Coy, highly respected resident of Upper Gagetown.

The funeral will take place Friday afternoon with service in the Baptist Church at Upper Gagetown at 2 o'clock. Interment will be made in the church cemetery.

BIRD—Passed away at Upper Gagetown, May 5, 1937, Charlotte Bird, wife of Glen D. Bird.

The funeral will take place tomorrow afternoon with service at 3 o'clock at the residence of her mother-in-law, 173 Brunswick St. Interment will be made in Upper Keswick.

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