

THE DAILY MAIL

NEW BRUNSWICK'S ONLY HOME COMMUNITY PAPER

THE MAIL PUBLISHING COMPANY — J. L. NEVILLE, Managing Editor.

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FREDERICTON, NEW BRUNSWICK, SEPTEMBER 14, 1937

Mediterranean Manoeuvres

THE refusal of Italy and Germany to attend the Nyon conference on Mediterranean piracy may tie knots in some of the related plans, but it has not lessened Britain's determination to proceed and secure what help she can for positive action against the pirates. If Italy's absence "complicated the defense program and increases the risk of further clashes between the Spanish partisans," it also eliminated the possibility of a Communist-Fascist wrangle breaking up the conference and torpedoing the Admiralty proposals.

At the same time the fact is not to be overlooked that Britain had rejected in bulk the "conditions" on which Russia agreed to attend. This is not surprising, for it left Britain free to deal with Italy after the conference if her refusal to take part involved nothing more than her unwillingness to negotiate with the Soviet. What is surprising is the support France gave Britain in this regard. Still angry over the Kremlin's note to Italy, the Quai d'Orsay stated quite positively that the conference was not called to give Russia an audience for anti-Fascist accusations and orations, but to consider "only future action."

In a word, both Powers, who very likely will shoulder the burden of whatever "protection" is decided on, would seem not to have given up hope of conciliating Italy and winning her co-operation. In this way they would counteract the Russian attempt to sabotage British-Italian rapprochement, and at the same time give Italy a chance to prove her claim that she is for "law and order in the Mediterranean." In this way, too, the piracy might be checked without any names being called, if, as some suppose, the pirates are Italian submarines at the "disposal" of the Spanish insurgents.

That aides Foreign Secretary Eden took to the conference, Admiral of the Fleet Lord Chatfield and Sir Robert Vansittart, permanent head of the Foreign Office, gives notice that Britain is not fooling. A record of 175 enemy submarines sunk during the war shows that her navy knows its business and that two or three "pirates" are not an invincible obstruction. With this go fairly definite indications that she is not afraid of reprisals for catching them in the act of attacking her merchantmen. All these make it easier to believe that Italy, having snubbed Russia, will not continue to withhold co-operation and risk further injury to Italo-British relations.

School Boards

THE SCHOOL BOARD of Summerside, P.E.I., is asking the parents to attend its monthly meetings and urges parents and all ratepayers to do so. It wants the parents to show a greater interest in school affairs. It points out that the School Board spends a large share of the people's money each year.

The Fredericton School Board spends nearly one-half our total assessment and it closes its door to the people who put up the money and to the press. It issues a "report" not of what goes on, but just so much of what goes on as the Board wants the people to know about. Otherwise its meetings are absolutely secret and are carried on behind closed doors. We do not know of any other School Board that does this. It is probable however that this state of affairs will be remedied before long by the Department of Education. So long as our Fredericton School Board will not take the public, whose money it spends, into its confidence, it is up to the Department of Education to put on the "screws" and this we understand is to be amongst the many necessary changes to be made in our present antiquated school system.

A Word For the Railways

THURSDAY last, was set apart at the Canadian National Exhibition as Transportation and Commercial Travellers' Day, when those engaged in the business of carrying and salesmanship were specially honored. At the usual luncheon gathering, Mr. H. J. Humphrey, Vice-President and General Manager, Eastern Lines, of the Canadian Pacific Railway, representing on this occasion all railways, was chief speaker.

Mr. Humphrey dealt in a general way with the question of transportation. In the face of "criticism and extraordinary economic and geographic difficulties," he spoke of what the railways are doing "to provide the Canadian people with that degree of efficient service which the rushing tide of modern business and social life demands."

He disagreed with the criticism that the railways have not kept abreast of the times. Executives and their staffs are studying constantly, and from every angle, the complex problem of transport, especially in view of competition by highway and water carriers. "If the railways," he said, "are unable to furnish transportation as cheaply as other agencies, then the railways must adjust themselves to circumstances as they find them."

This is the practical view to take of changing conditions in transportation, and the attitude constitutes an assurance that the rail carriers are doing all possible to measure up to obligations to the public. Cent-a-mile excursions, cheap week-end and holiday fares are arranged to suit the purse of the traveller. Air-cooled cars ensured the comfort of passengers.

Freight schedules have been speeded up, and "the railways operate hundreds of trucks in this particular phase of the transportation scene." Mr. Humphrey related with pride the interesting news that United States railways, and technicians representing great industries in that country, have been studying the workings of this improved freight service by Canadian railways. Evidence was presented to prove that Canadian railways are "alive to their responsibilities and to their opportunities," and will continue to play an important part in development of the country.

Snapshots

Welcome to Jimmie Powers who is the Dean of Newspaper men in Canada as far as sport news goes. Jimmy looks like a young sport twenty-five years old.

And still there is no organized protest by pupils against the continued closing of city schools because of the prevalence of infantile paralysis.

A woman is curious only about the things that concern her heart, her vanity and her happiness, whereas a man is curious about everything. And he is never satisfied until he finds out "what makes the wheels go round."

The difference seems to be mainly this—that when a man is inquisitive it is a "thirst for knowledge," whereas when a woman is inquisitive, it is just "noseyness."

Tennis reminds us of civilization. The more they improve it, the tougher it gets.

"You know I was just kidding," means, "I got the venom out of my system, so let's drop it."

If he thinks a summer resort is a place where he can wear his old clothes, he is a bachelor.

A thing of beauty may be a joy forever, but a wrecked automobile will draw a bigger crowd.

The power of habit depends largely on the kind of habit it is. A good egg can quit being good, but a bad one stays that way.

The final proof of manners or meekness is to have somebody read aloud at intervals while you're reading and say nothing but "How interesting."

The Chinese certainly miss a navy in their Japanese war—including the Japanese one their bombs didn't hit.

SHERIFF SALE

The following Property will be sold by Public Auction in front of the County Court House, Fredericton, N. B., at twelve o'clock noon, on the Eighteenth day of September, 1937.

For Delinquent Parish and County, Road and School Taxes, with costs.

THE JAMES MALONEY ESTATE NEW MARYLAND

All that certain lot, piece or parcel of land in the Parish of New Maryland, County of York, and Province of New Brunswick, grant dated the Thirtieth day of December, A. D. 1896, Recorded the Thirty-first day of December, A. D. 1896, Grant Number, 23,549, Book Number 141.

Beginning at a pine stub standing at a point distant sixteen chains on a course by the magnet south fifty-five degrees east from a stake standing at the south west angle of Lot Letter M, granted to John Maloney, in block thirty eight, north of the Canadian Pacific Railway, thence running by the magnet from the said pine stub south ten degrees East twenty-five chains to a stage, thence South eighty-eight degrees and thirty minutes East ten chains to a pine tree thence North ten degrees West twenty-five chains and thence North eighty-eight degrees and thirty minutes West ten chains to the place of beginning. Containing twenty-five acres more or less and distinguished as lot Letter L in Block Thirty-eight north of the Canadian Pacific Railway.

Parish and County	Taxes	Roads	Schools
1930	\$.40	\$.28	\$.11
1931	\$.47	\$.28	\$.11
1932	\$.52	\$.28	2.54
1933	\$.52	\$.28	2.54
1934	\$.50	\$.28	2.20
1935	\$.50	\$.28	1.69
1936	\$.60	\$.28	1.47
1937	\$.56	\$.28	1.52
Total	\$4.17	\$2.24	\$11.96
Del. Parish and County	\$ 4.17
Del. Road Taxes	2.24
Del. School Taxes	11.96
Total	\$18.37

C. N. GOODSPEED,
High Sheriff for York County.
Fredericton, N. B., Aug. 14th, 1937.

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NEW BRUNSWICK

(Continued from Page One)

Margaret S. Babbitt, daughter of the late George N. Babbitt, deputy Receiver General of New Brunswick. In the long article on the opening of the new road the North Bay News has the following tribute to Mr. Grimmer:

No one is more elated at the completion of the North Bay—Temiskaming road, no one views with greater pride the ribbon of highway linking the Ontario city and Quebec paper town, and no one deserves more credit for undertaking and pushing through the construction project than A. K. Grimmer, mayor of the town of Temiskaming for the past 14 years.

A stout, grey-haired man who is here, there and everywhere carrying out his duties as chief magistrate of the town as well as town engineer for the Canadian International Paper Company, Mayor Grimmer is a friendly, informal mannered sort of person who gets down to business without a round of preliminaries, pops unexpected bits of humor into his talk, and has the history of the town of Temiskaming at his fingertips.

Looking back a bit at his own history we find that Allan Keay Grimmer, son of Mr. and Mrs. John Davidson Grimmer, was born at St. Andrew's by the Sea, N.B. He attended the Charlotte County grammar and high schools and played baseball and football, enjoyed fishing, and did a lot of sailboat riding. The latter was not included as a sport. One simply wasn't a native of those parts if he couldn't handle a sailboat.

Desirous of becoming a tugboat engineer, Allan Grimmer entered the University of New Brunswick with the intention of some day being a marine engineer. For two summers he went to sea on a windjammer between St. John and Baltimore carrying miscellaneous freight which consisted mostly of lumber. It was these trips which discouraged his ambition. The work was hard, he didn't like the food which was mostly salt pork, beans with molasses, hardtack, and tea with molasses for sweetening, and the wages were poor—only \$13 a month including board.

So Mr. Grimmer changed his course to one of civil engineering and graduated in 1905. In 1906, he obtained his M.Sc. degree for research work in water purification. During his years at college he worked every summer and through these contacts it was easy for him to commence his career immediately after attaining his degrees.

His first job after leaving college was to build a short extension of the York-Carleton railway. For five years following that he was city engineer of Fredericton, N.B., and served two years as assistant professor of civil engineering in the University of Manitoba. Another five years he spent as city engineer and town manager of Medicine Hat, Alta., two and a half years in private consulting practice in Fredericton and one and a half years as superintendent of construction and reconstruction of Halifax following the explosion. In February, 1919, he came to Temiskaming as town engineer for the Canadian International Paper Company.

From 1920 until 1923 he served as alderman of Temiskaming, succeeding the late W. L. Ketchen as mayor in 1923. Mr. Ketchen was first mayor of Temiskaming.

Mayor Grimmer is a member of the Engineering Institute of Canada, American Waterworks' Association, International City Managers' Association, National Housing Association, professor of engineering for the province of Quebec, the Alpine Society of England, the Montreal Reform Club, and several horticultural organizations. He is also past first principal of the Royal Arch Masons, and Knight Templar.

Mayor Grimmer's hobbies are gardening, sketching, fishing, camping, motoring and golfing. As a radio fan, he particularly enjoys the news broadcasts, while Jack Benny and Mary Livingstone are his favorite fun-makers. His ambition is to travel and he looks back upon business trips through America and upon the European continent, as outstanding experiences in his life.

At the unveiling of the cairn in connection with the opening of the road Premier Mitchell Hepburn took part as did Hon. Thomas Heenan member of the Dominion Cabinet. At this unveiling a hearty tribute was paid to the work done by Mayor Grimmer who was instrumental in bringing about the construction of this important road. Mayor Grimmer was introduced to the gathering. He said "for many years, we of Temiskaming have been looking forward to this day". He told of the long campaign waged to have the road constructed and stated that it remained for Hon. Mr. Heenan to carry out his promise and to build the road.

He lauded the minister's "foresight and judgment," which he felt certain would be justified. He said the move to have the road built started in 1920 and in 1929 the council of Temiskaming contacted the North Bay council and Board of Trade. In this connection he thanked the efforts put forth by Mr. Banner, Mr. McDonald and Mr. Kilgour.

Mayor Grimmer presented a handsome gold-handled cane to Hon. Mr. Heenan. In reply, the minister stated that he "accepted the cane in the spirit it is given" and said that every time he handled it he would "figure he was shaking the hands of every man in the district."

Several hundred invited guests attended the banquet at Kipawa Inn in Temiskaming at night. The menus and place cards for the dinner were attractively done up in products from the mill. Mayor A. K. Grimmer presided and the speakers included Mayor Grimmer, Premier Hepburn, Hon. Mr. Heenan, Mr. McDonald, Dr. J. R. Hurlbise, Mr. Humphrey, Ald. C. R. Harrison, W. G. Bullbrook and Mayor Paul Goulet, of Fabre.

After a full course, tasty dinner had been served, the speeches were made in the form of replies to toasts proposed by the chairman.

Mayor Grimmer again told of how much the new highway meant to Temiskaming and traced the developments which led up to its construction. He said the road will warrant any risk Hon. Mr. Heenan took in recommending its construction to the premier.

Premier Hepburn said he would take away the most pleasant memories of the town and the occasion of his visit. He said he was "more than impressed with the enthusiasm displayed by the people gathered around this afternoon." The Premier, amid applause, stated that in a short time the road would have a "paved surface right from North Bay to Temiskaming." He said "Northern Ontario is playing an important part in carrying Canada through this transition period" and then went on to tell something of his government's stand on the C.I.O. question and its

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After speeches had been made by several other notables Mr. Grimmer read telegrams congratulating the town councils of Temiskaming and North Bay on the connecting of Temiskaming with the world and the bringing of happiness to the people. This brought the ceremonies to a close.

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