

Married Last Evening.

The home of Mr. and Mrs. Willis Ketch, 129 King street was the scene of a charming wedding at five o'clock yesterday afternoon when their youngest daughter Miss Daisy was united in marriage to Ludlow Williams of Fredericton. The ceremony was performed by Rev. I. A. Corbett. The bride looked charming in a very becoming dress of ivory satin with lace and beaded trimmings and carried a large bouquet of bridal roses. Her going-away gown was a reindeer velvet coat with hat to match. There was a large number of invited guests present and the wedding gifts were very handsome and numerous including cheques, cut glass, silverware, linen and furniture. After the ceremony a buffet luncheon was served. The happy young couple left last evening for Nova Scotia to spend their honeymoon. On their return they will reside in Fredericton.

Miss Hattie Tweedie of Moncton arrived in the city Wednesday evening to attend today's closing exercises at the University of N. B.

Mrs. Botsford Dead.

The death of Mrs. Frances M. Botsford, wife of the late George Botsford, former clerk of the Legislative Council, Fredericton, took place at the residence of her daughter, Mrs. C. S. Skinner, 223 King Street, East St. John on Tuesday afternoon. The deceased, who was in her ninety-seventh year, was a daughter of the late Henry Clapper, first president of the old Central Bank. She is survived by one daughter, Mrs. C. S. Skinner, of this city, and one son, George Botsford, of Boston. Many friends will sympathize with the family in their bereavement. The body was brought here for interment and from the C. P. R. station was taken to the Old Burying Ground where Rev. Dean Neales conducted the service. The body was accompanied by Mr. George Botsford, son of the deceased. The pallbearers were LeBaron Bull, A. R. Wetmore, W. H. Robinson and R. S. Barker.

C. R. Coughlan, of St. John, a former U. N. B. student at present a law student at Dalhousie is here for the encaenia exercises.

ADDRESS IN PRAISE OF THE FOUNDERS BY PROF. CLARIDGE AT ENCAENIA OF UNIV. OF N. B.

Prof. E. B. Claridge who is retiring from the chair of Forest Engineering at the University of New Brunswick prepared the Address in Praise of the Founders which is really the Faculty Oration of the Encaenia. This afternoon Prof. A. V. S. Pulling, Professor of Forestry who also is retiring from faculty, read the address which was as follows:—

Each year at this time we dedicate a small part of the encaenia exercises to the memory of the founders of this institution. It is to do for those far-sighted men what O. Mortality did for the Covenanters—to scrape away from their tombstones the moss that has overgrown with time the record of their deeds. It is a happy practice which from year to year revives our interest, not in the men alone who made this University possible, but also in the spirit and traditions which are the outgrowth of a long and honorable history.

Struggle of the Past.

Some time ago, I was fortunate enough to open a small pamphlet on "The Genesis of the University of New Brunswick", which had been suggested to me as a possible source of inspiration for this address. It was with a certain feeling of apathy and reluctant duty that I did so. The lack of interest, however with which I began to read, quickly disappeared as I followed the unfolding story in its rich recital of a continual struggle that was marked by constantly recurring set-backs, but the end of which was always progress. It was an epitome, in fact, of a part of Canadian history which though small, was not unimportant and as I continued to read, I gained a clearer vision of the sons of this University in their faithful following of those now far-off men who were its founders, and who laid so well the solid basis upon which it was to stand for the years that were yet to come.

Unfaltering Courage.

To anyone who glances back over the history of this institution the realization must come that not only those seven men, whose names are so fittingly inscribed upon the mural tablet in the library, ought to be remembered as the founders of the University. Those brave souls, also who for seventy-five years and more were their successors in sacrifice and service, are equally deserving of that honour at such a time as this. In many ways, indeed it may be truly said that theirs was the harder part. Study the history of that three quarters of a century. Read the annals of the University through that long period! What a story of indomitable perseverance and unfaltering courage it relates! What difficulties had to be met and overcome,—difficulties that were felt in the first days of the old Academy, gathered strength through the stormy life of King's College and certainly did not end with the actual creation of the University!

Sectarianism and Enmity.

For the founders of the University were from the beginning the heirs to an unhappy legacy of narrow sectarianism and open enmity, that even during the happiest and most successful days was smouldering beneath the surface. Their hearts must surely have been "triple-bound with brass" to enable these men to withstand so bravely the assaults alike of misguided friends and bitter foes. Yet all through these years of trial and tribulation they were building a firm foundation for the University which is our proud heritage today. It is of that achievement that for a few moments this afternoon, I want to speak.

Classical Standard.

These men were trained in the intellectual atmosphere of a classical education and they clung tenaciously to the ideals of that system. Witness for example the statement of Dr. Jacobs in an Encaenia address in 1851 that no methods ought to be followed, the outcome of which would be the filling of the University with agricultural, mining and commercial students. For such there was to be in the University no place: "Intellectual and moral culture", Dr. Jacobs affirmed, "should be our pursuit and occupation. Our peculiar province is to teach the principles of truth." Beyond the narrow confines of the system of education for which he fought, there were no principles of truth.

A New Idea.

It is not unnatural that this should have been the case. We need

not be surprised at it. Yet, little by little, a new idea emerged and one more suited to the conditions of a new country. It was the idea that it was the function of the University not only to preserve and impart the culture that comes from the study of the classics, but also to give to the people of the Province an education that would enable them to meet all the demands that life might make upon them.

That was the idea that possessed the men upon whose lives we look back today. They strove to create in the University of New Brunswick an intellectual and moral agency, by the aid of which men might be equipped to take their place in the busy world of work, and to play a not unworthy part in the life of the community. It seems to me that the almost extraordinary record of this institution in sending forth men, who have become justly prominent in many spheres of life, is in no small part due to the steady persistence with which it has pursued this aim.

Old Built Into the New.

Yet with all their enthusiasm for what is practical to break so rudely with old traditions as to abandon them. They were too wise for that, and so the old was built up into the new. They caused old traditions as someone has said "to run smoothly into the new." It was a law of development that was followed by those who succeeded them. Thus as early as 1860, Dr. Brydone-Jack, in his inaugural address, pointing to the generally admitted necessity for a practical education, appealed for the foundation of faculties in Medicine and Law. He did not live to see the realization of his dream, but the Faculty of Law is today an accomplished thing, and it may be that in some no very far-off future the Faculty of Medicine will follow. However that may be, it is to the honour of Dr. Brydone-Jack that he sowed the seed of a harvest which the University today is reaping. Other men laboured and we are entered into their labours. It stands as a monument to his efforts, and to the efforts of many others like him, that there are going forth from the University not only to this Province but to every province in the Dominion men and women splendidly fitted for all sorts of public service. Thus the experience of later years has vindicated the wisdom of the plan upon which the University has been erected.

Better Appreciation.

May we not hope that the spirit which animated the founders of the University will find its place, not only in those who are responsible for its management and administration, but also in all the people of the Province? As yet there would seem to be little realization of the place that such an institution ought to fill in public and private life. In common with most of the English-speaking peoples, we have hardly begun to learn what has long been known in Europe,—the value of the universities in the industrial and commercial life of any country. But we trust that criticism and antagonism will pass in time, and the Province at large learn to understand that the University belongs to it and that a thing to be useful must be used. Thus, and thus only can the University worthily carry on the traditions which have been inherited from those great men of the past whose lives and work we honour at our Encaenia.

ENDOWMENT FUND FOR U.N.B. IS ENDORSED

(Continued From Page 8.)

V. B. Bridges; Members of Council P. J. Hughes, W. Brodie, C. D. Richards, Dr. E. S. Bridges, C. McNees, J. B. McNair, E. C. Weyman.

C. D. Richards and Hon. O. S. Crockett were elected to the Senate.

PERSONAL MENTION

L. W. Richards of this city spent yesterday in St. John.

Miss E. P. Nutter of Miss E. LeBlanc, of Fredericton are registered at the Royal Hotel, St. John.

Geoffrey Bowman, of St. John is in the city on business and is registered at the Windsor.

TRANSPORTATION SITUATION IN CANADA AND UNITED STATES SUBJECT OF ALUMNI ORATION

(Continued From Page 7.)

Already achieved is the reflex of an enlightened policy in adapting the strongest features of private management with the protecting and stabilizing features of nationalization. The inherent weakness of nationalization lies in the danger of harmful political interference with sound business management. This danger, in the case of the Canadian National, is minimized by its form of organization. The operation of the property is entrusted to a non-partisan board of directors, appointed by the Government to represent the whole country—territorially and economically. Thus far it has given a business, not a political administration.

Sir Henry Thornton.

You have been particularly fortunate in your choice of a chief executive. When Mr. Thornton (now Sir Henry Thornton) was connected with the Pennsylvania System, it was my privilege to know him slightly, and I am well acquainted with many who were intimately associated with him in his railroad service in the United States. He is held in high regard by the railroad fraternity of that country. Of his conspicuous success as general manager of the Great Eastern of England, and his invaluable war service, I need not speak, as you are familiar with the facts. His present task is greater and more difficult than any he has heretofore undertaken, but he is acquitting himself in a manner which is as pleasing to his former associates in the United States as it must be gratifying to those in Canada who were responsible for his selection.

When we consider that he is the active administrator of a railroad system of about 20,000 miles, made up of many heretofore separate units as yet but loosely knit together, that he is the chief of an army of 100,000 employees spread out at the rate of 5 per mile from ocean to ocean, and that he has inherited a multitude of difficult problems of operating coordination, traffic development, financial rehabilitation, and the creation of public confidence, we may form a faint idea of the immensity and complexity of his task. His policies are bearing fruit in an improved morale in the working forces, and from what I can learn in my detached position as a somewhat distant observer, it seems to me that Sir Henry is meriting and commanding the respect and confidence of the Canadian public.

National Viewpoint.

Thus far he has not been seriously embarrassed by political pressure. The hardest part of his task will be to get cordial co-operation and support from politicians, particularly from those of narrow vision who cannot or will not look beyond personal or sectional interests to the common national good. Politicians, however, both large and small, are keenly sensitive to the views of their constituents, and with the Canadian public as a whole will rest the responsibility if Sir Henry is not permitted to work out his national problems untrammelled by harmful political interference. By this I do not mean that it is not proper for individuals of parties to criticize. Such criticism is desirable and acts as a spur to keep the administration keyed up to a high conception of its responsibilities. It is only when criticism and pressure exceeds constructive limits, and prevents sound business administration, that it becomes harmful and destructive. Sound business administration means that projects for extension and improvements rate and service adjustments, wage rates and working rules, and the like, should be approached from the viewpoint of national economic justification, rather than from the viewpoint of sectional advantage or political expediency.

Forward Step.

As I view the situation, Canada has taken a forward step in the solution of its transportation problems. There is abundant evidence that the alignment of your railroads into two great competing systems, one national and the other private, will tend to develop the elements of strength and to neutralize the elements of weakness in both. Thus far the Canadian National has been organized and managed in such manner as to give the advantages of state ownership without the traditional disadvantages of hampering and uneconomic political interference. From the financial viewpoint substantial improvements have been made. The net operating revenue of about three million dollars in 1922 grew into twenty millions in 1923. The prospects are that in 1924 it will expand to thirty millions. Even though the figure last named will

little more than meet one-half of the interest and other fixed charges, it means that the former burden on the taxpayer will be very substantially reduced. Moreover, my observation is that the quality of service has improved and that the relations with the public are marked by an increasing degree of good-will and understanding. Likewise, the relations between management and men are marked by a growing degree of cordiality and cooperation. The administration is committed to the constructive policy of humanizing the service.

At this point it may not be out of place for an outside observer who is keenly interested in the continued success of your national transportation policy to suggest a note of warning bearing upon the efforts of the administration of the Canadian National and the Government to make the Canadian National a self-supporting system. If one system is built up at the expense of the other system, there may be no net gain. Indeed there may be a net loss if the damage to the strong is greater than the benefit to the weak. The Canadian Pacific, so to speak, is "on its own." It now receives no financial assistance from the Government. If the competition to which it may be exposed by the system under Government protection exceeds reasonable bounds in uneconomic service or diversion of traffic from the Canadian Pacific merely to reduce the net deficit of the Canadian National, the effect will be extremely harmful and against real public interest. True transportation progress consists of making two ton miles grow where one grew before, but if the second ton mile is taken from another system, which although privately managed is as much a part of Canada as the system under the wing of Government protection, there is no national economic gain.

Interest Strength of C. P. R.

The 1923 annual report of the Canadian Pacific indicates its inherent strength and its great transportation achievement. The company justifies public confidence and support. It stands for the best that there is in private management and, if not subjected to unfair competition at home, it bids fair to maintain its primacy among the great transportation systems of the world. Canada has abundant reason to be proud of that primacy. The remarkable record of the Canadian Pacific in years past under the executive guidance of such outstanding leaders as Sir William VanHorne and Lord Shaughnessy, continue unimpaired under the able management of President Beatty. It has an organization which is nowhere excelled in progressive effectiveness, and its branch offices in every quarter of the globe are symbols of the greatness of Canada.

Continued Enlightenment.

In this final word concerning the transportation situation in Canada, may I repeat that the present promising state of affairs can maintain and develop favorably only if the present enlightened attitude of the people and the Government continues. If that attitude changes, if sectional differences or political expediency are allowed to interfere with the business management of the Canadian National, or to cripple the Canadian Pacific, the ultimate effect will be more than disappointing. It will be humiliating. My hope is that the present enlightened attitude will continue, and that Canada's experience with her railroads in the promising years before us will prove to be a conspicuous exception to the generalization, heretofore true, that nationalization has never been and cannot be successful under a democratic form of Government.

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