

ADDRESS IN PRAISE OF FOUNDERS BY PROF. STILES

(Continued from page 2.)

field of sanitary engineering. Today bridge building is truly a science, 30 or 40 years ago it was hardly worthy to be called an art and eighty years ago it was no better than a trade. Nearly all of the important and distinctive features of modern bridge practice have been developed within the memories of engineers still living. From the meagre beginnings of centuries ago to the present day achievement of a Brooklyn Suspension and a Quebec cantilever structure is indeed a long advance.

Modern Engineering

The Civil Engineer was so called for the first time about the middle of the eighteenth century in order to distinguish him from the military engineer. Since then it has developed in a marvelous way until Civil Engineering, as it is understood today, includes all kinds of surveying from the simplest land surveying to the complicated and accurate Coast and Geodetic work, the design and construction of bridges, extensive and difficult foundations, tunneling, retaining walls, seawalls, and other heavy masonry, viaducts, ocean piers, lighthouses, wharves, docks, river improvement, irrigation, harbours, jetties, and other waterways, water-supply, sewerage, filtration, treatment of refuse, highway construction, including roads, streets and pavements, canals, dams, ordinary railways, cable railways, gas-works, the general design and construction of all plants, (steam, electric, hydraulic and gaseous) the general design and construction of cranes, cableways, mining surveying, steel office buildings, reinforced concrete, and the testing of all materials used in engineering practice. A civil engineer may do one or two of these many branches and do them well but no one is so foolish in these days as to think that he can expect to be an expert in all of them.

First Engineering Schools.

The degree of Civil Engineering was given for the first time in an English speaking country at the Rensselaer Polytechnic Inst., Troy, N. Y., in 1835. There were only two engineering col-

leges in America up to 1850. The first engineering degree was given in New York University in 1862. Geoffrey Stead, engineer for the department of public works, Chatham, N. B., bears the honor of having been the first graduate in Engineering from the University of New Brunswick. He received the degree of Diplomate of Engineering in 1892.

This Arts building, where we are today met in convocation, was erected under the direction of the Royal Military Engineers in 1829. The Engineering building stands as a monument to the enthusiasm of the graduating class of 1900 and to the untiring efforts of Professor Dixon, who was then head of the Engineering department.

Future in Canada

As to the future of Civil Engineering in Canada we must say that there remains much to be done. Many new positions will open up for the Civil engineer that will require executive and administrative training. Especially will this be true in New Brunswick in the construction of highways and in the management of county and municipal affairs. The projected hydrographic survey of the Province cannot long be delayed as we have already allowed the other Canadian provinces to handicap us by several years. Our death rate from typhoid fever is still many times higher than that of several of the European countries.

The demands of the new age, for which we are praying, will not be like those of the past. The engineer of tomorrow must stand ready to throw old methods into the scrap heap. It will be found that safety from foreign invasion will be needed less than safety from dangers that will lurk within.

Yes, you say, there is still much to be done, but in the midst of your ambitious thoughts do you not hear a voice which says, "Choose ye between the sword and the alphabet. If ye must battle ye cannot build." And again the still small voice which says to the engineer, "Arise and stretch yourself lest ye be overtaken once more by the thousand years of sleep."

SEED GRAIN BOUGHT FOR THE GOVERNMENT

Mr. Tweeddale Hands Out Full Information in Reply to an Enquiry.

Hon. Mr. Tweeddale's reply to Mr. Murray's inquiry about the prices paid seed said:

Ques. 1. What varieties and quantities of seeds have the Government bought since coming into office?

Ans. Banner oats, 7,147½ bushels. No. 1 Northern wheat, 1,000 bushels. O. A. C. 21 barley, 834 bushels. Potatoes, 300 barrels.

Ques. 2. From whom were they purchased and at what price for each variety?

Ans. Joseph Read & Co., Summerside, P. E. I., 300 bus. oats at \$1.15 bus. and 3,000 bus. oats at \$1.10 bus. McCain Produce Co., Florenceville, 200 bbls. potatoes at \$7.50 bbl. and 1,114½ bus. oats at 85c. bus.

Jas. Richardson & Son, Kingston, Ont., 1,000 bus. wheat at \$3.20 bus. Hogg & Lytle, Toronto, 834 bus. barley at \$1.77 bus.

Ques. 3. Were prices paid for delivery at named points or f. o. b. at point of purchase?

Ans. Oats and potatoes f. o. b. point of purchase; wheat and barley track at Fredericton.

Ques. 4. From what firms were quotations asked for seeds purchased in the province?

Ans. Potato Exchange, Woodstock. Porter, Manzer, Ltd., Andover. McCain Produce Co., Florenceville. Telephone inquiry with large number farmers in Carleton county for wheat; none available.

Ques. 5. To whom were seed sold, Ans. Delivered at following points in car lots:

Two cars oats, Moncton. 1 car oats, Bathurst. 1 car oats, Fredericton. 1 car oats, Edmundston. 1 car oats, Anderson, Restigouche county. 1 car potatoes, Anderson, Restigouche county. 1 car wheat, Fredericton. 1 car barley, Fredericton.

All grain and potatoes delivered to agricultural societies or responsible farmers for cash or approved notes payable October 31st, 1917.

Prices given in answer to question 2.

Ques. 6. If not for cash, on what terms were they sold?

Ans. Answered by answer to question 5.

DAVIS'

"Perfection" Cigars

Now sold in 2 sizes:
Perfection "Perfection"
and Perfection "Straights"

(Illustrations show actual size)

1 Quality only—excellent.
1 Price only: 3-for-25-cents.

Sold under guarantee
permitting the tobacconist
to offer to the public cigars
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Why not try one?

Originated by

S. DAVIS & SONS LIMITED

Makers of good cigars for over 70 years.

"Perfection"

154

"Straight"

P.S. Have you Smoked a "Nobleman" Cigar lately?

Had Awful Attacks Of Heart Trouble

FOR 5 OR 6 YEARS.

Diseases and disorders of the heart and the nervous system have become frightfully prevalent of late years. One can scarcely pick up a paper but he will find recorded instances of sudden deaths through heart failure, or of prominent men and women unable to prosecute their ordinary business or profession on account of a breaking down of the nervous system.

We do not desire to unnecessarily alarm anyone, but to sound a word of warning.

When the heart begins to beat irregularly, palpitates and throbs, has shoot-pains through it, it is time to stop and think.

To all sufferers from heart and nerve troubles Milburn's Heart and Nerve Pills can give prompt and permanent relief.

Mrs. Frank Arsenault, Newcastle, N. B., writes: "I had awful attacks of heart trouble for the past five or six years, and as I had tried many kinds of medicine without getting any better I decided to give Milburn's Heart and Nerve Pills a trial, and to my surprise I found ease from the second dose. I continued taking them until I had used six boxes, and now I feel as well as can be."

"At the present time my sister is using them for nervousness, and finds great comfort by their use."

Milburn's Heart and Nerve Pills are 50c., or three boxes for \$1.25, at all dealers, or mailed direct on receipt of price by The T. Milburn Co., Ltd., Toronto, Ont.

tion 5.
1,000 bushels of wheat bought from St. John Milling Co. at \$4.25 per bus. distributed at \$3.20 f. o. b. St. John.

PROHIBITION ACT WILL BE ENFORCED

Hon. J. P. Byrne's reply to Mr. Potts' inquiry in the House said:

Ques. Does the Government intend to enforce the Act for the suppression of the liquor traffic as passed at the last session of the House in the manner announced by the Honorable Mr. Foster in the public press immediately prior to the general election on the 24th of February last?

Ans. Section 87 of the Prohibition Act, 1916, says: "The duty of seeing that the provisions of this Act are complied with and of enforcing the same and of prosecuting the persons offending against such provisions shall devolve upon the Chief Inspector, and the Local Inspectors under his direction, appointed pursuant to this Act."

Hal S., 2.04%, goes to the New York Speedway, the property of John Lawrence of Hoboken.

CASTORIA

For Infants and Children
In Use For Over 30 Years

Always bears the Signature of *Chas. H. Hutchins*

TENDERS FOR CONCRETE CURB AND GUTTER.

Tenders will be received at the office of the City Clerk, City Hall, where plan and specifications may be seen, until 12 o'clock noon, Saturday, May 19th, 1917, for such concrete curb and gutter as the city may require during the present summer.

G. R. PERKINS,
City Clerk.

Why

not give your boy and girl an opportunity to make their home study easy and effective? Give them the same chances to win promotion and success as the lad having the advantage of

WEBSTER'S NEW INTERNATIONAL

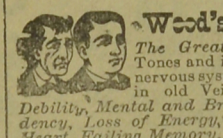
Dictionary in his home. This new creation answers with final authority all kinds of puzzling questions in history, geography, biography, spelling, pronunciation, sports, arts, and sciences.

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Wood's Phosphodine.

The Great English Remedy. Tones and invigorates the whole nervous system, makes new Blood in old Veins. Cures Nervous Debility, Mental and Brain Worries, Depression, Loss of Energy, Palpitation of the Heart, Failing Memory. Price \$1 per box, size for \$3. One will cure. Sold by all druggists or mailed in plain pkg. on receipt of price. New pamphlet mailed free. THE WOOD MEDICINE CO., TORONTO, ONT. (Formerly Webster.)

An Eminent French Canadian

THE French-Canadians have always taken a close personal interest in the fortunes of what they call for short "Le Pacifique," just as the English have abbreviated the Canadian Pacific Railway into the more familiar C. P. R. It is, therefore, only right that they should be represented on the board of directors, and no more fitting representative of the race could be found than Senator, the Hon. Frederic Ligori Béique, whose career has been one of such distinction in so many paths of life. Lawyer, business man, and philanthropist, interested in many charities, his days have been, and continue to be, full of useful labors in the upbuilding of his native country and in promoting the welfare of her people. His is one of those versatile natures, which, paradoxical as the expression may appear, is only at rest when in the midst of labor.

F. L. Béique, the son of Louis Béique, was born in St. Mathias, Rouville County, Quebec, on May 20th, 1845. Acquiring his education at the College de Ste. Marie de Monroir, he chose law for his profession, and later on became an LL.D. of Laval University. He was called to the bar in 1868, and made a King's Counselor for the Province of Quebec in 1885, and for the Dominion of Canada in 1889. Accurate knowledge, sound judgment and clear speaking made him one of the leading lawyers of his period. His brothers in the legal profession have recognized this. From 1891 to 1893 he was Batonnier of the Bar in the district of Montreal.

Senator Béique has been engaged as counsel in many celebrated cases. He repeatedly pleaded before the Privy Council in England; he was a member of the Royal Commission in the famous Whelan case of 1890; as counsel for the late Hon. H. Mercier and his colleagues who were accused in connection with the Baie des Chaleurs Railway by the Lieutenant-Governor of Quebec, in 1891, he won a wide reputation; in 1896 and 1897 he was counsel for the Dominion before the Behring Sea Claims Commission. For years he had worked in partnership with Sir Louis Jetté, and he still energetically pursues his legal practice. Referring to Senator Béique the "Montreal Star" says: "As a commercial lawyer he has few if any peers."

Not less successful as a businessman, Senator Béique has been associated with numerous commercial enterprises. With the late David Morrice, and the late A. F. Gault he took a prominent part in guiding the destinies of the V. Hudson Cotton Company, the Hochelaga Cotton Company, the St. Ann's Cotton Company, the Canadian Colored Cotton Company (now the Canadian Cottons), the Dominion Cotton Mills Company; and as a lawyer for all these concerns and a director of some of them, his influence has been strong in pointing out the channels through which business should be conducted. As a member of the board of directors of the Royal Electric Company he was one of those mainly responsible for its development. He promoted the Chamby Manufacturing Company, and with Sir Herbert Holt, was amongst the first to discover the possibilities of its hydraulic power. Again, with Sir Herbert Holt, he was one of those mainly responsible for the building up of the Montreal Park and Island Railway Company; many real estate concerns owe their existence to this financier. He is vice-president of the Bank of Hochelaga and of La Sauvegarde Insurance Company. He has occupied and is pres-



SENATOR THE HON. F. L. BEIQUE.

NEW DIRECTOR OF THE CANADIAN PACIFIC RAILWAY. ed Miss Caroline Angelina Desautels, Lady of Grace of the Order of St. John of Jerusalem in England, who takes a prominent part in many social spheres. They have been blessed with a family of seven sons, who are living, and two daughters. Captain Victor Béique, one of the youngest of the boys, largely helped in the recruiting of the 69th French-Canadian Battalion, now overseas, and Captain Béique is now fighting in the country from which his forefathers originally came.

"A maker of Canadian history." That is how the "Montreal Herald" has described Senator Béique. The footsteps of the seventy-one years of his life have passed so lightly over his countenance that one would not think they had all trodden there. He is a man of active frame, medium height, and a physique that is more remarkable for its energy than for its strength. He moves with a quiet step, and the attitude in which you invariably find him is one of gentleness and kindness. The geniality of his manner makes the most timid of his interviewers feel at ease. He is an attentive listener, and is always capable of putting himself in the other fellow's place. One might say that he is one of those who would inspire men to do things because they are happy to follow his guidance rather than because they may feel it incumbent on themselves to obey his commands. Were it possible to build material monuments to generous doings on the sympathetic side of existence, the spiritual course of Senator Béique might be marked with memorials great as those which stand to his temporal achievements. French is his mother tongue, but he speaks English with a fluent harmonious voice.

In 1875 the then Mr. Béique married Miss Caroline Angelina Desautels, Lady of Grace of the Order of St. John of Jerusalem in England, who takes a prominent part in many social spheres. They have been blessed with a family of seven sons, who are living, and two daughters. Captain Victor Béique, one of the youngest of the boys, largely helped in the recruiting of the 69th French-Canadian Battalion, now overseas, and Captain Béique is now fighting in the country from which his forefathers originally came.

As a director of Montreal Technical School from its inception the work of Senator Béique has achieved valuable results. In the care of the sick he takes a deep interest and is a governor of the Montreal General Hospital, and of the Notre Dame Hospital. He has been a Catholic School Commissioner, a director of the Parks and Playgrounds Association, vice-president of the Charity Organization Society, and vice-president of the League for the Prevention of Tuberculosis. He was formerly a director of the Montreal Citizens' Association. In 1902 he was called to the Senate by Lord Minto, where he has occupied the position of chairman of the Railway Committee. He continues to take a leading part on all the important committees and in everything that relates to legislation.

Senator Béique has always been a believer in the Canadian Pacific Railway, and for many years has been a large shareholder of the company. On the directing body he succeeds the late Honourable Robert MacKay. If death has taken away one gifted mind from the C. P. R. another ripe in experience and wisdom has succeeded.

In 1875 the then Mr. Béique married

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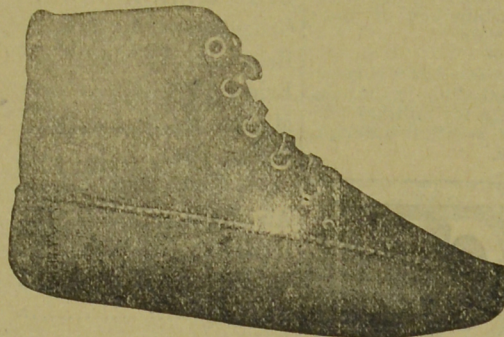
Valuable for the treatment of Catarrh, Hay Fever, Cold in the Head, Catarrh, Deafness and other Nasal Affections.

PRICE 25c. Mailed to any address on receipt of price.

C. Fred Chestnut

The Quality
Drug Store

572 QUEEN STREET.



No. 101. Men's High Cut Summer Pack.

(Established 1877.)

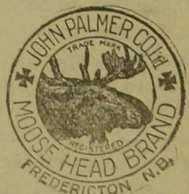
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