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East and Most Modern Funera Equipment in the City.

HEADQUARTERS for CUT FLOWERS, ROSES, VIO-LETS, CARNATIONS, SWEET PEAS,

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MANY HUNDREDS OF YOUNG MEN AND WOMEN are to-

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AND GOT A RIGHT START on the road o success. Do you want to be one of the nundreds more who will do the same? Write for full information to

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WANTED—By May 1st, girl for general housework. Address Mrs. W. T. Whitehead, care Mrs. B. Richards Brunswick street.

Full weight of tea in every package

TEA'is good tea

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PROF. EARLE O. TURNER, S. B., FOUNDERS AT U. N. B. ENCAENIA

Education and Religion Hailed as Factors Which Preserved Stability of the World-Engineering the Particular Branch of Education Dealt With-Day of the Specialist Passing, and Broad Knowledge Needed as Never Before.

Education and Religion. Besieged on all sides by radicalism and unrest ing the surveys and supervising the during the last year we have based our hopes of a reorganized world on the endurance of Education and Re ligion. It is fitting, therefore, that for a few minutes today we should consider the advantages we have received from this, and similar Universities.

Measures the service of the Engineers who spent months and years in making the surveys and supervising the construction of these lines, and indirectly it measures the service of the Engineers who spent months and years in making the surveys and supervising the construction of these lines, and indirectly it measures the service of the Engineers who spent months and years in making the surveys and supervising the construction of these lines, and indirectly it measures the service of the Engineers who spent months and years in making the surveys and supervising the surveys and supervisi

Development of Engineering Quite naturally I must use the relopment of Engineering as an illus-ration. From the days of Babylon. and before, men have practised En-gineering. The consulting engineer for

ical. All of these three classes are as well known today as the older profession. In addition, much to the disgust of all graduate engineers, we are now deluged with all kinds of trade engineers such as the Heating Engineer, the Plumbing Engineer, the Kitchen Engineer, etc. It seems that any one role deer useful work fools continued. one who does useful work feels entitled to attach the term Engineer to his name. But for the men who have spent four hard years in schools of Applied Science there are but four classes of Engineer: Civil, Mechanical, Electrical and Chemical.

Transportation

I shall attempt in a few words to es-tablish the position of the Civil En-gineer of today. I wonder how many of us while we were peacefully seated in a parlor car, comfortably watching mile after mile of wilderness flit by have stopped to realize the progress of transportation. How many have tried to visualize the toil and expense of constructing that realroad or just what it is actually worth to be trav-elling in luxury at the rate of fifty miles an hour, instead of rattling over the rocks in a stone chariot behind some prehistoric animal at the rate of some prehistoric animal at the rate of lone league in seven days. Before the labor unions became so strong that they could paralyze transportation in twenty-four hours we were not particularly aware of the predicament we would be in if we lost our railroads. There are but few of us now however, who are not aware of the danger of railroad tie-uvs. We should not measrailroad tie-ups. We should not meas-

of this University has become an established custom. But this year of all years I feel that it is more clearly apparent to us that whatever stability of community, Province or Government we possess, is due primarily to Education and Religion. Besieged on all sides by radicalism and unrest.

ed from this, and similar Universities Let us turn to another near through the devotion of the Founders haps during your trips to some of our through the devotion. noticed in the harbour near some apnoticed in the harbour hear some apparent construction operation, large bubbles of air rising to the surface of the water. Very probably you attributed it to some natural gas rising from the bottom. If I am not mistaken it the Tower of Babel must have felt was far more interesting than that quite the same emotions as the presquite the same emotions as the present day consulting engineer who witnesses the failure of his bridge with the snevitable loss of life. The engintering of the same emotions as the present of the harbor. Hundreds of sea craft of the harbor. Hundreds of sea craft of the harbor. eering of those days, however, was based on experience alone, and the available data was far from complete. Today we have available an infinitavailable data was far from complete. Today we have available an infinitial spece of before. Suddenly something that I speke of before. Suddenly something happens! A great geyser of watter greater number of practical investigations coupled with an endless discussion of theory. The prospective Engineer who enters our present Universities is therefore introduced to an exceptionally fertile field for the development of any inherent skill he may posses. During his brief four year course he has at his disposal data contributed by the florts of countless scientists who years ago struggled along with very little definite information. Do we not, therefore, owe much to the Founders who made possible the collection of this material?

Special Classes

Let us now consider in connection with the study of the modern engineer the few the water possible the collection of the material?

Special Classes

Let us now consider in connection with the study of the modern engineer the few the water possible under the cutting edge of the caisson and if it rises above the water possible the collection of the term Civil engineer. The old custom was to divide all Engineers into two classes. Civil and Military. It follows therefore that up to the beginning of the minerature we could quite proposition of the propo eer the definition of the term Civil Engineer. The old custom was to divide all Engineers into two classes, there are two reinforced concrete that up to the beginning of the nineteenth century we could quite properly have defined a Civil Engineer as any Engineer not a Military Engineer sprag from the general profession of Civil Engineering, three special classes, Mechanical, Electrical and Chemical, All of these three classes are as

Quite another task for the modern Engineer is the care of cities and towns in the matter of water supply and sewage disposal. Some of us can remember when sewage was allowed to flow freely down the main streets. Those were the days when waves of typhoid each spring and autumn were as sure as the vernal and the autumnal equinex. From the year 800 A. D. to early in the thirteenth century the streets of Paris were described as absolutely filthy. On good authority it is

SKIRT LIKE NEW

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Use "Diamond Dyes," guaranteed to
give a new rich, fadeless color to any
fabric, whether it be wool, silk, linen,
blouses, stockings, skirts. children's
cotton or mixed goods,—dresses,
coats, feathers, draperies, coverings.
The Direction Book with each package tells so plainly how to diamond
dye over any color that you can not

stated that King Philip Augustus was so disturbed at the stench when he opened the window of his palace one day that he ordered all the streets to be paved with stone. The first act for the paving of the streets of London was passed in 1532 and apparently for somewhat similar reason as was the ase in Paris. Today the modern En gineer has not only to think of the surface of the streets but also countless conduits to be placed under the street surface. Our waste mater-ials are removed swiftly from all our centers of population and in a great many cases carefully treated so that they lose all power for doing harm to other communities. Suppose as an example of the modern water supply problem we consider a city of 500,000 population situated on the salt water which implies that its water supply is from a distant source. What would happen to such a city if its water sup-ply broke down for an indefinite per-1? Every single inhabitant would warm back into the country or die in the city. Proper training of the Engineer has prevented such calamities Bridge Building

Probably the first human effort to ard bridge building was the telling a tree across a stream. The next which is the most indeterminate structure we have today. With the structure we have today. With that bothersome corn right off es, magic! Costs only a few cents. Try Freezone! Your druggis sells a tiny bottle, sufficient to rid your feet of every hard corn, soft cora, or corn between the toes, and calluses, without one particle of pain, soreness or irritation. Freezone is the mysterious other discovery of a Cincinnati which is the most indeterminate tructure we have today. With the hebec Bridge over the St. Lawrence Labor, Capital and the Public

erprises such as the great h/dro-The address in praise of the founders which is the Faculty address of the Encaenia of the University of the Encaenia of the University of New Brunswick was delivered this afternoon by Prof. Earle O. Turner, S. B., Professor of Civil Engineering. As might be expected he used Engineering as the basis of his address in which he gave to Education and Religion the credit for preserving the stability of the world. His address was as follows:—

Education and Religion

The annual expression of our appreciation of the spirit of the Founders of this University has become an estation. Once again, would rather walk 100 miles than pay cleave the world war. That is the adjustment of the present strained relations between Labor, Capital and the Public. Usually it is customary to leave the Public out of this quarrel between Capital and Labor but it is always the innocent bystander that is always the innocent other feats of engineering to demoour graduates may be called upon to perform a task which, if it is accomplished will bring back to our present social scheme the stability which it had before the World War. That is the adjustment of the present strained re.

Why is the engineer in a position to mediate between capital and labor?

Because he belongs really to neither class, yet he assists both and has the confidence of both. It is noteworthy then, that we are now considering the necessity for giving our Graduates a broader education. It is not too much to say that it is evident at the present time the two most valuable assets to an Engineer are first, a practical knowledge of Sociology and second, the ability to think constructively. The University must supply him with the last, but he will only learn how to handle men by active duty.

Duty of University
It is the duty of the University,
therefore, to develop the mind so that
it may think constructively. To equip
the human machine with tools and therefore, to develop the mind so that it may think constructively. To equip the human machine with tools and parts so that it may go out and do useful work. I recall in this instance one of the bitterest pills which a Professor has to swallow. A friend of mine attacked me with the following denunciation: "Why don't you give up instructing, it is so inactive, you don't build any bridges, or harness any mighty rivers, or move mountains, it must be so monotonous". To whoh I repled as best I could, "No! we don't do any of these things, and your opinion is the opinion of the general public, but we are not non-productive, we will be the following denunciation: "I work the following denunciation: "Why don't you give up instructing, it is so inactive, you don't build any bridges, or harness any mighty rivers, or move mountains, it must be so monotonous". To whoh I repled as best I could, "No! we don't do any of these things, and your opinion is the opinion of the general public, but we are not non-productive, we one any of the opinion of the general public, but we are not non-productive, we manufacture the Engineers who will move those mountains and will chain (Signed) "HUGH H. MCLEAN. The chairman, Hume Gronn reactions of the chairman opinion of the general public, which is the control of the chairman opinion of the general public, which is the control of the chairman opinion of the general public, which is the control of the chairman opinion of the general public, which is the control of the chairman opinion of the general public opinion is the opinion of the general public, but we are not non-productive, we unintentionally caused to the control opinion of the general public opinion is the opinion of the control opinion o

Changes in Training

Now finally let us consider the proable changes in the training of the
view of General McLean's Highways alone. Will not business are requested us to remain a distribution organizations and retained solutions are requested us to remain the result of the requested us to remain the result of the re better solution of our training prob-lem rather than a specific specializ-ation. In other words an engineer's ability to do things and work out so-lutions for himself is worth more than any number of concrete facts he may be bygones.

(Signet)

"R. C. COOPER."

Long skirts and high necks are talked about now and then, but the girls appear disposed to let bygones

LIFT CORNS OFF IT DOESN'T CURT With fingers! Corns lift out and



Pain? No, not a bit! Just ittle Freezone on that touchy

ious ether discovery of a Cincinnati

ledge is good but to be able to do is better, and a combination of both is best. To accomplish this result is the

Designers and Builders

we owe our social equilibrium. Were they with us today, their interest would be here on the hill, their criticism would help us, we would have their encouragement; but they are gone and we must therefore depend your interest, your constructive criticism, and above all, your enthusiasm.

THE M'LEAN

Ottawa, May 12—The resignations of Col. C. W. Peck, V. C., and Col. R. C. Cooper from the pensions commit tee have been withdrawn. A state their wives or widows, has ed on the records of the and the whole. "McLean which for a time threate

unintentionally caused to the return-

(Signed) "C. W. PECK, "R. C. COOPER."

Canadian National Railways

ST .JOHN RIVER VALLEY ROUTE

TRAIN SERVICE Between FREDERICTON, GAGETOWN, ST. JOHN, WOJDSTOCK and CENTREVILLE

> PASSENGER TRAIN SERVICE. (Eastern Standard Time.) Tuesdays, Thursdays and Saturdays

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