Bill's simple and self-sacrificing

formula for generous service, we should have no trouble in main-

taining our esprit de corps.

Letters To

THE ENGINEERING BRUNSWICKAN



Established 1867

The Yearly Journal of Current News and Prosaic Literature of the University of New Brunswick

Authorized as second-class mail, Post Office Dept., Ottawa Brunswickan Office: "O" Hut, Campus, Honorary Chief Engineer - Rt. Hon. Lord Beaverbrook

Chief EngineerRay Roy	EE	'52
Assistant EngineerArnold Duke	EE	5.3
Foreman, Sports FieldHugh Whalen	CE	'52
Chief Design Engineer	EE	*52
Pictorial and Landscape Director	CE	152
DraughtmanNoreen Donahue	CE	'54
General Labourers	Vince Goods a, Jo and,	ent, cel- chn Ed

BUSINESS STAFF

Bookkeeper.

FREDERICTON, N. B., FEBRUARY 21, 1951

Faith of the Engineer

I AM AN ENGINEER. In my profession I take deep pride, but without vainglory; to it I owe solemn obligations that I am one who was skillful in bleeding. ried out by the E.C.P.D. (Engieager to fulfill.

As an Engineer, I will participate in none but honest enterprise. To him that has engaged my services, as employer or client, I will give the utmost of performance and fidelity.

When needed, my skill and knowledge shall be given without in Engineering knowledge. reservation for the public good. From special capacity springs the obligation to use it well in the service of humanity; and I accept the challange that this implies.

Jealous of the high repute of my calling, I will strive to protect each province excepting Prince Edthe interests and the good name of any engineer that I know to ward Island and Newfoundland. Fall it was impossible for us here ed student interest, however, the be deserving; but I will not shrink, should duty dictate, from disclosing the truth regarding anyone that, by unscrupulous legal powers by the government of time.

act, has shown himself unworthy of the profession. Since the Age of Stone, human progress has been conditioned mine who may practice engineer fore, will require all of our efforts. that this is a very real crisis. If by the genius of my professional forbears. By them have been ing legally and call himself an enrendered usable to mankind Nature's vast resources of material and energy. By them have been vitalized and turned to proand energy. By them have been vitalized and turned to practical account the principles of science and the revelations of technology. Except for this heritage of accumulated experience, my efforts would be feeble. I dedicate myself to the dispractice on your own, you must vear the members of the Boston ingly difficult to re-institute it as semination of enginering knowledge, and especially to the instruction of younger members of my profession in all its care.

practice on your own, you must year, the members of the Boston ingly difficult to re-institute it as have applied for admission, been Red Sox Baseball Club of the time passes. struction of younger members of my profession in all its arts and traditions.

The college community becomes designed for luncheon, fessional Engineer in the Province dinner and a round of golf at the decidedly inferior in the absence

To my fellows I pledge, in the same full measure I ask of them, integrity and fair dealing, tolerance and respect, and devotion to the standards and the dignity of our profession; with the con- main similar to the Acts in force in American League, and probably many times it may appear that sciousness, always, that our special expertness carries with it the obligation to serve humanity with complete sincerity.

From Engineers' Council for Professional Development.

The foregoing admittdely is idealistic, but only by setting a certain ideal standard is it possible to attain anything near perfection. Like the Hippocratic Oath to a medical graduate, the Faith of the Engineer may stand as a guide for the engineering graduate. There is no doubt that human nature will keep the engineer from mastering thoroughly the ideologies outlined in his credo. There is plentiful evidence to support this, evidence which is sometimes publicized to an extent which can only harm the reputation of the engineer. Unlike those in two other leading professions, medicine and law, engineering malpractices are usually brought to the public eye by the press and radio because of their relative importance to so many people.

Empirical and derived formulae which have been tested. tried, and proved since the practical beginnings of engineering can make no mistakes. The mistakes are the responsibilities of the man, the engineer. But these must be mistakes, they must not be unscrupulous deeds. To prevent the malpractices the engineer must have instilled in him a desire to do a 'service to humanity' as quoted from the foregoing. By studying and understanding and practicing this credo, or any other worthy guide, the engineer can hope to imbue within himself a true desire to serve humanity and as a result to become proud of his

profession. In order to establish himself firmly as a professional the engineer must acquire first of all the status of a professional. It is pertinent to notice that our professionals, such as the clergyman, the architect, the medical doctor, have as their primary aim the improvement of mankind's living conditions both physically and spiritually. Apparently, then, to acquire the status of a professional it is first necessary to devote one's efforts towards the betterment of humanity. This in conjunction with his contemporaries in other professional fields the engineer must strive to serve humanity and make this world a better place to live in. He can accomplish this by keeping in mind the Faith of the Engineer. In this way he will earn his title as professional and eventually become universally recognized as such.

Esprit de Corps A Need

This is engineering week. To some that means a Wassail, to others the Formal Dance, but to a number of under-graduate engineers this week is no different from any other.

It is the hope of the Engineering Society that in this edition of the Brunswickan the under-graduate engineer may be made aware of the fact that there is more to enginering than knowing moduli constants and LRC circuits. There is what is An Open letter to the Students: known as pride in one's profession. After reading the report by John Fisher in this issue, take stock of your own "esprit de

To all engineering students, and others where possible, the Students' Representative Counwe extend the invitation to join with us in celebrating Engineer- cil last week, Mr. Warner made it ing Week.

Engineering, A Profession

By Dr. A. F. Baird Dean of Applied Science

It is in recent years only that

the Province concerned, and deterwhere you wish to practice.

Acts in the different provinces are, team he really preferred. In his in the main, similar. There does soft southern drawl he replied, extist still some differences "Ah don't care where Ah play so regarding entrance requirements long as we win". This young feland training to qualify. In 1935 low, weighing only 158 pounds, saw the Associations agreed to set up a three years tough service in the National Council, called the Do- South Pacific during the last war, minion Council of Professional En- and even now has trouble gripping dinating body charged with the re- finer team spirit. sponsibility of smoothing out dif-

(Continued on Page Seven)

Maintain Your Enthusiasm

By Dr. E. O. Turner Dean of Engineering

Engineering has become a profesty it is reassuring to contemplate This is a recognition of the any evidence of good cheer. At fact that our applications of this time young Engineers in parscience in this modern world have ticular should be greatly encouragbecome so tricky and involved that ed to know that their services will the handy man of a hundred years be vitally needed, and very much ago is entirely inadequate. In in demand in the years immediatemedicine years ago the doctor was ly ahead. Surveys have been car-The sign of their skill is still re- neers 'Council for Profesional Detained in the red ribbon in the bar- velopment), the Engineering Instiber's pole. His place today is a tute of Canada, and the Depart- of a high quality; but that quality bit different, but exemplifies no ment of Labour at Ottawa, and all has been achieved by the labour of greater change than that required reports indicate a distinct short- a much overworked minority. The age of trained Engineers as early Brunswickan does not only require One result of this has been the as 1953. These surveys were a new editor but an entirely new establishment of Associations of started B. K. (before Korea) so it and enthusiastic editorial staff. Professional Engineers. There are is probable that national defence The position of editor is one of eight of them in Canada, one in requirements will make the situa- considerable status, but implies They are in each instance groups at U.N.B. to find available grad-duties of an editor need not be of engineers who have been given uates for good openings at that overly weighty, nor need the qual-Whatever is ahead for us there-

The New Brunswick Act which summed to be matched with Bill convinced that our campus came into force about 1920 is in the Goodman, leading batter of the the other Provinces. It should be the finest all around player of his noted that the associations are not generation. As many of you know, unions, and their applications to Bill played every position for the the various legislatures were not Red Sox last season excepting the based on any claims for protection two battery positions, an unpreof its own members, but from the cedented feat. In the course of standpoint of the protection of the our round, which by the way he insisted on extending to 27 holes, I have said that the Engineering I asked him what position on the gineers, and on which each asso- his bat, due to a jungle infection ciation is represented. It has no in his hands. But as attested by legal status but is simply a co-or- his reply, no-one ever possessed a

Whatever calls are made upon us in the days ahead, if we follow

The Editor

The Editor of the Brunswickan has resigned. In an explanation tendered with his resignation to clear that pressure of studies made the move absolutely necessary. The paper is at present without an

We, the students, are faced with this question: Is the Brunswickan worthy of our continued support? We have supported it with funds from the S.R.C., from your levy, but it has not been supported by enthusiastic student participation. The students have been almost In times of stress and uncertain-y it is reassuring to contemplate practical contributions have been in large degree lacking, or wholly individual.

The case stated plainly is this: The students as a body are very willing to have a student paper, but not to work for it.

Are we going to continue with

the Brunswickan? The issues this year have been ity of the paper lapse.

It is not an exaggeration to say

proper persons to publish it are lacking. The University of New Brunswick has supported a student paper longer than any other Canadian University, as our mast-head announces

There will be a meeting open to all students to consider the facts presented in this letter. It amounts to this: Do you as students, want the Brunswickan to remain a part of our student activities? meeting will be held Wednesday at 2 p.m. in the Geology lecture room of the Forestry Building. Any applications for the position of Brunswickan editor may be given to Jim McAdam, vice-president of the Students' Representative Council, or presented at this meeting.

The Brunswickan Committee, The Students' Representative Council.

The Student Engineer

I stood on the bridge at midnight, A simple Pratt truss span, My fingers were held fixed ended,

In the clasp of my dear love, Anne. While I there surveyed her (Ah but my love was fair)

A diagonal wind load suddenly Caused tensile stress in her hair. said, "Wilt thou measure with me the chart of Life's unknown

road?' And my heart by reciprocation Set up an impact load. Thou art the illumination of my

I pray thee do not dim it" The joy when she softly whispered

Exceeded my elastic limit. Adapted from the Minnesota Technolog.

250 soldiers, civi Canadian Mounted officials from Ala cut the ribbon str frozen road at "S On this windswer milepost 1061, Kl ceremony of the Alcan Highway, a called, brought to of roadbuilding ac only eight month actual breaking connecting of the of the road took and disintegrating memorial During 1943, th

Wednesday, Feb

Th

Editor's Note:

I have travell

paper. Of all the pa

was thought to ha

northwest from Da It is more than jus

of great engineering

the north, and the

With these ideas i

way. Let us see y

and to us as Canad The Alaska H

Army Engineers

war time hazards

enabled it to link Route at Fort Sai

These airfields ha

On November 2

for this reason.

highway was tur ian contractors t military highway This meant wide replacing of prin with structures of ing and straighte many points. Ir men, in addition S. Army, were heavy modern ro ment. The cost ed at \$138,000,000 certainly, much n

In April, 1946, Alaska Highway in British Colur over to the Can and, although tr to be restricted the lack of facili dation for touris to all.

Contrary to p Alaska Highway Edmonton, but five hundred m west of it in 1 Dawson Creek is each mile on the a milepost indic Whitehorse is n banks, Alaska, minus is mile 15 many places on merely milepost may be a bit but with famili becomes quite greatly simplifie of distance. The first hun

highway lie mai





See us for your personal radio

Wide selection of NORTHERN ELECTRIC, PHILCO and RCA VICTOR Priced from \$23.50

GREENE'S RADIO & ELECTRIC

Cor. Carleton and King Sts. - - - -