

LITTLE TIMBER

By ANDY FLEMING

Let the Chips Fall Where They May POST ELECTION BRIEFS

Dear Mr. President... congratulations and every success during the coming year... May I humbly suggest that Class Presidents check with the nominees for class representative positions to make sure they... one, wish to accept the post and... two, realize the responsibility especially with regard to attending meetings regularly... J. V. now is your chance... let's try and fill the gym next year... having to pay to see all these hockey games made it hard to balance the budget... why not a small block of reserved seats for local B. B. fans who like to enjoy their evening meals... many think triple headers kill off attendance... it still shouldn't be impossible to have reduced rates for high school youths... far better to have a full gym at reduced prices than a condition resembling the local morgue... prices may be rising but the value of a student's pass is falling... for sale... use 'SLATE' only marks three losses-one win...

SPORTS NOTES

Halfax sportscaster credited UNB boxing team with having the smartest equipment... sweat on to give a "plug" for the outstanding sports facilities available "Up the Hill"...

he never broadcasts a football game here but thanks anyway... Rogers, the hockey manager, made valiant LONE stand against SRC for jackets... his valuable trainer was conspicuous by his absence... the chances are about as slim as the argument... \$500 credit which was quoted as result of our early retirement from intercollegiate play-downs... till this year the boxing team has always turned in about \$400 profit to the SRC without any strings attached... the word semi-professionalism cropped up... not exactly in keeping with college sports some thought... all admit schedule played in city league they played half its number of games with each one worth four points... why not concentrate on intercollegiate and then challenge local intermediate champs?... it is believed that "Bun" McLanahan had ceased attending lectures at UNB when the bad controversy was on... since Bathurst broadcast Riley is known in some circles as "Correct" and not "Scopy"... What was the score anyway... "Scopy"... many think McIntyre and Walker are good in goal... they never had 11 goals scored against them in one game, not even by the Senators... Don MacLean has received a gold medal for his contribution to sports at Mt. A...

HERE & THERE

Red and Black Revue netted approximately \$600 for Senior Class... should buy lots of paint for graduating exercises... it is to be Robbie Burns or the door of the police station... certain members were against donation of \$50 to the Memorial Fund... we didn't see them in the Revue either... I was there and I didn't hear Hugh Whalen pan the Brunswickian... there is no harm in wishing Ralph Hay or is there?... "Boby" Bobby and "Quig" Clark (Civil '49) are soon to leave the ranks of freedom... from all reports entries in the under 2 years class at next year's Baby Contest will be record breaking... Some vets are looking with envy at other universities which have kindergarten class for their vet's children...

UNB GOING TO KEEP PACE WITH THE REST OF FTON???

in an article "Fredrickton Growing at a Spectacular Pace" recently published in the Telegraph-Journal two very interesting facts came to light and if stated reliably should clear up two controversial subjects on the campus... One, that Leri Beaverbrook is contemplating the gift of a modern rink to UNB and that construction is due to start this year. To many who

how is that Paul and Tom? ... a far cry from the rumour that certain members of the "Mouties" hockey squad had been banned from intercollegiate sport when they failed to appear for the return game last winter...

Asst. Prof. Pringle may be going back to University of California next year for more study—the grape vine reports... if so, good luck Stan... to that eternal question can two live as cheaply as one... the answer is still no for my money... the standard error of the estimate make a difference... Harris Videto, after post grad work in Economics in London as a guest of Lord Beaverbrook's, returns next year to teach Seniors "Wood Utilization"... many want an explanation for the arrival of all those mags from "Brightly"... is she really a charwoman on Leicester Square?... it was good to see "Jane" again... still a clothing shortage in the UK we note... For Sale... one ivig collection, used and badly marked with red... Mr. Corey's (MIA) donation of one wooden to Harvey Regional School is a pioneering step in high school education and certainly a good one... any profit goes into a scholarship at UNB...

ADIEU

Thanks for all those votes... owl owl those 35... to my dear (?) friends on the managerial staff... first a QUESTION... Why can't you dig up the talent (present column excepted) the Engineers and Foresters unmoved?... second a STATEMENT... open debate by students devoted to the paper they finance and depend on for campus news (doled out in small gobs) cannot be classed with Russian totalitarianism by any stretch of the imagination... it was that good man Mr. Caldwell himself who not long ago urged every Canadian to take an active interest in what is going on around him... and finally an ACKNOWLEDGEMENT... Thank you for the kick while I was down, the subtle (?) remark did not go unnoticed... cheerio till next year, maybe...

Lake Operations

Despite the wide variety of summer positions held by Forestry undergraduates few have had close contact with the lake operations. For this reason, and more particularly for the part such operations play in the Canadian pulp and paper industry, I feel that a few facts about this little known side of Canadian logging would be in order.

Lake operations generally have become decidedly more limited within the past 25 years. The large rafts of pulp once seen in navigable streams of the east have dwindled to few hundred cords. It is only on the operations on the shores and tributaries of the large Northern lakes that one finds rafts containing occasionally 10,000 or more cords. I was particularly concerned with Lake Nipigon, where five large concerns operate hundreds of thousands of dollars worth of tugs and larger alligators and supply craft to move their pulp from the limits to the Nipigon River. The tugs vary from six miles to seventy, the craft used to haul the rafts from 40-foot gasoline boats to the largest steel tugs running to 100' in length. With Diesel propulsion and crew accommodation that would do justice to anything on the Great Lakes. These latter craft, built usually at Sorel and shipped in three sections and reassembled, carry a crew of eight, and have, upon occasion towed a raft containing 17,000 cords. The smaller towing tugs are approximately 60' in length of about 200 h. p. and seldom risk more than 3,000-4,000 cords in a raft. I say risk, because that is certainly what it is, every shift of the wind, no matter how slight is watched warily. A slight cross or head wind may easily put several thousand cords upon the beach. Once the pulp is on the beach, it is fair game for the "beachcombers," local residents equipped with anything capable of towing even a few cords. At seven cents a stick the returns are seldom meager. The men employed on lake operations usually consider it as summer employment only, and spend their winters elsewhere or in bush work with the same company. Captains of the larger towing tugs are highly skilled logmen as well as sailors and with a deep sense of responsibility towards their trying profession. The crew usually contains two or three experienced logmen whose duty it is to attend the shore "snubs" to which the tow booms are attached while the raft is being "spilled".

The work of spilling, the emptying of the raft into properly boomed and segregated storages among the islands at the mouth of the river, is the most exacting of the logmen's many duties. Here he must work for as much as 10 or 12 hours often waist deep in water, or balancing on the tow booms while clearing jams with a pike pole. The majority of the logmen are French Canadian or Swedish, and all have a tremendous pride in their ability. The expression is often heard that "the company doesn't make its booms round enough to throw me." Despite this pardonable pride, falls from the booms are frequent. Quite often the spilling takes place on a stormy night by the light of the boat's searchlights. Hardly conducive to sure-footedness. Once the raft has been spilled, and the tow boom is once more across the storage mouth, the entire crew high with relief. To the last moment a shift of wind can easily undo hours of work within a few minutes. One particular company's tug spent nearly two weeks, not a quarter of a mile away from the storage, with engines running full yet not moving a foot in all that time because of a persistent head wind. Naturally such conditions are rare, though delays do occur and costs increase as a result.

This question of expense is of primary interest to all of us, therefore, a comparison between lake rafting and rail transportation is natural. Actually comparison of the two is difficult since topographic features dictate the use of a particular method in a particular locality. Around Lake Superior, however, both rail and lake are used. This year some companies shipped nearly 50% of their pulp by rail and intend raising that amount in following years. The cost of constructing railway spurs is probably the largest item in the rail transportation budget, for little hauling is done by truck. The carrying capacity of the average train of pulp is slight in comparison to the 4,000 to 10,000 cords contained in each raft. Roughly it would take four or five, 70-car trains, allowing the maximum of 20 cords per car to equal one fair sized raft. The price of larger tugs, from \$75,000 to \$100,000, while the alligators and small tugs average about \$5,000 to \$10,000 apiece; then the fuel and lubricants and winter storage, the wages of several dozen crew members, logmen and boom watchmen, make the cost of rafting high. On the credit side is the fact that 30,000 cords can be delivered to the mill within three weeks. A volume which most certainly cannot be equalled by rail or truck.

A serious handicap at the present time is the shortage of experienced labour. This situation is not peculiar to the pulp industry, though here the picture is darkened by the rise in operating costs brought about by breakdowns in expensive equipment. For this reason, possibly, rail transportation is playing a larger part in the movement of pulp to the mill. Good boom timbers are also difficult and costly to procure and maintain. The larger tow booms run to 100' in length and three and four feet in diameter. These are usually imported B. C. fir, while stationary bog booms sealing the storage mouths may be local timber of about 25' to 40' and 28" diameter. The drilling of holes through these, about two feet from the ends to receive the joining chains and shackles, and "capping" with diagonal strips of oak empays many more men. This capping prevents the heavy chains from wearing through the boom timber and the possible loss of many thousands of cords of pulp.

Undoubtedly the lake operations of a large pulp and paper concern are an intensely interesting and little known or appreciated side of Canadian logging. The scene is always changing and new situations appear constantly. I sincerely hope that, for its colour and excitement, it is never entirely replaced by rail and truck.

what do you mean... "MILD"?

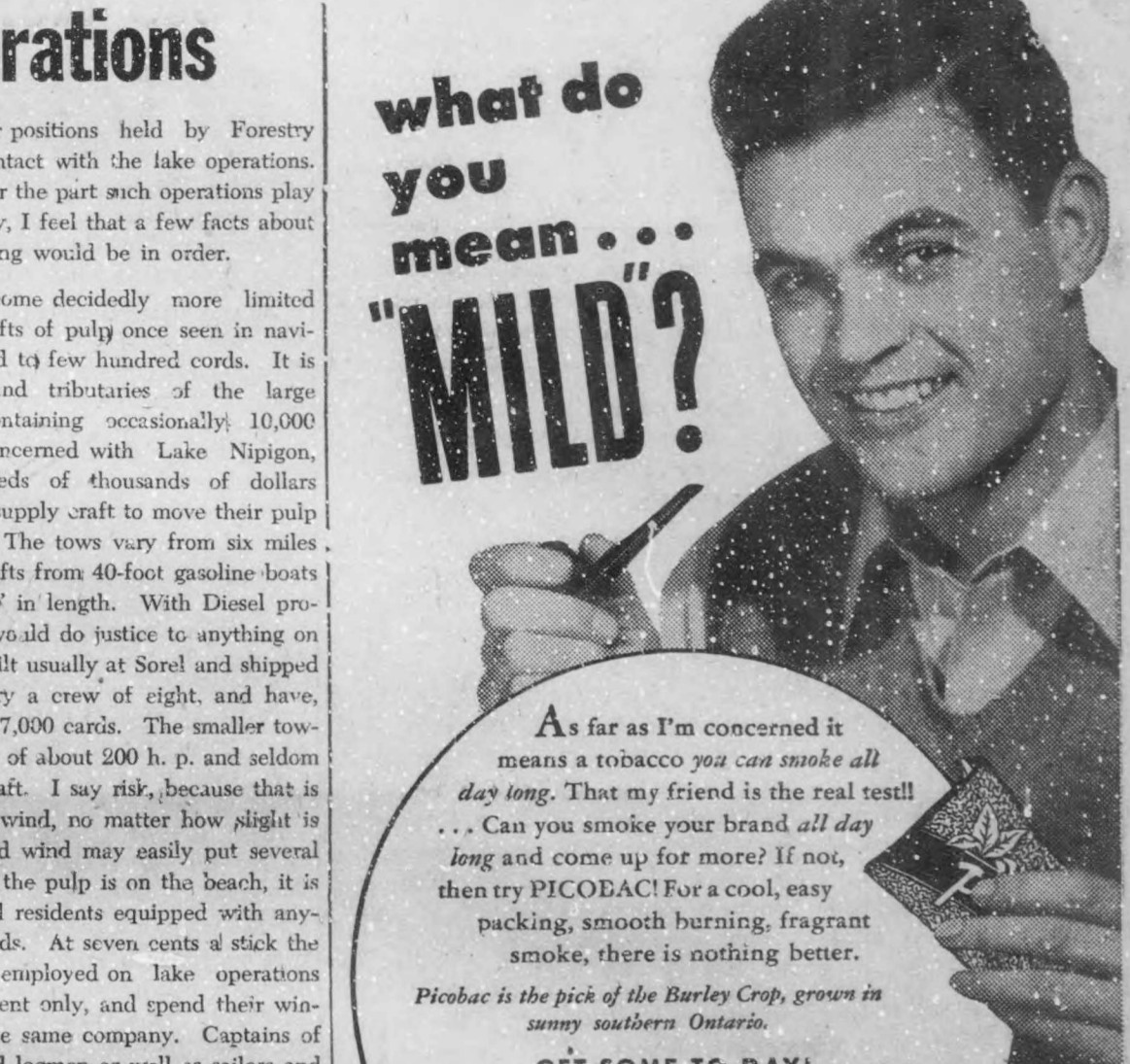
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what's the best way to take out insurance



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What is A Injunear?

An engineer is one who passes as an exacting expert, on the strength of being able to turn out, with prolific fortitude, strings of incomprehensible formulae calculated with micrometric precision from extremely vague assumptions which are based on debatable figures acquired from inconclusive tests and quite incomplete experiments carried out with instruments of problematic accuracy by persons of doubtful reliability and of rather dubious mentality, with the particular anticipation of disconcerting and annoying a group of hopelessly chimerical fanatics described altogether too frequently as designers.

NOTICE
A Sports Editor is needed badly for next year's Brunswickian. Anyone interested please contact the undersigned or phone 1935-11. A Junior or Senior is preferable.
MURRAY JONES,
Editor-in-Chief.

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