



THE WEEKLY NEWS AND LITERARY JOURNAL OF THE UNIVERSITY OF NEW BRUNSWICK Est. 1887 Member, Canadian University Press

- EDITOR-IN-CHIEF: Pete Johnson (will somebody lend me my fars home?). NEWS EDITOR: Scoop Gardiner (With all those Co-Eds around you wouldn't think we'd have to print it). SPORTS EDITOR: Chief Laurier (You should have seen my stuff before the Ed chopped it! Wow!). ASSOC. SPORTS EDITOR: Windy Gale (I'm saying nothing pertaining to the quality of the material contained herein, but really... I). FEATURE EDITOR: Andy Fraser (I'm much too sick to discuss it at all—I'm also too busy looking for a soft job this summer!). MANAGING EDITOR: Ferg Maclaren (For sale—one broken home. My wife says it's all my fault!). BUSINESS MANAGER: Dave Youle (I coughed when that guy said "I want some volunteers!"). CONTRIBUTORS: Doug Redmond, Bill Nettleton, Andy Fleming, Ross Bentley, Don Graham, Al Hubert, Hank and Lloyd Kerr.

EDITORIAL

Now, let me see — Roge's Thesaurus, Bartlett's Familiar Quotations, The Oxford Concise Dictionary, and Webster's (for the benefit of those who don't speak the King's English) — now I am all set to get right profound and lash out with reams of criticism at all and sundry here on the campus (far be it from me to deviate from the accepted routine)!

Before I start, maybe I should tell you lucky readers how it all happened. The remarks at the meeting were as follows:

*KEN: "Fellows, we must elect an Editor from the Senior class and he picks his own staff. You were on the staff last year, Pete, that's how it's done isn't it?" Y. T.: "Yes, Ken." Large voice in rear: "I nominate Pete Johnson." Small voice in front: "Ha!" Very large voice in centre: "I move that nominations cease."

Many small voices throughout: "Yak! Yak!" *Note: We use the informal term "fellows" unlike the "comrades" of our esteemed compatriots in their prescribed suits.

And so it came to pass (have you ever had that vague feeling of being caught on the coveacher-of-a C.P.R. 2100?)

In resting about for a suitable topic for discussion at this time I finally arrived at what I consider to be a subject of interest to all directly or indirectly concerned with this Forestry game. That is, the trend of thought and discussion at the recent Canadian Pulp & Paper Association convention (Woodlands Section) at Montreal, and the effect that same should have on grads and undergrads here at U. N. B.

Not discussed officially but rather in corner bull-sessions, was the question of how much next year's and the following years' classes of Foresters will be worth to industry at that time. You see, the various companies get together on the wage question and thus stabilize the market to that extent. In doing this, and here you cynics can go to hell, they do not in any way attempt to undervalue graduates just because the supply is so great. There is and always will be a demand for Foresters, but in the light of present conditions qualifications can and will be raised by industry. You fellows don't know much about the ins and outs of the business and they don't expect you to. However, they do look for certain characteristics that may be used in the development of a woods operator from the green, idealistic, grad. It is for lack of these qualities that many men who enter into that "heaven on earth" (at least that what it sounds like to hear lots of chaps on the campus talk) — operations — are taken back into the bush after a trial with the cuts, hoses, fiddle entry account books, etc., and left there with callipers and chain. Thus it is that I would strongly advise you Fresh, Sophs, and Juniors to stop this griping against having to cruise while in your embryonic stages of development — don't worry, if you have the stuff, industry will find it quick enough and give you your share of headaches when the wind blows the wrong way on the drive for a week, or the crown gear breaks in the D-S and there is no replacement for a week, or you hear the battery of the Head Office: "Your costs are too damned high! Get 'em down or get out."

The next two points to be covered were discussed very thoroughly formally from the speakers chair and informally from the floor. They were:—truck hauling and camp construction.

The first consisted of an argument as to which type of vehicle was best for the haul (4x2, 4x4, 6x4, 6x6) and as to whether sleigh hauls with large volume per train was better than trailer hauls with the inherent high speeds. All makes of logging trucks and allied equipment were discussed and their manufacturers were represented.

The second point was not argued between advocates of portable camps and those for permanent type, but rather between advocates of different types of camps ("H" huts, 16x308s, double story type, etc.). Such vital points as initial

cost, heating cost, serviceability, running hot and cold water, indoor privies, and electric wiring, were covered very thorough indeed.

Nobody won the battle (these loggers are individualistic as hell) but it certainly gives you, the prospective woods employee, an idea of the direction in which to train your thoughts and research while here under the protection of your professors. Dig up material on these and allied subjects in the texts and trade journals that are in our library for the purpose. They are there for your benefits and you will be helped immensely by reading them in your "spare time."

The fourth topic, what is known in the industry as J. I. T. (Job Instruction Training). All of you who saw that excellent technical film last month "IT PAYS TO BE TRAINED" will appreciate how far they have gone in that direction already. Plans for more of this type of film on Skidding, Handling, River Drive, etc. are being laid now and the films will be out in due time. Camp bucking competitions to provide for recreation where baseball and hockey are impossible have been established by one of our (ahem!) leading pulp and paper companies, with sweaters and crests as prizes (one chap refused 20 bucks for his in Montreal last week showing you the pride with which they are worn).

Thus you see, the trend is ahead and the fact that your employer has seen fit to overlook the fact that you are without a doubt one of the greatest woods operators (not thinking of that operation you had with that Co-Ed out there either) ever to come out of the U. N. B. Forestry School will not stop nor hinder this progress. No matter where industry puts you to start, you'll be shaken into the die before you are too old and senile to enjoy it, and you'll be darned glad that you didn't try and rush it too.

In closing, I would like to express my heartfelt thanks and congratulations to those volunteers who made this issue possible. Let's see even more talent turn out to support Fergus in his job as Forestry Editor next fall.

FORESTER'S GEOGRAPHY LESSON FOR ARTSMEN

Canada, like Gaul, is divided into three parts. The provinces subsisting largely upon potatoes, petitions and politics, occupy the East. Quebec and Ontario, stronghold of the money barons, industrial kings, and oilingulim, occupy the centre, while Manitoba, Saskatchewan, Alberta and British Columbia, where grain powers, boosters, oil stock promoters and the yellow peril subsist, occupy the west.

The North West Territories and the Yukon are also parts of the Confederacy but like the man who has never heard of histere, their company is generally shunned by the rest of the Dominion, and they are left to the mercy of the Indian Agents, the R. C. M. P. and the Hudson Bay Company.

Western Canada considers itself to be "God's country." This is not particularly complimentary to the Almighty but like any other outsider his views would be the subject of scant attention. This part of Canada holds the belief that Ontario and Quebec are selfish and narrow-minded, are endeavoring to ruin the farmers, steal all the traffic from Pacific Provinces, except immediately prior to an election when it expresses deep sympathy with the Maritime Rights movement.

Ontario and Quebec consider Western Canada selfish and narrow-minded that it is endeavoring to ruin the manufacturers and trade, and ruin credit. They ignore the Maritime Provinces, but like Western Canada, express deep sympathy at election time towards the Maritime Rights movement.

The Maritime Provinces consider the rest of Canada selfish and narrow-minded that it is all the consideration they have to bestow on anyone but themselves. They believe that they are entitled to free transportation for passengers and freight on the Canadian National Railways, that every barrel of grain in the Dominion should pass through their ports, that every ton of coal consumed in Canada should come from their mines and that brines are entirely lacking in people who are not weaned and brought to adolescence on fish caught in Maritime Province waters.

The Northwest Territories and the Yukon are reprimanded when they seek to raise their voices and are reminded that "Children should be seen and not heard."

Charlottetown is the capital of Prince Edward Island. Its population is composed largely of politicians and civil servants, who thrive on potatoes, fish and Maritime Rights.

Saint John, no common abbreviation "st" for it, mark you, is the principal city of N. B. Its god is the C. P. R. and its devil the C. N. R. It has seven hills and 97 grievances, one of which is, that all the grain of Canada is not transported through its elevators, it too thrives on potatoes, fish and Maritime Rights. Prospective visitors may take comfort in the knowledge that the city is very often enveloped in a heavy fog.

New Plan for the Flying Club

A very important meeting of the U.N.B. Flying Club was held on Monday, April 26th, 1948.

Future plans were discussed thoroughly, and a new executive was elected.

The policy agreed on was to sell the club's aircraft and buy BLOCK TIME, to the amount of 200 hours, from Sturgeon Air Services. This time would be purchased at the rate of \$7.00 per hour for the first hundred, and \$6.00 per hour for the second hundred hours.

The agreement will overcome the situation that will arise next year when the instructors will be Seniors, and will not have the time to spend at the airport. The contract will ensure an aircraft and instructor at the club's disposal at all times. This is better than the present arrangement in which the aircraft flies only part time.

The members, though reluctant to sell the aircraft, feel the new arrangement is the only way to make the flying club a permanent organization. The change would have to be made next year, in any case, but it is sound business to do it now due to deterioration in the value of the aircraft. Since January, 1947, the aircraft has flown 320 hours.

The remainder of the meeting was devoted to the election of an executive for 1948-1949. The results are as follows:

- PRESIDENT: George Smith. VICE-PRESIDENT: Fred Murray. SECRETARY: Ted Cadenhead. TREASURER: Fergus Maclaren.

Members wishing to obtain pilot licenses may do so after exams, at which time Tom Prescott will have the particulars.

The new executive are purchasing the flying club crests and will accept orders for them now.



"Who said: 'Neither a borrower nor a lender be?'" "Me - after you used up my second pack of Sweet Caps!"

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