

ENGINEERING BRUNSWICKAN

Established 1867
The Weekly News and Literary Journal of the University of
New Brunswick.
Member Canadian University Press
Authorized as second-class mail, Post Office Dept., Ottawa.
Brunswickan Office: "K" Hut, Campus, Dial 8424.
Honorary Editor—Rt. Hon. Lord Beaverbrook.

SENIOR EDITORS:
Editor-in-Chief.....RAY ROY, EE, '52
News Editor.....G. J. GLENCROSS, CE, '50
Sports Editor.....GUS MCINTYRE, CE, '50
Feature Editor.....AZOR NASON, CE, '52
Photo Editor.....ARNOLD DUKE, EE, '52
Cartoons by.....NOREEN DONAHOE, CE '54
Cartoons by.....STIG HARVOR, CE, '52

BUSINESS STAFF:
Business Manager.....J. ROBERT HOWIE
Circulation Manager.....DON MCPHAIL

Vol. 70 FREDERICTON, N. B. FEBRUARY 15, 1950 No. 12

The Engineer and Education

A general shake-up of the engineering courses has been apparent in eastern universities in recent years. A broader outlook for and an appreciation of culture and of the humanities by the engineer were the purposes demanding the changes that occurred.

The education of the engineer, as it might be called, is not merely a whim of a few college professors. Leading engineers, both in Canada and the United States, realized that the universities were turning out a great many engineers but that these engineers were basically technicians rather than true professionals, a stature which had already been legally recognized as theirs. They noted, though it took them a long time, that the young engineers arriving before their desks could readily discuss and solve most engineering problems but were left gaping if asked to discuss world markets, the state of politics in Ottawa, slum eradication, the problem of handling men, or the training of Canadian youth. These everyday worries, if they be such, are best handled by the economist, the sociologist, the psychologist, and the educationalist. Yet they affect everyone especially the professional who, as an educated man, is so often called upon to remedy the ills of the world. How can he supply a remedy if he has no knowledge of the ill?

As a result of their complacent qualities art, music, and literature help a man to appreciate the world about him and hence to enjoy life on earth; a study of his fellow being helps him to understand human grandeur as well as human frailties and as a result leads him to a better understanding between himself and his fellow man and hence to the ultimate Utopia sought by him for so many centuries. Thus a general knowledge of the majority of human interests besides a sound, detailed, complete, technical knowledge of his science is required of the professional engineer if he is to be the builder of mankind's future.

Dedication

It has been my pleasure to be President of the Engineering Society during this year and, as it has to all previous presidents, my time has come to say something for this our Engineering Brunswickan.

This year U.N.B. will graduate more engineers than ever before in her history; the second largest class of Civil Engineers in Canada (excluded only by U. of T.); the fifth largest group of Electrical Engineers in Canada; and has the distinction of graduating a higher percentage of student veterans than any other University in Canada (82%).

For the members of these two groups I express the wish that we may be not only the largest group of engineers to graduate from U.N.B. but also that through our efforts we will live up to the standards set by our predecessors.

I should like to dedicate this issue of the Engineering Brunswickan to our late classmate Lt. R. L. Hunter with a sincere sense of regret that he is not here to share in our activities.

R. G.

The Engineer Defined

For years engineers and other astute types have been searching for a definition of the term "engineer" which will clearly define for all time just what an engineer is in, say, twenty-five words or less.

So far nobody has done it. Learned gentlemen who have pondered on the subject for some time have been observed, with a frustrated look on their face, to do very erratic things such as—holding a revolver, loaded that is, at their temple and tighten-

ing the grip on their trigger finger—or—heading for Baffin Land to study the migratory habits of the Blue-Billed Ki-Ki bird—or—but the list becomes much too lengthy.

Some of these gentlemen, believing that they have finally found the correct terms and phrases that adequately describe an engineer, have presented their definition to men of the legal world, only to have their masterpiece shot as full of holes as a hesitant bride-groom at a shotgun wedding.

Herewith is what we believe to be one of the better definitions to come to our notice in some time. We print it with sincere appreciation to Mr. Harry McCleave of the St. John staff of the New Brunswick Telephone Co. Ltd.

"An engineer is a person who passes as an exacting expert on the basis of being able to turn out with prolific fortitude infinite strings of incomprehensible formulae calculated with microscopic precision from vague assumptions, which are based on debatable figures taken from inconclusive experiments carried out with instruments of problematical accuracy by persons of doubtful reliability and questionable mentality for the avowed purpose of annoying and confounding a hopeless chimerical group of fanatics referred to too frequently as engineers".

Hmmmm—Webster might object, but us? We like it.

MID-CENTURY REMINISCENCES

by E. O. Turner
Dean of Civil Engineering

We are at the mid-century. Every one is talking about it. Certainly it is in order for the Engineer to take account of stock, for he, as much as anyone, has been rearranging the furniture until we can hardly recognize the room.

Although he hates to admit such things your Dean is old enough to answer questions as to what people were doing, thinking and worrying about at the turn of the century.

What were we doing? Walking, riding bicycles, and contemplating a strange new vehicle called an automobile. Those were the days when we didn't have to decide how to get from place to place. We went by Railway. It was even fashionable to save a little money, and to take pride in owning a few shares in the Railway Company. Everyone did it, they had never heard of the welfare state. Webster knew the definition of subsidy, but the politicians of the time hadn't the power of that process in getting out the votes. Now we are not only in danger of being atomized, but even worse, we are being so oversubsidized that our independence is just a dream.

What were we thinking about? It wasn't how to save enough money to pay the income tax to provide the subsidies. Perhaps it was thinking about getting your friends together to help your neighbor build his house. It was a quiet, comfortable existence. There had been no

war of consequence for thirty years.

What were we worrying about? Certainly we didn't expect to shuffle off this mortal coil by being atomized. Why should we worry anyway? We didn't have to support any psychiatrists in those days. All over the world people were not afraid to stand up and be counted on any issue. Today you should know your geography, or you will only stand up to be counted out (period).

We have created a standard of living at the mid-century, above anything dreamed of at the century's start. But it is against such a grim background, and on such a treacherous footing, that we fear that every step may be our last. In 1900 we sang our Engineer's song, "I've been working on a Railroad" with gusto and enthusiasm, and joy was unrestrained. We had better not forget that song. If we don't observe every precaution, we will be singing it again. In Siberia!

This is not a very cheerful message. But it is given in the hope and expectation that when your children reach the year 2000, through your efforts they will enjoy an increased standard of living, without the spectre of disaster in the background.

Founders' Day, 1950

Monday, Feb. 13—Founders' Day, 1950, was celebrated in the Memorial Hall at 8.30 p. m.

The following were the highlights of the programme. The Founders' Day Address by the distinguished Principal and Vice-Chancellor of Queen's University, Dr. R. C. Wallace; the payment of the quit rent of one penny to the Lieut. Governor of New Brunswick, the Hon. D. L. McLaren, P.C., who is the visitor to the university on behalf of His Majesty, the King; the chairman's remarks by the president of the university, Dr. A. W. Trueman; and a one act play "The Jest of Hahalaba" by Lord Dunsany, which it is understood had a cast of three professors and one student.

NOTICE

Most of the graduate write-ups for the 1950 year book have been received. However for those who have not complied with our request to hand in their write-ups to either the appointed class collectors or to the year book committee, we are extending the deadline to the end of February.

However this deadline is definite as all graduation photos will be in our hands at this time. Only those photos which have an accompanying write-up will be used in the 1950 Year Book.

1950 Year Book Committee

DEAD OF NIGHT

DEAD OF NIGHT, produced by RANK-EAGLE-LION, is the forerunner of the famous Somerset Maugham film QUARTET, in that it consists of a series of stories connected only by the psychology trend involved. One of the stars in this magnificent film is Michal Redgrave, who plays the part of a ventriloquist who is obsessed by the idea that his dummy is a real person and that he himself is only a doll.

This picture is an adventure in suspense of the type that has made Hitchcock famous. It will be enjoyed by all who see it.

"DEAD OF NIGHT"

PRODUCED BY RANK-EAGLE-LION

TEACHERS COLLEGE

Wednesday, February 15, 7.30 P. M.

THE ENGINEERS...
BECAUSE THEY'RE
Double-Fresh!
Cock Tip and Plain
REMEMBER—
Player's "MILD" WITH "WETPROOF" PAPER
DO NOT STICK TO YOUR LIPS
PLAYER'S NAVY CUT CIGARETTES

ENGINEER MAN

Editors Note—All Technical Reports it is among the be of interest.

The 131 pu constitute an ir wages paid, in as a buyer of go the targets exp duces three of accounts for the ada's foreign tra the United Sta for all Canadian ion services, and cars loaded in largest contribu mum, ten perce and services. less than one fi In view of curre manufactured f with one partic newsprint.

Newsprint Paper ed at Dalhousie, is made from sp wood. The wood the mill by water still on it, in These are made u logs from the bo hydraulic pack-lac on to a conveyor. The conveyor c a set of barking measure twelve are forty-five feet about in a horizo and-a-half revol The logs enter a barking drums, an against each othe bark is removed. have reached the drum, and as they pass through a w washes them cl dirt. These logs use, either in the age in the yard, t out the winter m is frozen.

The bark from and burned in a ing plant, which waste material total steam use plant.

The cleaned v right away, is th goes to the sulph 80% to the grou We will now folle wood through th describe the di given to each p

The manufactu pulp is exactly v plies. It's a mec of the fibres, one abrasion. There of machines used they all operate ciple. The type in Dalhousie in ing grinder, ma Ltd. of Brantfo grinding-wheel and is composed borandum grit these blocks are ed on a metal fr

P
U. N
GAIE
554 Queen
"FOR