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Engineering

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ENGINEERING - COURSE OF TOMORROW

DEAN'S MESSAGE

An Engineer, with the help of his friends and colleagues, must report on the probable economic performance of a projected job. He must study local and peculiar conditions so that his work is of a suitable general character. He must produce a happy combination of words and drawings which will make the undertaking intelligible to others and, with the cheerful cooperation of all hands, he must maintain control and see the job completed. He is responsible for everything.

After this is all done, the engineer must keep informed of the durability and economic performance of his work so that inevitable mistakes will be corrected without undue expense to his client.

To do this, a man should have a powerful and imaginative mind, an active body and an engaging personality. He must think of what he is able to put into a job and not of what he will get out of it.

The combination of all these necessary qualities in one man is extremely rare. Nature produces few paragons, but the world's work must be done and we must do the best we can and by cooperation with others supplement our own limited powers.

A young man who contemplates entering the profession should know that he must be mentally and physically alert. The span of life is too short for a slow man to become a successful engineer.

A youth, with the necessary mental powers, may gain a preliminary knowledge of the basic mathematical and physical principles at college, but there is much more to learn. The time lag of text books is real and inevitable. No one expects to get a comprehensive knowledge of any branch of engineering from books, particularly of this character.

There is a great mass of detailed knowledge which forms an essential background for the practice of engineering. No substitute for experience will be found. But those who learn from experience have an active critical mental attitude. We live in a changing world. We are not taught, we learn.

It has been said that, at certain times, there is no work for engineers. There is always too much work for good engineers.

For those who do not give their lives to the profession, for those who watch the clock, for those who pass the buck to manufacturers and contractors there is no professional future. There is only a job as a technical assistant.

A college education, by itself alone, only offers a very meagre measure of social security.

JOHN STEPHENS.

Radio Mechanics of R. C. N. V. R. Arrive on Campus

Last Saturday the navy blue of the Senior Service appeared on the campus in the form of 69 ratings of the R.C.N.V.R., who are to take the government course established here for Radio Technicians. The boys are now rated as Radio Artificers Class 5, and during their 16 weeks at U.N.B., will take the first part of a course leading to R.A. Class 4, which we are given to understand is a Petty Officer rating. Over the week-end they became acquainted with each other and with their new "ship", and on Monday morning started lectures.

The sailors are quartered in the Lady Beaverbrook Gym, known at present as HMCS(?), and have their meals with the bunnies in the Hutch. The majority of the new arrivals are from the Western Provinces, some having seen much service, while others have just recently donned the navy blue.

WASSAIL

Tomorrow evening the Engineering Society will hold another of its delightful social events with Mrs. Downman presiding. Tables will be set for 100 in the tastefully decorated Castle Hall, and soft candle light will glow on the gleaming silverware furnished by Mrs. Belyea from the Lady Beaverbrook Home for Old Ladies. The Misses Marr and Morehouse will preside over the teacups, under the capable direction of Mrs. Macnab of the W.C. T.U. A number of prominent ladies in high social and professional circles are expected to attend, and the Daughters of the Empire ocarina band will be in attendance. Following the refreshments, a number of recitations will be heard, and Miss Loane will render a solo, "Drink to me only." Bingo will be played until 8.30, when the ladies will depart for the pie social and casino night being held in the Gaiety Auditorium.

And any 7@X\$"@c engineer who doesn't show up will be chased with a dull spoon. This is the beer-guzzlers' night of nights, plumbers' heaven, yea verily, paradise regained. So bring your favorite hookah, sahib, but kindly forget the harem—that cometh later. Then while the riveters unkink their hose and let loose with the hammers, we'll toast the biggest, the noisiest, and the best faculty on the campus: Engineering.

THE 'GINEERS

Since the Lord made the world in six days, engineers, although paid on the five-day basis, have continued to work seven days and nearly as many nights a week. An Engineer can be identified by his trusting look, the resigned look on his face, and a table of sines and cosines carried near his heart.

Through the ages, the engineer has continued to function, until now our technical schools yearly turn upward of 10,000 young hopefuls on to the American public, each armed with a slide-rule, two handbooks, and a bad case of brain fatigue due to four years of unremitting toil. Some of these souls are immediately saved by becoming bond salesmen and insurance agents. Some of the remaining souls, after working incessantly as engineers, gain success by becoming advertising managers, accountants, salesmen, and managing executives. But, alas, some fail and become Assistant Chief Engineers, Chief Engineers, and if complete failures, become Consulting Engineers. An engineer with the temperament of a grand opera star is an inventor, and can be recognized by long hair and flowing bow tie.

There is only one engineer on record who has become rich. He recently died in California and left a fortune of \$50,000, which he amassed through unceasing toil, superhuman perseverance, remarkable ingenuity, and the death of an uncle who left him \$49,995.00. (Continued on Page Seven)

Dr. Turner Heads U.N.B. Engineers



A highlight in Engineering circles was the recent election of Dr. E. O. Turner, Prof. of Civil Engineering, to the Presidency of the New Brunswick Association of Professional Engineers. Organized in 1920 for admitting qualified Engineers to practice in N.B., the Association was amalgamated last year with the Engineering Institute of Canada. Dr. Turner received his engineering degree from M.I.T. in 1914 and for a few years practiced his profession in several capacities. In 1917 he became an Engineer officer in the Air Service of the U.S. Army. In 1919 Dr. Turner came to U.N.B. (Continued on Page Seven)

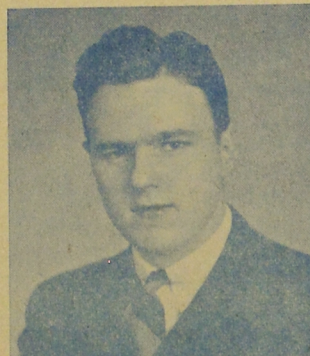
Predict Huge Future Developments

Unlimited Field For Imaginative Mind

While this story was still in the typewriter, one witty Forester changed the head to read: "Engineering — Curse of to-morrow". Though some of the economists, who are horrified over the increasing complexities of this modern age, might be inclined to agree with this waggish individual, we would hasten to assure you that Engineering has as boundless and bright a future as the horizons of Science and the vanities of man can furnish. It is not uncommon to see in the popular press of the day glorious prophecies of the golden age about to descend upon us, due solely to the munificence of the great god, Science. While in no way wishing to tread on the toes of the patient and painstaking scientific research worker, we want to point out that the only link between the researchman's efforts, the inventor's wild dreams and practical reality is the plodding engineer. Bridging the gulf between Science and Society, the engineer, more than the politician, controls the destiny of an industrial civilization. It has often been suggested that the engineer, essentially practical and overburdened with common sense, might add to his repertoire of natural sciences the more humane sciences (Continued on Page Seven)

PRESIDENT'S MESSAGE

Another year has passed and so brings with it the second Engineering Issue of the Brunswickan. We have endeavoured to improve our paper and to make it of a really engineering nature. This edition has been expanded to the extent that two pages have been added and this is the limit that government regulations will allow. I would like to thank the Engineers in general for their fine co-operation in putting out this issue, which shows that the spirit in our Society is excellent. We are greatly indebted to Mr. Herbert Loane for his untiring effort as Editor-in-Chief and to his staff, few of whom have ever done any newspaper work before.



We have tried to show our readers that we do not spend all our time in the class room with slide rule in hand but rather get out and do practical work around the campus as will be seen from some of the articles. It should not be forgotten that perhaps by reading between the lines it will be seen that the Engineers have their fun also.

As this will be the last opportunity I shall have of saying anything more before graduation, I should like to wish the graduation class success in whatever they take up after leaving here — and the undergrads the best of luck with their work that lies ahead.

BERNARD H. C. DOWNMAN