

Course of To-morrow

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of sociology and economics, and with application, and his own brand of perseverance produce a more harmonious world through the advent of social engineering. This a rather scholarly pronouncement, but the possibilities of social reconstruction may soon tempt the analytic efforts of the men of applied science. Surely they can make no greater mess in the social scene than has already been effected by the scholarly morons of Arts.

On the technological side, engineering will continue to produce the practical conveniences, conveyances and contrivances of man as long as science provides the necessary knowledge. To illustrate this point, we won't roll back the pages of contemporary history to show that merely the last fifty years have produced the aeroplane, the automobile, the radio and the doctrine of mass production; rather we'll engage in the popular fallacy of predicting what the next fifty years will bring, as indicated by present trends in engineering.

Aeronautical engineering will feature the helicopter for private long and short distance transportation; a streamlined car with no projecting wings or fins, that can roll merrily down the highway, or spread its overhead rotors and lift or lower itself vertically, move horizontally in any direction—or just park motionless in a cloud, a new medium for the modern wolf. While not banishing slower ground transportation, these machines will be mass-produced to make flying cheaper and safer than ever before. More compact and efficient power plants, and tougher laminated plastic coverings will be featured in these Fords of the future. More rapid transport of freight will make the airways death-dealing competitors to railroads and ship lanes as the conquest of the atmosphere goes on, and a rosy future awaits the aggressive young man in aeronautical engineering.

The development of the electronics industry is being enormously accelerated by this war, and the frequency modulation, the rough experiments in television of but a few

Letter to the Editor

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(I fell off a bridge while cold sober) so, having a little knowledge of Surveying and Mathematics, I was placed in the Map Reading School to see what I could do there. I guess they liked me because for the past month I have been 2 i/c of M.R. School. Right now it looks as though I will be going on a special Surveying course at General Staff, Ottawa, from there to be placed in a Survey Coy. R.C.E.

Well, there's your example, fellas and you see Dr. Turner really is a good fellow after all. (No offense meant, sir).

I guess, for a guy who didn't have much to say I've said quite a bit so I'll sign off now.

Lots of luck fellows with your work and lots of luck girls with your men.

"Rapid Robert"

2/Lt. R.C.E.

P.S. It sure is queer not to be able to wear plaid shirts. Should see my new suit though. It's a beautiful shade of KHAKI.

months back are already surpassed by spectacular products now in active use. It is reported that the Nazis use a device in their planes that enables them to see on a screen magnified images of objects many miles away through clouds and darkness:—shades of Buck Rogers! Radio after the war will undoubtedly be of great complexity and astounding perfection—a field of never-ending wonder for the investigator into electrical phenomena. But the most fascinating fields for exploration in electrical engineering will lie in the distribution of electrical energy by wireless, and its production directly from the radiations from the sun, source of all of our present stocks of energy. Thus with generating plants all over the globe, power would stem from the sunlit regions, to run the industries and light the homes around the world—darkness would disappear as we lit up the earth like a miniature sun, to propagate man's ingenuity to the universe. Great indeed will be the engineer who can kindle this beacon to his everlasting fame.

In the building of homes for the

Philosophy

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battleships and are never to come back again but operate far up in the stratosphere where they will be free from storms and earth-born troubles. They will be serviced by jitney planes which also carry passengers to and from the earth. Speeds will be incredibly high.

We can think of a good many reasons, quite sound ones too, from an engineering standpoint, why such a ship would never be possible, but we have to remember that quite a number of people said the steam railroad was not possible also. Quite a number of engineering difficulties have been overcome since the first attempts to fly heavier than air planes. We now make a plane not only support itself but carry a very considerable number of tons of load as well.

In the field of communication there is apparently no limit to what we may expect trained electrons to do. We do know very definitely that due to very intense research in ultra-ultra high frequencies we may expect very soon after the war, coloured and three dimension television pictures, absolute faithfulness of reproduction in radio are assured. Twenty years from now we shall look back to our present schemes of communication with the same regard we now give to the early experiments of Marconi with his kite antenna. A young engineer has a very wonderful life ahead of him if he survives this next few years.

families of our race, this author predicts the use of hollow walls of crystal or translucent silica, one of the most abundant solid materials on this earth, able to admit sunlight from any direction; the interspace filled with a multi-purpose gas or liquid to filter the injurious rays of the sun, provide a heating or cooling medium the area of the whole wall, and fluoresce under ultra-violet to give a soft even light at nights. Such dwellings, set in modern urban localities of parks and trees, would provide pleasure and pride to their happy owners, veritable jewelled palaces of untarnishable crystal in varied hues. Such idle dreams are today less and less of an impossibility, with the magic of chemical engineering searching out the secrets of nature.

One further field intrigues us, in the realms of bio-physics. It is vaguely known that some connection exists between the actions of the nerves and brain and electrical phenomena. Even Galvani, in discovering the electric battery back in 1791, observed the reactions of nerves in a frog's leg when electrical stimuli were applied, and started the fascinating pseudo-science of galvanism. We have yet to comprehend fully the possibilities in this direction, to produce educating or eradicating "brain waves" for practical application in education and the treatment of mental disorders. Many have searched for a brain "frequency", but no real progress can be made in this direction until the combined knowledge of the electrical engineer and the biologist are superimposed in close co-operative efforts. The fantastic machines that might result from such an inquiry we will bequeath to you as food for imaginative, and thus truly engineering, thought. The fact remains, that any imaginative thought, producing creative and practical results, in Engineering—for such, there exists no end: only luring horizons; and to simple man, the transient playthings that result are good. Boyhood dreams ARE the best in life.

Engineer: If I start at a given point on a given figure and travel the entire distance around it, what do I get?

She: Slapped.

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Dr. Turner

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and for almost twenty years carried the full burden of instruction in Civil Engineering subjects. In his own words he had his "nose to the grindstone" during that time and those who know him know that he is not exaggerating.

In 1940 Prof. Turner's long years of work to bring the University's Civil Engineering course to its present high standard were rewarded when U.N.B. conferred upon him the degree of Doctor of Science.

'Gineers

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Engineering is a good deal like golf. Those who are good drivers become managing executives; for those whose best shots are brassies, the advertising profession offers a good opportunity in case of a good lie; those who approach well find salvation in salesmanship; and those good on the green become cashiers and investment brokers. The duffers remain engineers.

J. T.

IT'S ALWAYS YOUR TURN TO WRITE



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