

ed all over the civilized world; its presentation to sub-freshmen is to be done for a series of ten years by a small coterie of engineers in each of our principal centers of population (100 in all); and eventually the enterprise is to be carried on by the aforesaid national engineering society in Chicago.

Some of you may be curious to know why so many "endorsements by eminent men" were obtained, photostated, and inserted at the beginning of the treatise. The reason is that typical young America is inclined to be a "doubting Thomas", and is likely to refuse to credit any statements made by persons with whom he is not acquainted either personally or by reputation; but he will pay due attention to the opinions of men whose names are constantly mentioned in the public press as citizens of prominence.

The first person who thus endorsed the undertaking was President Herbert Hoover; and among the others might be mentioned Dr. Ray Lyman Wilbur, General John J. Pershing, General Sir Arthur Currie, Dr. Nicholas Murray Butler, Dr. Michael I. Pupin, and Dr. John Hays Hammond. In view of the fact that sixteen of such men have endorsed the purpose of the treatise and have indirectly vouched for the standing of the authors of its numerous chapters, there ought to be no doubt in any reader's mind concerning the right of the said authors to speak with authority. As a further assurance of their responsibility, there is given in the Appendix (Who's Who in the Book) a short biographical sketch of each author -also of each person referred to as an authority by the Editors in the text, and of each endorser.

Every young man who seriously contemplates entering engineering should read "Vocational Guidance in Engineering Lines" from cover to cover - and more than once - so as to absorb and digest its valuable counsels. Those who are not certain about selecting engineering, but think they might like it, should read at least the first nineteen chapters and the last chapter, also as many of the inter-