

Seventh. To save a vast sum of money each year by preventing a large number of young men who are unsuited for technical careers from attempting to study engineering. The magnitude of this saving will be understood when one considers that about one-half of the entering engineering freshmen are dropped out in the first year, that it costs in the neighborhood of one thousand dollars per annum for a young man to attend college, and that the institution has to spend at least that amount in its unsuccessful attempt to teach for a scholastic year a predestined flunk-out.

Eighth. By keeping weaklings out of the freshman class, the men of higher mentality will make greater progress; because it is a well recognized fact that the slow-thinking, lazy, indifferent, and otherwise undesirable members of the class always hold back the better men, thus getting them also into lazy habits and preventing them from attaining to the maximum of their working capacity. The immediate result of such exclusion would be the including of more courses in the curriculum and the attainment of greater thoroughness and efficiency in the methods of teaching.

Ninth. To arouse in the minds of both engineering teachers and engineering students a far greater enthusiasm for the Engineering Profession than they have under present conditions. This result is likely to occur for two reasons - first, the writers of the various chapters of the book are themselves enthusiasts, and what they say is often of an exceedingly stirring and inspiring character; and, second, a thorough knowledge of what engineering in all its lines and ramifications really means must arouse the interests of all live men who have adopted it, or are contemplating adopting it, for their life work.

The preceding remarks apply to practising engineers as a whole as well as to technical teachers and students - and nobody can deny that the enhancing of the respect and liking of engineers in general for the profession of their choice would be a most important desideratum. One direct result of this would be to induce engineers to take an interest in civic and national affairs, and to assume their proper stations in society.

Tenth. The ultimate benefits of the work inaugurated by this movement of our Association will be to improve materially in a few years' time the quality and efficiency of the men in the graduating classes in engineering, and also later on these same characteristics among practising engineers.

- D. While Vocational Guidance in Engineering Lines has been prepared primarily for the benefit of both the students and the Engineering Profession in the U. S. A., it can readily be made equally useful in Canada, and at least of some value in certain foreign countries (notably those of Latin America) - in any case to the extent of letting foreign engineers know how technical work is done in our country.
- E. In order to make our great altruistic undertaking a pronounced success, it should be given all the publicity possible, hence the request of the Editorial Committee that you review the book. We would suggest that the more widely your reviews are published the greater will be their influence.

After most of the reviews are collected, our Committee will prepare from them an advertising folder giving the "Opinions of the Profession and the Press." This will be systematically distributed wherever it will probably be economically effective to do so; and the Lecture Groups will be furnished with a liberal supply of copies to distribute to their hearers.

We hope that a perusal of the book and the explanation of its purpose and of our modus operandi will so arouse your enthusiasm for the cause as to induce you to continue to aid it, after your reviewing is finished, by talking about it to your friends and neighbors, and possibly by lending a hand with the lecturing.

- F. In conclusion, we again extend to you our heartfelt thanks for your courtesy and kindness in acceding to our Committee's request that you review the book.

Respectfully and faithfully yours,

THE AMERICAN ASSOCIATION OF ENGINEERS

Vic H. Housholder President.