

neer's early experience, the better chance he will have for success in his finally adopted line of technics.

Many of the authors dwell upon the necessity of a man's truly loving his work, if he is going to make a success in engineering. I desire to emphasize this statement with all the force that in me lies! It is my opinion that, lacking this characteristic, failure is a certainty. Not only must one love his own special work, but the very act of working should give him satisfaction and pleasure. Many men look upon work merely as a means for earning a living, and consider it a necessary evil. Such men form the rank-and-file of society, and never emerge from mediocrity. To be really successful in engineering (or in any other line of endeavor), one must work, Work, WORK! Never let anyone persuade you to doubt for an instant the correctness of this statement.

A perusal of the book may produce the impression that engineers, as a class, are underpaid rather than overpaid, especially when the large amount of labor and study necessary for success in any line of technics is taken into consideration. It is true enough that many engineers are not adequately compensated for their valuable services, but that is often due to their own individual fault, as well as to that of the profession as a whole; but do not forget the old Latin adage "tempora mutantur" - times change.

If one's object in life be merely the accumulation of wealth, there are better lines of activity for him than engineering; but if the matters of reputation and the general respect of one's fellows are prominent desiderata, there is no line of life more propitious and promising than the profession of engineer.

A few engineers have amassed great fortunes, due generally to unusual business ability; many have earned large salaries as executives; and some also have become comparatively wealthy as consulting engineers; but most of the members of the profession - the rank and file - have had to content themselves with