

world fail to progress, but also that civilization would quickly retrograde, even unto the conditions that existed in the dark ages?

In the opening paragraph of this address I listed the topics that I promised to discuss, but did not state in what manner I intended to treat them. The list is so extensive that, in a single address lasting as long as two or three hours, it would be impracticable to cover the entire ground at all adequately. How then am I going to keep my promise to acquaint you in a portion of one hour with all the matters enumerated? The answer to this question is by means of the book that I hold in my hand. Its title is "Vocational Guidance in Engineering Lines"; and it was written specially for you young men and others like you who may be desirous of considering the profession of engineering for their life's work.

It is a book of about 550 pages, and contains not only all the information that I have outlined, but much more. It gives the individual opinions of half-a-hundred of America's most prominent and active engineers in all lines of technical enterprise, each one dealing mainly with his own specialty.

The treatise, with the project for its utilization, is truly a national undertaking; for the idea of its preparation was conceived by a prominent engineer of Los Angeles, and was adopted and fathered by a national engineering society having headquarters in Chicago; the MS. was elicited and edited, and the book was gotten out by a special committee of three engineers in New York City; the writing of the chapters was done by specialists located in the North, South, East, and West of the U.S.A., including fourteen different states; the book was endorsed by sixteen eminent Americans located in eight states and by the most select and exclusive engineering society in the world, the American Institute of Consulting Engineers, having headquarters in New York City and a membership scattered all over our country; the book was printed in Pennsylvania, and was review-