the students. The President has the interests of the student body deeply at heart; and as his plans materialize, life at Tech will become much more interesting and enjoyable and of greater value to the individual students.

HE TECH has seldom had occasion to call attention to work more creditably and conscientiously done than that of Mr. Marjeson, who has, during the past year, had charge of the Institute Post Office. The number of undergraduate interests which have been placed in his care is large, and the admirable way in which they have been managed is worthy of much commendation.

It is to be regretted that so little respect is at times shown the members of the Faculty and Instructing Staff of the Institute. This lack of respect is especially noticeable when students pass their own Professors on the street, making but a slight nod or a half-hearted salute by way of recognition. The outward appearance of seeming disrespect exhibited by the student may partially be due to the indifference with which a few of the Instructing Staff in general recognize the students of their classes.

Let us, one and all, endeavor to change this tendency towards disrespect, by touching the hat as we pass our Professors.

Modern Field of Engineering.

Readers of THE TECH are no doubt aware of the fact that fifty or seventy-five years ago engineers were divided, generally speaking, into civil and military engineers,—military engineers being those who constructed government works, fortifications, etc., and civil engineers being those employed in civil works. As the application of science to the arts increased in importance, the field of the engineer rapidly widened, and various subdivisions of the profession of Civil Engineering arose, such as Mechanical Engineering, Mining Engineering, and Electrical Engineering. More recently, the profession has been still further specialized, and we now have Sanitary Engineers, Chemical Engineers, Marine Engineers, and others. The present field of the civil engineer, broadly speaking, includes the building of structures; the location, construction and operation of railroads and highways; the construction of hydraulic and marine works of all kinds; and of municipal works such as streets, water works, sewers, and others. It is difficult, of course, to draw the line between the field of the civil engineer and the field of the various specialized branches of the profession which have sprung from the parent stem.

The point, however, to which I wish to call the attention of the readers of THE TECH is a change of a different character which has taken place in the field of the civil engineer. This change is particularly exemplified in the case of railroads. The modern railroad is the creation of the last seventy-five years, and for the most part of the last fifty years. The first work of the railroad engineer was construction; and thirty or forty years ago, practically all so-called railroad engineers were engaged in locating and building railroads. The great field of the railroad engineer of today, however, is not in building railroads, but in operating and maintaining them. His work is largely administrative instead of being entirely constructive, and this is the change to which I refer. The railroad engineer today finds the railroad system of the country practically completed. Small branches and extensions of existing systems are of course being built year by year, aggregating perhaps a considerable mileage, though insignificant in comparison with the mileage constructed each year twenty or thirty years ago. The railroad engineer who devotes him-