The engineer who wishes to devote himself to railway engineering, will be wise if he seeks employment in a position where he will have duties connected with the maintenance and operation of the road, from which position he can step to higher posts in its administration. It is not intended to imply that there is not a great deal of construction to be done on existing railroads. As a matter of fact, a very large amount of construction is going on all the time, in building new branches, changing alignment, reducing grades, abolishing grade crossings, building new yards, etc.; and in these ways, large sums of money are being spent annually, not only for new construction, but to some extent to remedy defects, some of which have arisen from incompetence or from lack of foresight on the part of the engineers who first constructed the roads. It is one thing to build a railroad, and another thing to build it in such a manner that it can be operated economically. As a matter of fact, when our railroads were built, economy of operation was not thought of in many cases, and the result has sometimes been lines badly located, with expensive grades and curves and with other defects which might have easily been avoided and which can now only be remedied at great cost. Matters of this kind, as well as new construction arising from the natural enlargement of the business, will always provide a great deal of construction work for the railroad engineer, yet it will be in the general line of maintenance and improvement.

The organization of many of our railroads is such that Superintendents are selected from the corps of engineers, so that a young man who begins in the engineering department may look forward to attaining a high position in railway administration if he shows the necessary ability and character. Several presidents of large railroad systems are men who began as civil engineers, and it is probable that the tendency to select administrative officers from the engineering corps will increase in the future, for there is certainly no training enabling a man to meet the problems of railway administration that is any better than the training of the civil engineer.

To a certain extent, a similar broadening of the field of the civil engineer has taken place in the other branches of the profession, though not to so large an extent. Structural engineers still have to do almost entirely with construction, although they may rise to important administrative positions in the large structural companies. For instance, one of the Vice Presidents of the American Bridge Company is an engineer. In Sanitary and Hydraulic Engineering, the broadening of the field in the direction of administrative duties has also taken place. Water works and sewers must not only be constructed, they must be maintained, and as the population of the great cities increases, they must be extended. In this case, as in that of railroads, economy of operation should be kept in mind during construction, and foresight with reference to future needs should be exercised. The trained engineer of today should be able to avoid some of the mistakes in these two directions that have been made by his predecessors.

George F. Swain.

Dr. Pritchett’s Dinner.

On Saturday evening, May 25th, Dr. Pritchett entertained fifty men at dinner at the Technology Club. The meal itself was an exponent of the spirit of democracy and good-fellowship of the occasion. An appetizer of dried herring prepared the way for a good soup, mutton with vegetables as the pièce de résistance, a delicious tomato salad, a substantial pudding and coffee. A mug of beer, cigars, clay pipes and good tobacco lent an