DEPARTMENT LIBRARY

By HAROLD A. EVERETT.

The Department of Naval Architecture and Marine Engineering includes such allied subjects as Naval Hydraulics, Steampower, Engineering, Docks and Navi-
gation, Ordnance, etc. It is, I believe, the most complete library for this branch of engineering in the country, and the attempt is made to keep the number of books down to a minimum by discarding editions superseded by later purchases and at the same time to acquire and retain all of the new publications of value. The proceedings of the world's important professional societies are valued, and also the leading professional magazines, and it is here that the great value of the accessibility of the library shows most, for in the intervals between recitation as well as when working in the drawing room, the time necessary to obtain books or periodicals for consultation is reduced to the minimum.

Several years ago the library received from the estate of Henry Bryant his collection of books on Naval Architecture and Marine Engineering, which contained many extremely old and rare volumes, several dating back as far as the 18th century, and these are segregated into a special case in one corner of the library.

Owing to the prevailing interest in air ships and aeroplanes in general, the department has for the past few years been purchasing the works of the principal authorities along this line, and now has a considerable number of volumes and also subscribes to an American and a German periodical devoted to the interests of Aeronautics.

The following list of periodicals subscribed for may be of interest:

The Rudder; Yachting; Motor Boating; The Marine Review; International Marine Engineering; The American Marine Engineer; The Marine Engineer; Journal of the American Society of Naval Engineers; International Insti-
tute Proceedings: The American Aeronaut; The Navy; The Shipbuilder; Working Engine Design; Power Engineering Magazine; Schiffbau; Mar-
rine-Rundschau; Mittenwagen aus d. Gebiete des Eisenbahn; Zeitschrift des Vereins Deutscher Ingenieure; Zeitschrift des Vereins Deutscher Ingenie-
er; Fertigtextilfab und Maschinen-
ſchäft.

The present condition of shipbuilding in America, and the immediate prospect of its revival is such that the opportunities offered to graduates of a Naval Architectural course are promis-
ingly speaking, relatively few.

The few facts however which I wish to emphasise is that the general engineering training which the student receives during his course in Naval Architecture and Marine Engineering, and also the broader education given in the various subjects, will find that he will have no particular difficulty in quickly working into other special lines of engineering work. In the training which the Insti-
tute gives, one must at least have a fair source of strength. The fact of one line of special work being more successful than another offers fewer opportunities than another need not necessarily interfere with a man in se-
lecting a course. The point I wish to make clear is this, the majority of students do not get settled for from three to five years after graduation. By waiting I mean in a position where they can make a real success of work in which they have been trained during the first few years after graduation. They also find that they may have an immense amount to learn and "eternal vigilance" to pursue in keeping up to the times in their grooming work.

The training at the Institute gives a solid foundation upon which to com-
mand work, and will be found of in-

Graduate Letters

The value of the training given any student during his college career can be appreciated by him to the extent that his market value has been en-
chanced over that of his fellows, who have not had the advantage of a col-
el. education. This may seem to be too strictly a utilitarian point of view, but for the young man thrown on his own resources, it is the only truth.

Until comparatively recent years the majority of ship yards in this country did not seem to be alive to the advan-
tage of employing men with an educa-
tion, and so as to the average schoolboy, but recently there has been a growing demand for highly trained men with a technical knowledge of their profession, such as any reputable college should give, and it is natural that there should have sprung up institutions to train men to fill the de-
tic. Until 1883 the only school of Naval Architecture in this country was
the Royal Naval College at Greenwich, excepting the night schools held in winter for the benefit of shipyard employ-
ers, which are still doing excellent work. In that year, however, a school of Naval Architecture was founded in Glasgow, followed some years ago by Armstrong College in Newcastle, and in the past few years many new colleges for naval architecture training have been established in Liverpool.

The Department also has a model-ex-
in- gine for testing model steam engines, three Fuller Integrators, and a model of the drawing room for reference and make-
tage of course, I can not say as to the

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bles) and has recently built a de-
cisional apparatus for the graphical drawing for obtaining records of time, rev. per min., speed, etc., on a board of paper, for use on speed trials of ships.

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