

who occupies the position of Commissioner of Public Works of the City of Philadelphia. Popular reports, black head-lines in the newspapers, moving pictures, parades and exhibitions, are some of the tools used by this pioneer in municipal work.

As in the case of many public activities, it is practicable in connection with this problem to derive valuable suggestions from practice in foreign countries. The peoples of those countries are much older than the people of the United States. A review of their histories indicates that they have passed through the same transition period which we are entering. In France many years ago the people and the servants of the people realized the advantages accruing from the establishment of a permanent organization of efficient, well-trained highway engineers, and hence there was created the renowned Department of Roads and Bridges of France. Passing across the English Channel we find similar conditions in Great Britain. In order to secure a dollar's worth for every dollar expended, the British public realized that it was necessary to have in control of their public works men trained in a profession directly dealing with every economic and engineering phase of public improvements. It has therefore inaugurated the practice of requiring that applicants for a given municipal or county position shall have attained the grade of membership in the Institution of Civil Engineers of Great Britain commensurate with the responsibility of the work of the particular office. Many leading municipal and county positions require that the applicant shall, first of all, hold the highest grade of membership in the Institution, while positions in small counties, towns, and districts require in many cases associate membership.

It would seem desirable in this country that a step along the line of English practice might be taken and, in the case of positions of highway officials, that there be incorporated in the constitution of a State or the ordinances of a city the stipulation that the applicant shall hold a certain grade of membership in the American Society of Civil Engineers and have had a certain number of years of experience in highway work.

In conclusion it should be emphasized that the primary objects of the educational campaign advocated are: first, the economical and efficient expenditure of the millions of dollars annually appropriated for highway work; and, second, the appointment of members of the highway engineering proficiency to the innumerable positions of responsibility in public life which demand the combination of administrative ability, the broad judicial mind, honest character, and the technical knowledge, training, and experience possessed by engineers.

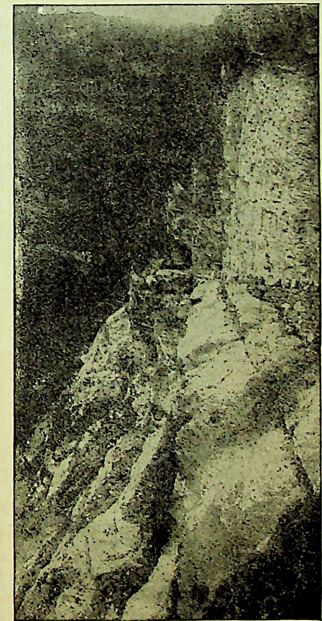
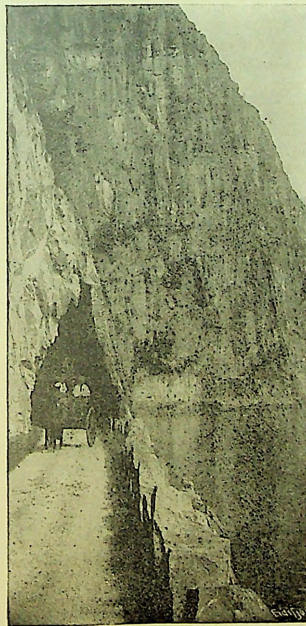
Afterword

By CHARLES HENRY DAVIS, C.E.

AS a nation we have, for too long, permitted the conservative — the forerunner of destructive as opposed to constructive mind — to dominate our public offices. To whom does the lawyer, the so-called statesman (politician), the business man, turn when desirous of knowing whether a thing can or cannot be done? To the engineer, the constructor of all ages! Who enables the architect to build his great edifices and monuments? The engineer. Who has made possible our

great harbors, steamships, flying-machines, railroads, printing-presses, electric power, telegraphs, telephones, wireless, and all the vast complicated industrial machinery of our mechanical age? The engineer. Always after new and better methods. A seeker of the truth, upon which he knows all lasting work must rest. A pioneer. Never afraid. Always desirous of casting out the old so that progress may be made. Who better qualified to think, to lead, to have responsible charge of the highways of the Nation? Who can compare with him in knowledge and efficiency? Who else can do such good work so economically? He should be the man to whom we all should look. He should be placed in direct charge of all highway administration and construction when his engineering knowledge is supplemented by administrative ability.

The presentation of this subject by Arthur H. Blanchard, C.E., A.M., Professor of Highway Engineering at Columbia University and Consulting Engineer of the National Highways Association, has the merit of an authoritative statement, concisely and simply put.



NO LACK OF FOUNDATION ON THESE ROADS!