

THE DEPARTMENT OF CIVIL ENGINEERING.

Instruction in civil engineering has been given in this University since 1877. We have had a fully organized department since 1884. The first course was outlined and the first instruction was given by Col. Edgar S. Dudley, U. S. A., at present Judge Advocate of the Division of Cuba, at that time serving as our first commandant of cadets. Professor C. N. Little, an alumnus of the University, now professor of mathematics in Leland-Stanford, was the first head of the department.

The list of civil engineering graduates contains the names of thirty men. Two of these are dead, and six are in lines of work entirely outside of engineering. All of the others are engaged in the practice of civil engineering or in some closely allied work. In addition to the men whose names are on the list of graduates, there are a number of able engineers who have only partially completed the course or who have graduated from other courses, but have taken civil engineering electives.

The registrations for work in the department last semester were 66 in number. A list prepared in the registrar's office shows that 44 students registered in the civil engineering group last semester. Nearly all of these students are in the lower classes, as the demand for men on outside work has been such that advanced students have been tempted to withdraw from the University and engage with employers of engineers. A majority of these have expressed the intention of returning to complete the course, but experience in the past shows that the sacrifice of a profitable and attractive position calls for more than the ordinary degree of adherence to a good resolution.

In respect to equipment, we have a fairly adequate supply of the field and office implements and instruments, and the substantial beginnings of a laboratory for the study of the properties of the materials of construction. The most interesting and valuable item of laboratory equipment is the Riehle testing machine, by means of which any load up to a maximum of 100 tons may be applied to determine the strength and other related physical properties of a sample of material when subjected to tensile, compressive, or transverse stresses. For the present, and until further notice, the department will undertake upon request to make tests of all materials of construction which are Nebraska products, and charge only the bare cost of the work therefor. The same rule will apply in the case of all other tests to which sufficient public interest or value attaches.

Some of the popular misapprehensions regarding civil engineering have at times stood in the way of the progress of the department, and for that reason occasion will be taken here to make note of one or two of them. It has been assumed that surveying constitutes the whole of civil engineering, while the fact is that in nearly all branches of civil engineering a knowledge of surveying is necessary, and consequently a majority of civil engineers are competent surveyors. On the other hand, however, a knowledge of engineering is not necessary to an understanding of the art of surveying, and as a consequence many competent and even expert surveyors are not in the least degree engineers. Another idea which is prevalent is that unless a young man intends to take up engineering as a profession, that there is no motive for him to take an engi-

neering course. The registers of graduates of the older engineering schools show that this is a mistake. A large percentage of those whose courses were completed more than ten years ago are found in executive positions connected with large industrial concerns. Indeed, it seems that the most attractive opportunities for the average young man who is an engineering graduate are outside of strictly professional work, for the reason that there lies the path of least resistance to his material progress. In purely engineering work his competitors for position and advancement are men who have had equal advantages. There are other fields for the employment of his energies, wherein as yet the man with the full complement of desirable technical training is rarely found. In such a field, recognition comes early to the young engineer who has supplemented his education by a very few years of engineering training in outside work and who masters also the rudiments of the work in hand.

O. V. P. STOUT.

THE AMERICAN MAN.

His Physical Condition as Compared With That of Europeans.

The most important, because the most fundamental, of problems concerning the quality of the American man concerns his physical condition as compared with that of his kindred beyond the sea. As to this point the evidence is so clear that it needs little discussion. It is evident that the American Indians, a race evidently on the ground for many thousand years before the coming of the Europeans, had found the land hospitable. For savages they were remarkably well developed, and, though unfitted for steady labor, their bodies were well made and enduring. Taking their place, the north Europeans, representing a wide range of local varieties English, Irish, Highland Scotch, German, Scandinavians, Normans, French and many other groups of old world peoples, have, since their implantation a limited years or more ago, shown that the area of the continent from the Rio Grande to the far north is as suited to our kind as is any part of the earth. This is sufficiently proved by the statistics of American soldiers gathered during the civil war; the American white man of families longest in this country, is, on the average, larger than his European kinsman, the increase being mainly in the size of head and chest. It is further indicated by the endurance of these men in the trials of the soldier's life and by the remarkable percentage of recoveries from wounds. This endurance of wounds was regarded by the late Dr. Brown-Sequard, as a feature common to all the mammals of this continent, being, as he claimed, on the basis of an extensive experience, as characteristic of American rabbits as of American men. Moreover, the statistics of life-insurance companies doing business in this country appear to indicate that the expectation of life is greater here than in the old-world. —International Monthly.

The Invasion of Buddhism.

The Buddhist outpost recently established in San Francisco is not all of the invasion, writes a correspondent in the Philadelphia Times. Already the founder of the mission in this country, Sonoda, is in Berlin where on April 7 Japanese officers, legation attaches and travelers joined in the celebration of Buddha's birthday. Nishijima, who came as Sonoda's assistant, is in the interior of California, paving the way to the establishment of missions at Sacramento and Fresno. A Sacramento temple is about to be erected, the other. "You'll be ruined. Don't \$6,000 having been raised already for buying the ground.



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Markets will be found on our
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THE DAILY NEBRASKAN PRIZE COMPETITION.

The conditions of the competition are as follows:

1. The number of subscriptions given are for a year. Two semester subscriptions equal one yearly subscription.
2. One-third of the subscriptions must be in cash.
3. Every solicitor must leave his name with the manager at the Nebraskan office, 134 No. 11th st.
4. The competition will close at 6 o'clock p. m., Tuesday, October 8.

THE PRIZES.

- For 90 subscriptions, a free trip to Buffalo and return with \$2.00 per day for five days and admission to the grounds.
- For 70 subscriptions, a ladies' or gentleman's bicycle valued at \$40.
- For 60 subscriptions, a Marlin repeating rifle and leather case, retail price, \$21.40.
- For 40 subscriptions, a free trip to Minnesota and return with expenses.
- For 25 subscriptions, a free trip to Omaha and return to see the game with the Omaha Medics.
- For 10 subscriptions, a Waterman fountain pen, price \$2.50.
- For 6 subscriptions, a yearly subscription to the Daily Nebraskan.

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School for Dancing and Deportment
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New Method of Car-Heating.

A new method of heating cars has been adopted in Christiania and Stockholm. The apparatus consists of long, perforated boxes, one under each length of seats. The boxes are filled with red-hot briquettes of compressed coal, prepared so that no smoke or smell result from their consumption.