

EDITORIAL NOTES

The progress of engineering in India, eagerly sought for and much expected as a result of the transfer of power and administration to the people of this country, has received a serious setback by the emergence of communal disturbances and consequent difficulties of transport caused by large scale emigration of populations from localities where the majority are of a different community from themselves to localities where their own community is in the majority.

The financial complexities caused by the partition of India into two separate dominions of sovereign status has also raised many obstacles to greater progress. We hope, however, that this may only be a temporary phase and development of Power and Industries will yet make rapid progress with the march of time.

The changes in the political atmosphere may have caused differences in citizenship and loyalties but membership of this Association has not been altered thereby. It is not established by the Charter of any foreign Royalty. It has been formed by the selfless interest of those who felt they had duty towards their profession. It has been preserved by those who joined it with no motive of personal gain but desired to help towards the advancement of knowledge. Its charter is derived from the members of the profession who have so long supported it without the backing and often in spite of the indirect opposition of an administration foreign to this country. It is hoped that with the change of heart of the foreign element and the freer air we now breathe greater scope will now be available for advancement of our aims and objects.

As a result of recommendations of the committee appointed by government steps are being taken for expansion and re-organisation of the Indian School of Mines at Dhanbad. At present only 24 students are admitted annually into the school and they have to

undergo a three years certificate course. The expansion will provide for gradual admission of 60 students annually and there will be a four year diploma course either in Mining or Geology.

There is going to be also a new Engineering College at Dhanbad for Mechanical, Electrical and Chemical Engineering at an estimated cost of Rs 20 lakhs. Free India requires hundreds of technical personnel to tackle her many problems, and for their proper training we require many more efficiently equipped engineering colleges all over India under qualified and experienced professors with radical change in the systems of training.

The technical man power needed to work our huge new projects are of two categories—(1) engineers in a supervisory capacity who give the general direction and trend to a project, and (2) the skilled and semi-skilled workers to transform the blue prints to concrete shape. Modern engineering colleges must have fully equipped workshops to produce the latter as well.

The Calcutta University has made provision for engineering education for girl students in the Bengal Engineering College, Sibpore from the current session. Two girls who have availed themselves of this opportunity, for the first time in India, are Miss Ila Majumdar and Miss Ajanta Guha, both first-year students for Civil and Electrical Engineering course respectively.

The first Indian-built ocean-going steamer "Jala-Usha" was launched at Vizagapatam shipyard of Scindias on March 14th by Pandit Jaharlal Nehru, the Prime Minister of India. This is a single-screw cargo steamer having a deadweight capacity of 8,000 tons on a draft of 25 ft. The vessel is 415 ft. in overall length, 52 ft. in moulded breadth and 30'-6" in moulded depth. She is propelled by a single screw triplet expansion reciprocating engine developing 2,600 horse power. The steam of the motive power will be supplied by three coal-fired single ended Scotch boilers. The vessel is designed for a trial speed of 11½ knots and is expected to maintain 10½ knots in service. The accomodation for the officers and crew and twelve passengers has been arranged in accordance with the latest convention adopted at the International Maritime Conference at Seattle.

To win back our ancient maritime glory we must build up our shipping tonnage not inferior in strength to other maritime countries of the world. We shall have to build our own steamers in our own shipyards out of our own materials, as we cannot depend on other countries for our requirements. In addition to merchant ships, our newly earned independence demands a powerful navy to defend our 4,000 miles coast line and maintain our strategy in South-East Asia and command of the Indian Ocean. For this we require more shipyards and naval bases and suitable sites near Calcutta, Balasore, Cochin, Bombay and Surat are to be explored. Incidentally we require more steel factories to feed our shipbuilding and other industries. This can be done direct by Government and by encouraging private enterprises as in other countries.

During the war and even now the shortage of paper has been seriously felt not only in India but all over the world. With the advancement of civilization the use of paper is continually increasing and with the increase of education the need of paper is being more and more keenly felt. For the advancement of learning and spread of knowledge by writing, drawing, or printing the use of paper is essential. It is therefore of some importance to be well informed regarding the processes of manufacture of paper and the problems of the paper industry. We have therefore included in this issue a general survey of the paper industry by an eminent paper specialist.

Scarcity of paper is one of the causes for which we failed to publish our Journal regularly last year and even had to abandon two issues for which we owe an apology to our members, subscribers and authorities of other engineering journals and magazines who help our library by their publications in exchange of ours. They will however understand that publication of the journal six months after its due date is more or less useless. We however hope that with improvement in paper position we shall be able to publish our Journal regularly in future.
