

Editorial

The number of contributions from members for this issue has been so small that the Editor has been forced to impose on his readers another instalment of his pet subject written by himself. It may be of interest to the younger members of the Association. But it is most likely that it will appear to many of the more advanced engineers as a waste of much valuable space. These gentlemen should therefore try to provide us with articles of greater and more general interest out of the notes they have of their own designs, constructions, and experiments. The call on their time is certainly very great. But it is more often a disinclination to appear in print rather than a want of time that prevents them from submitting their first article. They must realise, however, that one who looks at every stage of his own work with a critical eye and prepares his article with the care he takes in drawing up a specification can always be sure of obtaining the appreciation that will compensate him for all his labour.

No fresh particulars of the New Howrah Bridge or of the Generating Station at Mulajore have been forthcoming for this issue, though it is known that both constructions are well in progress. On the progress of the Damodar Bridge everybody is silent. Of constructions in foreign countries however plenty of information may be had from the foreign periodicals subscribed to by members and also available in the Library of the Association, and these need not, therefore, be reproduced here.

Notes on the development of **Irrigation** in India and the production of new agricultural implements are much in want.

There is a considerable amount of **Mechanical** Engineering work done in India in connection with the maintenance, repair and alterations to machinery not manufactured here but imported for the working of the various mills, factories and presses in India. But little or nothing is ever written of these. More and more spare parts of these machines are being daily manufactured in this country. Several complete machines have been manufactured here. It is not generally known but it is true that even Marine Engines have been built in India and can be built here as the demand arises.

The little clause in some specifications stating that steel and Machinery must be of British Manufacture has raised a peculiar situation here in India. The sudden boom in trade has created such a great demand for steel and so many British Government orders have been placed with British Firms that engineers in Britain are finding it difficult to obtain material to carry out their Indian orders. The result is that Firms in

India who had quoted before the boom period for the supply of British Machinery and accepted penalty orders i.e. penalty for delay of delivery, are now forced to suffer loss owing to the inability of some British firms to supply machinery in time. Constructions too for which British manufactured steel was specified are now sadly held up for want of British steel, and the local contractors are liable to pay penalty for late delivery.

It is of the utmost importance in the present stage therefore to be careful in the wording of Specifications to see that British manufacture is not unnecessarily demanded for constructions in which properly tested Indian manufacture would satisfy the technical requirements.

Specifications must be drawn up with an eye to the availability of the material specified. Otherwise inconvenience might be caused as at present.

This quarter the Association has been bereft of a very great friend by the demise of the Hon'ble Mr. J. C. Banerjee lately elected to the membership of the Council of State. We feel his loss at every move.
