

society, which then became affiliated with the International Association for Testing Materials. Unfortunately, the International Association was opposed to the formation of international specifications for materials, and did not encourage the organization of strong national groups. It is questionable, if it is practicable or desirable, to revive the old International Association.

In this connection, at its quarterly meeting in April, your executive committee passed the following resolution:—

Resolved: That the American Society for Testing Materials looks with favor upon the proposition of inquiring diligently whether an International Society for Engineering Materials can be formed to take up and broaden the work formerly done by the International Association for Testing Materials.

"Dr. H. M. Howe, past-president of this society, is going to Great Britain and France on a number of missions of a similar general nature, and we should be glad if the appropriate engineering bodies in those and other European countries would discuss with him, as our representative, the propriety of such a step and the means by which it might be brought about.

"We believe that provision should be made for admitting the neutral countries into this organization.

"We believe that the work of such an organization should be broader than was that of the International Association for Testing Materials, and that it should cover the development of knowledge of engineering materials and stimulate the science of testing materials, leading to the erection of international specifications as standards of reasonableness."

9. *International Standards of Testing.*—This is a matter which is of very great importance, and would logically come within the scope of the new international society, if this becomes a reality.

It is to be hoped that through the world war the old "sores" established upon the principle of careful selfishness will have been largely eliminated, and through a League of Nations there shall be established a permanent basis upon which humanity may progress upon modern lines, leaving behind it the old prejudices and really establish a brotherhood of man, which may rest upon a permanent foundation having a realization that the human race is after all but one large family, and that national border lines are but of artificial creation.

Standardization Bodies

The work of standardization in this country has been more or less fragmentary. Such work has been undertaken by individual manufacturers, also by individual consumers, and by associations representing only producers and associations representing only consumers.

A great deal of creditable work has been done by the National Bureau of Standards and some work has been undertaken by the American Institute of Mechanical Engineers, although the constitution of the latter society forbids the adoption of standards. This society, however, accepts its standard committee reports and sets its seal of approval upon the committee's recommendations.

A vast amount of work has been done by the Society of Automotive Engineers in the standardization of automobile parts and recently in aircraft parts. The Master Car Builders' Association and the Master Mechanics' Association have directed their efforts largely to standardization of railroad rolling equipment. The American Railway Engineering Association has devoted its attention primarily to railway subjects. The American Institute of Electrical Engineers and the Electric Power Club have undertaken much standardization work in connection with electrical equipment. Other standardization bodies are at work in various fields.

With the object in view of co-ordinating the standardization work of these various bodies, to foster co-operation between all interested organizations and government departments and to avoid duplication of effort, during the last year the American Engineering Standards Committee was organized. This committee was formed by joint action of five national engineering societies. Our society, being one of that number, therefore became one of the founder societies which organized this committee.

The work of this committee had only about begun when action was taken toward greatly enlarging the size and scope of the committee as originally planned, and proposals were set forth and preliminary action taken to reorganize the committee into an American Engineering Standards Association embracing the subject of safety codes, fire protection, etc.

A considerable amount of discussion has been taking place, questioning if there is any added advantage in having the seal of approval of this committee placed upon the specifications presented to it. It is this function only which the American Engineering Standards Committee contemplated exercising, and this policy will no doubt also prevail if the committee is enlarged and organized as the American Engineering Standards Association. It is quite a serious question as to which is the better method: To grow slowly and conservatively, beginning with an amount of work which can be expected to be handled properly in a reasonable length of time; or to immediately attempt to handle the vast amount which has been more lately contemplated and in so doing incur the danger of at once becoming cumbersome and top-heavy. This is a problem which will remain for the interested societies to pass their judgment upon. Personally and unofficially, I feel that there is a real need and a real field for such a committee or association, and it but remains for the various details as to organization, policy and methods to be worked out and these should have most careful consideration.

Standards Association and Specifications

I feel that the seal of approval of such a committee or association would give great weight and added recognition to a specification. I believe, however, that it would be a decided mistake for such a body to attempt to pass upon the substance of a specification, or to choose between two conflicting specifications covering the same subject which may be presented by two distinct standardizing bodies. No such specification should have the seal of approval unless the specification representing the joint action of such bodies be presented. All such standards, when finally adopted as American standards, should be ever open for revision, otherwise practice will become crystallized.

National engineering bodies are in operation in England, Canada, France and Holland, and it can be confidently predicted that such bodies will be organized in other countries in the near future. Because of our present excellent and rapid means of communication, all the countries of the world are being brought in much closer relationship than ever before and in the immediate future there will begin an era of intermingling of the peoples of the various nations of the earth to a far greater extent than ever before and it is therefore reasonable to assume that before many years have elapsed the needs of the world will demand international standardization to an ever-increasing extent.

The Union of Canadian Municipalities is holding its annual convention this week at Kingston, Ont. Mayor Bouchard, of St. Hyacinthe, Que., is president. H. G. Acres, hydraulic engineer of the Hydro-Electric Power Commission of Ontario, and A. Amos, chief of the Hydraulic Service of Quebec, are on the program for addresses on the undeveloped water-powers of Ontario and Quebec.

Chairman Smithers, of the Grand Trunk Railway, is expected in Ottawa soon to discuss with the government the question of the acquisition of the Grand Trunk by the government as part of the national railway system. The negotiations in London last summer proved abortive. While the company needs financial assistance, and is prepared to sell out, it is essentially a question of price. The government's offer, which it has not shown a disposition to raise, but which the company has declined to accept, contemplates a 999-year lease, the assumption of liabilities and the guarantee of a rate of interest on the preferred stock equivalent to an average dividend during a term of years when the stock earned dividends. Something would probably be paid also on the common stock.—From "The Toronto Telegram."