

legislation which may be effected, dealing with the interests of engineers in general."

The status of engineers in Canada should be raised. *The Canadian Engineer* is naturally in hearty sympathy with every effort in that direction. But endeavors to legislate the desired status should be approached most carefully, discreetly and conservatively. Such endeavors should not be confused with membership campaigns of the Engineering Institute.

We respectfully submit to our readers that the publication of the Saskatchewan draft bill was not ill-advised nor premature; but that, to the contrary, it was *desirable* and *timely* in the interests of all engineers in Canada, and of the Engineering Institute of Canada, which organization is content to rest its claim for members upon its merit and will not resort to legislative compulsion.

PERSONALS

FRANK M. PRESTON, who was recently appointed city engineer of Victoria, B.C., was born in 1881 in Penzance, England, a son of the late A. Eley Preston, M.Inst.C.E.,



who was formerly a member of the firm of Preston & Johnson, civil engineers, of Bradford, Yorkshire. He was educated at Rugby, afterwards taking a civil engineering course at the Armstrong Engineering College, Newcastle-on-Tyne. For two and a half years after graduation, Mr. Preston was an articled pupil to H. A. Johnson, civil engineer of Bradford, subsequently becoming chief assistant to Mr. Johnson for

six years, engaging in municipal undertakings, chiefly sewerage, water supply and parliamentary work. In 1911 Mr. Preston decided to go to Canada, and was appointed assistant engineer for sewers and special work at New Westminster, B.C., where he spent two years, chiefly in the design of large combined sewerage systems. In 1915 he became connected with the city engineering department of Victoria as designing engineer to the construction department. For two years he was engaged on the design and construction of the North-West sewer. From 1915 to 1916 he was engineer in charge of sewers and bridges, and then was appointed assistant city engineer. Last September, when C. H. Rust resigned as city engineer, Mr. Preston was appointed as acting head of the department. He is an associate member of the Institution of Civil Engineers and also of the Engineering Institute of Canada, and a fellow of the Geological Society of England.

DUCANE, DUTCHER & Co., consulting engineers, of Vancouver, B.C., have changed the name of their firm to the General Engineering Co.

OBITUARIES

CHARLES R. LAVELLE, secretary of the St. Mary's (Ont.) Portland Cement Co., died recently after an attack of influenza. He was 38 years of age.

WILLIAM KERN SHELLY, vice-president and general manager of the Tiffin Wagon Co., Tiffin, Ohio, died November 3rd at the age of 74 years. Mr. Shelly is well known among the municipal engineers of Canada on account of his earnest work in the development of modern street flushing equipment. He was actively engaged in manufacturing at Tiffin for thirty years, having been the organizer of the Tiffin Wagon Co., which he built up from a small institution, marketing a limited number of wagons, to a very large organization, building one of the largest lines of both horse-drawn and motor-driven vehicles of all sorts. Mr. Shelly was born in Washington, Ill., his boyhood being spent at Peoria, Ill. Throughout his life he was very active and just last year drove a touring car from Tiffin to Philadelphia, New York and Washington, and return.

REINFORCED CONCRETE CARGO STEAMERS

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being installed. Further, the advantage of being able to ship the boilers through the hatchways, as leaving any part of the deck unfinished for this purpose is very undesirable in ferro-concrete ships.

The machinery is fitted aft, a usual position in this type of cargo vessel; but another reason for this was to reduce the length of tunnel; as if this were of ferro-concrete instead of steel it would form an important item of weight.

Coming next to the question of launching, this is an operation which, in the case of ferro-concrete ships, requires more than ordinary consideration and care. This operation, always fraught with anxiety, is doubly so when dealing with a vessel of ferro-concrete construction. Take, for instance, the launching arrangements for the vessel under discussion. A launching weight of 1,100 tons has to be dealt with as compared with about 550 tons in the case of a steel ship of corresponding size. To keep down the stresses, a modern declivity of ways with ample depth of water on the way ends has been arranged; but, even so, quite a considerable hogging stress and excessive way-end pressures are met with just before the stern commences to lift. Some internal shoring has to be arranged at suitable parts of the vessel as additional precautions before launching. The shearing forces at the fore poppet are severe and must be met by an adequate strength of hull.

Generally speaking, the severe launching conditions may be taken as an adequate test of the vessel's ability to withstand any stresses she may be called upon to meet under ordinary conditions of service.

Some statements should perhaps be made here as to the time for construction of vessels of this type as compared with steel ships, and our experience so far leads us to believe that in the case of the first vessel of any type, the time of construction approximates very closely to that of a steel ship, but that in building successive ships of the same size and form there will be a marked reduction owing to the possibility of using repeatedly a large proportion of the shuttering or moulds. By this means I believe that, with all the material to hand, a vessel similar to that described in this paper could be completed in three and a half to four months.