

## OBITUARY.

CHARLES GEORGE DU CANE, O.B.E., was born at Willingale Rectory, Essex, on the 20th March, 1879, and died in a nursing home at St. Albans, Herts, on the 4th March, 1941. He was educated at Winchester College and Cambridge University. He served his engineering pupilage with Messrs. Crompton & Company, of Chelmsford, where he was engaged in the construction of electric locomotives and in general mechanical work, and also received training, as an assistant to Messrs. Sir John Wolfe Barry and Partners, in general parliamentary work and in the design and construction of bridges, docks, and reservoirs. He served as assistant engineer to the firm on the dock extensions at Middlesbrough, and in 1905 was appointed resident engineer. Later he was engaged for the firm on parliamentary work, chiefly in connexion with the London Outer Circle Railway. In 1910 he became chief engineer to Messrs. Norton Griffiths & Company, Ltd., of Vancouver, British Columbia, and his activities included the design and construction of reclamation works at Vancouver. In 1912 he practised as a consulting engineer in the firm of Messrs. Du Cane, Dutcher and Company, at Vancouver, and was responsible for the design and construction of hydro-electric plant at Kamloops, and for water-supply, electric lighting, irrigation, and land drainage in Canada, including complete surveys and estimates for the Calgary-Fernie Railway.

After the outbreak of war in 1914 he was appointed a Superintending Engineer, being gazetted with standing as a Commanding Royal Engineer, and constructed a camp at Witley, Surrey, for the Aldershot Command. In 1915 he went to Russia on reconnaissance and negotiations for the Murman Railway, and in the same year was commissioned in the Royal Engineers, and, after road construction work with a Labour Battalion, became Water-Supply Officer to the Third Army. He formed and commanded the 352nd Electrical and Mechanical Company, Royal Engineers, and later served on the staff of the Engineer-in-Chief, at General Headquarters, as water-supply officer for liaison with the five armies. He was mentioned in dispatches, and in 1918 was awarded the O.B.E. (Military Division). He was demobilized in March, 1919, with the rank of Lieutenant-Colonel, and in April travelled to India as the representative of Messrs. Sir John Wolfe Barry and Partners to report on harbours for the Madras and Mysore Governments. In 1922 he became a partner in the firm, who acted as engineers to the London and North Eastern Railway for the new fish dock at Grimsby and its equipment, at a total cost of more than £1,700,000. In addition, he was one of the Consulting Engineers

and Agents for the Bombay Port Trust and the Aden Port Trust, and was also a partner in the firm of Messrs. Fox and Mayo, consulting engineers.

Mr. Du Cane was elected an Associate Member of The Institution on the 4th December, 1906, and was transferred to the class of Member on the 14th December, 1920. He served on the Council of The Institution from November, 1938, until his death. He was a Member of the Institution of Mechanical Engineers, a Member of the Engineering Institute of Canada, a Member of the Smeatonian Society of Engineers, and a Member of the Association of Consulting Engineers, being Chairman of the latter in 1939.

In 1902 he married Margaret Sarah, daughter of the late W. John George Child, of Stallington Hall, Staffordshire, and had one daughter.

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PROFESSOR BERNARD PARKER HAIGH, M.B.E., D.Sc., was born in Edinburgh on the 8th July, 1884, and died at Greenwich on the 18th January, 1940. He was educated at Allen Glen's School, Glasgow, and at the University of Glasgow, where he graduated with distinctions in electrical and mechanical engineering and in experimental physics. He then served a 5-years' apprenticeship with Messrs. Bruce Peebles & Company, electrical engineers, of Edinburgh, during the last 2 years of which he was personal assistant to Mr. J. L. la Cour, the Company's chief engineer in the design, installation, and testing of equipment for sub-stations. In 1909 he became leading draughtsman with Messrs. Brown Brothers, Ltd., and was engaged on the design of steam and hydraulic steering gear, and on the development of electrical steering gear, in connexion with which he took out several patents. He later served as assistant to the late Professor Archibald Barr, M. Inst. C.E., at Glasgow University until 1913, when he was appointed lecturer and assistant professor at the Royal Naval College, Greenwich, under Sir James B. Henderson, upon whose retirement in 1921 Haigh was appointed Professor of applied mechanics. During the great war he worked both at the College and at Portsmouth for the Admiralty, and in collaboration with Commander Sir Charles Dennistoun Burney, C.M.G., the designer, made possible the application of the paravane. After the war he made extensive investigations into the fatigue of metals, and designed the Haigh electromagnetic fatigue-testing-machine, which found wide adoption in engineering laboratories. His activities also covered the design of structures by reference to the yield-point of materials, vibration, hydraulics, wire ropes, and the development of tensile and other testing-machines. He was a member of the Air Research Council, and also served on a number of Committees of the Admiralty and the Royal Air Force, and on various panels of the British Standards Institution. At the outbreak of war in 1939 he was appointed Scientific Adviser to the Engineering Research