

was occupied in trench engineering, bridge and road construction, dugouts, gun emplacements, shelters and drainage.

He returned in 1919 to railway construction work and the following year became Assistant Engineer in the Public Works Department at Greymouth. In 1928 he was appointed Resident Harbour Engineer at Westport, transferring in 1930 to the New Zealand Government's Transport Department as a civil engineer. He became Assistant Commissioner in 1935 and Commissioner of Transport in July 1937.

During World War II he was appointed Oil Fuel Controller and Motor Vehicle Controller. He was also made an Honorary Colonel to take charge of transport organization in the event of invasion.

Laurenson retired from his post as Commissioner of Transport in July 1954, in which year, on the occasion of HM The Queen's visit to New Zealand, he was made a CBE.

He was an Associate Member of the New Zealand Institution of Engineers. At the time of his death he was a Serving Brother of the St John's Ambulance Association and an Elder in the Presbyterian Church. His recreations were trout-fishing and later, in his retirement, bowls.

Admitted a Student in 1916, he was elected to corporate membership in 1919—over 50 years on the Roll of the Institution.

He is survived by his widow, two sons and three daughters.

Frederick William Waddell, OBE, CEng

who was born on 4 February, 1903, died on 16 July, 1968.

Educated at Harris Academy, Dundee, he took his practical training from 1919–23 under J. H. Hannay Thompson (F), before joining the Dundee Harbour Trust, where Mr Thompson was General Manager and Engineer. For the next four years he was engaged as Assistant Engineer on harbour and dock construction, hydrological surveying and buoying, maintenance of roads, railways, etc.

Waddell was to specialize in works by direct labour on land drainage and heavy foundations, harbours and docks, finally becoming Chief Engineer to the Department of Agriculture and Fisheries for Scotland.

Leaving the Dundee Harbour Trust in 1927, he joined the Yorkshire Hennebique Contracting Company of Leeds, where he was put in charge of construction contracts for reinforced concrete coal bunkers at Dover Harbour, for a new timber wharf for a steel swing bridge at Newry, Northern Ireland and for reconstruction of a 400 ft quay wall at Dundalk, Eire, where he was also responsible for the construction of a new r.c. wharf.

The year 1930 proved a decisive point in his career. It was then that he joined the Department of Agriculture for Scotland (later to become the Department of Agriculture and Fisheries for Scotland) as Civil Engineer on field investigations and the design, under statutory powers, of arterial drainage schemes for rivers. For the Kelvin, Annan, Clyde and Almond Rivers he designed drainage schemes, as also for Machrihanish Water and Lochar Water.

In 1933 Waddell became Engineer-in-Charge of construction and repairs to harbours and piers in the North of Scotland: after reconstructing the main entrance to Helmsdale Harbour and a 270 ft quay wall at Scalloway, he extended several piers—at Dunbeath, Embo and John o'Groats—and constructed new

steamer piers at Loch Clash and Badentarbet. From 1939–45 he was in control of arterial drainage works in West and Central Scotland and during this time deepened and widened 17 miles of the River Kelvin and 15 miles of Allan Water. Altogether 160 miles of watercourses were improved, to the benefit of 16 000 acres of agricultural land.

After office reorganization in 1945 Waddell was appointed Senior Civil Engineer (Civil Service grading) in control of all arterial drainage works in Scotland, vetting contracts to the value of £60 000 a year, with a further £75 000 spent annually on works carried out by the drainage engineering staff. Following abnormal flooding in 1948 he was concerned with the repair of damage caused throughout South East Scotland: the cost of restoration work on river channels and banks was estimated at £325 000. On his appointment as Chief Civil Engineer in 1952, he became responsible for the improvement of agricultural land throughout Scotland by arterial drainage and field drainage schemes, apart from attention to piers, harbours and minor roads in the Highlands and Islands. After heavy rainfall in the summer of 1956 he was responsible for restoring river banks which were extensively breached in Moray and Nairn. In 1967—the year of his retirement—he undertook similar responsibilities after flood damage in Inverness and Ross-shire.

For his services he was awarded the OBE in 1958.

A member of the Institution of Water Engineers, he was Chairman of Edinburgh and East of Scotland Association from 1957–58. He was also a member of the Forth Conservancy Board and assessor to both the Scottish River Purification Committee and the Hydraulic Research Board at Wallingford.

He was on the Roll of the Institution for 40 years: elected to corporate membership in 1928, he was transferred to the senior grade in 1949.

He is survived by his widow and a son and daughter.



Thomas Henry Jones, CEng who was born on 20 December, 1896, died in August 1968.

Educated at the Central School, Birmingham, he took his practical training from 1913–15 with Mr F. C. Cook (F).

During World War I he served in France with a commission in the Royal Engineers, and was gassed in 1917. He was mentioned in despatches.

Jones was to establish an international reputation as a water engineer, specializing in deep wells, adits and bores: impounding schemes, river supplies, filtration, chlorination, etc. Starting in Nuneaton in 1919, he went on to boroughs of increasing size—Rotherham, Swansea and finally, Hull,

where the ambition of his career took shape, only to be shelved until after his retirement.