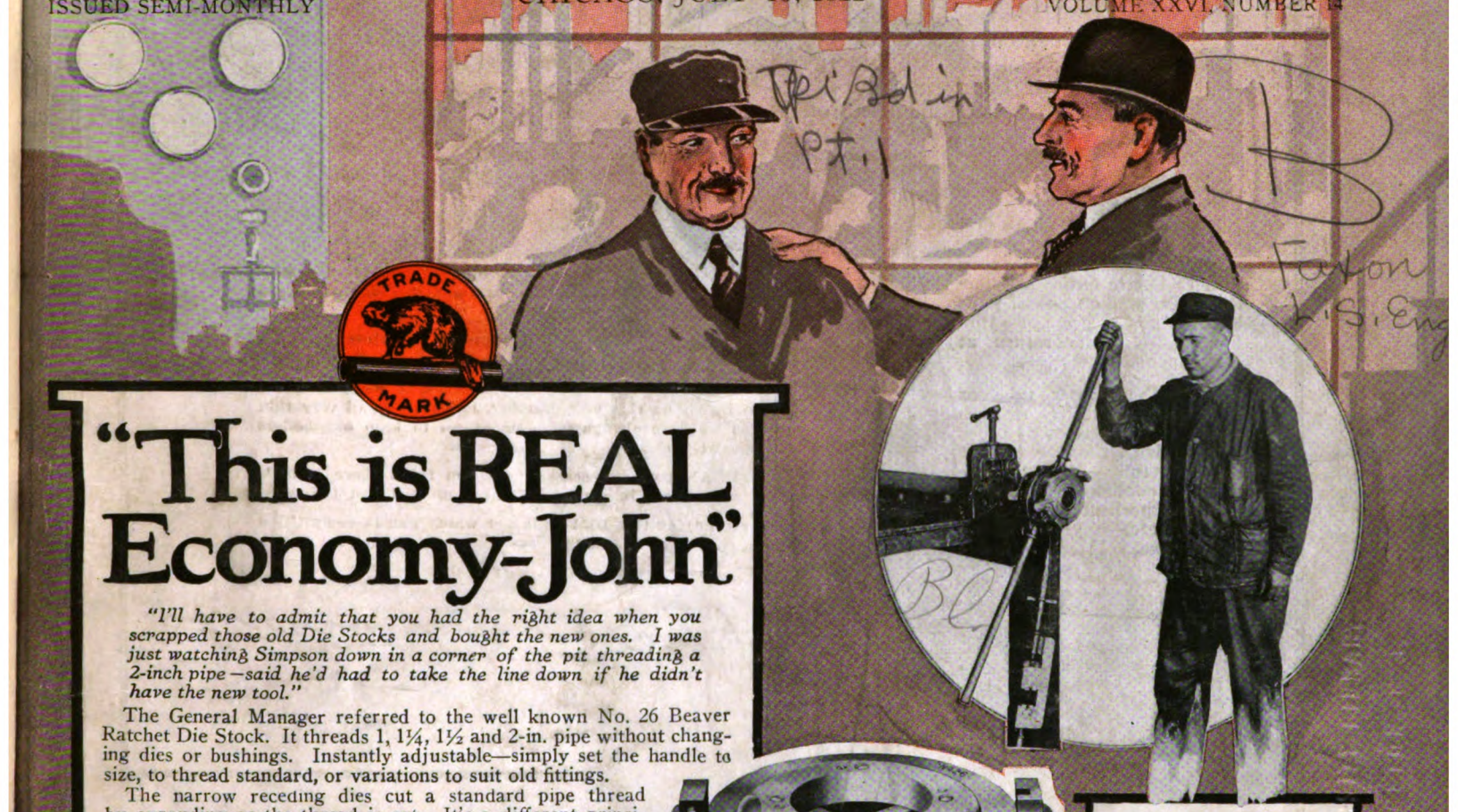
POWER PLANT ENGINEERING

Trade Mark Reg. U. S. Pat. Office. Entered as second class matter May 1, 1908, at the Post Office, Chicago, Ill., under act of March 3, 1879. 537 So. Dearborn St.

$2.00 A YEAR, 15 CENTS A COPY
ISSUED SEMI-MONTHLY

CHICAGO, JULY 15, 1922

CIRCULATION OF THIS ISSUE 22,300
VOLUME XXVI, NUMBER 14



will serve Gastonia is being built from the Mount Holly steam station. A line is also being built from the Mt. Holly steam plant to the Mountain Island hydroelectric plant. A new line is being built from Shelby to Caroleen, and still another from Hickory to Rhodhiss.

The present transmission system of the Southern Power Company embraces approximately 2200 mi. of transmission lines, it being one of the most extensive electric transmission systems in the world today. When the new lines are completed the total mileage of transmission lines will be approximately 2400 mi.

American Shipping Should Take Advantage of Modern Engineering Practice

IN AN ADDRESS on the ship subsidy bill, delivered at the recent American Marine Exposition at the Grand Central Palace, New York City, Frank V. Smith, of the marine engineering department of the General Electric Co., called attention to the futility of government aid unless the enterprises to which it is extended have practiced the maximum economy in operation. This means the employment, not only of the most efficient methods of management, but also of the most advanced types of equipment, such as the Diesel engine, the electric drive, and other improvements as they are perfected. Unless the American companies maintain a high standard in these respects, Mr. Smith said that they would fall behind in the race with foreign competitors, irrespective of government aid. He also pointed out the necessity for better education of marine engineers and others handling the latest types of equipment.

At present American shipping may be said to be marking time in anticipation of action on the subsidy question at the special session of Congress. If the pending legislation passes, a great impetus will undoubtedly be given to privately owned American passenger and freight shipping. In this case, it is expected that several big companies will be formed, for operations on the Atlantic, Gulf and Pacific coasts, respectively. While under present conditions new building would probably be limited to a few ships, including one or two large ones of the Leviathan class, it is likely that many shipyards would be engaged in installing new equipment looking to the highest economy in operation.

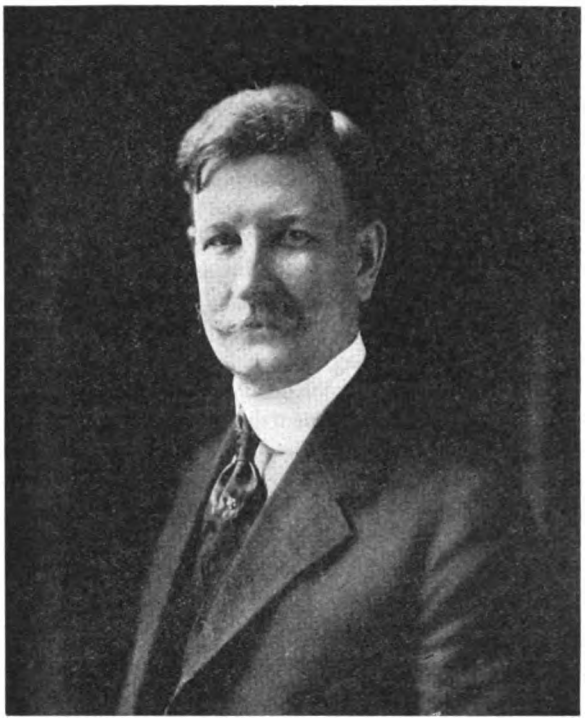
If, on the other hand, this legislation fails to pass at this session, it is not considered likely to be revived, and the practical obliteration of privately owned American shipping may be regarded as certain.

John L. Harrington New A. S. M. E. President

AT THE annual meeting of the American Society of Mechanical Engineers to be held in New York on Dec. 4 to 7 John Lyle Harrington will take his seat as the new president of the society.

Mr. Harrington was born at Lawrence, Kan., in December, 1868. After a brief business experience, he entered the University of Kansas in 1891 and was graduated in 1895 with the degrees of A. B., B. S. and C. E. Later he received the degree of M. S. from McGill University, Montreal.

His first six years after graduation were devoted to the acquisition of a broad foundation in bridge, structural and mechanical work with J. A. L. Waddell, consulting engineer, Kansas City, Mo.; with the Elmira Bridge Co., Elmira, N. Y.; with the Pencoyd Iron Works, Philadelphia, Pa.; with the Keystone Bridge Works of the Carnegie Steel Co., Pittsburgh, Pa.; with the Cambria Steel Co., Johnstown, Pa., for whom he designed and supervised the construction and equipment of the bridge and structural shops; as assistant chief engineer of the Bucyrus Co., South Milwaukee, Wis.; as assistant chief engineer of the Northwestern Elevated Railway Co. of Chicago, in charge of the detailing and fabrication of the metal work in the shops; as designer



JOHN LYLE HARRINGTON

for the Berlin Iron Bridge Co., East Berlin, Conn.; and as assistant engineer of bridges and buildings for the Baltimore & Ohio Railroad Co.

From 1901 to 1905 he served as executive engineer (manager) of the C. W. Hunt Co., New York City, and during 1905 and 1906 as chief engineer and manager of the Locomotive and Machine Co. of Montreal, a subsidiary of the American Locomotive Co.

From 1907 to 1914 he was a member of the firm of Waddell and Harrington, consulting engineers, Kansas City, and from 1914 to date he has been the senior partner of the firm of Harrington, Howard and Ash, consulting engineers, Kansas City. During his work as a consulting engineer, which has been devoted largely to the design and supervision of construction of large bridges, he has developed the vertical lift bridge and a variation of it, the movable deck, and has made a specialty of large movable structures of all kinds.

Mr. Harrington became a member of the society in 1902 and is now serving as vice-president and chairman of the Committee on Constitution and By-laws. He is also a member of the American Society of Civil Engineers, the Engineering Institute of Canada, the Institution of Civil Engineers, London, the American Railway

Engineering Association, the American Society for Testing Materials, the honorary societies Sigma Xi and Tau Beta Pi (Past President of the National Council), the Engineers' Club of Kansas City (Past President), the University Club of Kansas City, the Kansas City Club, and the Engineers' Club of Chicago.

Public Utility Load Continues to Grow

DAILY PRODUCTION of electricity by public utility power plants in September again broke all records. This is the third time in four months that records of output have been surpassed. The daily production of electricity in September was 135,200,000 kw.-hr., 3 per cent greater than the August record and nearly 6 per cent greater than the June record.

Owing to the usual seasonal increase in the production of electricity which generally occurs the latter part of each year, the average output for each of the remaining months of the year will probably establish a new record. The total output for the period January to September, inclusive, 1922, was 34,340,000,000 kw.-hr., an increase of about 15 per cent over the similar period in 1921. Probably the most important factor in producing this unprecedented demand for electricity is the increase in the domestic and commercial load for illumination and power purposes.

Consumption of both oil and gas in the production of electric power broke all records in August and September, the consumption of these two fuels in September being especially large in comparison with previous months of this year and of the other years of record, indicating an abnormal use of these fuels which has probably been brought about by the difficulty in obtaining coal.

News Notes

ELECTIONS OF EXECUTIVE committees of the professional divisions were announced recently by the American Society of Mechanical Engineers. L. P. Breckenridge, professor of mechanical engineering, Yale University, is chairman of the fuels division. John H. Lawrence, New York City, is chairman of the power division and Van H. Manning heads the gas power division.

LICENSING ENGINEERS will be the subject of a joint meeting of the New York sections of the A. S. C. E., A. I. M. E., A. S. M. E., and A. I. E. E., to be held at the Engineering Societies Building on Dec. 13.

ALUMNI OF THE Massachusetts Institute of Technology gave a banquet on Nov. 22 to Dr. W. S. Stratton, who recently resigned his position as head of the Bureau of Standards to accept the presidency of "Tech."

PERMISSION HAS been asked of the Coal Commission by the Chamber of Commerce of the United States, that the Chamber be allowed to present the views of organized business and industry should the Commission seriously consider any proposal looking to the nationalization of the coal industry. Julius H. Barnes, president of the National Chamber, in a letter to the Commission pointed out the disastrous consequences of the nationalization of various industries in Russia and other countries of Europe.

CONSIDERATION of a system of designating qualities or kinds of steels by code numbers will be taken up in a conference which has been called by the American Engineering Standards Committee at the request of the U. S. Bureau of Standards. The conference will be held in Room 704, Department of Commerce Building, Nineteenth St. and Pennsylvania Ave., Washington, D. C., at 10 a. m., Dec. 6. This conference is a matter of great importance to all manufacturers of steel and to all users of steel in large quantity. An attempt will be made to determine the desirability of applying a uniform numbering system to forging steels, casting steels, structural steels, including plates, tool steels or other steels not so classified.

TEN EGYPTIAN STUDENTS, graduates of the engineering and polytechnic schools of Egypt, sent to America by the Khedive's government to learn American manufacturing methods arrived recently in Washington and have been placed by the Department of Commerce in automobile and other factories where they will for two years work as actual employes, with the purpose of carrying back to the land of the pyramids the industrial and technical knowledge and skill of the Yankees.

DUKE GELASIA CAETANI, the new ambassador from Italy, is a mining and civil engineer, as well as an electrical expert, who received much of his training at Cornell University and other American schools.

R. L. BEERS, who was recently appointed chief engineer of the Detroit Stoker Co., graduated from Syracuse University in the class of 1912 in mechanical engineering. Leaving the university he spent four years with the United States Bureau of Mines under Mr. Hood, doing research and testing work on various fuels and combustion apparatus. Mr. Beers left the government service to do special combustion work with the United States Radiator Corporation.

Four years ago he was appointed testing engineer of the Underfeed Stoker Company of America and was later promoted to the position of assistant chief engineer. While with this company he was particularly active in the development of new stokers and made a special study of the application of underfeed stokers to industrial furnaces and the burning of refuse material.

In his new position Mr. Beers will be in direct charge of the design and application of the Detroit Stoker Co.'s single retort and multiple retort underfeed stokers.

CHARLES J. TAGLIABUE, president of The C. J. Tagliabue Manufacturing Co., Brooklyn, died on Nov. 2.

W. W. SAYERS, of the Link-Belt Co., has been made chief engineer of the company's Philadelphia Works and Eastern operations.

JOHNS-PRATT Co., of Hartford, Conn., announces the appointment of George Saylor as western sales manager, electrical division, with headquarters at 36-37 South Desplaines St., Chicago.

JENKINS BROS. announces the appointment of William G. Le Compte as sales manager in charge of its New York territory. Mr. Le Compte has been a member of the sales organization of this company for 25 yr.

THE FLORANDIN EQUIPMENT Co., 110 West 40th St., New York City, which is New York representative of the Conveyors Corporation of America, Chicago, is