

OBITUARY.

SIR HENRY FOWLER, K.B.E., D.Sc., was born at Evesham on the 29th July, 1870, and died at Spondon Hall, Derbyshire, on the 16th October, 1938. He was educated at Evesham Grammar School from 1879 to 1885, and then attended the Mason Science College, Birmingham, which was later incorporated in Birmingham University, from 1885 to 1887. His engineering apprenticeship was served in the Horwich works of the Lancashire and Yorkshire Railway from 1887 to 1891, and he was afterwards appointed assistant to the late Mr. George Hughes, then chief of the testing department on the same railway. Subsequently, he succeeded Mr. Hughes as chief of the testing department, and was also appointed gas engineer to the Lancashire and Yorkshire Railway. While at Horwich he attended the Railway Mechanics Institute, and was successful in 1891 in gaining the first Whitworth Exhibition awarded to a member of that Institute. He afterwards became a teacher in the same Institute.

In 1900 Fowler left Horwich to join the staff of the Midland Railway at Derby. He became in succession gas engineer, assistant works manager and works manager, and in 1910, after the retirement of Mr. R. M. Deeley, he was appointed Chief Mechanical Engineer to the Company. On the formation of the London Midland and Scottish Railway, he became deputy Chief Mechanical Engineer in 1923, and 2 years later was given the position of Chief Mechanical Engineer. His work in this high post will be chiefly remembered by the appearance of the "Royal Scot" class of locomotives, which were the most notable passenger engines of their day; but the reorganization of the whole system for the repair and overhaul of locomotives at Derby which led eventually to the possibility of greatly reducing the number of engines required for service was, in all probability, a service of still greater economic value. In 1931 he became Assistant to the Vice-President for Research and Development.

On the formation of the Ministry of Munitions in 1915 Fowler, who had been secretary to the Railway Companies' Munition Sub-Committee, was appointed Director of Production. In the following year he became superintendent of the Royal Aircraft Factory at Farnborough and in 1917 Assistant Director-General of Aircraft Production. He was Ministry of Munitions representative on the Aircraft Mission to the United States and Canada in 1918, chairman of the first Inter-Allied Conference on the Standardization of Aircraft Components, and Deputy Member of the Munitions Council in 1918-19. He also served on the Advisory Committee for Aeronautics, acting as chairman of its light alloys sub-committee. In 1917 he was created C.B.E., and in 1918 was advanced to K.B.E.

He was elected an Associate Member in 1896 and was transferred to the class of Member in 1918. He was a Member of Council from 1928-1934. In addition to being elected President of The Institution of Mechanical Engineers in 1927, he was also President of the following Institutions :— Institution of Locomotive Engineers in 1912, Institution of Automobile Engineers in 1920, Institution of Locomotive Inspectors and Foremen in 1921, and the Institute of Metals in 1932.

He was the James Forrest Lecturer in 1934, when the subject of his Lecture was "The Progress of Automobile Engineering." He also delivered in Session 1922-23 the Institution Lecture to Students on "Engineering Factory Organization."

He was a frequent contributor to the Proceedings of the various scientific and technical Institutions, and, in addition to obtaining a Miller Prize, as a Student, for his Paper on "The Testing and Inspection of Plates," he was awarded by The Institution a Telford Premium in 1897 for a Paper on "Calcium Carbide and Acetylene," a Watt Gold Medal and the Webb Prize in 1913 for a Paper on "Superheating Steam for Locomotives," and a Telford Gold Medal, jointly with Sir Nigel Gresley, in 1921, for their Paper on "Trials in Connection with the Vacuum Brake for Long Freight Trains."

He held the honorary degree of LL.D. from the University of Birmingham and of D.Sc. from the University of Manchester, and he was the first honorary graduate of the Manchester College of Technology. He was a Justice of the Peace, a Colonel in the Engineer and Railway Staff Corps, and the possessor of the Territorial Decoration.

In 1895 he married Emmie Needham, daughter of the late Mr. Philip Smith. She died in 1934. There were two sons and a daughter of the marriage.

SIR JOHN PURSER GRIFFITH was born on the 5th October, 1848, and died at Rathmines Castle, Dublin, on the 21st October, 1938. He attended Doctor Biggs' school at Devizes and Fulneck School at Leeds before going to Trinity College, Dublin, in 1865. After passing through the Engineering School in 1868 he started his pupilage with Dr. Bindon Blood Stoney, M. Inst. C.E. He then served for a short period as assistant surveyor for Co. Antrim in 1870, under Mr. Alexander Tate, afterwards being appointed assistant to Dr. Stoney in 1871, with whom he served for 28 years. He was appointed Chief Engineer to the Board in succession to Dr. Stoney in 1898, relinquishing this position in 1913. Throughout the whole of his association with the Dublin Port and Harbour Board, he was engaged on works of great magnitude, including the construction of roads, tramways, bridges, docks, quay walls, lighthouses, and stores. As an