

encountered very rarely in a natural state, they could be produced by admixture in many localities. In most cases it was necessary to mix three different materials, the most usual being the following :—

- (a) Roadside soil of the A5 to A7 type, containing little if any coarse material.
- (b) Gravel or decomposed rock consisting chiefly of coarse aggregate between $\frac{3}{4}$ inch and $\frac{1}{2}$ inch, but usually containing a small proportion of fine material, also of the A5 to A7 type.
- (c) Sand of the A3 type, probably obtained from the beds of existing or former river channels and containing a proportion of fine sand and silt.

Examination of the comparative log—log and plain—log diagrams prepared by Mr. Williamson had confirmed the Author's preference for the former for that particular purpose. As indicated in the final sentence of the Paper, he considered tests of the coarser part of the soil necessary and he agreed that the test advocated by Messrs. Markwick and Shergold would be useful. He regretted that he was not at present in a position to suggest suitable standards for that test applied to soil-stabilized roads.

OBITUARY.

MAURICE FITZGERALD WILSON was born on the 4th February, 1858, and died on the 23rd December, 1945. He was educated at Eton and at the Crystal Palace School of Engineering, and, after a short period at the Thames Ironworks, was articled in 1881 to Sir John Coode, K.C.M.G., Past-President Inst. C.E., spending most of his pupilage on the harbour works at Table Bay and Port Elizabeth. From 1883 to 1886 he was engaged on constructional work at Tilbury Docks for Messrs. Kirk and Randall and Messrs. Lucas and Aird, for whom he also worked on the Bodmin and Wadebridge Railway. In 1888 he was appointed resident engineer on the construction of the breakwater at St. Ives, Cornwall. From 1892 to 1895 he was resident engineer on the dock works of the London and South Western Railway at Southampton. In 1896 he was appointed superintending engineer in charge of the survey for the Admiralty harbour, Dover, and later for the construction of the works, on which he was engaged until 1905. In 1906 he joined the firm of Coode, Son and Matthews, of which in 1924, on the death of Sir Maurice Fitzmaurice, Past-President Inst. C.E., he became senior partner. For nearly forty years he was engaged in the design and construction of harbours, docks, sea defence works, bridges and barrages, including dock extensions for the Mersey Docks and Harbour Board; the Admiralty harbour of refuge at Peterhead; Fishguard harbour; the Lyttelton and Gisbourne harbours, New Zealand;

wharves and docks at Singapore ; the Jahore causeway ; Colombo harbour ; entrance works and wharves at Lagos ; harbour works on the Gold Coast, in Sierra Leone, and in Gambia ; and work for the Whangpoo Conservancy Board, Shanghai. In 1921 he was appointed a member of the consultative committee of engineers of the European Commission for the Danube. From 1929 to 1933 he was in charge of the technical investigation of the proposed Severn barrage, upon which the report issued in 1933 was based.

Mr. Wilson was elected an Associate Member of The Institution on the 5th February, 1884, and was transferred to the class of Member on the 12th February, 1895. He was elected to the Council in November 1928 and became Vice-President in November 1937, but declined nomination for election as President in November 1940 owing to ill health. In the previous February he had been elected an Honorary Member of The Institution. In 1919 he presented a Paper on the Admiralty Harbour, Dover,¹ for which he was awarded the George Stephenson Gold Medal and a Telford premium. He was a member of the Sea Action Committee and later acted as its Chairman. For many years he took a leading part in the work of the British Standards Institution, of which he was Chairman from 1923 to 1933, and honorary life chairman of its Engineering Divisional Council.

In 1884 he married Florence May, daughter of the Venerable Hopkins Badnall, Archdeacon of The Cape, and had two sons. Mrs. Wilson died in 1941.

¹ Min. Proc. Instn Civ. Engrs, vol. 209 (1919-20, Part I, p. 31).