

His loss is not only mourned by a large circle of literary, professional, and private friends, by whom he was loved and admired, but will also be felt in English literature, in which he held so high a position.

HENRY JOHN FRASER, the eldest son of the late Mr. John Fraser, of Leeds, was born at Pudsey, near that town, on the 20th March, 1848. He was articled to his father (1866-1870) and on the completion of his pupilage had responsible charge of the works required in the construction of the Bradford, Ecclehill and Idle, and the Idle and Shipley Railways, and from 1874 to their completion in 1879, of the Bradford and Thornton Railways, including very heavy viaduct, tunnel, bridge and other works. He also had charge of the Halifax section of the Halifax, Thornton and Keighley Railways, including a tunnel $1\frac{1}{2}$ mile long. From July 1878 to 1880, he was engaged on the extension of the last named railway from Thornton to Keighley. During this latter period he became a partner with his father, and was also engaged in preparing the designs for the remaining works on the last-named railway, the contract for which was let in October, 1880, including viaducts, tunnels and other works of a heavy character of which he also had personal charge.

Mr. Fraser assisted in the preliminary work and the construction of the extensive system of railways from Newark to Bottesford, Bottesford to Melton, Melton to Tilton, Tilton to Leicester (over 50 miles), and the preliminary work of the Tilton to Market Harborough railways (21 miles). On the death of his father, in 1881, he was joined by his brother-in-law, Mr. W. Beswick Myers, and they, under the name of Messrs. John Fraser and Sons, completed the Thornton to Keighley and Tilton to Leicester sections of the above railways. They also carried out the preliminary work and construction of several other important connecting lines in Yorkshire, viz., the Crofton Branch and the Dewsbury Branch, and had nearly completed the construction of the line from Beeston to Batley, the Harrow and Stanmore Railway, the Halifax High Level Railways, and (in conjunction with Sir Douglas Fox) the Driffield to Market Weighton section of the Scarborough Bridlington and West Riding Junction railways. In addition to the above he and his partner were engaged on several other important railway schemes, amongst which were the Lowmoor to Dudley Hill and the extension of the Pudsey Railway.

Mr. Fraser, who became a member of the Institution on the

2nd of March, 1880, had been in ill health for some time, and died at Ganthorpe House, near York, on the 13th October, 1889, in the forty-second year of his age.

JOSEPH GORDON was born on the 16th of April, 1837, at Haltwhistle, Northumberland, and received there the whole of his schooling, this being strictly confined within the narrow limits then prevailing in English country districts. In 1852 he was articled to the late Mr. James Hogg, then City Surveyor of Carlisle, who enjoyed a considerable range of private practice in the neighbourhood.

Mr. Gordon remained in Carlisle until the death of Mr. Hogg in 1856, when, notwithstanding his youth, he applied, and ran second, for the appointment thus rendered vacant, having by his genial nature and striking abilities won golden opinions from all with whom he had been brought in contact. He was at once selected as an assistant by Mr. Thomas Fenwick, then Borough Surveyor of Tynemouth, but in a few months accepted an offer made to him by Mr. (now Sir) Robert Rawlinson to take part in the preliminary survey for the sewerage works of West Ham, Essex. Ultimately, in 1858, he was entrusted, as Resident Engineer, with the carrying out of Mr. Rawlinson's scheme, an undertaking which that gentleman, writing in 1864, described as including "some of the most complicated and difficult main sewerage works" he had executed up to that time.

In 1860, the City Surveyorship of Carlisle again became vacant, and as the West Ham works were far advanced towards completion, Mr. Gordon applied for the appointment, this time with success. He held the post for six years, and, having by his past experience acquired sound and independent views on sanitary questions, was enabled to find scope for them. Perhaps it was in Carlisle that Mr. Gordon first displayed to the full extent that intense and overmastering love of accuracy and completeness which was, in later years, to form the chief feature of his reputation. His zeal in personally setting out work, and in obtaining none but the highest class of materials and workmanship, became proverbial, and his successful efforts in this direction, even in such matters as roads and footpaths, doubtless encouraged him in his life-long adherence to the methods then pursued.

In 1864, rather than allow him to accept the Borough Surveyorship of Wolverhampton, the Corporation of Carlisle granted Mr.