

both for the public spirit and the ingenuity displayed in it, was the initiation and carrying out of the transport from Alexandria to London of the famous Cleopatra's Needle, now on the Thames Embankment, which bears his name on the bronze tablet of its pedestal. In this enterprise he was supported by the late Sir Erasmus Wilson, F.R.S., to the extent of £10,000, but, owing to the unfortunate salvage claims, he was a financial loser to almost the same amount—a fact which has never been sufficiently known and appreciated. In 1888 he was induced to visit the colonies in South Africa, in the hope of benefiting by the change, but, broken down in health, he never thoroughly rallied after his return, and died on the 28th of January, 1891, at the comparatively early age of fifty-six.

Mr. Dixon's personal qualifications were those which go to the making of a great contractor. Original in conception as regards the practical carrying out of works, and guarded by his engineering training against mistakes of a theoretical nature, he faced difficulties with a light heart and found them but a stimulant to greater efforts. He tendered for the construction of the Forth Bridge, and was quite prepared to undertake that work single-handed, but the directors did not deem it prudent to entrust it to any one man. His enthusiasm was contagious, and the hesitations and doubts of engineers and financiers were often swept away by his vigorous and cheery eloquence. He was an accomplished amateur artist, and his water-colour drawings, mostly sea-pieces, were frequently hung in various exhibitions in London. His loss will be deeply felt by a large circle of friends, who esteemed highly his great abilities, his indomitable enterprise and genial personal qualities, which will secure him a high position among Newcastle worthies. He was some years ago accorded by the University of Durham the honorary degree of M.A.

Mr. Dixon was a Lieutenant of the City of London. He was elected an Associate-Member on the 7th of December, 1869.

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CHARLES HILTON HINGESTON was born in London on the 14th of May, 1858. He was a pupil of Mr. F. E. Duckham, and was engaged as his assistant on railway and other extension works at Millwall Docks, until August, 1882, when he was appointed Resident Engineer with sole charge of the submarine operations

of the Stonehouse Pool Improvements for the London and South Western Railway. Upon the completion of those works in 1888, he was sent to Tasmania by the Long Reach Dredging and Tin Mining Syndicate, to take the management of their interests, and superintend the erection of their machinery. In May, 1890, he was appointed Colonial Engineer of the British settlement on the Gambia, with his headquarters at Bathurst. On the 22nd of the following September, he accompanied the Administrator to Albreda, and while there contracted malarial fever. The return to Bathurst was made as speedily as possible, but Mr. Hingeston died on the 1st of October. He was elected an Associate-Member of the Institution on the 4th of March, 1884.

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JORGEN DANIEL LARSEN was born on the 26th of September, 1833, and was educated at the Polytechnic School at Copenhagen, with the object of following the profession of a Civil Engineer.

From 1856 to 1859, he was engaged on the Newcastle and Maitland Railway, New South Wales, as Contractor's Resident Engineer, and was employed from 1860 to 1862 in the Roads and Bridges Department in the Northern District of New South Wales, as a Government Assistant Engineer. He then spent some time in the United States for the purpose of studying the systems of Street Tramways. From 1866 to 1868, he was Engineer to the North of Europe Land and Mining Company, for whom he designed and carried out works. From 1869 to 1873, he was Resident Engineer to the London Tramways Company, and laid out and superintended the construction of all its lines. He also acted in the same capacity for the Pimlico, Peckham, and Greenwich Tramways Companies; and had charge of the construction of the tramways in Cardiff, Belfast, and Plymouth. He was Consulting Engineer for the tramways in Madrid; and from 1874 to 1879, was Engineer for those in Paris, both on the north and south sides of the river. In the middle of 1879, he proceeded to Johannesburg, where he was engaged for a short time in reporting on coal farms, &c. From 1881 to 1884 he was Resident Engineer on, and superintended the construction of, the Calcutta tramways for Mr. Hopkins. After visiting Melbourne to examine and report on the tramways in that city, he became engineer to the newly formed Johannesburg Tramway Company, and made all the necessary surveys and plans, prepared specifications for plant and rolling-stock, and super-