

President's chair in 1861. In 1864 he was one of the first to respond to the appeal made for a Benevolent Fund, subscribing £500 to that undertaking. Two years later, when the subject of rebuilding the premises in Great George Street became urgent, he subscribed £2,000 to the fund proposed to be raised among the members for that purpose, and although the subscription list was afterwards cancelled, there is no doubt the money would have been cheerfully paid had it been needed. Lastly, by his will he left the society £500 free of legacy duty.

This distinguished engineer died on the 2nd of June, 1891, leaving a reputation such as few have achieved for variety of good and honest work. Certainly no man has done more to enhance the honour and reputation of the profession.

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RICHARD HODSON was born at Dudley, Worcestershire, on the 19th of January, 1833, and was educated at the Grammar School, Leamington. After some private study, principally of mathematics and mechanics, he was apprenticed in 1858 to Messrs. Simpson and Co. of Grosvenor Road, Pimlico, where he served a regular pupilage, working for three years in the shops and afterwards for a similar period in the drawing-office, and latterly being placed in charge of the erection and working of both stationary and marine engines. During the whole of this time he was in direct contact with the late Mr. David Thomson, then Manager for Messrs. Simpson and Co. This gentleman, who was a mechanical engineer of the highest order, had a very favourable opinion of Mr. Hodson's personal character and mechanical ability, and entrusted him at an early period with work of a responsible nature.

In 1865 Mr. Hodson entered the service of the Thames Iron Works and Shipbuilding Company, Blackwall, as Chief of the Drawing Office. In that capacity he designed and executed works of a very varied character, such as steam-engines, hydraulic machinery, dock-gates and machinery, dredgers, caissons, wrought-iron girder bridges, and iron structures generally. In 1871 he became Chief Engineer to the Company, which position he held until his death. Early in 1882 he was much occupied in perfecting his high-speed rotary-engines which were then largely used for driving dynamos. The girders of the extension of the London, Chatham, and Dover Railway Bridge at Blackfriars, and the machinery for the Dover Pier Turret were made under his direction, the execution of the work, like everything he did, being carefully studied even to the smallest detail.

Mr. Hodson was originally destined for another profession, but, being of a mechanical order of mind, turned early to congenial pursuits. While with Messrs. Simpson & Co. he became a competent workman and a general favourite with the men, who readily recognized capacity in one who understood how to work with them without impairing his own status. That part of his active life which was devoted to the practice of the profession was also largely spent in scientific study. He was a student in the true sense of the term, never losing sight of the fact that there is no finality in science. In this way he was constantly evolving fresh mechanical developments, for which he took out several patents. The most strongly marked of his professional characteristics was a mastery of general principles with a knowledge of the smallest details.

Mr. Hodson's was a typically sturdy character. Direct and truthful to a degree, he was always to be relied upon. Those who knew him best mourn the loss of a friend, cheerful under all circumstances—even under that of the long illness which terminated in his death on the 22nd of July, 1890. Mr. Hodson was elected an Associate of the Institution on the 4th of March, 1862, and was transferred to the class of Member on the 30th of April, 1878.

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JOHN MACKENZIE was born at Cupar, Fife, on the 2nd of January, 1827, and was educated at the High School and School of Art, Edinburgh. In 1843 he was apprenticed to the late Mr. James Stirling, at Messrs. Gourlay, Mudie and Company's Dundee Foundry. At the expiration of his articles he remained as an Assistant until 1851, when he went to London and was engaged as a Draughtsman in the office of the late Mr. Robert Davison, Four years after, when the latter accepted the post of Engineer to the Dowlais Ironworks, Mr. Mackenzie accompanied him and, amongst other duties, took charge of the practical utilization of the slag. He did not remain long at Dowlais, however, but went as Chief Engineering Draughtsman to Messrs. Gourlay Bros., of Dundee, with whom he was principally occupied in designing and superintending the erection of machinery for sea-going steamers.

In 1856 Mr. Mackenzie returned to London and re-entered the office of Mr. Davison, with whom he remained for twenty years as Chief Assistant and Managing Draughtsman. In 1876 he became a partner in the firm which of late years has been known as Inskipp