

the establishment of Cooper's Hill College, he was particularly successful in the preparation of young men for the Public Works Department of India; whilst later, he had many articled pupils, most of whom are now filling important engineering appointments, either at home or abroad.

Mr. Shelley was for some time associated with the late Sir Joseph Whitworth, Bart.; and in conjunction with Mr. T. M. Goodeve, M.A., he wrote a work descriptive of the "Whitworth Measuring Machine." He was engaged upon the designs for an Ironworks which was erected at Shrewsbury. He also acted as Arbitrator in many important law disputes respecting the infringement of patents.

Mr. Shelley was for many years one of the Assistant Examiners in Steam and Mechanics at the Science and Art Department, South Kensington Museum. He also set the Papers, and was Examiner in those subjects, for the Royal Military College at Woolwich. He was the Author of a very useful little book, entitled "Workshop Appliances," which was well received, and went through six editions, being also translated into Spanish.

Mr. Shelley was elected an Associate of the Institution on the 19th May, 1857, and was transferred to the class of Member on the 7th of January, 1879. He was a Fellow of King's College, London, and a Member of the Institution of Mechanical Engineers, to which Society's proceedings he contributed a valuable Paper on "Rope-making."

A gentleman of the strictest integrity and honour, Mr. Shelley was a clever, and, in some respects, a remarkable man; thorough in the accomplishment of everything he undertook, accurate alike in the execution of little things as well as large.

He died at Bromley, in Kent, on the 16th of June, after a short illness, although his general health had been failing for some time past.

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THOMAS WYNNE of the Manor House, Gnosall, near Stafford, late H.M. Inspector of Mines for the district of North Staffordshire, Cheshire, and Shropshire, was born at Tenbury in Worcestershire on the 7th of February, 1807, and was educated at Ledbury. The early part of his life was occupied in trade, but

about the year 1830 he removed into Staffordshire, where a few years afterwards he turned his attention to the study of mine-engineering. In, or about, 1836, he became the managing partner in the Mossfield Colliery Company, then being developed into what for the period was a large undertaking. He also practised as a consulting engineer, valuer, &c., and at the same time was partner in a firm of china manufacturers. He was twice elected to the office of Chief Bailiff of Longton, where he resided upwards of twenty-four years, that town being governed under a Local Police Act previous to its incorporation.

The rapid development of railways caused Mr. Wynne to devote much attention to the necessity of such accommodation for the district in which he lived, the nearest point of communication then being some eight miles distant from the town of Longton. This, with his general knowledge of those matters, brought him a considerable practice as a valuer and arbitrator in railway and mining undertakings, especially in connection with the construction of the North Staffordshire and Shropshire Union Railway, and later on with the Stafford and Uttoxeter Railway.

Under the first Coal Mines Act (1850) Mr. Wynne was, in January, 1852, appointed one of H.M. Inspectors of Mines. During the time he held that post he investigated the causes of many serious colliery accidents of various kinds, of which more than ninety were due to explosions. Of these the principal, which occurred at Talk-o'-th'-Hill, caused the loss of ninety-one lives. The result of these investigations was to convince him of the danger of allowing indiscriminate shot-firing in mines, and caused him to take a prominent part with his colleagues in making recommendations which were embodied in subsequent Mining legislation. He also made the subject of gas engineering a study, and was Chairman of the Stone (Staffordshire) Gas Company. Mr. Wynne resigned the appointment of Inspector of Mines at the end of 1888, after thirty-seven years' service. In September, 1890, he met with a carriage accident, from the effects of which he never recovered, sinking slowly until the end, which took place on the 4th of June, 1891.

From his early manhood up to the date of his death Mr. Wynne always took an active and intelligent interest in all engineering and mining discoveries. There were few subjects with which he was not practically conversant, and not only was his advice frequently sought in matters of difficulty by those who knew his reliable judgment, but in many cases of emergency his active assistance was highly appreciated, especially by his old brother-

inspectors. During a long and varied career he displayed much firmness of character, combined with great energy and excessive activity, almost to the end of his life. A man of powerful physique and hardy constitution, his genial disposition and kindly nature secured him many friends. He took pleasure in referring to incidents of his past life, and was often heard to relate how he had ridden on the first locomotive engine which ran on a road.

Mr. Wynne was connected with the Institution for upwards of thirty-six years, having been elected a Member on the 5th of December, 1854.

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CHARLES EDWARD CAGE MONTRÉSOR, the second son of Mr. Charles F. Montrésor, late of the Bengal Civil Service, was born on the 5th of November, 1857. He was educated at Haileybury College and received his professional training at the Royal Indian Engineering College, Cooper's Hill, which he entered by competitive examination in 1876. In 1879 he was appointed to the Public Works Department of the Government of India. On his arrival in India in November of that year he was posted to the Tirhut State Railway, and underwent a year's practical training in the locomotive workshops at Somastipur and on open line maintenance. In December 1880 he was employed on the Eastern extension of the line from Durbhanga, and afterwards held charge of the Survey Division. In March 1883 he took over the first sub-division of the Hajipur extension, and constructed a considerable length of line, encountering many difficulties from floods. From June 1884 to April 1885 he was employed as assistant to the manager of the railway, and assisted in preparing the Gandak bridge project. He again held charge of the maintenance of open line till February 1887, when he commenced the Pertabganj extension. This work, which included the erection of a bridge of seven spans of 60 feet, was successfully completed in a very short length of time, in spite of a severe outbreak of cholera among his workmen. Mr. Montrésor, who for some years had been in weak health, then went to England on furlough. Returning to India at the end of 1889, he was posted to the East Coast Railway survey. In May 1890 he took charge of the Chicacole Survey Divisions, and, on the commencement of the construction of the line, joined the Vizagapatam Division.