

and while at home an hour or two later engaged in writing a letter, he was seized with a stroke of paralysis and expired the same night.

An incident markedly characteristic of the man is related by the then foreman of the fitting-shop at Gorton Foundry, in which Mr. Lange, then a powerfully-built young man of four-and-twenty, commenced work on first joining the firm. On being introduced by Mr. Beyer personally to the foreman alluded to, as a young German desirous of acquiring English experience, he was at once set to work with the usual complement of files and other tools. Very soon, however, he went to the foreman and complained of the inadequate length of the files, which limited his power of work. In response to his request he was supplied with some of the longest files the resources of the establishment could furnish, with which he made adequate execution.

Mr. Lange was elected a Member of the Institution on the 5th of March, 1889.

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WILLIAM BOOTH SCOTT was the son of Mr. John Scott, at one time editor of *The Morning Advertiser*, and was born in London on the 18th of August, 1822. He was articled, about the year 1838, to Mr. E. Jones, architect and surveyor, whom he assisted in making extensive surveys in Surrey and in the Isle of Sheppy. On the expiration of his articles he was employed under the late Mr. I. K. Brunel as an Assistant Engineer, first at the Ipswich Docks for about eighteen months, and subsequently on the Wilts and Somerset Railway. He next entered the Department of the Metropolitan Commissioners of Sewers, and rendered valuable assistance in the preparation of the great scheme for the drainage of London originally designed by the late Mr. Frank Foster. The laborious studies and calculations for that scheme were made at the office in Hatton Garden of the Metropolitan Commissioners of Sewers. On the breaking up of this department, and the creation of the Metropolitan Board of Works, Mr. Scott was appointed, in 1856, to the office of Chief Surveyor to the Vestry of St. Pancras, which post he held until his death.

Mr. Scott, therefore, was identified with every great work of improvement in the parish of St. Pancras during the last five-and-thirty years. One which he considered most useful was the making of Battle Bridge Road, opened to the public in 1873. This was the first street improvement carried out in St. Pancras by the Vestry, and led to greatly increased facilities of

access in other parts of the parish, to such works as the removal of Mabledon Gate, the extension of Woodsome Road, the widening of Angler's Lane, of Gordon House Lane, and of the Kentish Town Road, and the continuation of Bartholomew Road to Leighton Road. Then, again, there was the reconstruction and improvement of Gloucester Gate Bridge, and of the bridge in Chalk Farm Road, both over the Regent's Canal. The latter, although little appreciated by the general public, was considered by Mr. Scott as one of his chief works, owing to the engineering difficulties which had to be overcome. He took great interest in securing open spaces for the parish. Under his supervision the old burial grounds of St. Pancras, St. Giles, St. James (Westminster), St. George (Bloomsbury), St. George the Martyr, and St. Andrew (Holborn), were laid out as recreation grounds; and as recently as July, 1891, at the public opening of the extension of St. Pancras Gardens, his services in this direction were warmly acknowledged.

Mr. Scott was largely instrumental in securing for the Vestry concessions from the London Street Tramways Company. He urged successfully the power of purchase of tramways by local authorities, and the terms upon which such purchases were to be negotiated. In matters relating to the management of his office, Mr. Scott was a warm defender of what is sometimes called "red tapeism." In a most valuable report, prepared by him in 1890, on the works executed and improvements effected in the parish since 1856, he states that he had risked and incurred anger and ridicule for firmly and consistently upholding and abiding by stringent regulations which had conduced to the successful conduct of public business for so many years. "Strict attention," he says, "to such rules is sometimes referred to, or often sneered at, as 'red-tapeism,' but it may be unquestionably regarded as preferable to a loose and easier mode of conducting business, a mode which might open the door to genial carelessness insensibly degenerating into speculation." A copy of the above interesting and instructive report may be found in the library of the Institution.

Mr. Scott died suddenly of heart disease on the 31st of October, 1891. On the previous day he was at his post for several hours, closely occupied in parochial business. For some time, however, his health had not been good; indeed, a year before his death he had warning of the condition of his heart. He appeared, however, to have benefited by a short stay in the country, and there was no reason for thinking his end so near. Mr. Scott was an indefatigable worker, and highly esteemed by the members of the Vestry, and

by his colleagues and subordinates. He was elected an Associate of the Institution on the 4th of December, 1855, and transferred to the class of Member on the 21st of January, 1862.

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JOHN TAYLOR was born in May, 1817, in Sunderland, where his early years were spent. He was the only son of Mr. John Brough Taylor, M.D., who had gained considerable eminence both in his profession and as an antiquary, but who unfortunately succumbed to an attack of typhoid fever at the early age of thirty-six, his son, the subject of this memoir, being only eight years old, and lying dangerously ill of the same complaint at the time. As soon as he was well and strong enough, he was sent first to the Grammar School at Sunderland and afterwards to Houghton-le-Spring School. At the age of fourteen, on account of the straitened circumstances of his mother, it became necessary to take him away from school, and he was placed in the office of a merchant at Sunderland. It soon became apparent, however, that his tastes inclined strongly towards mechanical work, so after about three years of mercantile training, he, at the advice of his principal, determined to devote his energies to engineering. In May, 1834, he obtained employment on the construction of the Wearmouth Docks, Sunderland, and afterwards on that of the Hartlepool Docks.

In 1836 Mr. Taylor went to London, where he secured work on the Great Western Railway under the late Mr. I. K. Brunel, and was placed in charge of the Hanwell Viaduct. While thus employed he was fortunate in making the acquaintance of the late Mr. James Simpson, who was engaged as arbitrator on some dispute with the contractors. In the following year he was engaged by Mr. Simpson, and from that date till Mr. Simpson's death, in 1869, Mr. Taylor acted for him, and became his chief and confidential adviser. Mr. Taylor's first work under Mr. Simpson was with the Chelsea Water Company, the intake of which was then at Pimlico. For that Company he was engaged upon the design and construction of the first experimental filter-bed for purifying potable water. As the only filters then in existence were those used by paper-makers, he made visits to paper-mills in all parts of the country, in order to obtain the best information possible. The design for the first waterworks-filter was very similar to that still in common use, very slight modifications only having been introduced during the last fifty years.