

shire, first at Ironbridge and subsequently at Madeley, where he wrote a book called "Sanitary Work in the Smaller Towns and in Villages," published by Crosby Lockwood and Company. He left Madeley in 1879 to take up the appointment of Assistant Surveyor to the Borough of Leeds. He was then engaged on large extensions of the sewers for the drainage of Bramley and Woodhouse Hill, involving river, canal, and railway-crossings, and also on the erection of a refuse destructor at Armley, an account of which he communicated to the Institution in a Paper<sup>1</sup> entitled "The Burning of Town Refuse at Leeds."

Mr. Slagg remained at Leeds until 1883, when he removed to Presteign in Radnorshire, upon the sewerage of which town he was engaged for the following three years. In 1886 he settled at Leominster where he spent the remainder of his life in comparative retirement. A series of articles on "The Water Question," written by him, which appeared from time to time in the *Building News*, attracted so much attention that in 1888 he was induced to reprint them in book form under the title of "Water-Engineering." He also contributed to the Institution a Paper<sup>2</sup> on "The Discharge of Water over Weirs."

In February, 1890, Mr. Slagg had a severe attack of influenza, from the effects of which he never really recovered. After remaining an invalid for nearly two years, he died on the 23rd of January, 1893. Modest and retiring in disposition, Mr. Slagg was generous to a fault; ever ready to help a friend, he would stand aside rather than seek advancement at the expense of a colleague. He was elected an Associate of the Institution on the 3rd of December, 1861, and was subsequently placed in the class of Associate Member.

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CHARLES ROBERT TREWHELLA, son of Mr. Robert Trewhella of Catania, Sicily, was born on the 14th of March, 1865. In 1882 he became a student at the Royal Indian Engineering College, Coopers Hill, where he took 1st-class honours and obtained the diploma of Associate. On leaving the College in 1885, he was engaged under his father on railway and mining works in Sicily and Italy. In March, 1886, he was employed on a project for a railway round Mount Etna about 65 miles in length and in

<sup>1</sup> Minutes of Proceedings Inst. C.E., vol. lxxviii. p. 290.

<sup>2</sup> *Ibid*, vol. xc. p. 305.

the following June was sent to Palermo to superintend the completion of the Palermo-Corleone Railway, about 40 miles in length. In January, 1887, he returned to Catania and took charge of the construction of a short line from Raddusa to the Sant' Agostino Sulphur Mines and was subsequently engaged in superintending the plant for the Stretto Sulphur Mine. In 1890 and 1891 he was occupied on the construction of the Ferrovia-circum-Etna—the railway round Mount Etna—and also in designing the plant for the Grotta Calda Sulphur Mines in Sicily, of which he was a joint lessee.

Mr. Trehella died at Rome on the 8th of March, 1893, at the early age of twenty-eight. He was elected an Associate Member of the Institution on the 3rd of January, 1891.

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GUILLERMO ANDRES WILSON, son of the late Mr. Hugh Wilson, well known as a railway contractor in Brazil, was born on the 15th of August, 1852. After being educated at the Engineering College, Chester, and at the High School, Carlisle, he obtained a thorough knowledge of the ordinary routine of business by spending some years with a mercantile firm in London. In 1873, when twenty-one years of age, he was placed in charge of his father's head office at Bahia in Brazil. One of the first works upon which he was engaged was the survey and construction of 28 miles of railway in the province of Bahia, involving a long viaduct, a tunnel, several bridges and heavy cuttings and embankments. The line was opened in 1876 and for three years he had sole charge of the traffic and maintenance. From 1879 to 1881 he acted as agent in London for the design, purchase and shipment of materials for railways in Brazil.

Returning to Brazil in 1881, Mr. Wilson acted for seven years as Chief Agent for the contractor on the survey and construction of over 160 miles of the Bahia Central and the Alagoas Railways and also on the survey of more than 500 square miles of land for the Public Works Department of Brazil. In 1888–89 he was engaged in the same capacity on the construction of some 350 miles of the Interoceanic Railway of Mexico and subsequently surveyed and reported on various railway schemes in that country. Proceeding to Venezuela in the following year, he acted as Resident Engineer for the Guanta Railways, Harbour and Coal Trust Company on the construction of a short line, and in 1891 reported on a scheme for docks and railway in the province of Almeria, Spain.