

mining projects in various parts of the world, in some cases undertaking also the management of the mines. He was largely instrumental in exposing the worthlessness of the gold mines in the Wynaad.

After reporting on gold-fields in India, New South Wales, and South Africa, Mr. Fowler was appointed, in 1871, Engineer to the Mammoth Copperopolis Company's mines in Utah, and for the next three years resided at Salt Lake City. During that time he was also connected with the Saturn Silver Mining Company in Utah and with the Phoenix Quicksilver Mining Company, in California. On leaving the service of the Mammoth Copperopolis Company he returned to England; after a time he proceeded to South America to report on Mining projects in the Andes and subsequently visited Mexico, California and Newfoundland with the same object. But the effects of an attack of jungle-fever, contracted during his first visit to India, told heavily upon him during these arduous and sometimes dangerous ventures, and occasionally he was compelled to abandon work and rest for a time. These periods of enforced idleness were a serious drain upon his resources, but at length a prospect opened up which promised great things. During one of his visits to the South of France he had reported very favourably on a valuable manganese mine, and was about to proceed to that country to take charge of its working when he was unfortunately struck down by a severe attack of dysentery, which ended fatally on the 9th of February, 1893.

Little more than an indication of Mr. Fowler's eventful career has been here given, but in the absence of any private record it has not been possible to obtain particulars of the numerous ventures in which he was interested during the last thirty years of his life. He was elected a Member of the Institution on the 6th of February, 1866.

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**HENRY GILL**, born at Rye in Sussex on the 10th of March, 1824, was educated at private schools and subsequently at the defunct College for Civil Engineers, Putney. His first professional employment was in connection with land and harbour surveying, in which he was engaged for about two years. He then became an Assistant-Engineer on the construction of the Great Northern Railway and so efficiently did he perform his duties during the five years he held that post that the Consulting Engineer of the

line, Sir William Cubitt,<sup>1</sup> who was also Engineer to an English Company for the supply of water to Berlin, entrusted him in 1853 with the carrying out of the works in that city.

Mr. Gill's connection with the Berlin Waterworks was destined to last for the remainder of his life—a period of forty years. When he entered upon his duties in 1853 his knowledge of the German language and people was slight, but so satisfactorily did he complete his task, frequently under delicate and difficult circumstances, that three years later he was appointed Engineer and manager of the new works. In 1873 the City Council determined to purchase the works from the company. The first step the authorities took, on the completion of the purchase, was to appoint Mr. Gill Engineer-in-Chief and to instruct him to make a full report to the City Council on the present and future prospects of the water-supply of Berlin. He advised that the Lake of Tegel, lying to the north-west of the city, should be the future source of supply.

The works purchased in 1873 lay to the east of the city and supplied only the heart of the town, as they were not capable of delivering more than 13,200,000 gallons per day. In the following year Mr. Gill submitted to the municipality designs for new works, to the north-west of the city at Tegel, capable of delivering 19,140,000 gallons per day. The scheme was approved and one half of it was completed and put in action in 1877, the remaining half, with the corresponding extensions of the mains in the city, being opened in 1885.<sup>2</sup> The population, however, continued to increase so rapidly that in 1887 Mr. Gill advised the Council to look for a further source of supply, for which he proposed the Mueggel-See, a large lake to the east of Berlin, which he estimated would suffice for a population of about 2,500,000, a million more than it then was. New works were taken in hand in 1890 and Mr. Gill had hoped to see their completion. Although his health was giving way he remained at his post and pushed the works forward with great energy. His desire, however, was not destined to be fulfilled, for after a short but painful illness, he died on the 17th of June, 1893, the day on which it was intended to commence the works necessary for the completion of the final scheme.

In addition to his official duties at Berlin, Mr. Gill was frequently consulted as to the water-supply of other towns and was recognized on the Continent as a great authority in that branch of engineering.

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<sup>1</sup> Minutes of Proceedings Inst. C.E., vol. xxi. p. 554.

<sup>2</sup> *Ibid.*, vol. cvii. p. 210.

For forty years, during which the population increased from 500,000 to 1,750,000, he directed the waterworks of Berlin and at all times furnished the city with a plentiful supply of pure water. As some recognition of his services, a movement is now on foot in Germany to erect a bronze bust (larger than life size) of him at the new works at the Mueggel-See. To his staff and to all who came in contact with him, he endeared himself greatly by his strong sense of justice, his disinterestedness and never failing kindness.

Mr. Gill was elected a Member of the Institution on the 4th of December, 1860. In 1891 he presented a Paper<sup>1</sup> on "The Sale of Water by Meter," which system had been adopted at Berlin in May, 1878. It elicited a useful and interesting discussion and obtained for the Author a Telford Premium.

WILLIAM MAGEE GRIER the third son of the late Rev. John William Grier, M.A., Incumbent of Amblecote, near Stourbridge; nephew of the late Archbishop Magee of Dublin and cousin of the late Archbishop Magee of York, was born on the 17th of September, 1839. At sixteen years of age he was articled to Messrs. Cochrane Brothers of Woodside, near Dudley. During the five years of his pupillage he was occupied in the workshops and in the drawing and estimating offices and was subsequently employed by Messrs. Cochrane to assist in the erection of the Westminster and Charing Cross Bridges over the Thames. He was next engaged for Messrs. Ordish and Le Feuvre in preparing designs and details for the Exhibition buildings of 1862 and then for Mr. Henry Carr on designs and working drawings for the Blackfriars Railway Bridge. In 1863 he inspected bridges for the Concessionaires of certain Italian railways and was then for two years Engineer to Messrs. Fleet and Newey, bridge builders in Staffordshire. In 1865 he became an assistant to Mr. W. H. Barlow, Past-President Inst. C.E., on the Midland Railway extension to London. He prepared detail drawings of bridges and other works at the London end and superintended their construction; and was also placed in charge of the erection of a portion of the roof of the station at St. Pancras,<sup>2</sup> and of the columns and girders of the lower floor.

<sup>1</sup> Minutes of Proceedings Inst. C.E., vol. cvii. p. 203.

<sup>2</sup> *Ibid.*, vol. xxx. p. 78.