

His health, however, which for some time had been indifferent, now became seriously impaired and he died at Dera Ismail Khan, from malignant disease of the liver, on the 16th of March, 1893, at the comparatively early age of fifty. A correspondent writes of him as follows:—

“I have seldom known a more kindly, gentle and industrious man. His instincts were clerical rather than practical, but he gradually acquired sufficient technical experience to carry on ordinary construction work. Aided by the strong personal good-will of certain highly-placed Royal Engineer officers, he was for some years employed as personal assistant to various chiefs and acquired the official style of issuing written orders and compiling statistical returns, both at Simla and on various construction jobs. He also held, not unsuccessfully, various divisional charges, and, as far as his wretched health allowed, was an experienced and hard-working surveyor. There is no doubt that the hope of being specially selected for high office—a hope for which there was hardly sufficient warrant in fact—induced him to hold out against the repeated advice of his true friends to take pension. Poor fellow, he paid the penalty of this mistake with his life. He was most kindly nursed on his death-bed at Dera Ismail Khan by various officers, to whom he was a perfect stranger, as well as by those of us connected with his work who were summoned by telegraph.”

Mr. Wiseman was elected an Associate of the Institution on the 6th of February, 1877, and was transferred to the class of Associate Member in 1879 and to that of Member on the 14th of February, 1888.

WILLIAM BRERETON BESTIC was born on the 5th of January, 1859. After being educated at the Royal Indian Engineering College, Coopers Hill, he was appointed an Assistant Engineer in the Public Works Department of the Government of India in September 1879. In accordance with the usual custom, he then underwent a year's practical training in England, after which he was posted at the end of 1880 to the Dacca Division of the Bengal Presidency. There he remained until July 1883, when he was transferred to the Darjeeling Division.

In the following October Mr. Bestic was appointed Under-Secretary to the Public Works Department of Bengal. In February 1888 he added to these duties those of Under-Secretary to the Marine Department, and was promoted to Executive Engineer 4th-Grade in July, 1890, and to 3rd-Grade in September, 1891. In the spring of the latter year the Government of India formally acknowledged the valuable services he had rendered as a member of the Native Passengers Ships Commission.

He continued to hold this appointment for nearly ten years, till March 1892, when he was selected by the Government of India to assist in the drafting of the Merchant Shipping Bill, which was introduced in the Imperial Council only a few days before his death, accompanied by a eulogium from Sir Alexander Miller (Legislative Member of Council), that was a fitting acknowledgment of the services he had rendered.

On the conclusion of his work at Simla he was, in October, 1892, deputed to the special, and, what was thought, enviable duty of preparing a waterworks project for Srinagar, Kashmir, but had been there only a few days when he was seized with malignant smallpox, caught in the native town, and it terminated fatally after only five days' illness.

Thus was cut prematurely short what promised to be a very brilliant career. In the opinion of the Chief Secretary and the other chiefs of the P.W.D., he would have risen to the very highest posts open to good Civil Engineers. Mr. Bestic was elected an Associate Member of the Institution on the 6th of May, 1884.

HERBERT GEORGE HUXLEY, son of Mr. William Thomas Huxley, was born in London on the 10th of March, 1847. In 1865 he was articled for five years to Messrs. Richard Moreland and Son of Old Street, St. Luke's, where he gained a practical knowledge of mechanical engineering both in the workshops and in the drawing-office. On the expiration of his pupilage he went to Ireland for two years to take charge of the construction of the Navan and Kingscourt Railway for the contractor, Mr. John Edwards, of Dublin.

After the completion of that line Mr. Huxley was engaged from 1873 to 1877 for Messrs. Telford Macneill & Co. in superintending—in conjunction with the late Mr. W. J. Maxwell¹—the construction of the Beyrout Waterworks in Syria. In spite of many difficulties the works were successfully carried out, chiefly by native workmen, the supply being obtained from the Nahr-el-Kelb, or Dog River, to the source of which caverns, extending for miles underground, conveyed melted snow from the mountains of Lebanon.

On returning from Syria in 1877 Mr. Huxley undertook the management of the Steam Cooperage and Vat Company's works

¹ Minutes of Proceedings Inst. C.E., vol. lxxi. p. 384.