

him by a few months. By his first wife Mr. Hawksley had a numerous family, of whom two sons and one daughter survive.

WILLIAM HAYWOOD, who died on the 13th of April, 1894, at his house in Hamilton Terrace, Maida Vale, was not one of those originators in constructive mechanics whose novel achievements have been so fruitful of social changes and developments in the present century. He was, however, a master of the science of civil engineering, who by working on ascertained principles carried out improvements in something like half the streets and places in the City of London, at an expenditure of some millions of money, and in doing so produced at least one work which will hand him down to posterity as one of the improvers of the British capital. In a letter written to the Lord Mayor, only eight days before his death, Haywood spoke with mingled pride and modesty of the Holborn Viaduct as a work "which, small as it may be, is an historic work"; and no fair critic of the high-level way over the Holborn Valley will suggest that in these words the architect and engineer exaggerated the importance of his greatest achievement.

The elder son of Mr. William Haywood of Camberwell, a man of business who earned a few hundreds a year by some subordinate employment and died in middle age before he had made sufficient provision for his widow and three children, the future engineer of the Holborn Viaduct received his earlier education at the Camberwell Grammar School. There he was grounded in Greek and Latin and instructed in the rudiments of mathematics, before he was placed as a pupil in the office of the late Mr. Aitchison,¹ resident architect and surveyor to the St. Katharine's Dock Company, to whose instruction and influence Haywood thought himself largely indebted for his success in life. That the schoolboy was an apt and docile pupil may be inferred from the prizes which he won during his passage through the classes of the suburban seminary. That the youngster of riper age was an industrious student in Mr. Aitchison's office appears from the number and merit of the architectural drawings which he produced during his professional pupilage. There remains also conclusive evidence that in the same period he won the warm regard of the architect, of whom he

¹ Minutes of Proceedings Inst. C.E., vol. xxi. p. 569.

used to speak in later life with affectionate loyalty as his "dear old master."

At the outset of his career it was Haywood's purpose to make architecture his only calling; and in his old age he used to say regretfully that he would have been a richer and in every way a more fortunate man had he persisted in his original purpose. The encouragement the young architect received to adhere to that intention unquestionably countenanced his view of what, in the despondent moods of his declining age, he often called "the great mistake of his career"; for he found clients and commissions as soon as he had entered on the practice of the calling for which he had been specially educated. One of the several stately houses built from his drawings, and under his personal supervision, was that of the Marquis of Downshire, at Easthampstead, Berks. But in 1845, when the appointment of Assistant Engineer to the Commissioners of Sewers for the city of London was offered to him, the young architect was too desirous of the security and other advantages of a sure income in quarterly payments to decline the post. In 1846 he became the Commissioners' Chief Engineer, with a salary which rose gradually to the maximum of £2,400. That the number and diversity of the duties devolving on the holder of this important office may be realised, it should be understood that, besides being charged with the task of contriving the sewers and other subterranean passages of the city, the engineer-in-chief was required to design and execute countless works above ground, such as the better paving and lighting of the city, and all the details of multifarious provisions for health and comfort in homes and offices and for the convenience of passengers through the public ways.

In 1851 Haywood, in conjunction with the late Mr. Frank Forster,¹ then Engineer to the Metropolitan Commissioners of Sewers, proposed a scheme for diverting the sewage from the northern side of the Thames. In 1853 he designed and laid out the City of London Cemetery at Ilford. In 1854, in conjunction with the late Sir Joseph Bazalgette,² he prepared designs for an extension of the earlier scheme for diverting the sewage from the northern side of the river which was eventually executed by the Metropolitan Board of Works. In 1861 he built the offices and court room of the Commissioners of Sewers. From 1863 to 1870 he was carrying out his designs for the Holborn Viaduct, which

¹ Minutes of Proceedings Inst. C.E., vol. xii. p. 157.

² *Ibid*, vol. cv. p. 302.

was opened by the Queen on the 6th of November, 1869, before the approaches to the high-level way had been completed. In the same year (1869) he introduced asphalt carriage-ways to the city by advising that Cheapside should be laid with that material. In 1877 he designed the Commissioners' wharf, stables and workshops; and, in 1879, contributed towards the greater safety of the city by providing it with a complete system of fire-hydrants. In 1883 he erected a destructor for burning street-refuse.

Throughout the greater part of the long term of forty-nine years, during which he did so much for the improvement of the central quarter of the metropolis, William Haywood had a large and lucrative practice in no way connected with the interests of London. Often consulted by the engineers of other countries, he was rewarded by foreign governments with knightly distinctions: a Chevalier of the Legion of Honour and a Knight of the Ernestine House Order, he wore also the decorations of the Portuguese Order of Christ and the Belgian Order of Leopold. It points to Haywood's remarkable energy that, in the years when his clients were most numerous and his professional engagements most exacting, he took an active part in the affairs of the London Rifle Brigade, in which he served in all the subordinate grades before he became its lieutenant-colonel in 1876.

A man of good presence, whose countenance was suggestive of intellectual distinction, William Haywood possessed a cordial manner which rendered him a social favourite. The pleasant people who gathered about him in Hamilton Terrace, and in summer flocked to his garden parties at Cheshunt Cottage, comprised some of the brightest notabilities of the literary coteries, who valued him for higher endowments than his personal comeliness and genial address; for, together with the foibles, he possessed some of the noblest qualities of human nature. If he was too unyielding in his animosities, he was steady in his attachments. No man gave more freely to the unfortunate or with nicer consideration for their sensibilities. In his darker and more turbulent moods he was a cynical talker, but at heart he was ever compassionate. He could not have endured the sufferings of his tedious and painful decay with greater fortitude and patience.

William Haywood was elected an Associate of the Institution on the 6th of June, 1848, and was transferred to the class of Member on the 26th of April, 1853.