

turned to jaundice, and, influenza supervening after a few weeks, he gradually sank and died on the 3rd of March, 1895, displaying to the last the patience and courage which had characterized his life.

---

WILLIAM KILVINGTON was born on the 18th of July, 1852, at Hartlepool, of which town his father held for many years the post of Clerk to the Guardians. He began his career in 1867 as an apprentice at the works of Messrs. Thomas Richardson and Sons, West Hartlepool, where he spent five years in the pattern-shop, erecting-shops and drawing-office. He then attended for a session the College of Physical Science at Newcastle-on-Tyne, devoting himself mainly to the study of physics and mathematics, in which subjects he attained considerable distinction.

Mr. Kilvington's long connection with the North-Eastern Marine Engineering Company commenced in 1873, when he entered its works at Sunderland as a draughtsman. In the following year he was appointed head of the drawing office, of which he had charge until the end of 1882, when he was transferred to the Northumberland Engine Works at Wallsend, the Company's new establishment, as Manager. That post Mr. Kilvington held for nearly thirteen years, having entire control of the works, from which on an average twenty to twenty-five sets of marine-engines were turned out annually, as well as high-pressure pumping-engines for waterworks. He was responsible for upwards of 1,500 workmen and for the design of machinery, for the preparation and signing of specifications, and for estimates of costs for tendering.

Mr. Kilvington died on the 24th of July, 1895, after only a week's illness from inflammation of the bowels. Gifted with natural ability of a high order, he showed great tact in dealing with the ever-recurring labour problems of the day, winning alike the confidence of the workmen and the esteem of the staff, with the members of which he was in constant contact. In addition to his official duties, he was a director of the Walker and Wallsend Union Gas Company, and for many years a member of the Wallsend Local Board. He took great interest in scientific and technical instruction in the Mid-Tyne district, was a member of several scientific bodies, and a Vice-President of the North-East Coast Institution of Engineers and Shipbuilders. In private life he made many friends, being always ready to assist those in need and contributing unobtrusively to several charitable undertakings.

Mr. Kilvington was elected an Associate on the 5th of March, 1878, was subsequently placed among the Associate Members, and was transferred to the class of Member on the 10th of April, 1894.

JOHN LAWSON, born on the 18th of June, 1837, began his engineering career at the early age of fifteen, when he became an assistant to Joseph Locke on the Mantes, Caen and Cherbourg Railway, which afforded direct communication between Paris and the chief naval arsenal of France. On the completion of that line in 1858, young Lawson returned to England and was employed for three years in the London office of Messrs. Locke and Errington. In March, 1861, he proceeded to Bucharest, where he was engaged until the following October in preparing plans for the paving and drainage of that city. Mr. Lawson then remained in Roumania, practising on his own account, until August, 1869, during which time he reported upon railways and on the design and construction of flour-mills and of a factory for agricultural machinery. He was also engaged, under Mr. J. A. Longridge, on the construction and erection, at a cost of £450,000, of twenty iron bridges of an aggregate length of 14,500 feet, to carry over rivers the public highways of Roumania.

During 1869 Mr. Lawson took charge, under Mr. Longridge, of the working of the Fell system on the Mont Cenis Railway, and in the latter part of that year and in 1870 he was actively employed in examining and reporting upon various railway projects in Austria and Hungary. He then had charge from 1871 until March, 1877, as engineer for Messrs. Wythes and Company, the contractors, of the construction of the Franzens Canal, which traverses the districts of Bács in Hungary and shortens considerably the passage between the Theiss and the Danube. The works on that canal, which is 70 miles in length, included the construction of seven locks, all 30 feet in width at sill-level, the shortest being 144 feet long between the gates; of two regulation gates for irrigation purposes; and of numerous bridges. During the same period Mr. Lawson also examined and reported upon the Trieste and Brünn Tramways and the Agram Waterworks in Austria, and upon the Waagthal Railway, the Arad-Szegedin Railway and the Bega Canal in Hungary. He was then employed in 1877 and 1878 on an arbitration case in connection with the Franzens Canal works, and in examining projects for the water-supply of Venice, for the irrigation of Marchegg in Austria,