

practically doubles the number of messages passing through the wire in a given time. This system, which is now in general use by the various cable companies, was first adopted by the late Sir John Pender on the Anglo-Indian cables, where it was worked in conjunction with Lord Kelvin's siphon recorder.

Mr. Muirhead died, from Bright's disease, at his residence, 20 Lower Belgrave Street, S.W., on the 21st of November, 1895. He was a man of great energy and business capacity, and his death at the age of fifty, after only a few weeks' illness, was a severe shock to his many friends. Mr. Muirhead was elected a Member on the 27th of May, 1884.

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EDWARD NEVILL BANKS, born on the 7th of May, 1845, was the son of Mr. Benjamin Banks, of Dublin. At the age of sixteen he was articled to Mr. B. T. Patterson, engineer and surveyor, of Dublin, with whom he remained as an assistant until July, 1866. In the following March he began to practise on his own account in Belfast, where he continued for the remainder of his life. Among the works upon which he was engaged were the sewerage and water-supply of Bangor, co. Down; the Stoneyford extension of the Belfast Waterworks, under Mr. L. L. Macassey; and the Ballymena Water-supply and Sewerage Works, under Mr. John Lanyon. He also frequently acted as arbitrator and as a witness in disputes connected with land drainage and injury by floods.

Mr. Banks died at his residence, Malone Road, Belfast, on the 17th of April, 1896, after a short illness, the cause of death being the rupture of a blood-vessel. In addition to his professional duties he took a useful part in civil and philanthropic life. He was for some time a member of the Corporation of Belfast, and worked with enthusiasm and self-denial on behalf of the Church Missionary Society and the Protestant Orphan Society. Mr. Banks was elected an Associate Member on the 13th of January, 1891.

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EDWARD HUGH DAY, the fifth son of Mr. Gerard James Day, of Horsford, near Norwich, was born on the 30th of July, 1868. He commenced his engineering career in 1886 as an apprentice in the works of Messrs. Aveling and Porter at Rochester, where he remained two years. He then served a short apprenticeship to Mr. William Marriott, Engineer and Locomotive Superintendent