

of the Eastern and Midlands Railway. From July, 1890, to December, 1892, he was Resident Engineer for Messrs. Thomas Meik and Sons on the Forfar and Brechin Railway, after which he returned to Mr. Marriott as Clerk of the Works on the reconstruction of Potter Higham Bridge, on the Eastern and Midlands line. He then acted as Resident Engineer for Mr. R. M. Parkinson on the Lostwithiel and Fowey extension of the Cornwall Minerals Railway.

In 1895 Mr. Day was appointed an Assistant Engineer on the Bengal-Nagpur Railway. Unfortunately his health, which had never been very robust, was unable to stand the Indian climate, and an attack of cholera ended fatally in twelve hours. He died at Bannapur on the 31st of March, 1896. Mr. Day was most conscientious and painstaking in all he undertook and his genial disposition made him a general favourite. He was elected an Associate Member on the 22nd of May, 1894.

JOHN FENWICK, born at Newcastle-on-Tyne on the 4th July, 1826, was the second son of Mr. Simon Fenwick, for many years in the service of the London, Brighton and South Coast Railway Company. So long ago as 1840-41 he was engaged in the locomotive department of the Croydon Railway. He then served an apprenticeship of seven years, first with Messrs. Gordon, millwrights and engineers, of Deptford, and afterwards with Messrs. Sharp Brothers, of Manchester. From 1849 to 1851 he was in the employment of Messrs. W. Fairbairn & Co., and in 1852 he was in the locomotive department of the London and South Western Railway. Mr. Fenwick was next for two years engaged for Messrs. Rigby, the contractors, in charge of the plant for Holyhead Harbour works. From 1853 to 1855 he was foreman boiler-maker at the Wolverton shops of the London and North Western Railway, after which he was for three years foreman of the fitting shop at Messrs. J. and G. Rennie's marine-engine works.

In 1858 Mr. Fenwick proceeded to Western Australia as Resident Engineer for the Geraldine Mining Company. There he was engaged for two years in developing copper and lead mines. He returned to England in 1860 and was employed for five years in superintending for Messrs. J. and G. Rennie the erection of the iron floating dock at Cartagena, Spain.¹ He was

¹ Minutes of Proceedings Inst. C.E., vol. xxxi. p. 309.

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next manager for Messrs. Walpole, Webb and Bewley, ship-builders, of Dublin, until 1870, when he set up in business in that city as a mechanical engineer. In 1874 and 1875 he was engaged at the Royal Marine Arsenal at Lisbon, and from 1876 to 1878 he was employed at the Barrow New Docks, Barrow-in-Furness. In the following year he was appointed manager to the Victoria Graving Dock Company, of London, which post he held until 1883.

From that time Mr. Fenwick, with the exception of some work in connection with the repairing of the gates of the Barrow New Docks in 1890, was not actively engaged. His last years were spent at Burnham, Somerset, where he died on the 20th of April, 1896. Mr. Fenwick's career, extending over fifty years, was of a very varied character, embracing as it did locomotive and marine-engine work, mining, shipbuilding and dock-work. He was elected an Associate on the 9th of January, 1872, and was subsequently placed in the class of Associate Member.

EDWARD BERESFORD HEARNE, M.E., only son of the late Rev. Frederick Hearne, M.A., Rector of Groomsport, co. Down, was born at Malin, co. Donegal, on the 13th of October, 1854. He was educated at Trinity College, Dublin, where he graduated in Arts and Engineering in 1876. In 1888 he took the degree of Master of Engineering. After serving an apprenticeship to Mr. James Price,¹ Chief Engineer of the Midland Great Western Railway of Ireland, he was engaged on parliamentary and other surveys. In 1880 he acted as an Assistant Engineer, under the Board of Public Works of Ireland, on relief works in co. Galway, after which he was for five months contractors' engineer on the Limavady and Dungiven Railway. Mr. Hearne's next post was that of Assistant to the Borough Surveyor of Newry for four years, during which period he acted as Resident Engineer on the Armagh Waterworks, the Dungannon Sewerage Works and district sewers in Newry, and assisted in the construction of the Bessbrook and Newry Electric Tramway.² From March, 1885, to January, 1888, he was again in the service of the Board of Public Works as Resident Engineer on Carlingford Pier and Harbour, co. Louth, and on Annalong Harbour, co. Down.

¹ Minutes of Proceedings Inst. C.E., vol. cxxi. p. 327.

² *Ibid*, vol. xci. p. 193.