

the accidental discharge of a gun) on the 30th July, 1898, is deplored amongst an unusually wide circle of friends.

He was elected an Associate Member of the Institution on the 1st March, 1864, and was transferred to Membership on the 7th December, 1869.

WILLIAM GEORGE STRYPE, born on the 12th January, 1847, served an apprenticeship from 1863 to 1868 to Messrs. Thomas Grendon & Co., engineers and contractors of Drogheda, for whom he had charge of the erection of a diving bell float for the Port and Docks Board of Dublin, and also of machinery for lowering 350-ton blocks. In 1867, while still serving his apprenticeship, he passed the Indian Public Works Department examination, and was posted to the civil engineering staff for the Harbour Works at Bombay. In the following year, however, he accepted the appointment of Chief Engineer and Manager to Messrs. Thomas Grendon & Co., for whom during the next five years he had charge of a large staff of workmen, and carried out piers and an iron-girder bridge over the River Boyne; plant for raising and setting 100-ton concrete blocks for Grenore Quay; a screw pile-pier and iron-girder bridges for Dundalk and Grenore Railway; and other works. In 1873 Mr. Strype designed and superintended the construction of the equatorial mounting for a 3-foot telescope for the Earl of Rosse. In the same year he was appointed engineer to Messrs. A. Guinness, Son & Company, the brewers, of Dublin, for whom he designed and carried out various works.

In 1878 Mr. Strype commenced to practise on his own account. In the following year he was appointed engineer to the Wicklow Harbour Commissioners, for whom he designed and carried out a new concrete breakwater, the dredging of the port, and sundry works at an outlay of about £40,000. In 1884 he was instructed by the Board of Public Works to hold inquiries and to report on two light railways in the West of Ireland.

Mr. Strype was subsequently appointed Engineer to the Arklow Harbour Commissioners, in which capacity he designed and carried out a north breakwater, constructed of concrete blocks. In conjunction with Mr. P. F. Comber, he designed and carried out the construction of the Harbour at Bray, at a cost of about £40,000. With Mr. Comber he also acted as Engineer for new water-supply works for the towns of Tipperary, Athlone and Carrickmacross, on the last of which he was engaged at the time of

his death. For Lord Ardilaun he carried out a large pumping plant at Ashford, Cong, and other works there and at St. Anne's, Clontarf, Dublin. He was retained by the Corporation of Dublin in connection with the main drainage of that city. He frequently gave evidence before Parliamentary Committees on harbour accommodation, Irish Public Works and other matters.

Mr. Strype died at his residence in Dublin on the 14th March, 1898. To the Institution, of which he was elected an Associate Member on the 14th April, 1882, and transferred to the class of Members on the 1st December, 1885, he presented a Paper on "Wicklow Harbour Improvements."¹ He contributed several Papers to the Institution of Civil Engineers of Ireland,² and to the Newcastle-on-Tyne Chemical Society.

PERCY THURSBY, the eldest son of the late Rev. M. W. F. Thursby, of Abington Rectory, Northamptonshire, was born on the 4th February, 1851. After being educated at Marlborough College, he was articled to Sir Charles Fox and Sons, for whom subsequently he superintended the construction of the West Lancashire Railway, the Southern Railway of Ireland, and the Hesketh Reclamation Works.

On the completion of those works he was appointed, in 1882, Assistant Engineer on the construction of the Railway and Harbour at Goa of the West of India Portuguese Railway, and resided in India four years. He was subsequently engaged in reporting on or constructing railways in Ireland, Asia Minor and Venezuela; docks in Venezuela; tramways in Montevideo; and in managing silver-mines in the United States of America and in Mexico, and gold-mines in Western Australia.

In April, 1898, Mr. Thursby was appointed Resident Engineer on the Lagos Government Railway, West Africa, but succumbed to the climate on the 24th June following. An able and hard-working engineer, and a man of exceptionally good physique, he had an extensive knowledge of the ways and customs of the inhabitants of many countries; and, being gifted with a retentive memory, his experiences were always worth the hearing.

Mr. Thursby was elected a Member on the 23rd May, 1882.

¹ Minutes of Proceedings Inst. C.E., vol. lxxxvii. p. 114.

² Transactions Institution of Civil Engineers of Ireland, vol. ix. p. 67; vol. x. p. 79; vol. xii. p. 152; and vol. xx. p. 250.