

on the following day. He had not lost touch with his work all through his illness, and was able to some extent to attend to it as late as the 9th December.

His character was a beautiful one. He was filled with love for all things, and everyone who really knew him loved him also. He had no lust for money; he worked for work's sake, and because it was a sacred duty, rather than for gain, and he freely spent that which he had for the good of others, and but little on himself. He always had a perfectly serene and calm mind. No one ever saw him angry or heard a hasty or unkind word proceed from his lips. Those in difficulty or trouble naturally came to him, assured in advance of help or advice, and no genuine case of distress was disappointed.

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FREDERICK ASHMEAD, born in Bristol on the 4th May, 1825, was the second son of the late Mr. G. C. Ashmead, land agent and surveyor, of that city. He was educated in Bristol, and, after serving articles to Mr. Underwood, a local architect, joined the engineering staff of the South Wales Railway, now part of the Great Western Railway system. He was first stationed at Newport, and was subsequently appointed Resident Engineer on the construction of the Bridgend and Neath section of the line.

About the year 1851 Mr. Ashmead returned to Bristol, and became an assistant to the late Mr. Armstrong, the then City Surveyor. On the death of that gentleman in 1854, Mr. Ashmead was appointed Surveyor to the Local Board of Health, and when that body was merged in the Sanitary Authority he was appointed Borough Engineer. During his term of office, which extended over forty years, Mr. Ashmead designed and carried out a new system of drainage for the city, laying intercepting sewers to take the drainage, which formerly emptied itself into the Rivers Avon and Frome, and to carry it ultimately to the Bristol Channel. In 1875, at the Bristol meeting of the British Association, he read an interesting Paper on the drainage of the city.<sup>1</sup> In 1894 Mr. Ashmead retired from the post of Borough Engineer, his services being retained, however, as Consulting Engineer in connection with the important question of the sewage disposal of the city, still under consideration.

Mr. Ashmead died at Upper Belgrave Road, Durdham Down, on

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<sup>1</sup> Report of the British Association, vol. xlv. p. 240.

the 23rd August, 1898, only ten days after the death of his wife, to whom he had been married nearly fifty years. He was a sound and able engineer, gifted with considerable foresight, and the city of Bristol is in no small degree indebted to him for the way in which he carried out the duties of his office. Mr. Ashmead was President of the Incorporated Association of Municipal Engineers in 1877. In manner he was retiring and modest, courteous and straightforward, and he gained the respect of those who sometimes differed from him in opinion.

Mr. Ashmead was elected a Member of the Institution on the 4th April, 1865.

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WILLIAM BELK, son of the late Mr. Thomas Belk, Recorder of Hartlepool, was born on the 6th February, 1849. After being educated at the Royal Grammar School, Lancaster, he served an apprenticeship of five years to Messrs. Thomas Richardson & Sons, mechanical engineers, of Hartlepool. He was subsequently employed by that firm in their marine-engine department, and in erecting machinery abroad.

In October, 1874, Mr. Belk was appointed assistant to Mr. John Howkins, then Engineer to the Hartlepool Port and Harbour Commissioners, and on the resignation of that gentleman in July, 1877, he succeeded to the post, which he held until his death. Among the works which Mr. Belk carried out as Engineer to the Commissioners may be mentioned the construction of a breakwater at the Heugh, the deepening by means of dredging of the approach to the harbour and docks, the improvement of the lighthouse, and the erection of sea-walls and groins. Mr. Belk died on the 16th July, 1898, at the comparatively early age of 49. He was elected a Member on the 9th January, 1883.

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FRANCISCO JAVIER CISNEROS was born on the 28th December, 1836, at Santiago de Cuba. After having passed through the School of Engineering in Havana, he obtained employment on the Cuban railways. In 1857-58 he was engaged on the construction of the Sagua la Grande Railway; at the end of the latter year he took charge of a branch of the Matanzas Railway; and in 1859 he added to that work the charge of the Trinidad and Sancti Spiritu Railway which he retained until