

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.

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.

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

1862. He was then for 6 years connected with the Eastern Railway of Cuba, and in 1868 he acted as Chief Engineer of the Caibarien Railway. The latter post he was obliged to resign at the end of that year, as he had to leave Havana, having been implicated in the insurrection of the Cubans against the Spanish Government.

In 1872 Mr. Cisneros became an American citizen, and was for a time in partnership in New York with Mr. A. G. Menocal. In the following year he went to the United States of Colombia, where he at once engaged in railway work. The Antioquia Railway from Puerto-Berrio on the Magdalena River to Paras, the Cauca Railway, the Girardot Railway from Girardot to Juntas de Apulo, and the La Dorada Railway connecting the Upper and the Lower Magdalena, were constructed by Mr. Cisneros. He also organised an enterprise of steamboats on the Magdalena River and regulated the mail service between the sea-ports and the interior of the country. In 1893 a pier at Barranquilla, over 4,000 feet long, which had been carried out under his direction, was opened for the service of the railway and steamers.

Mr. Cisneros was a strong advocate of the policy of the annexation of Cuba to the United States, and he contributed largely from his means to the support of the insurrection in that island which led to the recent war between Spain and the United States. He was a man of great intelligence and resource, and was distinguished by innate courtesy, tact and generosity. Mr. Cisneros died at New York on the 7th July, 1898, in his sixty-second year. Several of his reports may be found in the Library of the Institution, of which he was elected a Member on the 5th February, 1884.

Sir JOHN FOWLER, Bart., K.C.M.G., LL.D.,¹ who died at Bournemouth on the 20th November, 1898, at the age of eighty-one, was one of the most eminent of the engineers whose names are associated with the great material progress effected during the Victorian era. By his death is snapped one of the few remaining links which connect the present generation to the Railway Mania and to the stirring times which preceded it. It

¹ This Notice is, with some additions relative to Sir John Fowler's association with the Institution, reprinted, by permission of the Editors, from *Engineering* of the 25th November, 1898.