

WILLIAM MORTON was born at Louth on the 4th October, 1832, and was educated at the Grammar School in that town. In 1850 he was a pupil to the late Mr. Henry Fowler, and was engaged on the construction of the East Lincolnshire Railway, the survey of the town and port of Great Grimsby, and the construction and repair of works on the Great Northern Railway. In 1855 he joined the staff of the late Sir John Fowler, Bart. (then Mr. Fowler), and during 1858-9 he acted as Resident Engineer on the construction of works in connection with the reclamation and enclosure of land at the estuaries of the Nene and Ouse in the counties of Lincolnshire and Norfolk. In 1859 he went to Portugal and laid out and superintended the Great North of Portugal Railway from Santarem to Oporto. Between 1859 and 1869 he was Chief Resident Engineer on the construction of the Metropolitan Railway from Bishop's Road to Farringdon Street, the Finsbury extension to Moorgate Street, and the western extension to South Kensington.

From 1870 to 1874 Mr. Morton carried out the construction of the Liverpool Central Station Railway under Sir John Fowler and Mr. W. M. Brydone. From 1874 to 1880 he was employed, under Mr. Brydone, in constructing the Liverpool North Extension Railway and terminus for the Cheshire Lines Committee, and during that time he was engaged on various parliamentary work in connection with the Mersey Tunnel and underground railways in and about Liverpool.

In 1882 Mr. Morton came to London and practised as a consulting engineer, but he devoted no little time also to Art, as from early days he was proficient as a painter in oils. Owing to ill-health he was obliged to retire in 1890. He died at his residence, 98 Oxford Gardens, W., on the 5th April, 1899.

Mr. Morton was elected a Member of the Institution on the 4th December, 1877.

---

HENRY DAVID ALEXANDER REID, born at Hamilton, Ontario, Canada, on the 11th May, 1856, was the eldest son of Mr. George Lowe Reid, at that time the chief engineer of the Great Western Railway of Canada. He was educated at St. Andrews, N.B., and subsequently at King's College, London, where he completed the engineering course in 1875, with considerable distinction, gaining five prizes, viz., for mathematics, chemistry, geology, surveying, and arts of construction. He was then articled

for three years from 1875, as a pupil of the late Mr. Robert Hodgson, of Newcastle, at that time Chief Resident Engineer of the North Eastern Railway. In October, 1878, he was engaged by the late Mr. David Reid, the contractor for the Kandy and Matalé Railway, Ceylon, to take charge of the construction of a section of that line, Mr. J. R. Mosse, being the Chief Resident Engineer, under the late Sir Charles Hutton Gregory. The works were completed in the beginning of 1881.

In November, 1881, Mr. Reid assumed charge of the construction of a section of the Jamaica Government Railway, between Spanish Town and Ewarton for the contractors, Messrs. Reid and Mackay, the Chief Resident Engineer being Mr. Valentine G. Bell, Director of Public Works, Jamaica. A special feature of this railway was the construction of all its bridges and viaducts in Portland cement concrete, as no durable building stone was to be found in that district. Mr. Reid returned to England on the completion of the Railway in June, 1886, and in the following December he was sent to Venezuela by Mr. James Livesey, to make the surveys for the South Western of Venezuela (Barquisimeto) Railway, and was afterwards appointed Chief Resident Engineer for the construction of the line extending from the Quebrada Copper Mines to Barquisimeto. He returned to England in November, 1889, and entered the office of Mr. Livesey as chief assistant. In April, 1891, he sailed for Peru, having been appointed by Mr. Livesey to the post of Chief Resident Engineer of the railways of Peru, belonging to the Peruvian Corporation of London. Having completed the summit section of the Great Central Railway from Callao to Chicla to the satisfaction of the Peruvian Government, he returned to England in October, 1893.

In February, 1894, Mr. Reid was appointed engineer and general manager of the Arica and Tacna Railway in the Northern Province of Chile, a post which he held for five years, during which period he brought the company out of a state of financial difficulty into a dividend-paying condition.

He also made a reconnaissance of the proposed extension to La Paz in Bolivia, a distance of 284 miles, for which the railway company possesses a concession, and made a report and approximate estimate of the cost of that extension which met with the approval of the London Board of Directors. Having completed his engagement with the Arica and Tacna Railway Company in February, 1899, Mr. Reid accepted the appointment of general manager and engineer of the Anglo-Chilian Nitrate and Railway Company of Tocopilla, Chile. He spent a week or so in making an inspection

of the nitrate works and railway, and, as arranged with the London Board of Directors, set out on a visit of three months to England, travelling overland from Valparaiso to Buenos Ayres. In crossing the Summit Pass of the Andes, he caught a severe chill, which, after he had sailed from Buenos Ayres, developed into pneumonia, and proved fatal on the 20th March, 1899, when he was within six days of Southampton.

Mr. Reid was an able engineer, both theoretically and practically, and a man of excellent business capacity, tact, and sound judgment. Of the strictest integrity and unbending principle, he was highly esteemed and thoroughly trusted by his several employers and Boards of Directors, whilst his generous and kindly disposition endeared him to a wide circle of friends and to all the men under his control, whose advancement in life he had ever at heart. He has left a widow and four young children.

Mr. Reid was elected an Associate Member on the 6th December, 1881, and was transferred to the class of Members on the 21st March, 1893.

---

THOMAS GIBSON BARLOW-MASSICKS, son of Mr. Thomas Barlow-Massicks, formerly Managing Director of the Millom and Askan Hematite Iron Company, and now Chairman and Managing Director of the Lonsdale Iron Company, Whitehaven, was born on the 12th June, 1862. His engineering career began in 1883, when he joined the firm of Messrs. John E. Swan and Brothers, metal brokers, of Middlesbrough. Three years later he was invited by the directors of the Vulcan Steel and Forge Company to re-organize their works, a task which he carried out to their satisfaction, and in 1889 he assisted in the management of the works of the Cumberland Iron Mining and Smelting Company.

In 1890 Mr. Barlow-Massicks was engaged by the Lynx Creek Gold and Land Company as resident engineer and managing director of their works at Prescott, Arizona, U.S.A. In that capacity he laid out, jointly with Mr. W. Everard Pedley, extensive hydraulic works, and surveyed and mapped out the large properties owned by the company. Unfortunately, however, his career was cut short prematurely. In the spring of 1898 he was seriously injured by the accidental discharge of his revolver. The bullet, which had passed upwards through the left lung, could not be extracted, but there were hopes of ultimate recovery. Those hopes, however, were not realized, death taking place at the Mercy Hospital, Prescott, on the 13th April, 1899.