

Anupshahr Branch of the Ganges Canal, and was engaged on the construction of bridges and of the "Siana Escape," an aqueduct of 7 miles in length. From 1879 to 1885 he was employed, under the Director of Agriculture and Commerce, on the construction of wells for irrigation in the North-West Provinces and in Oudh. In 1885 he was placed in charge of the Narora Division of the Lower Ganges Canal, and in 1888 he was appointed Personal Assistant to the Chief Engineer of the Irrigation Branch, and Under-Secretary to Government for the North-West Provinces and Oudh.

Mr. Wilson's experience in India marked him as peculiarly fitted for the Egyptian Government Public Works Department, which he joined in 1892 as Inspector of the First Circle of Irrigation in Lower Egypt. In February, 1895, he was appointed Inspector General of Irrigation in Upper Egypt, and in May, 1898, Director-General of Reservoirs. His death, which took place in Cairo on the 13th August, 1900, after a short illness from meningitis, has proved a great loss to the Egyptian Government, as, owing to his intimate connection with the works from their inception, he was thoroughly acquainted with all the minute details of the great reservoirs. At the time of his death he was acting as Under-Secretary of State for Public Works, during the absence of Sir William Garstin on leave. Mr. Wilson was a man of most amiable and retiring character, and was always ready to give advice and assistance to those who appealed to him.

He was elected an Associate of the Institution on the 7th May, 1878, was subsequently placed in the class of Associate Members, and was transferred to the class of Members on the 20th May, 1890.

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ROBERT WINGATE, born on the 2nd August, 1832, began his engineering career as a pupil of the late Mr. Alexander M. Ross, on the Chester and Holyhead Railway. After the expiration of his pupilage he was on the engineering staff of the Metropolitan Commission of Sewers for two years, and was next engaged from 1853 to 1856, for Messrs. Peto and Betts, on the construction of the Grand Trunk Railway of Canada. In 1856 he entered the service of that Company, and was employed on the Eastern and Central sections until 1863, when he was appointed District Engineer for Messrs. Peto and Betts on the construction of the Dünaberg-Witepsk Railway in Russia. On the completion of that work he was engaged on the construction of the East Hungarian

Railway as District Engineer for Messrs. Waring, the contractors, for whom he went to Monte Video in 1871 to act in a similar capacity on the construction of the Central Uruguay Railway. On the completion of the works in 1874 he entered the service of the Company as Resident Engineer, and from that date he had charge not only of all maintenance work, but of the construction of all new extensions, including the Eastern and Northern Extensions of the Central Uruguay line and a portion of the North Eastern of Uruguay Railway, from Pando to Minas.

Mr. Wingate retired from the service of the Company in July, 1899, and returned to England, the Board still availing themselves of his long experience and intimate knowledge of Uruguay for consulting purposes, and it was in consequence of the keen interest he took in the affairs of the Company that he made it his practice to call at the office in Finsbury Circus on the receipt of inward mails. There he died after a few hours' illness, while engaged on such an errand, on the 18th June, 1900.

Mr. Wingate was elected an Associate of the Institution on the 10th April, 1866, and was transferred to the class of Members on the 16th January, 1877.

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EDWARD HENRY BOLD, born at Clitheroe, Lancashire, in 1841, began his engineering career in the shops of Messrs. Bridge and Barnes, machinists, of Accrington. In 1861 he left England for Victoria, where he was engaged for eighteen months under Mr. R. Millett in setting out and levelling roads and in surveying occupation lands in the Benalla District, Goulbourn River. In 1863 he proceeded to New Zealand and entered the Government service. He was at first engaged in constructing 8 miles of the Lawrence and Clyde Road, and acted as Inspector for the construction and maintenance of 94 miles of cart roads in the same district. In 1865 he was employed under Mr. John Rochfort, District Surveyor to the Canterbury Government, in exploring for road lines and in making surveys for a coal mine reserve on the River Grey, and in September of the same year he was appointed Assistant Surveyor and Mining Surveyor to the same Government, under Mr. Davie, Chief Surveyor of the Canterbury Province, to direct and inspect land and road surveys and works relating to alluvial gold mining. In July, 1867, he was appointed, by the New Zealand Government, Telegraph Surveyor for the North