

He was engaged professionally in the following cases, amongst others:—Belfast Waterworks; Derby, Sheffield and Leicester Water Scheme; Mid-Lanark Waterworks; Airdrie and Coatbridge Water-supply; and the Highland Water-Power Scheme.

For about a year previous to his death Mr. Wilson had so much constant and onerous work to do, that he gradually got into bad health. In December, 1899, he went to the Mediterranean, where he stayed till the following May, but unfortunately had bad weather and did not benefit so much as was expected. After his return home, however, he appeared to improve rapidly and his friends hoped that he had recovered. On Saturday, the 21st July, he was out at the new reservoir at the Talla, examining the works, and appeared to be in fairly good health. On returning home he became unwell, and then unconscious, and passed away peacefully the same evening. Mr. Wilson was a painstaking and capable engineer, and enjoyed the respect and esteem of his professional brethren and of the Public Boards by which he was consulted. By his death at a comparatively early age the profession has lost a man of sound judgment and ripe experience. Many local authorities will miss his skilful guidance and counsel in connection with water undertakings, and those who knew him cannot but mourn the loss of a genial and constant friend, whose whole career was marked by the strictest integrity and by an earnest devotion to the proper discharge of professional duties. He was a Member of the Institution of Engineers and Shipbuilders in Scotland since 1868.

Mr. Wilson was elected a Member of the Institution of Civil Engineers on the 6th March, 1888.

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THOMAS BURNSIDE CROWTHER, born on the 22nd December, 1866, was the second son of the late Mr. James Addington Crowther, of Mannamead, Plymouth. In 1885 he became a pupil of Mr. James C. Inglis, under whom he was engaged on Compton Gifford drainage, Cattewater Harbour, and other works. On the expiration of his pupilage in 1890, he was appointed an Assistant Engineer on the staff of the Buenos Aires Great Southern Railway Company. Proceeding to Argentina, he was employed, in addition to general railway work, on surveys at Las Flores and Bahia Blanca Harbour, on the repair of the Naposta Bridge, and on the construction of the line from Quequen to Nicochea, including a bridge over the River Quequen and a station at Nicochea.

In January, 1899, Mr. Crowther was appointed a District Engineer on the Western Railway of Havana, his special work being the erection of bridges at Palacios, Bacunaguas, and Rio Hondo, and of the Santa Clara Viaduct. In the following May he became Chief Engineer of the line, in which capacity he erected a large goods warehouse at the Havana Terminus, and prepared plans for the entire re-arrangement and extension of the goods yards at Havana and Pinal del Rio. Unfortunately his career was cut short by an attack of yellow fever, which proved fatal on the 1st October, 1900. Mr. Crowther was a competent and resourceful Engineer, capable of great firmness but essentially reasonable. Although to strangers he may have appeared somewhat retiring in manner, a short acquaintance sufficed to discover his genial disposition.

He was elected an Associate Member of the Institution on the 8th January, 1895.

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HERBERT HENRY GRAHAME DUNLOP, born on the 28th December, 1861, was the son of an officer of the Indian Army who served through the Mutiny. After being educated at Shrewsbury School, the subject of this notice served a pupilage in the fitting and erecting shops of Messrs. Thomson, Thomson and Co., marine engineers, of Glasgow. From 1877 to 1882 he served a further pupilage to Messrs. Law and Chatterton, of Westminster, by whom he was employed on the Stonehouse Lake Sewerage scheme at Plymouth, on important bridge works in Wales, on a survey of the Thames Estuary, including tidal and current observations, and on other important works.

In 1882 Mr. Dunlop was appointed an Assistant Engineer on the Southern Mahratta Railway, in the Bombay Presidency, the construction of which had just been commenced. He remained on construction works until their completion, when he was transferred to the open line establishment. In 1890 he was promoted from Assistant Engineer to District Engineer. With the exception of a short period in 1899, when he acted as the Chief Engineer during the latter's absence on leave, he continued to fulfil the duties of a District Engineer until his death, which occurred suddenly at Poona on the 28th July, 1900.

Mr. Dunlop was elected an Associate Member of the Institution on the 6th December, 1887.

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