

HENRY CRIPPS MATHESON, second son of the late Rev. James Matheson, of Nottingham, was born there on the 28th October, 1857, and was educated at the Grammar School, now the Nottingham High School. After being trained at the works of Messrs. Handyside and Company, in Derby, early in 1877 he entered the drawing office of Messrs. Manlove, Alliott, Fryer and Co., Bloomsgrove Works, Nottingham, and became head draughtsman there in October, 1879, a post which he held until the end of 1882. While there he was closely associated with the late Mr. Alfred Fryer in the development of the destructor and other appliances for dealing with town refuse, as well as in the construction of apparatus for the manufacture of sugar and in colonial engineering work generally.

Mr. Matheson left Nottingham to go to China, in 1883, as representative of Messrs. Matheson and Grant, of Walbrook, London, and lived for some years in Hong Kong. From there he made an expedition to the Malay Peninsula in connection with some projected tin-mines. After some years spent in a variety of engineering business in China, Mr. Matheson took up his residence in the Island of Formosa, which had just been constituted a separate province of the Chinese Empire. Here he superintended the works in connection with the collieries at Kelung, and in 1887, became Consulting Engineer for the railway which had been begun with the Imperial sanction in March, 1877, by the progressive governor Lin Meng Ch'uan. The line from Kelung in the north to Taiwafu in the south of the island, with Tuatutia as headquarters, was described by him in a Paper presented to the Institution in 1892.¹ In the course of his service under the Government he made an expedition to the savage part of the Island among the non-Chinese population.

Mr. Matheson resigned his post under the Chinese Government towards the end of 1894, receiving from the Emperor the order of the Double Dragon of the 2nd Class, and entered the service of Messrs. John Birch and Company, of London, in February, 1895. For that firm he went to Japan, and in January, 1896, to Egypt, to join Mr. J. Stuart Horner, who was negotiating a concession for light railways in the Delta. Mr. Matheson drew up the preliminary plans for these lines, which have been carried out successfully by the Egyptian Delta Light Railways Company. In March and April of that year he went with the late Mr. John Birch to Assouan, and then to Wady Halfa, to inspect the railway from Wady Halfa towards Dongolo, then constructed as far as Sarraa,

¹ Minutes of Proceedings Inst. C.E., vol. cix. p. 322.

and to report on its further extension by Akasheh to Abu Fatmeh. Mr. Birch also laid before Lord Cromer at that time a memorandum on a light gauge railway which he proposed to construct across the Desert from Korosko to Abu Hamed, and Mr. Matheson assisted in preparing a report on the scheme, and working out a "construction time-table" for the rapid laying of the line. But Lord Cromer did not see his way then to adopt this plan, and when a desert railway was sanctioned a year later, the line from Wady Halfa to Abu Hamed was preferred. In February, 1899, Mr. Matheson became a Managing Director of Messrs. John Birch and Company, and in the following September he made an expedition with Mr. Birch up the Yangtze Kiang to Chung-King. Here they parted, Mr. Birch going northwards to the Yellow River—where he was unfortunately drowned by the wreck of a raft—and Mr. Matheson across country to Canton. From there he went to Shanghai and Tientsin, where he arrived in time to take part as a volunteer in the defence of the town in the summer of 1900. After a stay of some months in China, Formosa and Japan, Mr. Matheson was coming home for a short visit, with the hope of soon returning to China, when he was drowned in the wreck of the ss. "Rio di Janeiro" off San Francisco on the 22nd February, 1901.

Mr. Matheson made a special study of light railways, which had engaged his attention for some years. He was an able engineer and an enterprising traveller. Wherever he went he made himself liked and respected. A lover of his country and a promoter of its enterprise, he was humane and considerate in his dealings with all classes and races of men. In China in particular he won the confidence of the officials and men of business with whom he came in contact, and from his long experience of the country, and some knowledge of its language, he occupied a somewhat exceptional position.

Mr. Matheson was elected an Associate Member of the Institution on the 6th March, 1883.

HUGH McPHERSON MITCHELL, only son of the late Lieutenant-Colonel Sir Charles Mitchell, G.C.M.G., was born on the 24th May, 1863. After serving a pupilage to Mr. M. W. Carr, then Chief Resident Engineer of the Natal Government Railways, he acted, for one year, as an Assistant to Mr. A. H. Birkinshaw on the surveys of the Orange Free State Branch Railway, and, from 1883 to 1886, as an Assistant to Mr. W. H. Copley, District Engi-