

under Messrs. James Perry & Co., contractors, in charge of works on the North Western Railway of Uruguay. From 1886 to 1888 he acted as District Engineer in responsible charge of works on the Midland Railway of Uruguay, and from 1888 to 1891 he was similarly engaged on the Cordoba and North Western Railway, Argentine Republic, under Messrs. Perry, Cutbill, De Lungo & Co., contractors. In 1891, Mr. Twyford began to practise on his own account in Monte Video and the Republic of Uruguay. Towards the end of 1898, however, his health failed, and for two years before his death he was unable to undertake work. In the spring of 1901 he set out for the Italian Riviera in the hope of recovering health; but on the way he became seriously ill, and died at Genoa on the 5th May.

Mr. Twyford was elected an Associate Member of the Institution on the 8th June, 1895.

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JOSEPH JOHN TYLOR, born in 1851, was the eldest son of the late Mr. Alfred Tylor, of Carshalton, Surrey. After passing the matriculation examination at London University in June, 1868, he served an apprenticeship under Mr. J. C. Pearce at the Bowling Iron Works, from 1868 to 1871, the first six months in the drawing-office, and for two years receiving wages as a workman in the shops. He then entered in November, 1871, the Polytechnikum at Stuttgart, in the upper or technical division, and attended the whole course of lectures in chemistry and machine construction. In the beginning of 1873 he was engaged by Messrs. A. Tylor and Co., colliery proprietors, as Engineer, and carried out, in conjunction with Mr. H. Kirkhouse, the sinking of their colliery in the Rhondda Fach; and between 1874 and 1877 he constructed several small waterworks, including that at Westgate-on-Sea.

Mr. Tylor was a member of the firm of J. Tylor and Sons, and acted as Consulting Engineer on its being turned into a public company; and he was also Consulting Engineer to Messrs. A. Tylor and Co., of Cardiff, colliery proprietors. He died at his residence at Cap d'Ail, near Monaco, on the 5th April, 1901.

Mr. Tylor's interests were not confined to Engineering. Among specialists in Egyptian archæology he had a well-merited reputation. His purpose in wintering in Egypt was to regain lost health, but he soon employed himself in excavation, and experience made him sensible of the extent to which hieroglyphic inscriptions

published even in costly and monumental works, are untrustworthy. Especially wall-painting inscriptions, fast perishing and only to be replaced by copies, have suffered from the imaginative methods of the artist restorer. Mr. Tylor adopted the method of completing by hand enlarged photographs, by filling in the minutest details, such as the texture of the material represented, and, lastly, comparing on the spot every line with the original. His series of the "Wall Drawings and Monuments of El Kab" (1895-1900) is said to present a near approach to absolute reproduction of these important documents of ancient history.

Mr. Tylor was elected an Associate of the Institution on the 1st May, 1877. As a Student, he had previously presented a Paper entitled "The Development of Collieries," for which he was awarded a Miller Prize.

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FRANK ADAMSON WEST, born on the 18th January, 1867, was the second surviving son of Mr. Arthur Anderson West, Civil Engineer. At the age of 19 he was apprenticed to Messrs. De Winton & Co., engineers, of Carnarvon, for three years, during which time he obtained experience of quarry machinery, marine and stationary engines, and small locomotives. In 1889 he was engaged by the Upper Assam Tea Company as Assistant Engineer, and subsequently as Engineer and Assistant Manager of their Majjan Estate in Upper Assam, in charge of the erection and maintenance of factory buildings and machinery, some miles of light railway, manufacture and repairs of rolling stock, permanent way and works, and tea manufacture. In November, 1892, he was appointed by the same Company Engineer and Manager of their Borborooah Division, in sole charge of works, machinery, tea-plantation and manufacture, employing 1,100 workpeople, until January, 1894, when repeated attacks of fever obliged him to leave India.

In October, 1894, Mr. West entered the Swindon Works of the Great Western Railway as Improver, under Mr. William Dean, the Chief Superintendent of the Locomotive, Carriage and Wagon Department. In November, 1895, he was transferred to the Drawing Office of the Great Western Railway at Swindon as a Draughtsman, where he continued for four years. In February, 1897, he read a Paper before the Junior Engineering Society at Swindon on "Machinery and Light Railways on Indian Tea-