

of the works carried out by the firm of Gotto and Beesley were the drainage of Rio de Janeiro, Seaford, Trowbridge, Evesham, Huyton and Roby, Redditch, Romford, Chatham, Horsham, Tiverton, Brentford and Cheshunt; and the drainage and water-supply of Campos (Brazil), Oswestry, East Cowes, Leominster, Cinderford, Aberdovey, Herne Bay and Alton.

On the expiration of this partnership in 1890, Mr. Frederick Beesley continued to practise alone until 1897, when his son, Mr. Walter Beesley, became his partner. The principal works designed and carried out by Messrs. Fredk. Beesley and Son were the sewerage and sewage disposal of Southwold, Porthcawl, Frinton-on-Sea, Pembroke, Pembroke Dock, Leatherhead, Ashted, Ewell, Cobham, Holmfirth, Newmarket, Worcester, Walton-on-the-Naze, Rodbourne-Cheney, Burry Port, Hayes, Stratton, Whitland, Neyland, Chertsey and Colyton, and the water-supplies of Haverfordwest, Blandford, Salcombe, Llanidloes, Pembroke Dock and Burry Port.

In 1899 Messrs. Fredk. Beesley and Son entered into partnership with Mr. H. Bertram Nichols, of Birmingham, when the style of the firm became Beesley, Son and Nichols. The works executed by this firm and in progress comprise the sewerage and sewage disposal of Brownhills, Foleshill, Cowbridge, Morecambe, Manaos (Brazil), Baidon, St. Albans, Emsworth, Sutton-in-Ashfield, Saffron-Walden, Tredegar, Huntingdon, Windermere, Truro, Walmer, Kendal, Devizes, Saxmundham, Bury St. Edmunds, and the sewerage of the Western Valleys of Monmouthshire; besides the water-supply of Bedworth, Braunton, Newtown, Honiton, Woodcote, Seaton, Kempston, Sturminster-Newton and Lynton.

Mr. Frederick Beesley retired from the firm at the end of 1900, but retained his appointment as Consulting Engineer to the Rio de Janeiro City Improvements Company. That post he held until his death, which occurred at his residence at Ealing on the 5th February, 1902, at the age of sixty-five.

He was elected a Member of the Institution on the 1st April, 1884.

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PHILIP HENRY BROWN was born in London on the 2nd August, 1846, and was educated by his father, the Rev. George Brown, of Brighton, and subsequently at King's College, London. After serving a pupillage to the late Mr. P. Prichard Baly, he was appointed an Assistant Engineer on the Bombay-Baroda Railway in 1867. In the following year he entered the service of the Indian Public Works Department as an Assistant Engineer in the Irriga-

tion Branch. In 1872 he received the thanks of the Government for his work at the Sanouta Falls on the Ganges Canal, and five years later he volunteered for service in connection with the Madras Famine works.

Mr. Brown retired from the Indian Public Works Department in 1879, and in the following year he was appointed Local Fund Engineer at Coconada, and in 1884 District Engineer of the Godaveri Circle. These posts he held until his death, which took place on the 17th April, 1901.

Mr. Brown was elected an Associate Member of the Institution on the 6th April, 1880, and was transferred to the class of Members on the 26th March, 1895.

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GEORGE COOPER, born in Preston on the 22nd May, 1836, was the third son of the late Mr. Edward Miles Cooper, a Manchester merchant and cotton spinner. After being educated at Rossall School he served a pupilage of four years, first with Messrs. Daniel Adamson and Company of Newton Moor Ironworks, and subsequently with Messrs. Benjamin Hick and Son of the Soho Ironworks, Bolton-le-Moors. For nine months in 1857-58 he took charge of a cotton mill in Portwood, Stockport, after which he returned to Messrs. Hick and Son, with whom he remained for over three years. In March, 1861, he entered the service of Mr. Edmund Sharpe of the Phoenix Foundry, Lancaster, as draughtsman, and, on the manager retiring a few months later, remained in charge of the technical work of the establishment until June, 1862, when, in view of the general depression of trade throughout Lancashire, due to the war in the United States, he resigned his post and emigrated to Buenos Aires. There he obtained employment as second engineer on board one of the river steamers plying between Buenos Aires and Monte Video. From March to June, 1863, he was engaged as draughtsman with the late Mr. John Coghlan, and for the remainder of that year he acted as Clerk to H.B.M. Consul at Buenos Aires.

In January, 1864, Mr. Cooper was appointed an Assistant Engineer, under Mr. Alfred Rumball, on the construction of the Buenos Aires Great Southern Railway, from Buenos Aires to Chascomus. On the completion of that work in December, 1865, he entered the service of the Company as Locomotive Superintendent, and took charge, in addition to the Locomotive Department, of the general stores and the stations at North and South Barracas.