

new Welland Canal, and in 1872 he was appointed Engineer in charge of all the enlargement works. The work was, however, afterwards subdivided, and Mr. Monro continued in charge of the construction of the new line from Allanburg to Port Dalhousie, on which all the new locks are situated, and retained that post until the end of 1888, the canal having been ultimately enlarged to a draught of 14 feet. In 1889 he was specially sent by the late Mr. John Page to report on the best location for a 14-foot canal between Lakes St. Louis and St. Francis. After much opposition this was placed, as surveyed by him, on the north side of the St. Lawrence, and was completed under his superintendence a few months before his death. It was named by him the "Soulanges Canal." Several important changes were made in the plans of the locks, etc., in order to facilitate the passage of vessels and at the same time reduce the cost of the works.

Mr. Monro also designed the waterworks for the city of St. Catharine, and for Merriton, on the Welland Canal, and reported on systems for other places. In 1891 he was sent by the Canadian Government to examine and report on the Manchester Ship Canal. He also acted as Chairman of a Board of Engineers in 1895 to enquire into matters connected with the harbour of Montreal, and in the autumn of that year represented the Government at the annual convention of the Deep Water-ways Association, held at Cleveland, U.S.A. In November, 1895, he was made a member of the Commission appointed by the Canadian Government to confer with that named by the President of the United States, to report on the best line for a deep water-way to connect the Great Lakes with the Atlantic Ocean. Mr. Monro had very extended experience in dealing with matters connected with hydraulic engineering. He married, in 1860, Ellen Jane, second daughter of the late Rev. Dr. Strong, formerly Rector of Christ Church, Ottawa. Mr. Monro died at Coteau du Lac, in the Province of Quebec, on the 19th March, 1903.

He was elected a Member of the Institution on the 12th January, 1886.

JOHN PRICE, born on the 16th August, 1833, served his apprenticeship as an Engineer, first with the late Mr. James Keen, and subsequently with Mr. George Clark, both Mechanical Engineers, of Sunderland. In August, 1855, he was appointed

Second Engineer to H.M. Floating Factory "Chasseur" under the late Mr. R. S. Fraser, and, in the following month, the duties of Secretary to the Floating Factory were also entrusted to him. He held those posts until September, 1856, when the vessel finished its work at Balaclava and was put out of commission.

Mr. Price joined the firm of Pile, Spence and Co., steamship builders, of West Hartlepool, in the year 1858, and remained in their employment until August, 1863, during which time, in addition to being Engineer to that firm, he held the post of Superintending Engineer to the West Hartlepool Steam Navigation Company. In September, 1863, he was appointed Chief Surveyor to the Underwriters' Registry for iron vessels, which post he held until March, 1876. During that period he contributed materially to the settlement of a basis on which the scantlings of iron ships were fixed, and he presented two Papers on that subject to the Scottish Shipbuilders' Association.

In March, 1876, Mr. Price was appointed General Manager to the Palmer Shipbuilding and Iron Company, of Jarrow-on-Tyne, a post which he held until 1894. During that period great changes were made in the works of the Company under his supervision. The blast furnace department was largely extended, a complete steel-melting plant on the Siemens-Martin principle and an extensive bar mill were laid down, and the plate mills were also completely re-arranged and extended. The shipbuilding and engineering departments were also brought up to date and fitted with modern appliances, and such vessels as the "Orlando" and "Undaunted," the "Pique," "Rainbow" and "Retribution," and the "Resolution" and "Revenge," all built for H.M. Navy, were constructed under his management. During his career at Jarrow the tonnage of the vessels launched amounted to about 650,000 tons, and in the year 1889 the tonnage launched amounted to 64,669 tons.

In 1895 the firm of C. S. Swan and Hunter, of Wallsend-on-Tyne, was converted into a private Limited Liability Company, and Mr. Price joined the Board of Directors and maintained an active connection with the Company to the time of his death, which took place at his residence in Newcastle-on-Tyne on the 27th January, 1903.

Mr. Price took an active part in the municipal life of Jarrow during the period of his connection with the Palmer Shipbuilding Company, and was also associated for many years with the 1st Durham Engineer Volunteers, of which corps he was Colonel.

He was twice Mayor of Jarrow, a Magistrate for the borough, and a Member of the River Tyne Commission.

Mr. Price was elected a Member of the Institution on the 5th December, 1882.

HENRY WEDGWOOD RENDEL, fifth son of Sir Alexander Rendel, was born on the 4th November, 1866, and received his professional training at the Royal Naval College, Greenwich, at Messrs. Neilson's Locomotive Works, Glasgow, and at the Elswick Works. His first responsible charge was the erection and maintenance for the contract period, in 1893-94, of the machinery for the Government Dockyard at Bombay, which was supplied by the Elswick firm. He then remained with the firm at their Pozzuoli works till 1896, when he joined his father as Inspector, being employed in America as well as in Great Britain. In 1898 he was taken into partnership, but a promising career was cut short by his death on the 30th May, 1903, from an attack of acute laryngitis.

Mr. Rendel was elected an Associate Member of the Institution on the 12th January, 1897, and was transferred to the class of Members on the 20th January, 1903.

JOHN SCOTT, C.B.,¹ the well-known shipbuilder and engineer, died at his residence, Halkhill, Largs, on the 19th May, 1903. He was born on the 5th September, 1830, at Greenock, the eldest son of the late Mr. Charles Cunningham Scott, of Halkhill, Largs, and was educated at Edinburgh Academy and the University of Glasgow, and served a regular apprenticeship as an engineer with his father's firm, where many of the early Clyde ships, both for the naval and mercantile fleet, were built and engined. In his twenty-second year Mr. Scott became a partner in the firm, and in 1868 he took the responsible position of head of the concern, retaining it until the end, in association with his brother, Mr. R. Sinclair Scott.

Being endowed with great progressive spirit, John Scott soon recognised the economy of higher steam pressures, and designed a

¹ This notice has been abridged from *Engineering*, 22nd May, 1903, by permission of the Editors.