

Place, Cowden, Kent, on the 17th August, 1903, in his sixty-eighth year.

Mr. Shanks was elected an Associate of the Institution on the 14th May, 1872, was subsequently placed among the Associate Members, and was transferred to the class of Members on the 11th March, 1884.

JOHN ALLSOPP, born on the 2nd August, 1848, served an apprenticeship to Messrs. Strutts, engineers and millwrights, of Milford, near Derby. From 1869 to 1872 he was employed by Messrs. Benton and Woodiwiss, contractors, in charge of important works on the Settle and Carlisle Railway and on the Duffield and Selston branch of the Midland Railway. He was then engaged for four years on drainage and sewerage work, and in 1876 he was appointed Engineer and Surveyor to the Local Board of Health of Worksop, in which capacity he carried out the present sewerage system of that town. In 1884 he resigned that post and devoted himself to private practice as an architect and surveyor. Mr. Allsopp was the first Engineer to the Worksop Waterworks Company. He was kind and generous in disposition, and in his younger days a great athlete. He died at Worksop on the 2nd November, 1903, at the age of 55.

Mr. Allsopp was elected an Associate Member of the Institution on the 6th April, 1880.

HERBERT HENDERSON, son of Mr. Joseph Henderson, Mining Engineer, of Liverpool and North Wales, was born on the 27th May, 1856, at Newport, Monmouthshire. He was educated at the Kirkcudbrightshire Academy, and commenced an engineering apprenticeship with Messrs. McKinnel, of Dumfries, completing it at the Vauxhall Foundry, Liverpool. In 1877 he was appointed Assistant to Mr. D. M. F. Gaskin, then Water Engineer of St. Helen's, Lancashire, with whom he was engaged in the preparation of the plans and part supervision of the Sutton Road Pumping-Station and the Brown Edge reservoir, and part supervision of the machinery at the various pumping-stations. He was also engaged in the experimental work for the softening of the Collins Green water, and in all this work he showed himself a careful, accurate and efficient assistant. With the object of extending his experience

of the details of waterworks and hydraulic appliances, he entered in 1879 the service of the Glenfield Company and the Kennedy Meter Company, since amalgamated as Messrs. Glenfield and Kennedy, and remained in their service until his death.

He contributed to the Proceedings of the Institution a Paper on "The removal of Corrosion from Water Mains,"¹ and also superintended with great success the clearing of the mains of several towns. He had a large circle of friends amongst waterworks engineers, by whom he was highly appreciated for his technical knowledge and for his bright genial temperament. He died after a few hours' illness at Belfast on the 9th July 1903, from a chill caught whilst on duty.

Mr. Henderson was elected an Associate Member of the Institution on the 23rd May, 1882.

ALEXANDER WILLIAM MOORE died from pneumonia at his residence, 32 Clanricarde Gardens, Bayswater, on the 17th April, 1903. Born at Sheerness in 1849, he was educated at King's College, London, and served his time as a pupil, first to Mr. John Wright, Locomotive Superintendent of the South Devon Railway, and subsequently to Mr. Henry Voss, Divisional Engineer of the Great Western Railway at Oxford. In 1872 Mr. Moore was appointed an Assistant on the Great Western Company's engineering staff. After some little time he was transferred to Paddington and attached to the staff of Mr. Lancaster Owen, Constructive Engineer to the Company, and was engaged in the preparation of the plans for the widening of the main line between Paddington and Slough. His other important work at Paddington was the laying out of Paddington Yard in connection with the abolition of the existing Hammersmith and City level crossing at Royal Oak, and constructing a subway in place of the crossing. On the completion of this work he was given charge of the Parliamentary Department of the Company, which position he occupied with great success for some years.

In October, 1883, Mr. Moore took up his residence in Frome as Engineer to that part of the Great Western Railway extending from Chippenham to Weymouth and Portland, and from Holt to Newbury. In July, 1893, he was appointed Divisional Engineer at Bristol, his division extending from Didcot to Portishead Junc-

¹ Minutes of Proceedings Inst. C.E., vol. cxvi. p. 307.