

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.

tion, Swindon to Gloucester, Newbury to Bristol, and branch lines in connection.

In November, 1896, he was appointed to the important post of Administrative Assistant in the Chief Engineer's Offices at Paddington, where his duties were the conduct of the engineering business at head quarters. Mr. Moore's record had marked him out for a post where tact and firmness, coupled with the power of dealing with many and varied subjects, were required, and his tenure of this post showed that he was not found wanting in those qualities; indeed, the fact of there being such widespread and general regret at his untimely death unquestionably shows the skill with which he carried out the complicated duties the Great Western Railway Company called on him to perform.

Mr. Moore was elected an Associate of the Institution on the 7th March, 1876, and was subsequently placed in the class of Associate Members.

JAMES SCOTT, son of the late Mr. Thomas Scott, was born on the 20th October, 1846, at Keighley, Yorkshire. He served a pupilage to his father from 1862 to 1866, being engaged during that time on the construction of a portion of the Metropolitan Railway between Euston and Paddington, and of the Marple, New Mills and Hayfield line of the Manchester, Sheffield and Lincolnshire Railway Company. From 1866 to 1868 he was employed as Contractor's Engineer on Contract No. 1 of the Midland Railway's London Extension from the North London Railway, Kentish Town, to St. Pancras Goods-Yard. From 1868 to 1873 he was Contractor's Engineer on Contract No. 1 of the Settle and Carlisle Railway, and from 1873 to 1878 he occupied a similar position on the widening of the London and North-Western Railway's main line, from King's Langley to Bletchley, and from Clydach to Bryn Mawr. He was then employed from 1878 to 1883 on the Weymouth and Abbotsbury Railway, the widening of the Cheshire lines at Liverpool, and the River Witham Outfall Works at Boston; from 1883 to 1888, on the Baltinglass Extension of the Great Southern and Western Railway of Ireland, and on the Ripley and Heanor Extension of the Midland Railway, and the Nottingham Suburban Railway. From 1888 to 1895 he was employed as Contractor's Agent in superintending the construction of the Dore and Chinley Railway, Contract No. 2. The principal work on that section was the Cowburn Tunnel, nearly 4,000 yards in length, which, passing