

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

under Cowburn Hill, 800 feet above the tunnel, had to be worked from two faces and without shafts, by driving a bottom heading right through.

From 1895 to 1899 Mr. Scott was the Contractor's Chief Agent on the Great Central Railway Extension to London, Contract No. 4, from Rugby to Woodford, on which the Catesby Tunnel, 3,000 yards in length, was constructed in the short period of two years and two weeks. Since 1899 he was engaged in a similar capacity on the Thackley Tunnel and widening of the main line, for the Midland Railway Company, on the Great Central contract from Neasden to Northolt, and on the widening of the Midland Railway from Finchley Road to Welsh Harp. Mr. Scott died on the 27th November, 1903. He was a most able Contractors' Agent, and carried out successfully some difficult and important undertakings.

He was elected an Associate Member of the Institution on the 1st May, 1894.

CHARLES TAYLOR, born on the 6th January, 1836, entered the service of the Nottingham Gas Company in 1850. Five years later he became Superintendent of that Company's station at Basford, and from 1861 to 1864 he occupied a similar position at the principal station at Nottingham. In 1864 he was appointed Engineer to the Derby Gas Company, which post he held until April, 1900. He also acted for a time as Engineer to the Long Eaton Gas Company and to the Castle Donington Gas Company, and occasionally as Consulting Engineer to the Ashby-de-la-Zouch and other Companies. During Mr. Taylor's tenure of the post of Gas Engineer at Derby the quantity of gas manufactured yearly increased from one hundred million cubic feet to five hundred and fifty million cubic feet, and branch works were established at Litchurch. Mr. Taylor was a member of the Derby Board of Guardians. He died at his residence, 37 Uttoxeter New Road, Derby, on the 2nd July, 1903.

Mr. Taylor was elected an Associate Member of the Institution on the 3rd February, 1885.

CHARLES GEORGE WILSON, after serving an apprenticeship of seven years, from 1843 to 1851, under Sir John Anderson, was employed by various engineering firms and railway companies. At