

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

the commencement of the Crimean War Mr. Wilson joined the expeditionary force sent against the Russian forts of Petropavlovski. In 1854 he proceeded to India, and was employed by Mr. C. B. Ker as an Assistant in the Locomotive and Carriage Department of the Great Indian Peninsula Railway. In 1856 he became Assistant to Mr. James Berkley, Chief Engineer of the line, with whom he remained three years. In 1860 Mr. Wilson was appointed 2nd Class Assistant Engineer on the Bombay and Baroda Railway, in which capacity he had responsible charge of works in various districts.

In 1863 he returned to England, and was subsequently engaged on his own account and for his brother, Mr. James Wilson, on various engineering works, railway surveys, etc., and as Assistant Engineer for the Central Northern Argentine Railway. In 1873 he went to Japan as one of the principal Railway Engineers for the Japanese Government. He liked the climate, the people and the country so much, that he wrote home he did not think he should ever return, and he died there on the 11th April, 1902, in his seventy-fifth year.

Mr. Wilson was elected an Associate of the Institution on the 3rd February, 1874, and was subsequently placed among the Associate Members.

HENRY WILLIAM YOUNG died at his residence, Cowper Street, Greymouth, New Zealand, on the 4th August, 1903.

Born at Camberwell, London, on the 31st October, 1840, he went to New Zealand in 1863, and to the West Coast in 1865 to join his brother Mr. R. A. Young, now of Westport, who had arrived a few months earlier. The brothers remained on the goldfields until 1873, when they settled in Greymouth, the partnership lasting for about eight years, during which time they acted as engineers for many important works for the Government and for various local bodies. As architects they also designed the Greymouth, Hokitika, and other large public schools and ecclesiastical buildings, including Trinity Church, Greymouth. In 1878 the firm were appointed engineers to the Westport collieries, and in that capacity designed and carried out the railway and the famous Denniston incline, at the time a new departure in engineering work. The firm were also associated with Mr. Napier Bell in the construction of the Cape Foulwind Railway and of portion of