

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.

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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.

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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