

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

the Westport Harbour Works, of which Mr. R. A. Young is now engineer. For a couple of years Mr. H. W. Young was in Wanganui, and in 1886 he accepted the appointment of Chief Assistant Engineer in the colony for the Midland Railway Company, being directly under Mr. Napier Bell, and subsequently under the late Mr. Robert Wilson, acting as Engineer-in-Chief during Mr. Wilson's absence from the colony. Mr. Young's appointment was of ten years' duration, lapsing only with the cessation of operations by the Company. Since 1896 he was in private practice as engineer and architect, and in both capacities was associated with nearly every important work or building on the coast. In social life his genial, kindly and hospitable disposition made him popular with all.

Mr. Young was elected an Associate Member of the Institution on the 5th March, 1889.

JAMES NEILSON, C.B., one of the Managing Directors of the Summerlee and Mossend Iron and Steel Company, died at his residence, Orbiston House, Belleshill, Lanarkshire, on the 6th October, 1903, in his sixty-fifth year. Born on the 1st May, 1838, he was one of a family which had been closely identified with the iron industry in Scotland for more than a century. In addition to his connection with the Summerlee and Mossend Company, he was a Director of the Caledonian Railway Company, of the Lanarkshire and Ayrshire Railway Company, and of the Ardrossan Harbour Company, and Chairman of the Lanarkshire and Dumbartonshire Railway Company. He was also Chairman of the School Board of the parish of Bothwell for many years and of the District Committee of the Lanarkshire County Council, and he held the rank of Colonel in the "Queen's Own" Glasgow Imperial Yeomanry.

Colonel Neilson's services as a volunteer were so remarkable as to warrant special mention. He joined in 1855, and in 1865 served with the regiment in aid of the Civil Power during some riots at Airdrie, and was never absent from a training. He raised and equipped the 18th Company Imperial Yeomanry, consisting of 121 men and 5 officers for service in South Africa. Colonel Neilson raised amongst his friends upwards of £4,000 for the better equipment of this Company, and out of his own pocket supplied each of the men with serge tunic, trousers and field-cap, for use on board ship and stable duties. When additional Yeomen for service at the front were called for, he raised 609 men, so that altogether he sent to