

WALTER SIMPSON McCLELLAND, second son of Mr. James McClelland, of Glasgow, was born in that city on the 29th November, 1833. He was educated first at Hofwyl, near Bern in Switzerland, and afterwards at Queenwood College, Hants. After studying at Freiburg in Saxony, with the intention of becoming a Mining Engineer, he was apprenticed to Mr. Neil Robson, of Glasgow, with whom he remained till 1854, when he joined the Army Works Corps as third in command and went to the Crimea, where that corps was employed in making roads and a light railway between Balaclava Harbour and the English camps. In 1856 Mr McClelland returned home, and the Army Works Corps being broken up, he obtained a post on the Great Indian Peninsula Railway, then in course of construction, and went to Bombay. In 1863 he left the Railway, and went into business in Bombay, the firm being Messrs. Scott and McClelland. They carried on several important works in Bombay, notably the beautiful Elphinstone Circle. In 1869 Mr. McClelland returned home. Some monetary losses, however, obliged him to resume work, and in 1877 he took service with one of the native princes of Kathiawar, the Jam Sahib of Nowanagar, with whom he remained till the death of His Highness in 1895. He did much for the State, improving the towns and harbours, making roads and bridges, building schools, repairing tanks, etc., and planning a railway, since carried out, connecting Jamnagar with the rest of the Province. His last important work was the Victoria Bridge, close to Jamnagar. In 1881 he had built a larger bridge over the Machhu river for the Thakore Sahib of Morvi, and for the Rao of Cutch he constructed a breakwater at Mandvi, and a bridge spanning the Rukmawati river and connecting Mandvi with Bhuj, the capital. On leaving India in 1896 Mr. McClelland settled at Sevenoaks, in Kent, where he was made a Justice of the Peace and Chairman of the Sevenoaks Bench of Magistrates. He was also a Fellow of the Royal Institute of British Architects. He died at Sevenoaks, from pneumonia, on the 1st of January, 1904.

Mr. McClelland was elected a Member of the Institution on the 3rd December, 1867.

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HENRY WILLIAM PEARSON, born at Forest Gate on the 6th January, 1846, was educated at Bow Grammar School. He served an apprenticeship from 1862 to 1867 to the Great Eastern Railway Company, first under Mr. Robert Sinclair and subse-

quently under Mr. S. W. Johnson ; from 1867 to 1870 he was engaged as a draughtsman in the Company's Locomotive Department, and from 1870 to 1872 he acted as an assistant in the Engineer's Department.

In February, 1872, Mr. Pearson was appointed Assistant Engineer to the Bristol Waterworks Company under Mr. Thomas Bell, whom he succeeded in 1874 as Resident Engineer, which post he held until his death on the 20th October, 1903. During the time he held this appointment the Company's supply was more than doubled, being now eight million gallons per day for a population of 350,000, with 300 miles of distributing mains. To meet this large increase in the consumption extensive works have from time to time been constructed ; these include reservoir and extensive pumping power in the Yeo Valley, from the design and under the direction of Messrs. T. and C. Hawksley ; also reservoirs at Barrow Gurney with a filtration system of six acres of sand area, and wells and large pumping power at Chelvey from the designs and under the direction of Messrs. Taylor, Sons, and Santo Crimp.

Mr. Pearson was a Member of the Institution of Mechanical Engineers and of the Iron and Steel Institute, a Member of Council of the Association of Waterworks Engineers, Past-President of the Bristol Engineering Society, a Fellow of the Geological Society, a prominent Freemason, and a member of the Bristol Madrigal and other musical societies.

He was elected an Associate of the Institution on the 14th April, 1874, was subsequently placed among the Associate Members, and was transferred to the class of Members on the 23rd November, 1886.

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WILLIAM SHIPP, born on the 21st January, 1845, began his engineering career as a pupil of Mr. Harold Smith, at that time Superintending Engineer of the Elphinstone Reclamation Company, Bombay. He was subsequently engaged during 1866 on the Back Bay Reclamation Company's works in Bombay, and in the following year he entered the service of the Great Indian Peninsula Railway Company as an Assistant Engineer. He rose through the various grades to be Deputy Chief Engineer of the Great Indian Peninsula and Indian Midland Railways, now amalgamated, his headquarters being at Jhansi. Mr. Shipp died at Byculla, Malden, Surrey, on the 6th March, 1904.

He was elected a Member of the Institution on the 4th February, 1896.

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