

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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