

and generous in disposition, and always ready to help those in need, and his loss was much regretted in Johannesburg.

Mr. Crawford was elected an Associate of the Institution on the 3rd May, 1870, and was subsequently placed in the class of Associate Members.

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FREDERICK DRESSER, born on the 4th June, 1843, was educated at Merchant Taylors' School and at Cheltenham College. He was apprenticed first to Messrs. Humphrys, Tennant and Co., of Deptford, and subsequently to the Greenock Foundry Company. After a voyage to the West Indies as engineer, he entered the Indian Public Works Department in March, 1868, and was employed on the Apollo Bunder, at Bombay, and on works at Carwar, as Assistant Engineer First-grade. When in England on leave in 1871 he married Jane, eldest daughter of Sir Thomas Brocklebank, Bart., who returned to India with him, but as he found that the climate there did not agree with his wife, he gave up his appointment, returned to England, and commenced business as a rice miller at Bixteth Street, Liverpool. On his business being acquired by Messrs. White, Tomkins and Courage he became Managing Director of the local branch of that firm, continuing as such until his death, which took place suddenly on the 31st of March, 1903.

Mr. Dresser was elected an Associate of the Institution on the 6th December, 1870, and was subsequently placed in the class of Associate Members.

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BARROW EMANUEL, M.A. (*Dublin*), died at his residence, 147 Harley Street, W., on the 14th February, 1904, aged 62. Born at Portsmouth on the 4th February, 1842, he served a pupilage to Mr. H. Wood, Superintending Civil Engineer of Portsmouth Dockyard, and was subsequently articled to Messrs. George Rennie and Sons, of Holland Street, Blackfriars. After graduating in arts at Trinity College, Dublin, he acted for two years as Chief Draughtsman to Messrs. Lewis and Stockwell, ship-builders and dry-dock owners, of Blackwall.

In 1867 he became a member of the firm of Davis and Emanuel, in which he was senior partner at the date of his death. During that period of thirty-seven years the firm carried out works at Southsea Pier and in connection with the Portsmouth Street Tramways, and were the architects of the City of London School, the London Hospital Convalescent Home at Felixstowe, the Yarrow Con-