

GEORGE WILLIAM HIGHAM was born on the 27th April, 1862, and began his engineering career in 1882 as a pupil of the late Mr. R. Hodson, at the Thames Ironworks, Blackwall. After completing his articles, he remained with the Company as an Assistant Engineer until March, 1892, being employed principally upon the erection of Blackfriars railway bridge and the construction of caisson and lock gates at the Barry Docks. He worked for a short time in 1892 under Messrs. Coode, Son and Matthews, and was afterwards employed by Sir John Wolfe Barry, Past-President, on the Tower Bridge works. In 1893 Mr. Higham joined with Mr. Herbert Barry, under the name of Barry and Higham, in consulting and constructional engineering practice. The partnership was dissolved in 1899, and thereafter Mr. Higham practised in London on his own account as a consulting and inspecting engineer, in which capacity he designed, in addition to other works, a large caisson for Barrow-in-Furness, under instructions from Mr. F. Stileman, and a smaller one for Singapore, under Mr. (now Sir William) Shelford. He also carried out for Sir John Wolfe Barry an important detailed inspection of the iron and steel work on the Metropolitan District Railway. In 1901 his health, which had always been delicate, completely broke down, compelling him to give up his practice. He nevertheless retained a keen interest in all matters connected with the profession until his death, which took place on the 21st May, 1904.

Mr. Higham was elected an Associate Member of the Institution on the 10th January, 1888, and was transferred to the class of Members on the 5th March, 1901.

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ARTHUR DANIEL JONES, born on the 10th March, 1845, was educated at Queenwood College near Salisbury, and obtained his engineering training under the late Mr. J. E. McConnell, from 1862 to 1865. In the latter year he took service with Messrs. McClean and Stileman, and was employed by them on the design of works in connection with the Furness railways, Barrow Harbour docks and warehouses, Keighley Waterworks and other undertakings. During an interval, he gained some experience of municipal work in St. Pancras under Mr. W. Booth Scott, and after serving for a time as an assistant to Mr. Wm. Jacomb on the South Western Railway widening works in North Devon, he accepted an engagement with Mr. James McConnochie, for whom

he acted as resident engineer on various works, including a wharf and tidal basin at Limehouse, a timber graving-dock at Cubitt Town, the Junction Graving-Dock, 420 feet long, and the Bute Graving-Dock, 600 feet long, at Cardiff, and the Canada Deep-water Dock, covering 17 acres, with buildings and equipment, at the Surrey Commercial Docks. In 1883 Mr. Jones was appointed Chief Assistant Engineer to the Surrey Commercial Docks Company, which position he held for thirteen years, resigning in 1896. He died, after a long illness, on the 23rd July, 1904, at his residence, Beechavon, Border Crescent, Sydenham.

Although somewhat reserved in manner, Mr. Jones possessed a very kindly disposition, and his wide and varied knowledge of dock engineering was always at the disposal of those who sought his aid.

He was elected an Associate Member of the Institution on the 5th February, 1878, and was transferred to the class of Members on the 16th May, 1893.

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THOMAS HAROLD RAWSON, born in London on the 28th July, 1851, was the third surviving son of the late Mr. T. E. Rawson, M.D., of New Plymouth. He was educated at Nelson College, New Zealand, and joined the Public Works Department of that colony as an engineer cadet in 1872. During his cadetship he was employed on railway work between Rangitata and Oamaru, being transferred to the Wanganui district on his appointment as an Assistant Engineer in 1876. Between 1876 and 1887 he carried out surveys for, and supervised the construction of, about 30 miles of railway, under Messrs. J. Rees and J. T. Stewart, and was next engaged for three years, under Mr. G. Cook, on the construction of the Manawatu Gorge railway. In 1890, he was given charge of the Greymouth district, with the rank of Resident Engineer, acting also as engineer to the Greymouth Harbour Board. While at Greymouth he completed, in addition to other works, the construction of a line from Grey to Hokitika, and also carried out an extension of the Greymouth breakwater. In the Westport district, to which he was transferred in 1893, becoming at the same time engineer to the Westport Harbour Board, he carried out extensive river-training works and constructed several lines of railway. His experience at the harbour led him to communicate to the Institution a Note on the wave-basin, which was published