

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