

THOMAS WILLIAM PEARSON, born on the 9th October, 1838, served a pupilage under the late Mr. James Staniland, at the expiration of which, in 1857, he was engaged successively on works in connection with the Metropolitan main drainage, the Recife and San Francisco Railway and the arsenal at Spezzia. Leaving Italy in 1863, Mr. Pearson proceeded to India to take up an appointment as Assistant Engineer on the Indus Valley Railway under Mr. John Brunton. In 1866 he joined the staff of the Great Indian Peninsula Railway as Resident Engineer on the Sohagpur to Jubbulpur section, on the completion of which he acted as personal assistant to the Chief Engineer, in which capacity he helped in the reorganization of the staff and supervised the reconstruction of the Bombay terminus. In 1881 he was promoted to the grade of District Engineer, and during his occupation of that post had charge of several heavy works, notably the doubling of the line from Bhosawal to Sheagon and the reconstruction of the Byculia station and locomotive depôts and the Wadi Bandar goods depôt. On several occasions he acted as Chief Engineer during the absence of that officer on leave. In 1903, he retired under the age limit, after nearly 40 years' service. His death took place on the 30th March, 1904.

Mr. Pearson always manifested a keen interest, not only in engineering, but also in art and literature.

He was elected a Member of the Institution on the 2nd December, 1884.

THOMAS URQUHART, who was for many years Locomotive Superintendent of the Grazi-Tsaritzin Railway in South Russia, died at his residence, Delny House, Delny, Ross-shire, on the 8th July, 1904. Born at Kilmuir-Easter, Ross-shire, in 1843, he served a pupilage at the Culcairn Ironworks in his native shire, at the expiration of which he came to Glasgow, where, after working for two years in the Clydebank Foundry, he accepted a post as draughtsman in Messrs. Neilson Brothers' engine works. In 1868 he was deputed by the late Mr. W. M. Neilson to represent the firm in Russia on the construction of the Orel-Vitebsk Railway. Having brought this contract to a successful completion, he transferred his services to the Grazi-Tsaritzin Railway Company, for which he erected stationary engines, bridges and buildings on