

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 Sheegon 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

the line, and was subsequently engaged as Locomotive Superintendent. He held that appointment for more than twenty years, from 1871 until his retirement in 1892.

Mr. Urquhart was greatly interested in the subject of liquid fuel in locomotives, and after conducting some experiments in 1874, he successfully introduced a method of burning oil-fuel in the engines of the Grazi-Tsaritzin Railway, with the result that by 1885 oil-fuel had supplanted coal over the whole system. He subsequently published several pamphlets on the subject of his researches, and was the author of Papers read before various engineering societies, among which may be mentioned his note on "Communication in Trains," contributed to the Proceedings of this Institution.¹ He was awarded two gold medals by the Russian Government for his services to railway engineering.

After his retirement Mr. Urquhart occupied himself chiefly with the care of his estate at Delny, where he carried out many improvements, and with local affairs, in which he took a keen interest. He was a Member of the Institution of Mechanical Engineers and of the Imperial Institute.

Mr. Urquhart was elected a Member of the Institution on the 1st March, 1887.

WALTER HENRY WILSON, a member of the shipbuilding firm of Messrs. Harland and Wolff, Belfast, died suddenly on the 4th May, 1904, in his sixty-fifth year, terminating an association with the Queen's Island works which had lasted nearly fifty years, during which time he rose from an apprentice to be a partner in the firm.

Born in Belfast on the 15th November, 1839, the subject of this notice was educated at the Gracehill Schools and at Chester College. At the age of 16, he was apprenticed to the shipbuilding firm of Messrs. Robert Hickson and Company, who two years previously had appointed as their manager Mr. E. J. Harland, afterwards Sir Edward Harland, Bart. In 1858 the business passed into the hands of Mr. Harland, who was joined later by Mr. Wolff, Mr. Wilson continuing in the service of the new proprietors. On completing his apprenticeship in 1861, Mr. Wilson

¹ Minutes of Proceedings Inst. C.E., vol. cvi. p. 277.