

HAROLD WILLIAM PAULING, born on the 13th August, 1864, was educated at the Diocesan College at Cape Town, and after serving a pupilage under his father, Mr. H. J. Pauling, he obtained employment in the drawing-office of the Cape Government Railways and later, on railway contract work under his cousin, Mr. George Pauling. In 1886 he re-entered the Government service as Assistant Engineer on survey and construction work, and in 1889 he was promoted to the grade of District Engineer and placed in charge of the extension to the north of Kimberley. Three years later, he resigned this position to become agent for, and afterwards a partner in the firm of Pauling and Company, contractors, of Westminster. Thereafter, he represented the firm on all their railway contracts in South Africa, among which may be mentioned the Caledon line, the Ashton to Riversdale extension, the Vryburg-Mafeking and the Mafeking-Bulawayo lines, the last-named contract, 500 miles in length, being constructed in the short time of two years. In addition to the above, Mr. Pauling also built several lines in Rhodesia, and had just completed the extension to Victoria Falls when his career was brought to a premature close by his death on the 3rd May, 1904.

Mr. Pauling was elected an Associate Member of the Institution on the 4th March, 1890.

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JAMES STAATS FORBES, whose death on the 5th April, 1904, at the age of 81, removed a well-known figure from English railway circles, obtained his first professional experience on the Great Western Railway, where as a youth he was given employment on the Engineer's staff. On receiving an appointment to the staff of the Dutch Rhenish Railway he abandoned the technical for the administrative branch, in which his peculiar abilities secured for him rapid advancement in the company's service. His connection with the London, Chatham and Dover Railway dates from the crisis in that Company's affairs which occurred in 1861, when Mr. Forbes was called in and assumed control, at first as General Manager, and afterwards for many years as Chairman. In 1899 he successfully effected its amalgamation with the South Eastern Railway. In addition to the management of the Chatham and Dover

line, he undertook the control of the Metropolitan District Railway, which was also in financial difficulties at the time. From that post he retired on the transfer of the undertaking to its present hands. Mr. Forbes was also connected with the Hull and Barnsley and the Didcot and Newbury lines. His undoubted skill as a chairman of public meetings became widely known, and at various times he served on the boards of three important electric-lighting companies and of the Lion Fire Insurance Company, as well as being President of the National Telephone Company.

Mr. Forbes was keenly interested in art, and possessed a large and valuable collection of pictures, from which he frequently lent examples for exhibition at the *Conversazioni* of the Institution.

He was elected an Associate of the Institution on the 7th March, 1865.

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JAMES SIDNEY HARGROVE, son of William Hargrove, the historian of York, was born in that city on the 19th December, 1827. He was educated for the legal profession and admitted as a Solicitor in 1849. After remaining for some time with Messrs. Holdens of Hull, he came to London in 1854 and set up offices in Westminster, where he continued to practise to the date of his death, which took place on the 9th March, 1904. Being chiefly concerned with parliamentary business, he was brought frequently into contact with engineers in matters relating to railways and public works in general. He was consulted as to the establishment of the Benevolent Fund of the Institution in 1864, and the original rules and Declaration of Trust were prepared by him and the late Mr. Horace Lloyd, K.C. The Committee of Management thereupon appointed him Honorary Solicitor to the Fund, which office he retained until his death. The Council of the Institution also availed themselves of his professional services on several occasions.

Mr. Hargrove was elected an Associate of the Institution on the 15th May, 1866.

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