

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.

---

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