

account of the working of the very steep gradients on the Midland Line of the Mauritius Government Railway,¹ for which he received a Telford Premium; and a Paper on the "Construction and Equipment of Railways in Newly-developed Countries."²

Mr. Mosse was a Fellow of the Royal Colonial Institute and served for several years on the council of that body. He also acted, from 1891 to 1894, as joint treasurer, with the late Duke of Westminster, of St. George's Hospital, London. Although his prolonged absence abroad permitted him to attend but rarely the ordinary meetings of the Institution, he always evinced great interest in its work, especially in the Benevolent Fund, which, in certain contingencies will benefit under his will. In 1895 Mr. Mosse removed from London to Eastbourne and lived in retirement until his death at Tunbridge Wells on the 18th December, 1904.

Mr. Mosse possessed a wide and varied knowledge of railway engineering and management, was of scrupulous rectitude, extremely courteous and charitable, and was much respected by his staff and among his colleagues in the profession.

He was elected a Member of the Institution on the 14th January, 1862.

WILLIAM BESWICK MYERS-BESWICK, son of the late Mr. W. H. N. Myers, of Leeds, was born in that city on the 2nd July, 1850, and took the surname of Beswick by royal license in 1895, after inheriting the manor of Gristhorpe, near Filey, from his uncle, Mr. T. K. Beswick. After serving a pupilage to Messrs. Filliter and Rofe, between 1868 and 1871, he studied for 3 years at the University of Berlin, and on his return accepted an engagement with Mr. John Fraser, of Leeds, for whom he acted as Resident Engineer on the construction of the Batley and Dewsbury railway, in that capacity designing and superintending the execution of all the works on the line. After Mr. Fraser's death, Mr. Myers-Beswick carried on his practice in Leeds and Westminster in conjunction with Mr. H. J. Fraser, under the style of John Fraser and Sons. Among the works for which the firm were responsible may be mentioned the Halifax, Thornton and Keighley, the Tilton and Leicester, the Beeston and Batley, and the Pudsey branch railways; the Leicester lines from Melton Mowbray to Bottesford; and other lines for the Great Northern Railway Company. The Harrow and Stanmore branch railway, since acquired by the London and North

¹ Minutes of Proceedings Inst. C.E., vol. xxviii. p. 232. ² *Ibid*, vol. lxxxv. p. 86.

Western Company, was also constructed by Mr. Myers-Beswick, and, acting jointly with Sir Douglas Fox, he made the connecting line between Market Weighton and Driffield, now worked by the North Eastern Railway. These works comprised some heavy tunnelling, large masonry viaducts, and a great variety of bridge-work. Mr. Myers-Beswick introduced the Schwedler type of girder—for a description of which, as a Student, he was awarded a Miller Prize—in bridges which he built over the River Calder and the Aire and Calder canal, and again in a bridge carrying the Great Northern Railway over a proposed diversion of the River Aire at Leeds. The Tyersall Bank, which occurs on the Pudsey branch railway constructed by him, is one of the highest embankments in England. It is 110 feet in height, contains nearly 600,000 cubic yards of excellent material, and has stood without giving any trouble. In addition to the works enumerated, Mr. Myers-Beswick conducted an extensive parliamentary and general consultative practice. Mr. Fraser having died in 1888, Mr. Myers-Beswick continued the practice alone; but in 1901 he took into partnership his two assistants, Mr. W. P. Morison and Mr. G. F. Murray. He died at Malvern on the 27th December, 1904, aged 54.

Mr. Myers-Beswick served on the Commission of the Peace for the North Riding of Yorkshire. He was also a Fellow of the Geological Society and a member of the American Society of Civil Engineers and of the Institution of Mechanical Engineers.

He was elected an Associate Member of the Institution on the 1st February, 1876, and was transferred to the class of full Members on the 24th January, 1882.

HENRY ENFIELD TAYLOR, second son of the late Mr. John Taylor, was born on the 6th September, 1845, and, adopting the family profession, served a pupilage to his father in London and at the Sandycroft Engine Works, Chester. On the expiration of his pupilage in 1868, he was appointed engineer in charge of extensive mining works in Cardiganshire for Messrs. John Taylor and Sons, and erected a large quantity of machinery and mining appliances, sunk shafts, drove tunnels, and made a railway to the port of Aberystwyth. In 1873, he engaged in practice on his own account as a Mining Engineer at Chester, in connection with which he visited France, Germany, Spain, and almost every part of the United Kingdom. For many years he was associated with the River Dee Conservancy as acting conservator and engineer, designing sea- and dock-walls on the estuary and, in conjunction