

sugar-industry in Brazil he was obliged subsequently to relinquish the appointment. After a short period of employment on the main-drainage works of Dublin, he left that city for British Guiana in July, 1903, to take up the post of Engineer of Way and Works to the Demerara Railway, which position he held up to the date of his death on the 16th August, 1904.

Mr. Tiplady was elected an Associate Member of the Institution on the 4th December, 1894.

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ALEXANDER THOMSON WALKER, son of Mr. William Walker of Aberdeen, was born on the 13th November, 1835, and obtained his practical experience in the foundry of Mr. Allan A. Marshall, Aberdeen, and in the works of Messrs. Farquhar and Gill of that city. On coming to England, he entered the service of Mr. John Brown, of Redhill, by whom he was employed on water-supply and drainage works at Earlswood. After acting for a time as principal assistant to Mr. Henry Tomlinson on the waterworks of Cambridge, he was appointed in 1875 sub-manager of the Reading Corporation Waterworks, and became manager of the works in 1883, which position he held until his death on the 3rd March, 1904. During his tenure of office he designed and installed an improved method of filtration, and erected a steam pumping-plant at Fobney, reorganized the distributing system, which included the design and construction of a high-level service reservoir at Tilehurst, and the laying of 6 miles of connecting mains, and was responsible for the works for conveying the town water to the Caversham heights.

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

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HENRY WRIXON died at Perth, Western Australia, on the 29th October, 1904, in his sixty-seventh year. Born in Constantinople on the 5th January, 1838, he was educated at Christ's Hospital, London, and, after serving his articles to Mr. W. S. Holland, of Southwark, he decided to try his fortune in Australia.

Arriving in Victoria in 1855, he obtained employment in the Crown Lands Department, and subsequently in the Water Supply and Railway Survey branches. Among the works for which he was responsible were the survey of the first section of the trunk line between Melbourne and Sydney, and the construction of the Ballarat-Beaufort section of the railway to Adelaide. He also acted as chief assistant to the Resident Engineer, Mr. Hull, on the main Sandhurst line, between Malmsbury and Castlemaine, supervising the construction of three large viaducts. He retired from the service of the Victorian Government in 1893, having held the position of Inspecting Engineer of Surveys for the previous 5 years.

Mr. Wrixon was elected an Associate Member of the Institution on the 12th January, 1892.

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JOHN BOUSTEAD died at his residence, 15 Prince's Gate, S.W., on the 20th October, 1904, at the advanced age of 84. The scion of an old Cumberland family, he was born on the 15th April, 1822, in Ceylon, where his father owned large coffee-estates. John Boustead was destined for the engineering profession, but after pursuing a course of study with this object, he entered his father's business, which had attained very large dimensions, and devoted himself energetically to the cultivation of coffee until the occurrence in 1879 of the crisis in this industry, consequent upon the almost total failure of the coffee-crops throughout the island. Mr. Boustead's courage and resource proved equal to the occasion, and his far-sighted and energetic action, as one of the most influential owners and agents in Ceylon, was largely instrumental in securing the adoption of the tea-plant in place of coffee, which led to the ultimate recovery of the island from what appeared at the time to be an irretrievable disaster.

Mr. Boustead was the oldest director of the Lambeth Waterworks Company. He was an old resident in Wimbledon, and was long connected with Bassenthwaite in Cumberland, where he built the chapel overlooking the lake and commenced the rebuilding of Armathwaite Hall.

He was elected, on the 26th November, 1867, an Associate of the Institution, with which he had been connected since 1841, when