studying meanwhile under Professor (now Sir Alexander) Kennedy at University College, London.

In 1881, he became an Assistant Engineer to the Isle of Man Harbour Commissioners, serving successively under Mr. C. R. Walker and Mr. James Walker, until 1897, when he succeeded the latter gentleman in the appointment of Chief Engineer, which position he retained until his death. He was engaged upon all the principal harbour-works carried out during the 24 years of his service in the Isle of Man, including Port St. Mary breakwater, Peel Inner Harbour works and breakwater, Castletown Harbour improvement and new swing-bridge, Queen's Pier, Ramsey, Victoria Pier enclosure and extension, Douglas hydraulic swing-bridge, and other works. His last work was the repair of a breakwater at Douglas called the Battery Pier, in connection with which he devised a very ingenious and practical method of upholding and strengthening the harbour-wall. Mr. Nevill died on the 10th September, 1905, in his forty-third year.

He took exceptional interest in the training of pupils, and was remarkable alike for his keen perception and sound judgment, and for the unvarying geniality of his disposition.

Mr. Nevill was elected an Associate Member of the Institution on the 4th December, 1888.

FREDERICK REILLY, second son of the late Professor Callcott Reilly, was born in 1855, and entered the Royal Indian Engineering College in 1874, passing out third of his year, but first in Engineering, in 1877, with the Fellowship of the College. After 2 years' practical work in England he was appointed to the Public Works Department of India, and served nearly 16 years in the railway branch. Among other works he was employed on the construction of the Holkar and Neemuch State Railway, and the Kohat branch of the Punjab Northern system. Whilst engaged on the Saharanpur division of the North Western Railway, he invented the Reilly gates, providing a semi-automatic method of opening or shutting gates at level crossings, which were adopted on several lines in India. He also took part in the construction of the Empress Bridge over the River Sutlej, the Chenab Bridge and other less important works. In 1894 he retired from the service with the rank of Executive Engineer, and left India for Europe.

During his career in India, Mr. Reilly displayed marked ability in the discharge of his engineering duties and in his management of men and means, and was conspicuous alike for the quality of his

theoretical knowledge and for his skill in applying that knowledge in practice.

Although his professional career practically ended with his retirement in 1894, Mr. Reilly was then still in the prime of life, and he decided to take up the pursuit of art. On leaving India, he went straight to Paris, and studied earnestly for 6 years, being rewarded by the acceptance of some of his work for exhibition in the Paris Salon. He then settled in England and set up a studio in Holland Park Road, where he painted portraits of his father and General Sir Alexander Taylor, both of which he presented to Coopers Hill College. He also exhibited at the Society of Portrait Painters, the New Gallery and the Institute of Painters in Oil Colours, and was awarded a gold medal and two silver medals for his work.

Early in 1905 he went out to British Guiana to inspect and report on the engineering undertakings of the Guiana Gold Company. Having finished his work, he took passage home, but during the voyage, on the 7th June, he died suddenly from heart failure, resulting from an attack of malaria.

Mr. Reilly was elected an Associate Member of the Institution on the 3rd May, 1881.

GEORGE WILSON was born on the 17th February, 1871, at Cressbrook, Derbyshire, where his father carried on a manufacturing business. After being educated privately, the subject of this notice was entered as a student at the Owens College, Manchester, in 1887, and having gained the Ashbury Engineering Scholarship, he graduated in Science in the Victoria University, with first-class honours in Engineering, in 1891, proceeding to the degrees of M.Sc. in 1894 and D.Sc. in 1900. His practical experience was obtained on the works of the Manchester Ship-Canal, where, between 1891 and 1893, he was employed under Mr. W. H. Hunter on designs and calculations for swing-bridges and locks constructed during that period. As the outcome of his investigations in this field, he later communicated to the Royal Society two Papers on the reaction and deflection of beams, which appeared in the Proceedings, and wrote a series of articles in the technical press on "Opening Bridges," which were reprinted and published in book form in 1896. Among other Papers contributed by him to various societies may be mentioned that presented to this Institution in 1902,[1] describing his

[1] Minutes of Proceedings Inst. C.E., vol. cxlix. p. 208.