

his health improved, and again undertook the management of the Russian branch of the business, which under his able control soon recovered its former prominence. His two daughters married in Russia and his son assisted him in the business. This branch of the firm played a leading part in the development of the electric-lighting and power industry in Russia, and has increased rapidly in size, now giving employment to nearly a thousand hands. When Dr. Werner von Siemens died in 1892, Carl Siemens was called to Berlin to take the leadership of the firm of Siemens and Halske. In 1899 he was elected chairman of Siemens Brothers and Company, Limited, which position he retained until his death. In 1895 the Russian hereditary rank of nobility was conferred upon him. He was a Member of the Institution of Electrical Engineers from its foundation.

The relations of the four brothers throughout their lives were of the most intimate and affectionate kind. It is therefore fitting to close this memoir by quoting from Dr. Werner von Siemens's "Personal Recollections" the tribute which he paid to his brother's character: "I should call the next brother Charles the most normally constituted of us all. He was always to be depended upon, faithful and conscientious, a good pupil, an affectionate, attached brother. His clear eye and generally cultivated understanding made him an excellent man of business, and, with his large technical knowledge and an excellent tact, an admirable conductor of business undertakings. Charles was the true connecting link between us four brothers, who differed indeed radically from one another, but were bound together for lifelong common work by all-subduing fraternal love."

Carl Heinrich von Siemens was elected a Member of this Institution on the 24th May, 1870.

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JAMES EDWARD TUIT, born on the 2nd January, 1860, was educated at King's College, London, and received his practical training under the late Mr. Edmund Olander, in the engineering department of the Great Western Railway, where he developed marked ability in constructional design. In 1882 he joined the staff of the late Sir John Fowler and Sir Benjamin Baker, Past-Presidents, who were then engaged on the designs of the Forth Bridge. For 2 years Mr. Tuit was occupied on the details of these designs and in 1884, when the work of construction commenced, he was appointed by the contractors an assistant engineer at Queensferry, and was responsible for carrying out the temporary works required in the erection of the bridge. He remained at the works until their completion in 1889,

when he came to London to take sole charge of the erection of the Tower Bridge for Sir William Arrol and Company, the contractors. During the construction of this great work, Mr. Tuit found full scope for the exercise of his talent and ingenuity in dealing with the numerous problems which arose in the course of its erection. Upon the completion of the Tower Bridge, Mr. Tuit became responsible for the designing work for Sir William Arrol and Company, and took charge of their London office. Bringing to his task exceptional constructional ability and a keen mathematical mind, the designs which he evolved were of sound practical value, combining strength and lightness of proportion with considerable grace of form.

The last important design upon which he was engaged, but which he was not destined to see completed, was that for a bridge across the Nile at Cairo, with two smaller bridges connecting the mainland with an island in the river. The Egyptian Government invited competitive designs, and that submitted by Mr. Tuit was accepted, not only because it harmonized, from an æsthetic point of view, with the architectural and scenic features of the surroundings, but because it met the severe limitations involved, and gave assurance that the difficulties in regard to foundations had been carefully considered and would be successfully overcome. Mr. Tuit was subject to severe dysentery and had been for some time in indifferent health. Latterly his condition had improved, but whilst at his office he suddenly became seriously ill, and being removed to his home, he died the next day, the 20th February, 1906, at the comparatively early age of 46.

He was elected an Associate Member of the Institution on the 1st December, 1885, and was transferred to the class of Members on the 23rd January, 1894.

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CHARLES BEWICKE BLACKBURN, born on the 22nd May, 1875, was educated at Hulme Grammar School and the Owens College, Manchester, and graduated in science at the Victoria University. He obtained his practical training in the works of the Electric Construction Company, Limited, and remained in their service on the termination of his pupilage, first as assistant to his father, Mr. A. B. Blackburn, and afterwards as Assistant Manager of the works at Wolverhampton, employing about 800 men and manufacturing all classes of electrical machinery. In 1902 he resigned this position, and after serving for a short time in the Brush Electrical Company's works at Loughborough, he went out to the United States and