

tramways, sewerage and sewage-disposal works, river-diversions, weirs, small water-supplies, and other works.

Mr. Robins was elected a Fellow of the Surveyors' Institution in 1881. He succumbed to an attack of bronchial pneumonia on the 20th December, 1907.

He was elected an Associate Member of The Institution on the 4th December, 1888.

---

ANDREW WILSON BAIRD, C.S.I., *Colonel R.E. (retired)*, died in London on the 2nd April, 1908, of heart-failure. The deceased officer, whose active career was passed wholly in India, entered the Corps of Royal Engineers in 1861, and was promoted Captain in 1874. He served through the Abyssinian campaign of 1868 as traffic-manager of the railway, for which service he received a medal and was mentioned in dispatches. He then joined the Great Trigonometrical Survey of India, and carried on triangulation in Kathiawar and Gujerat until 1870, when he was transferred to special duty in charge of tidal observations in the Gulf of Cutch and elsewhere. From 1876 to 1885 he was responsible for all the tidal and levelling operations of the Survey of India, and carried out the tidal observations round the coasts of India and Burma. In 1881 he was one of the delegates from India to the Geographical Congress at Venice, where he was awarded a diploma and medal for his services in connection with tidal research. In 1885 he was appointed Master of the Calcutta Mint, and held that post until his retirement at the age of 55. In 1885 he was elected a Fellow of the Royal Society, in recognition of the value of his scientific work. On his retirement from public service the Government of India recorded its thanks, and he was created a Companion of the Star of India.

Colonel Baird was elected an Associate of The Institution on the 3rd May, 1881.

---

BARON CHARLES CONRAD ADOLPHUS DU BOIS DE FERRIÈRES, who died at his residence, Bayshill House, Cheltenham, on the 16th March, 1908, in his eighty-fifth year, was the son of Baron du Bois and grandson of General du Bois, of the Dutch army, who was created a Baron of the Netherlands in 1815. The subject of this notice was born in July, 1823, and after being educated at Brighton and at Ghent University, he was trained for the profession of a civil engineer, but never actually practised. He

took up his residence at Cheltenham in 1860, and became one of the Town Commissioners in 1864. When Cheltenham obtained its charter of incorporation in 1876 he became one of the first aldermen, and was subsequently elected second mayor of the borough. In 1880 he was elected to represent Cheltenham in Parliament in the Liberal interest, and continued to hold the seat until the dissolution in 1885, when he did not seek re-election. Apart from politics, Baron du Bois de Ferrières took great interest in local affairs, and rendered valuable service in various ways to the town of his adoption. In 1898 he presented to Cheltenham an Art Gallery and a valuable collection of Dutch paintings, besides placing memorial windows in Christ Church and Cheltenham College on the occasion of his golden wedding. In recognition of his public munificence and private benefactions, as well as of his personal services to the community, he was made an honorary freeman of the borough in 1900. He married in 1851 Anne, daughter of the late Mr. William Sheepshanks, of Harrogate and Leeds, who survives him, but as there are no children the title becomes extinct.

Baron du Bois de Ferrières was elected an Associate of The Institution on the 2nd April, 1844, and was thus connected with The Institution upwards of sixty years.

---

JOHN BARRET SQUIRE, born at Louth, Lincolnshire, on the 8th March, 1851, was descended from an old Lincolnshire family closely associated with Oliver Cromwell during the Civil War. After obtaining his practical training chiefly on railway works, he was employed in 1874 as contractor's engineer on the construction of the Chatburn and Hellifield Railway. Between 1876 and 1878, in partnership with Mr. John Barnes, he built the West Lancashire Railway, and in 1878, the partnership being dissolved, he went to Liverpool, where he obtained the contract for the Patricroft Sewerage Works. In 1882 he came to London and joined the staff of the late Mr. T. A. Walker, contractor, with whom he remained for 6 years, being employed during that period on the completion of the Inner Circle Railway, the Preston and Barry Docks, and the Manchester Ship-Canal. Transferring his services to Messrs. S. Pearson and Son, he was engaged until 1900 in preparing the estimate for the Blackwall Tunnel and on the construction of the East and West Derbyshire Railway, and other works. In 1901 he commenced business as a Contractor under the style of J. B. Squire and Co., in which capacity he constructed the Crossness